CITY OF OAKLAND

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AGENDA REPORT

TO: Sabrina B. Landreth
City Administrator

FROM: Brooke A. Levin
Director

SUBJECT: BRT Parking Impact Mitigation Plan and Funding

DATE: April 25, 2016

City Administrator Approval

Date: 4/28/16

RECOMMENDATION

Resolution adopting the Oakland Parking Analysis dated February 29, 2016 as the Parking Impact Mitigation Plan for the Alameda - Contra Costa County (AC) Transit District's East Bay BRT Project Phase II Construction Program, adopting the recommendations contained therein, and authorizing the City Administrator to reallocate up to $300,000 in FY 2015-16 Measure B funds to develop a supplemental BRT Corridor Parking Management Plan.

EXECUTIVE SUMMARY

This report recommends that Council adopt the Oakland Parking Analysis prepared by Fehr and Peers on behalf of the City of as the Parking Impact Mitigation Plan (PIM-p) for the East Bay BRT Project Infrastructure and Station Platform Construction Program (Bid Package 3) and adopt the findings and recommendations contained therein.

This report also recommends that the Council authorize the City Administrator to reallocate up to $300,000 in FY 2015-16 Measure B funds to develop a Supplemental BRT Corridor Parking Management Plan. The supplemental parking plan is one of two new BRT - Business Impact Mitigation Fund contributions that City executives tentatively agreed to make during interagency partnering discussion held during the first quarter of 2016. AC Transit is balancing its BP3 construction budget against these City contributions.

In order to help bridge a BRT Project construction budget shortfall, the City negotiating team agreed contingent upon City Council approval that the City would identify funding and or in-kind services as needed to implement phase one parking improvements triggered by the Oakland Conditions of Approval. The attached resolution, therefore, additionally requires the City Administrator to bring forward as part of the Fiscal Year 2015-17 mid-cycle budget a proposal to improve approximately 324 on-street parking meter locations in high-use commercial districts and reconstruct approximately 35 abandoned driveways in coordination with AC Transit's BRT – Bid Package 3 construction program.

See Table 2: Proposed Additional Business Impact Mitigation Fund Items

Item: _____
Public Works Committee
May 10, 2016

BACKGROUND / LEGISLATIVE HISTORY

Project Description

The East Bay BRT Project will ultimately extend approximately 9.52 miles from Downtown Oakland to the San Leandro BART Station and is designed to provide superior public transit through one of Oakland's busiest corridors. The BRT service will feature 5-minute headways, light-rail-like bus stations with ADA compliant passenger amenities, Traffic Signal Priority (TSP) for advancing buses through signalized intersections, passenger safety features, diesel-electric hybrid, dual sided 5-door buses, dedicated bus lanes, and improved pedestrian, bicycle, and passenger facilities along the entire corridor.

The BRT route runs from the northern transfer station at Broadway and 20th Street in Oakland to the City of San Leandro Bay Area Rapid Transit (BART) Station. In Oakland, project features include 18 sidewalk stations (9 pairs) on Broadway, East 11th Street and East 12th Streets, and 20 center median stations serving the dedicated bus transit way from International Boulevard & 14th Avenue to the San Leandro border.

The BRT passes through diverse neighborhoods with equally diverse characters and business climates including the Downtown, Chinatown, Eastlake, San Antonio, Fruitvale, Havenscourt-Lockwood, Hegenberger, and Elmhurst areas of Oakland.

Legislative History

In 1998, AC Transit completed numerous studies that had been in the works for years to develop the current BRT project. The City of Oakland participated on a technical and policy level on each of these studies. The 1998 "Major Investment Study" examined multiple modes on multiple corridors. At the conclusion of that study, in 2001, the Policy Steering Committee chose Bus Rapid Transit on the Telegraph Avenue/International Boulevard corridor from Downtown Berkeley to San Leandro as the preferred project. Following this choice, AC Transit worked on preliminary design and environmental analysis of the preferred project, and released the Draft Environmental Impact Statement Report (DEIS/R) in May, 2007. In July, 2007, the City of Oakland formally submitted comments that addressed route alignment, traffic, parking, economic impact, construction, roadway maintenance and operational impacts, and other areas.

Locally Preferred Alternative (LPA)

In April, 2010 the City of Oakland selected a "Locally Preferred Alternative" (LPA) for analysis in the Final Environmental Impact Statement/Report (FEIS/R) (Resolution No. 82690 C.M.S.); this Locally Preferred Alternative (LPA) incorporated bicycle, pedestrian and vehicular improvements in addition to the proposed Bus Rapid Transit Project.

As noted above, the original project was envisioned to run from San Leandro to Downtown Berkeley. However, the City of Berkeley did not approve an LPA and the BRT project components in the FEIS/R thus terminated at the Berkeley border. In January 2012, AC Transit released the FEIS/R on the East Bay Bus Rapid Transit Project. The FEIS/R included a new alternative, the Downtown Oakland to San Leandro (DOSL) line that terminated the alignment in

downtown Oakland. On April 24th, 2012, AC Transit certified the FEIS/R and chose the DOSL as the LPA.

The project requires that the local jurisdictions also certify the final alternative and on July 17, 2012, the City of Oakland formally endorsed the DOSL (Resolution No. 84106 C.M.S.). As a part of that action the City Council also passed Oakland's Conditions of Approval (COAs), formalizing the terms of construction and final project that had been negotiated with AC Transit for the project.

Conditions of Approval

The Oakland COAs included additional parking and business impact mitigation requirements; local hire provisions; curb to curb repaving and pedestrian lighting and safety to ensure that the project is truly a corridor-based project; and a requirement for a net zero increase in City costs for operating and maintaining BRT Project facilities.

Under Resolution No. 84106, the Public Works Director is responsible to enforce the Oakland COA and his or her approval is required for all BRT Project construction documents (plans, specifications, and estimates). The interagency BRT team mutually agreed that AC Transit would demonstrate substantial conformance to the COA with the following documents:

- Master Cooperative Agreement
- Operations and Maintenance Agreement
- Business Impact Mitigation Plan
- Parking Impact Mitigation Plan
- Project Labor Agreement
- Final Design Plans, Specifications and Estimates

Master Cooperative and Operations / Maintenance Agreements

On July 30, 2013, the City Council unanimously adopted Resolution #84570 authorizing the City Administrator to enter into a Master Cooperative Agreement (MCA) with the Alameda-Contra Costa Transit District (AC Transit) for the Final Design and Construction Phases of the Downtown Oakland to San Leandro Bus Rapid Transit Project. The Construction Cost Estimate attached to the MCA included $22.7 million for implementing the CoA. This amount included $3.4 million for Business and Parking Impact Mitigation activities and $19.3 million for roadway, bicycle and pedestrian improvements.

Also on July 30, 2013, the City Council unanimously adopted Resolution No. 84571 authorizing the City Administrator to enter into an Operations and Maintenance Agreement with the Alameda-Contra Costa Transit District (AC Transit) for the Downtown Oakland to San Leandro Bus Rapid Transit Project.

Parking and Business Impact Mitigation

On September 30, 2014, the BRT Policy Steering Committee passed a motion recommending that the AC Transit Board approve the Parking and Business Impact Mitigation Plans for Phase I construction (Advanced Utility Relocations; Fruitvale Bypass and Off-Street Parking Lot), and authorize the General Manager to allocate up to $2.5 million in BRT Project funds to the development and implementation of the Oakland Business Sustainability Program.

On November 18, 2014, the City Council unanimously adopted Resolution No. 85283 approving the East Bay Bus Rapid Transit (BRT) Project Business Impact Mitigation Plan for Advanced Utility Relocations (Bid Package 1) and the Parking and BRT Business Impact Mitigation Plans for Fruitvale Bypass and Off-Street Parking Lot Construction in the Fruitvale and Elmhurst Areas of Oakland (Bid Package 2).

Also on November 18, 2014, the City Council unanimously adopted Resolution No. 85284 to accept and appropriate up to $2.5 million from AC Transit for the development and implementation of the City's BRT - Business Technical Assistance Project. (By mutual agreement of agency executives, the capped amount was reduced to $2.0 million after AC Transit created and funded a separate $500,000 BRT – Technical Assistance Project to address the direct permanent impacts of BRT construction.)

Concurrently on November 18, 2014, Council unanimously adopted Resolution No. 85285, waiving the competitive Request for Proposal (RFP) selection requirement and approving a Professional Services Agreement with Oakland Business Development Corporation, OBDC, in an amount not-to-exceed $500,000 to administer the start-up phase of the City's BRT - Business Technical Assistance Project. The City executed its $500,000 contract with OBDC in May 2015.

Related to the above-mentioned November 18, 2014 legislative actions is City's creation of a $2,000,000 Business Assistance and Sustainability fund (BAS-f), which includes $1,000,000 in General Purpose Funds (Resolution No. 85085 C.M.S.) and $1,000,000 in CDBG funds (Resolution No. 85286 C.M.S.). These BAS-funds are intended to support businesses that are deemed eligible by the City for direct monetary assistance due to adverse permanent impacts from BRT infrastructure.

Table 1 below lists BRT - Business Impact Mitigation Fund and Bid Package #3 supplemental allocations approved by the AC Transit Board and or City Council to date. These include baseline impact mitigation activities required by the BRT - Final Environmental Impact Statement / Final Environmental Impact Report (FEIS/FEIR), county sales tax (Measure BB) and grant-funded corridor infill programs, as well as a supplemental Business Technical Assistance Program.

Table 1: Approved BRT - Business Impact Mitigation Fund Items

Category and Item	Budget (millions)	Funder and Source
A. BRT - Construction Impact Mitigations Allowances		
1. Site Specific Mitigations - Impacts From Roadway Alignment, Geometry, Stations	8.82	ACT - BRT Project
2. Business Support Initiatives	2.17	ACT - BRT Project
B. BRT--Oakland Business Sustainability Program		
1. Baseline Business Technical Assistance Program	.50	ACT - BRT Project
2. Supplemental Business Technical Assistance Program	2.00	ACT - ACTC
	13.49	**Subtotal - ACT**
3. Business Assistance and Sustainability Fund	2.00	City - GPF / CDBG
C. BRT- Bid Package #3 Supplements		
1. Int'l Blvd Pedestrian Lighting & Sidewalk Infill Program	2.48	City - CTC (ATP)
2. SAHA Development - Transit Related Improvements	.73	City - Cap & Trade
3. ADA Curb Ramp Infill Program (±250 ramps)	1.30	City - MBB
	6.51	**Subtotal - City**
Total (millions):	**$20.00**	

ACTC: Alameda County Transportation Commission
ATP: Active Transportation Program
MBB: Measure BB

Parking Impact Mitigation Plan Development

The Oakland Parking Analysis attached hereto represents the culmination of a collaborative work effort between the City of Oakland and AC Transit to establish a Parking Impact Mitigation Plan (PIM-p) for the BRT Project that is consistent both with the Final Environmental Impact Statement / Record of Decision (FEIS/ROD) as well as Oakland's Conditions of Approval (COAs) for the BRT Project (Resolution No 84106).

The work began in earnest at the 65% BRT final design phase when the two agencies presented to the Policy Steering Committee (April 2014 meeting) that Oakland would lead interagency efforts to complement AC Transit's baseline parking impact mitigation program with an independent on-street parking assessment and an intensive community engagement program. Throughout calendar year 2014, the two agencies collaborated on stakeholder engagement to better understand individual business and neighborhood needs pertaining to curb management with the intent to establish an on-street parking program that substantially conformed to Oakland's COAs. The methodology, analysis, and impacts of the expanded PIM-p were initially published in an AC Transit document Parking Impact Report for the BRT Project (October 13, 2014), the findings of which were presented to the BRT Policy Steering Committee two weeks prior (September 30, 2014) and to Oakland's City Council in November 2014 (Resolution No. 85283).

The Oakland Parking Analysis was updated at 95% BRT final design to reflect individual business and neighborhood desires and included revised Oakland Parking Impact and Parking Improvement Plans dated May 2, 2015. These Plans were then presented to the Policy Steering Committee on July 9, 2015. The two agencies continued working together through the summer and fall of 2015 to prepare the 100% BRT final design. The parking improvements were further refined (October 2, 2015), and the two agencies worked collaboratively to incorporate the refinements into the BRT –Construction Bid Package #3 (October 30, 2015) and then into the bid addenda through January 23, 2016 and finally into the construction bid program in February 2016. The final Plans dated February 29, 2016 were update on April 25, 2016 to increase accessible passenger loading and disabled parking facilities pursuant to direction from the California Division of the State Architect, Access Compliance Unit.

ANALYSIS AND POLICY ALTERNATIVES

The attached Oakland Parking Analysis dated February 29, 2016 and updated on April 25, 2016 includes a detailed memorandum, BRT Impact Plans and BRT Parking Improvement Plans. Fehr and Peers adhered to the Parking Realignment Methodology published in the Council-approved Parking Impact Report dated October 13, 2014 during development of the Oakland Parking Analysis. The base parking counts and parking realignment findings contained in the Fehr and Peers analysis differ, however, from AC Transit's Parking Impact Report. Fehr & Peers applied a broader BRT Project footprint, one that included off-route segments where parking type and/or configuration changes are suggested to offset on-route parking displacement. Moreover, they incorporated additional community-driven parking realignment considerations when proposing parking improvements to be completed under the BRT Project.

The Oakland Parking Analysis improves upon the FEIS/R baseline parking impact mitigation program in two key ways. First, the Parking Improvement Plans reduce overall parking loss along the BRT route in Oakland from about 565 spaces per the FEIS/R, or an overall 19% reduction, to about 302 spaces, or a 10% overall reduction in parking. Second, parking loss is limited to the "uncontrolled" category of parking (72-hour parking). All other on-street parking category counts are maintained or increased in corridor business districts, including loading zones, metered and time limited spaces, and passenger loading zones that existing corridor businesses rely upon. ***See Table 1 on page 7 of the attached Oakland Parking Analysis.***

The Oakland Parking Improvement Plans do not, however, achieve the goal of full one-for-one replacement of on-street parking. As previously stated, parking loss is limited to the uncontrolled category of parking. The design team prioritized being responsive to community concerns over achieving full parking replacement. Since many stakeholders raised concerns regarding personal safety and security for customers who might need to walk longer distances, the Oakland Parking Improvement Plans prioritized proximity over quantity when planning parking improvements and maintained a tight (500 foot maximum) footprint for parking reconfiguration.

Four Oakland neighborhoods will experience parking loss in excess of 10%. ***Figure 1 and Figure 2 on pp. 10-11 of the Oakland Parking Analysis*** visually illustrate the range in parking loss along the BRT footprint in Oakland. Areas that will realize a parking loss less than the average (10%) are highlighted in green. The Havenscourt-Lockwood area (Segment #9) shown in blue will realize parking loses greater than 10% but peak occupancy rates are not expected to

exceed 85%. Areas shown in orange will realize parking loses greater than 10% and anticipated peak occupancy rates of 85% or more:

- East Lake – East 12th Street, between 2nd Avenue and 13th Avenue (Segment #3)
- East Lake – International Boulevard, between 2nd Avenue and 13th Avenue (Segment #4)
- Hegenberger – International Boulevard, between 70th Avenue and 82nd Avenue (Segment #10)

The final draft Parking Improvement Plans for Oakland include on-corridor and side street parking and off-street parking lots. The Plans can be implemented in two phases and include a combination of parking controls such as meters and time limits that prioritize customer parking and deliveries along the BRT route.

Phase one addresses the near-term parking concerns delineated by business and community stakeholders located on the BRT route and constructs additional on-street and off-street parking resources. To date, AC Transit has implemented the recommended on-street parking improvements for the Fruitvale Bypass and installed two off-street parking lots, as required by the Oakland COAs (Bid Package 2). Fehr & Peers recommends that AC Transit and the City of Oakland implement the remainder of the Phase one parking program under the final BRT Bid Package, BP3 set to commence in spring 2016.

Phase one establishes on-street parking and loading priorities along the BRT route and adds parking spaces to select side streets. This phase removes approximately 35 unused and abandoned driveways on the route as well as the existing parking meters and pay stations. Phase one expands loading for customers, deliveries, and passengers, and prioritizes customer parking along the corridor. Phase one replaces existing parking pay stations with 159 of the city's new smart meters and adds approximately 165 new meter parking spaces on the corridor to either close gaps in the current meter parking areas or to address short- and long-term parking conflicts that now occur in some of the more active commercial areas.

Fehr and Peers also recommends that AC Transit and the City monitor parking activities during construction and for up to two years after construction to identify an additional set of parking impact mitigation activities to better meet the BRT corridor business and community needs.

Proposed Supplemental BRT Corridor Parking Management Plan Outcomes:

- Identify short term implementable parking management techniques appropriate to each neighborhood based on best practices research and include measures such as transit passes, parking permit requirements, management of usage via time restricted parking or commercial/passenger loading zones, or restriping nearby streets to increase capacity;

- Define post-construction conditions, verify any outcomes of implemented short-term parking management techniques and identify the need for long-term solutions and monitoring strategies for remaining impacts; and

- Recommend long-term parking management solutions for remaining parking impacts along the corridor, such as the development of additional off-street parking resources for the East Lake and Hegenberger areas. These activities may also include implementing phase two of the draft final Oakland Parking Improvement Plans, which calls for meter installations and upgrades on select side streets in the Fruitvale District.

Staff Recommendations

This report recommends that Council adopt the Oakland Parking Analysis prepared by Fehr and Peers on behalf of the City of as the Parking Impact Mitigation Plan (PIM-p) for the East Bay BRT Project Infrastructure and Station Platform Construction Program (Bid Package 3) and adopt the findings and recommendations contained therein.

This report also recommends that the Council authorize the City Administrator to reallocate up to $300,000 in FY 2015-16 Measure B funds to develop a Supplemental BRT Corridor Parking Management Plan. The supplemental parking plan is one of two new BRT - Business Impact Mitigation Fund contributions that the City negotiating team tentatively agreed to make during interagency partnering discussion held during the first quarter of 2016. AC Transit is balancing its BP3 construction budget against these City contributions.

In order to help bridge a BRT Project construction budget shortfall, the City negotiating team agreed contingent upon City Council approval that the City would identify funding and or in-kind services as needed to implement phase one parking improvements triggered by the Oakland Conditions of Approval. The attached resolution, therefore, additionally requires the City Administrator to bring forward as part of the Fiscal Year 2015-17 mid-cycle budget a proposal to improve approximately 324 on-street parking meter locations in high-use commercial districts and reconstruct approximately 35 abandoned driveways in coordination with AC Transit's BRT – Bid Package 3 construction program at the total estimated cost of $936,623.

See Attachment 1: East Bay BRT Project – Oakland Parking Analysis

FISCAL IMPACT

Table 2: Proposed Additional Business Impact Mitigation Fund Items

Category and Item (continued from Table 1 above)	Budget	Funder and Source
C. BRT- Bid Package #3 Supplements		
4. Bid Package #3 - On-Street Parking Improvements	610,525	City -TBD
5. Supplemental BRT Corridor Parking Management Plan	300,000	City – Meas. B
Total	**$910,525**	

The City Administrator will bring forward as part of the Fiscal Year 2015-17 mid-cycle budget a proposal to improve approximately 324 on-street parking meter locations in high-use commercial districts and reconstruct approximately 35 abandoned driveways in coordination with AC Transit's BRT – Bid Package 3 construction program at the total estimated cost of $610,525.

The resolution before you today authorizes the City Administrator to reallocate up to $300,000 in FY 2015-16 Measure B funds from Measure B Fund 2211; Street and Structure Org. 92242; On Call Emergency Road Project C369923 to the Measure B Fund 2211; ADA Programs Organization 30214; BRT Capital Improvement Program Project P472230; ACT Transit BRT Program W985 to develop a supplemental BRT Corridor Parking Management Plan. This transfer will have no adverse fiscal impact upon on-call emergency road repair programs.

PUBLIC OUTREACH / INTEREST

Community engagement during the Preliminary Engineering and 40% Final Design phases revealed that business owners and residents had serious concerns about potential displacement of parking spaces along the BRT corridor, potential increase demand on remaining parking spaces and scarcity of existing parking supply to meet the future needs of the business and residents along the BRT corridor. This prompted the City of Oakland to initiate a comprehensive Parking Analysis to better understand the parking needs all along the corridor and develop measures to better understand and mitigate parking loss under the BRT Project.

The City of Oakland's Parking Analysis became a central part of the BRT merchant engagement process in during the 65% final design phase and remained a primary method to gather input from the merchants regarding their needs and the parking conditions along Oakland's BRT corridor through the 100% Final Design Phase. Neighborhood parking discussions held during the 95% design phase provided opportunities for residents, merchants and other agencies to view drawings and discuss with staffers exactly how and where displaced parking spaces in their district would be replaced through creation of new side street parking, new parking lots and or through reconfiguration of existing uncontrolled parking spaces.

COORDINATION

The Parking Impact Mitigation Plan is the result of intensive coordination between the AC Transit BRT team, the City of Oakland BRT team, the Community Outreach Working Group, and individual business owners along the corridor. The Transportation Services and Revenue Divisions prepared the Fiscal Impacts section of this report. In addition, the Office of the City Attorney and Controller's Bureau participated in the review of this report.

SUSTAINABLE OPPORTUNITIES

Economic:

The AC Transit BRT Project is investing almost $183,000,000 in improving bus transit and providing other related and significant benefits to the people living, walking, and working on or near the Broadway, East 12 Street, and International Boulevard corridors between downtown Oakland and the San Leandro border. During the construction period, the project will create approximately three hundred construction jobs, and four hundred additional local jobs in retail, services, and manufacturing during the construction period. BRT lines with permanent stations, like the one proposed for Oakland, have been a transit and economic success in other cities, including Los Angeles' (Orange Line), Boston (Silver Line), and Cleveland (RTA HealthLine.

Environmental:

AC Transit is purchasing twenty seven 60-foot, articulated, low-floor, diesel-electric hybrid motor coaches with doors on both the right (three doors) and the left (two doors) sides to enable boarding from side or center platforms. Buses will include interior bike racks, capable of storing a minimum of three bicycles. Extensive roadway improvements under the BRT Project include repaving streets, extending or constructing bicycle lanes, helping to meet the public access goals of the City's International Boulevard Transit-Oriented Development Plan (2011).

Social Equity:

The BRT Project will significantly improve transit line service in the most heavily utilized transit corridor in Oakland. Increased transit ridership depends on the reliability of BRT service, high-quality of the station areas and access to those stations, as well as the increased frequency of buses and speed of travel on the line. The frequency of BRT buses will increase to 5 minute headways (five minutes between buses), the system will be more efficient, and the average speed will also rise from 9 miles per hour to 13 miles per hour. This will mean that by the year 2035 approximately 70,000 more riders will be able to rely on the new transit system to meet their destinations quickly and on-time. Additionally, the BRT Project is installing permanent, lighted and secure bus stations that allow pre-paid, level floor boarding, and other modern transit technology upgrades for using dedicated bus lanes that provide safe accessibility from both sides of the street. Another feature of the BRT Project is that the City's Conditions of Approval for the BRT Project require that the project pave City streets, construct curb ramps and other disability access features, construct lighted and safe pedestrian improvements and bicycle lanes, add new street lights at stations and crossings, and maintain new facilities along the project corridor.

CEQA

In its action on July 17, 2012, the Oakland City Council adopted as its own the CEQA-related findings of AC Transit for the BRT Project; adopted the DOSL as the Locally Preferred Alternative for the BRT Project; and required that the AC Transit append the City Conditions of Approval to the BRT Project (C.M.S. 84016). AC Transit is responsible to amend and recertify the Final Environmental Impact Study and the Federal Record of Decision for the BRT Project as necessary to incorporate the Oakland Conditions of Approval and other changes to the base plans, specifications and costs.

ACTION REQUESTED OF THE CITY COUNCIL

This report recommends that Council adopt the Oakland Parking Analysis prepared by Fehr and Peers on behalf of the City of as the Parking Impact Mitigation Plan (PIM-p) for the East Bay BRT Project Infrastructure and Station Platform Construction Program (Bid Package 3) and adopt the findings and recommendations contained therein.

This report also recommends that the Council authorize the City Administrator to reallocate up to $300,000 in FY 2015-16 Measure B funds to develop a Supplemental BRT Corridor Parking Management Plan. The supplemental parking plan is one of two new BRT - Business Impact Mitigation Fund contributions that City executives tentatively agreed to make during interagency partnering discussion held during the first quarter of 2016. AC Transit is balancing its BP3 construction budget against these City contributions.

In order to help bridge a BRT Project construction budget shortfall, City executives agreed contingent upon City Council approval that the City would identify funding and or in-kind services as needed to implement parking improvements triggered by the Oakland Conditions of Approval. The attached resolution, therefore, additionally requires the City Administrator to bring forward as part of the Fiscal Year 2015-17 mid-cycle budget a proposal to improve approximately 322 on-street parking meter locations in high-use commercial districts and reconstruct approximately 35 abandoned driveways in coordination with AC Transit's BRT – Bid Package 3 construction program.

For questions regarding this report, please contact Christine Calabrese, BRT Program Manager, at 510-238-4754.

Respectfully submitted,

BROOKE A. LEVIN
Director, Oakland Public Works

Reviewed by:
Michael J. Neary, P.E., Assistant Director
Bureau of Engineering and Construction

Prepared by:
Christine Calabrese, BRT Program Manager
Bureau of Engineering and Construction

Attachments (2):

C.1: City _ Resolution approving Parking Impact Mitigation Plan and Funding
C.2: East Bay BRT Project – Oakland Parking Analysis dated February 29, 2016 and updated on April 25, 2016

FEHR & PEERS

MEMORANDUM

Date: February 29, 2016 (Updated April 25, 2016)

To: Christine Calabrese, City of Oakland
David Wilkins, AC Transit

cc: Mike Neary, City of Oakland
Mike Cannell, AC Transit

From: Rob Rees, Fehr & Peers

Subject: East Bay BRT Project – Oakland Parking Analysis (Final Parking Impact and Parking Improvement Plans for Downtown through Durant Avenue)

WC13-3074

BACKGROUND

This memorandum represents the culmination of a collaborative work effort between the City of Oakland and AC Transit to establish a Parking Impact Mitigation Plan for the East Bay Bus Rapid Transit (BRT) Project that is consistent both with the Final Environmental Impact Statement/Record of Decision (FEIS/ROD) as well as Oakland's Conditions of Approval (COAs) for the BRT Project (Resolution No 84106).

The work began in earnest at the 65% BRT final design phase when the two agencies presented to the Policy Steering Committee (April 2014 meeting) that Oakland would lead interagency efforts to complement AC Transit's baseline Parking Impact Mitigation Plan (PIM-p) with an independent on-street parking assessment and an intensive community engagement program. In the spring/summer/fall 2014 the two agencies collaborated on stakeholder engagement to better understand business and neighborhood needs pertaining to curb management with the intent to establish an on-street parking program that substantially conformed to Oakland's COAs. The methodology, analysis, and impacts of the expanded PIM-p were initially published in an AC Transit document *Parking Impact Report for the BRT Project* (October 13, 2014), the findings of which were presented to the BRT Policy Steering Committee two weeks prior (September 30, 2014) and to Oakland's City Council in November 2014 (Resolution No. 85283).

The *Oakland Parking Analysis* was updated at 95% BRT final design to reflect individual business and neighborhood desires and included revised *Oakland Parking Impact and Parking Improvement Plans* dated May 2, 2015. These Plans were then presented to the Policy Steering Committee on

July 9, 2015. The two agencies continued working together through the summer and fall of 2015 to prepare the 100% BRT final design. The parking improvements were further refined (October 2, 2015), and the two agencies worked collaboratively to incorporate the refinements into the BRT – Construction Bid Package #3 (October 30, 2015) and then into the bid addenda through January 23, 2016 and finally into the construction bid opening on February 17, 2016.

INTRODUCTION

Fehr & Peers conducted parking observations and prepared "parking impact" and "parking improvement" plans for the East Bay Bus Rapid Transit (BRT) Project, Construction Bid Packages #2 (Fruitvale Bypass) and #3 (Station Construction and Roadway Improvements) on behalf of the City of Oakland, California. The final draft BRT Parking Impact Plans attached to this memorandum show the extent to which planned BRT Project construction will alter the existing on-street parking supply and configuration in Oakland. The final draft BRT Parking Improvement Plans also attached propose the set of on-street parking improvements (mitigations) to be constructed by the BRT Project under the aforementioned construction packages. This memorandum and the resulting parking improvements installed under Bid Packages #2 and #3 are part of the larger long-term Parking Impact Mitigation program proposed by the City of Oakland Public Works Department in conjunction with the AC Transit BRT Project.

Fehr & Peers adhered to the Parking Realignment Methodology published in the AC Transit Parking Impact Report dated October 13, 2014 during development of the BRT Parking Improvement Plans for the BRT Project between 20th Street in downtown Oakland and Durant Avenue at the San Leandro border. The base parking counts and parking realignment findings contained in this memorandum differ, however, from AC Transit's Parking Impact Report. Fehr & Peers applied a broader BRT Project footprint, one that included off-route segments where parking type and/or configuration changes are suggested to offset on-route parking displacement. Moreover, we incorporate additional parking realignment considerations when proposing parking improvements to be completed under the BRT Project.

Fehr & Peers relied on multiple data sets and feedback mechanisms to develop the Parking Improvement Plans. In addition to AC Transit's Parking Impact Report, we incorporated pertinent information from the East Bay BRT Final Environmental Impact Statement "FEIS" (2012); the City of Oakland International Boulevard Transit Oriented Development Plan (2011); our own detailed field investigations (2014-15); and neighborhood and individual merchant meetings. These findings are consistent with the BRT Project final design plans as of the construction bid opening date February 17, 2016.

PARKING REALIGNMENT METHODOLOGY

The 2012 FEIS showed that the BRT Project would displace 565 parking spaces in Oakland[1]. The mitigation, to convert 214 on-street parking spaces from uncontrolled to controlled parking was intended to be responsive to existing business needs along the route. The on-street parking mitigation shifts the parking impact from controlled spaces to uncontrolled spaces but does not reduce the total number of displaced parking spaces. The FEIS also identified potential locations for new off-street parking lots but did not commit to constructing any. Since that time AC Transit committed to construct two small off-street parking lots (Fruitvale lot = 21 spaces and Elmhurst lot = 16 spaces).

Business interests in the East Lake, San Antonio and Fruitvale districts have, since adoption of the locally preferred alternative for the BRT Project (2012), asserted that on-street parking resources on the BRT route were fully utilized. They have requested that the BRT Project **reduce parking impacts** and provide **one for one parking replacement for lost parking** on the route. This led AC Transit and the City to (voluntarily) adopt parking realignment criteria noted in AC Transit's Parking Impact Report and repeated below:

- **Metered parking spaces** will be replaced on a one-to-one basis so that there will be no revenue impact to the City of Oakland. COA II stipulates that any revenue from meters or parking lot control systems installed by the Project will be collected by the city. Suitable replacement non-metered parking spaces will be converted to metered parking spaces to mitigate a metered parking space removed by the Project. Metered parking spaces will not be placed in residential neighborhoods, unless metered parking already exists. AC Transit will advise businesses adjacent to new metered parking.

- **Commercial loading zones** will be replaced on a one-to-one basis and the replacement space will be prioritized for the closest available parking space and for the same block face or adjacent side street. The location of replacement loading zones will be finalized in consultation with local businesses.

- **Passenger loading zones** will be replaced on a one-to-one basis and the replacement space will be prioritized for the closest available parking space and for the same block face or adjacent side street to facilitate the drop off and pick up of passengers for the intended use.

- **ADA accessible parking spaces**, identified by blue curb, will be replaced on a one-to-one basis and the replacement space will be prioritized for the closest available parking space and for the same block face or adjacent side street. The location of the replacement accessible parking space will be finalized in consultation with local businesses.

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[1] AC Transit East Bay Bus Rapid Transit Project in Alameda County, Final Environmental Impact Statement / Environmental Impact Report, Parking Conditions and Project Impacts Evaluation Addendum, February 2012, Table 5-19 Summary of LPA Impact on Oakland Parking (On- and Off-Alignment), page 79.

- **Controlled or time-limited parking spaces** will be replaced on a one-to-one basis with either time-limited or meter parking. Controlled parking will be located in areas where parking turnover is important for business. Controlled parking will not be placed in residential neighborhoods, unless controlled parking already exists.

- **Uncontrolled parking spaces** will be replaced on a one-to-one basis on the BRT route. This is a higher standard than described in the FEIS which converted uncontrolled parking spaces to controlled parking spaces for use by local businesses and commercial activities but did not replace the uncontrolled space that was converted.

- Where feasible, **parking replacement spaces** will be identified within 200 feet of the displaced space, but no greater than 500 feet from the displaced space.

In addition to the parking realignment methodology listed above, Fehr & Peers also incorporated other considerations for the City of Oakland into the "parking improvement" exhibits.

- **Simplify the parking system** along the BRT route and expanded footprint by applying a base zone of 2-hour parking or provide parking meters and rely on side-street parking to address long-term parkers such as residents, employees, and transit riders of the area.

- **Expand and create new customer priority areas** in the Eastlake, San Antonio, and Fruitvale neighborhoods by using meters so that customers and visitors to the areas can find an available parking space. Portions of the Fruitvale District already have meters, and incorporating San Antonio and Eastlake areas will help to ensure adequate customer and visitor parking.

These additional considerations were incorporated because parking along the BRT route is generally inefficiently managed and existing parking policies do not support the needs of customers and visitors. Parking signage, how long visitors and employees can park and the organization of the on-street parking system is confusing. Sometimes parking regulations change from one property frontage to the next and there are no parking regulations along many parts of the BRT route. This has created an inefficient parking system and has led to conflicts between employees, residents, and customers and provides opportunities for non-route-based parkers such as transit riders to "poach" parking. Employee parking adjacent to street-level businesses along the route also restricts customer access to businesses.

PARKING REALIGNMENT FINDINGS

The parking realignment findings presented in this memorandum differ from those identified in AC Transit's Parking Impact Report because that report contained a more narrow definition of the BRT Project footprint which was generally considered to be the BRT route and off-route segments where the BRT project proposed geometric changes. This memorandum expanded the footprint to also

include off-route segments where parking type and/or configuration changes might be needed to address either BRT Project parking space losses (to achieve one-to-one replacement) or local stakeholder needs and concerns.

Fehr & Peers conducted detailed field investigations of the parking inventory along the BRT route between 20th Street in downtown Oakland and Durant Avenue at the San Leandro border as well as many of the intersecting side streets, which make up the expanded footprint, where the BRT Project might have an impact through parking or other mitigation. The number of parking spaces was noted as was the parking type including:

- Meter parking
- Commercial loading (including dimensions)
- Passenger loading
- ADA accessible parking
- Controlled i.e., time limited parking
- Uncontrolled parking

Parking spaces are not delineated with striping along much of the BRT route and red curb markings are often heavily worn. So, several design parameters were followed to maintain consistency between the parking inventory and parking analysis. No parking was assumed 20 feet prior to and 10 feet after a driveway / intersection. Exceptions include one-way streets and median streets where 3 feet (rather than 10 feet) was assumed after a driveway. Parking stall lengths were assumed to be between 20 and 22 feet, depending on the length of available curb for parking, except the first and last parking space which could range from 18 to 20 feet.

The collected parking data was overlaid on aerial images along with the BRT Project geometrics and the parking inventory was evaluated to identify the existing parking, parking added by the BRT Project, and parking removed by the BRT Project. Parking Impact exhibits presenting this evaluation were initially included in AC Transit's Parking Impact Report and have since been updated as part of the 100-1% design review process. The updated BRT Parking Impact Plans, dated May 1, 2015 are included as **Attachment 1** to this technical memorandum, and incorporate feedback provided by AC Transit during staff-level workshops in March 2015 including an accounting of driveway closures.

Subsequently, Fehr & Peers applied the parking realignment methodology delineated above to identify where on-street parking could be preserved, added (through geometric design changes or reallocation of curb space), or converted (i.e. changing from parallel to angle parking). Exhibits documenting the evaluation results are included as **Attachment 2** to this technical memorandum, dated February 17, 2016 and titled "BRT Parking Improvement Plans – Bid Package 3". These exhibits

also incorporate merchant-directed changes identified through a series of outreach meetings held over the summer and fall 2014, and again in summer 2015.

Attachment 1 and Attachment 2 also include the parking impacts and improvements associated with the Fruitvale Bypass Project, which is part of the Bid Package 2 for the overall BRT Project.

Table 1 summarizes the parking supply changes for the BRT route and expanded footprint within the City of Oakland. For Bid Package #3 about 3,009 parking spaces were inventoried and the BRT Project, without on-street mitigations, would eliminate 492 spaces. Applying the parking realignment methodology yields 190 parking spaces, reducing the total on-street parking deficit to **302** spaces (or a 10% reduction in total parking supply). As indicated in Table 1, all parking types were replaced one-for-one except the uncontrolled parking and so the parking deficit represents lost uncontrolled parking spaces.

The parking segmentation shown in **Table 2** illustrates where along the BRT route and expanded footprint the parking deficit occurs. Segmentation takes into consideration land use characteristics, level and type of activity, and in some cases neighborhood designations or areas. The average parking segment length is about 0.7 miles.

The parking supply changes shown in Table 1 and Table 2 incorporate driveway closures where field observations indicate that the driveway is no longer used for vehicle access due to obstruction or lack of use. Subsequent coordination with property owners and/or business operators will be necessary prior to driveway removal. In total, 42 driveways were identified for removal to provide 60 additional parking spaces to the BRT route. Additional driveway closure recommendations on Attachment 2 also include the removal of 7 unused driveways where existing parking meters are located, removal of 4 driveways to accommodate proposed new local bus stops along the BRT route, and removal of 3 driveways to increase existing loading zone dimensions.

TABLE 1
CHANGE IN TYPE OF PARKING BY BID PACKAGE
EAST BAY BRT PROJECT – DOWNTOWN THROUGH DURANT AVENUE

Parking Type	Existing Parking (Baseline)	Parking With BRT	Parking After Applying Realignment Methodology	Net Change in Parking from Existing	Notes
Oakland – Bid Package #2 [1]					
- Uncontrolled	87	78	0	-87	**Commercial loading** curb area is reduced by about 20 feet.
- Controlled	10	10	0	-10	
- Short-Term Controlled	0	0	0	0	
- Metered	0	0	105	+105	
- Commercial Loading	6	4	5	-1	**All other parking** is replaced on a one-to-one basis.
- Passenger Loading	0	0	0	0	
- ADA	0	0	0	0	
Total	**103**	**92**	**110**	**+7**	
Oakland – Bid Package #3 [2]					
- Uncontrolled	1,762	1,498	887	-875	**Uncontrolled parking** is not replaced on a one-to-one basis.
- Controlled	572	468	834	+262	
- Short-Term Controlled	41	29	10	-31	
- Metered	508	416	655	+147	
- Commercial Loading	78	63	135	+57	**All other parking** is replaced on a one-to-one basis.
- Passenger Loading	30	25	36	+6	
- ADA	18	19	150	+132	
Total	**3,009**	**2,517**	**2,707**	**-302**	

Notes:
[1] The geographic scope for Bid Package #2 includes: San Leandro Street between 33rd Avenue and Fruitvale Avenue, East 10th Street between Fruitvale Avenue and Derby Avenue, Derby Avenue between East 10th Street and East 12th Street, East 12th Street from west of Derby Avenue to Fruitvale Avenue, and Fruitvale Avenue between East 12th Street and San Leandro Street.
[2] The geographic scope for Bid Package #3 includes: Broadway between 20th Street and 11th Street, 11th and 12th Streets between Broadway and Oak Street, East 12th Street between 2nd Avenue and 14th Avenue, and International between 2nd Avenue and Durant Avenue.
Source: Fehr & Peers

TABLE 2
CHANGE IN TYPE OF PARKING BY SEGMENT
EAST BAY BRT PROJECT – DOWNTOWN THROUGH DURANT AVENUE

	Parking Segment Number and Description		All Existing (Parking Spaces)	Parking After Applying Realignment Methodology	
				Parking Spaces	Net Change from Existing
1	Broadway – 11th to 20th Street (see Table 3)		9	4	-5 (-56%)
2	11th and 12th Streets – Broadway to Oak Street (see Table 4)		240	216	-24 (-10%)
3	East 12th Street – 2nd to 13th Avenue (see Table 5)		194	163	-31 (-16%)
4	International Boulevard – 2nd to 13th Avenue (see Table 6)		140	123	-17 (-12%)
5	International Boulevard – 13th to 23rd Avenue (see Table 7)		466	463	-3 (-1%)
6	International Boulevard –23rd to Derby Avenue (see Table 8)		332	323	-9 (-3%)
7	International Boulevard – Derby to 42nd Avenue (see Table 9)		385	348	-37 (-10%)
8	International Boulevard –42nd to Seminary Avenue (see Table 10)		358	325	-33 (-9%)
9	International Boulevard – Seminary to 70th (see Table 11)		189	154	-35 (-18%)
10	International Boulevard – 70th to 82nd Avenue (see Table 12)		200	123	-77 (-38%)
11	International Boulevard – 82nd to 97th Avenue (see Table 13)		328	310	-18 (-5%)
12	International Boulevard – 97th to Durant Avenue (see Table 14)		168	155	-13 (-8%)
		Total	3,009	2,707	-302 spaces (-10%)

Source: Fehr & Peers

There are several city- or merchant-directed decisions that are considered in the parking losses and shown in the Tables for Bid Package #3. About 43 parking spaces were removed to accommodate intersection curb extensions and increase red curb approaching intersections (to improve sight distance) to facilitate pedestrian street crossings and about 101 parking spaces were removed to accommodate new commercial or passenger loading spaces and improve sight lines at driveways to support local businesses and institutions. The remaining loss, **158** parking spaces (or about 5% of the total parking supply), is directly attributable to the construction of BRT Project facilities.

The Fruitvale Bypass (Bid Package #2) would **increase** the total parking supply from 103 to 110 parking spaces, and there would be a 20-foot overall reduction in the allocated curb space for commercial loading.

Figure 1 and **Figure 2** were prepared to visually illustrate the range in parking loss through the BRT route and expanded footprint in Oakland. Figure 1 represents the route and expanded footprint between Downtown Oakland and 42nd Avenue and Figure 2 represents 42nd Avenue to Durant Avenue which is also known as State Route 185. Parking segments that would realize a parking loss less than the average (10%) are highlighted in green while blue indicates parking loses greater than 9%. Orange is used to indicate segments with parking losses greater than 10% and it is anticipated that more than 85% of the parking spaces in the segment will be occupied by a parked car. Orange is indicated for three segments:

- Parking Segment 3 – East 12th Street, between 2nd Avenue and 13th Avenue
- Parking Segment 4 – International Boulevard, between 2nd Avenue and 13th Avenue
- Parking Segment 10 – International Boulevard, between 70th Avenue and 82nd Avenue

Parking Segments 3 and 4, located in the East Lake neighborhood, would lose 16% and 12% of their on-street parking supply, respectively, and this would result in more than 85% of the remaining parking spaces being occupied with a parked car during peak periods of neighborhood activity. Parking Segment 10 would lose about 77 on-street parking spaces, representing a 39% reduction in parking supply, and as a result more than 85% of the remaining parking spaces would be occupied by a parked car during peak times. Parking supply is considered balanced with parking demand when 85% of the spaces are occupied by a car. At this level, drivers can find an available parking space within one block of their final destination and the parking turnover generates both car and pedestrian activity.

Segment specific detail is provided in tables at the end of this memorandum. **Table 3** through **Table 14** and the exhibits attached to this memorandum delineate the neighborhood (segment) changes for Bid Package #3 and **Table 15** summarizes the Fruitvale Bypass which is part of Bid Package #2.

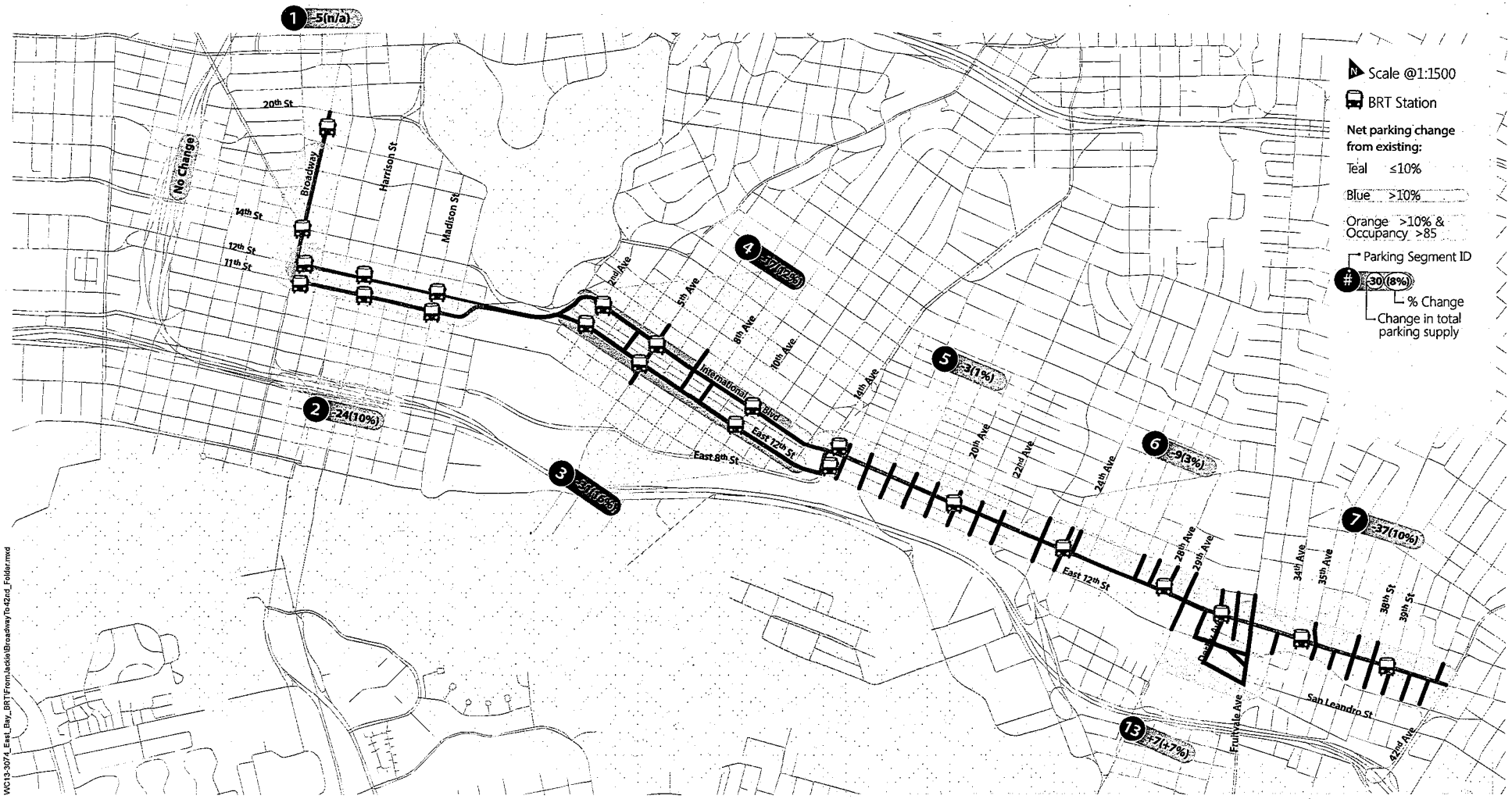

Figure 1

Summary of BRT Parking Impacts (Downtown to 42nd Avenue)
Based on Bid Opening Plan Set – February 17, 2016

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Figure 2

Summary of BRT Parking Impacts (42nd Avenue to Durant Avenue)
Based on Bid Opening Plan Set – February 17, 2016

PARKING IMPROVEMENT PLANS AND RECOMMENDATIONS

Summary

Attachment 2 shows the final draft Oakland Parking Improvement Plans for the BRT Project inclusive of on-corridor and side street parking and off-street parking lots. The Plans, which can be implemented in two phases, include a combination of parking controls such as meters and time limits that prioritize customer parking and deliveries along the BRT route.

Phase I addresses the near-term parking concerns delineated by business and community stakeholders located on the BRT route and constructs additional on-street and off-street parking resources. To date, AC Transit has implemented the recommended on-street parking improvements for the Fruitvale Bypass and installed two off-street parking lots, as required by the Oakland COAs (Bid Package 2, BP2). Fehr & Peers recommends that AC Transit and the City of Oakland implement the remainder of the Phase I parking program under the final BRT Bid Package, BP3 set to commence in spring 2016.

We also recommend that AC Transit and the City monitor parking activities during construction and for up to two years after construction to identify an additional set of parking impact mitigation activities to better meet the BRT corridor business and community needs. These activities may include implementing Phase II of the draft final Oakland Parking Improvement Plans, which calls for meter installations and upgrades on select side streets in the Fruitvale District.

Phase I Parking Improvement Plan

Based on stakeholder feedback, Oakland established a parking realignment methodology to improve on-street parking along the BRT corridor beyond FEIS/FEIR required changes. This effort resulted in recommendations to expand loading for customers, deliveries, and passengers, and to prioritize customer parking along the corridor including replacing existing parking meter spaces with the city's new parking meters (used in the Montclair neighborhood) and add additional meter parking spaces on the corridor to either close gaps in the current meter parking areas or to address short- and long-term parking conflicts that now occur in some of the more active commercial areas.

Phase I would establish on-street parking and loading priorities along the BRT route and add parking spaces to select side streets. Phase I would also remove unused and abandoned driveways on the route as well as the existing parking meters and pay stations.

Parking Improvement Plan Costs

The total estimated cost to implement the remainder of Phase I improvements under BRT - Bid Package 3 is $1,258,803. The Phase II parking improvements would expand the parking meters to select side streets in the Fruitvale District where merchants indicated parking behavior changes might occur and would cost approximately $295,050. The combined estimated cost for Phase I and Phase II is $1,553,853.

As required by the FEIS/FEIR and Oakland COAs, AC Transit is responsible for replacing existing parking meter spaces that are removed by constructing the BRT Project. Constructing the BRT stations and related roadway improvements will cause the removal of 128 parking meter spaces and 4 pay stations along the corridor. In return the BRT Project will install 167 parking meters spaces and paint the curb to provide loading and passenger zones as well as accessible parking spaces. The total cost to AC Transit for this work is estimated to be $404,180.

Recommendation: AC Transit and the City collaboratively implement the remainder of Oakland Phase I parking improvements under Bid Package 3, at a total cost of $1,258,803. AC Transit's share of this parking cost, to achieve a 1:1 replacement per the FEIS/FEIR and COAs, is **$404,180** which means that the City would be required to fund **$854,623** in order to fully implement the Phase I parking improvements.

Supplemental BRT Corridor Parking Management Plan

The draft Oakland Parking Improvement Plans currently show an overall 10% reduction in on-street parking and do not achieve the goal of full one-for-one replacement of on-street parking. As previously stated, parking loss is limited to the uncontrolled category of parking. The design team prioritized being responsive to community concerns over achieving full parking replacement. Since many stakeholders raised concerns regarding personal safety and security for customers who might need to walk longer distances, the Oakland Parking Improvement Plans prioritized proximity over quantity when planning parking improvements.

Moreover, the Oakland BRT Corridor Parking Improvement program, as currently envisioned, represents best professional judgement pertaining to the likely parking impacts without attempting to forecast behavioral changes ether during or post construction. Fehr and Peers recommends that AC Transit and the City conduct an iterative process during and post BRT construction to monitor, identify, and resolve unforeseen parking issues.

This Supplemental BRT Corridor Parking Management program would include the following steps:

1. Define Baseline Conditions – Document on-street parking demand and capacities in the field prior to construction by collecting video as well as parking counts, and include the BRT route and side-streets up to 1,500 feet on either side of the route, a walkable distance, to simulate the expected extents of the redistribution of parking.

2. Construction Outreach – Work collaboratively with key stakeholders in the area including business owners, residents, City staff, AC Transit, and the Contractor, to identify existing parking issues as well as perceived impacts of the BRT construction on parking.

3. Define Construction Conditions – Using the same data collection methods from above, collect data as construction progresses in areas where the outreach identified potential problems. The data will help verify the effects of parking impacts discussed with stakeholders and be used to identify the need for short-term solutions.

4. Short-Term Parking Solutions – Identify implementable parking management techniques appropriate to the area based on best practices research. Techniques for the corridor may include measures such as transit passes, parking permit requirements, management of usage via time restricted parking or commercial/passenger loading zones, or restriping nearby streets to increase capacity. These techniques would be short-term, intended to address concerns prior to the completion of construction.

5. Post Construction Outreach – Meet with the same stakeholder groups after the BRT service begins to document the perception of parking impacts after implementation strategies have been rolled out to help inform the need for long-term solutions and monitoring going forward.

6. Define Post-Construction Conditions – Using the same data collection methods from above, collect data after BRT revenue service begins. This task will help verify any outcomes of implemented parking management techniques and identify the need for long-term solutions and monitoring strategies for remaining impacts.

7. Long-Term Parking Management Plan – Use the results from the previous tasks to inform the selection of long-term parking management solutions for identified and confirmed parking impacts along the corridor. These techniques will be longer-term in nature, intended to address concerns after construction is completed and to monitor impacts going forward.

Attachments:

- Table 3 through Table 15
- Parking Impact Plans (22 sheets)
- Parking Improvement Plans (22 sheets)

TABLE 3-1
IMPACTED PARKING BY TYPE - SEGMENT 1
BROADWAY – 11TH TO 20TH STREET

Parking Type	Existing	Existing with BRT	Parking After Applying Realignment Methodology	One-to-One Replacement?	
Uncontrolled	1	0	0	No	Loss of one uncontrolled parking space due to southbound Uptown BRT Station.
Controlled	0	0	0	Yes	--
Short-Term Controlled	0	0	0	Yes	--
Metered	7	7	3	No	Loss of four meter parking spaces, three of which are associated with shifting the southbound Uptown BRT Station to allow for a future BART elevator.
Commercial Loading	1	0	1	Yes	--
Passenger Loading	0	0	0	Yes	--
ADA	0	0	0	Yes	--
Total	9	7	4	Net loss of 5 space	

Source: Fehr & Peers (Exhibit A-1 through A-2)

TABLE 3-2
IMPACTED PARKING BY DESIGN ELEMENT- SEGMENT 1
BROADWAY – 11TH TO 20TH STREET
(IMPACTED PARKING ONLY)

BRT Facilities	New Pedestrian Access Safety	Expanded Business Access	Net Change
-5	0	0	-5

Source: Fehr & Peers (Exhibit A-1 through A-2)

TABLE 4-1
IMPACTED PARKING BY TYPE - SEGMENT 2
11TH AND 12TH STREET – BROADWAY TO OAK STREET

Parking Type	Existing	Existing with BRT	Parking After Applying Realignment Methodology	One-to-One Replacement?	
Uncontrolled	4	3	3	No	Loss of one uncontrolled parking space at new local bus stop on 11th at Jackson and one space changed to a meter
Controlled	8	8	8	Yes	--
Short-Term Controlled	0	0	0	Yes	--
Metered	199	170	154	No	Loss of parking meters at the southbound and northbound Harrison BRT stations.
Commercial Loading	16	14	16	Yes	--
Passenger Loading	11	9	15	No	Gain of two passenger loading spaces
ADA	6	4	24	Yes	--
Total	244	208	220	Net loss of 24 space	

Source: Fehr & Peers (Exhibit B-1 through B-3)

TABLE 4-2
IMPACTED PARKING BY DESIGN ELEMENT - SEGMENT 2
11TH AND 12TH STREET – BROADWAY TO OAK STREET
(IMPACTED PARKING ONLY)

BRT Facilities	New Pedestrian Access Safety	Expanded Business Access	Net Change
-21	0	-3	-24

Notes:
City-related decisions which resulted in lost parking spaces for general use –
a) 2 meter spaces converted to passenger loading at Head Start on 12th Street.
b) 1 meter spaces lost to an expanded loading zone at Lincoln Elementary School.
Source: Fehr & Peers (Exhibit B-1 through B-3)

TABLE 5-1
IMPACTED PARKING BY TYPE - SEGMENT 3
EAST 12TH STREET – 2ND TO 13TH AVENUE

Parking Type	Existing	Existing with BRT	Parking After Applying Realignment Methodology	One-to-One Replacement?	
Uncontrolled	116	88	24	No	Uncontrolled parking was eliminated primarily between 2nd and 3rd or converted to controlled parking primarily between 3rd and 4th between 11th and 13th and along 7th at the park frontage.
Controlled	69	46	72	Yes	Combination of controlled and meter parking exceeds the existing number of controlled spaces.
Short-Term Controlled	1	1	0	Yes	The short-term space was replaced with a meter.
Metered	0	0	34	Yes	Meters added to the corridor between 4th and 10th to support commercial parking turnover.
Commercial Loading	7	4	11	Yes	The commercial loading on East 12th at 8th was replaced with one around the corner on 8th. Additional loading zones were added to serve markets at 12th.
Passenger Loading	0	0	0	Yes	--
ADA	1	1	22	Yes	--
Total	194	140	163	Net loss of 31 space	

Source: Fehr & Peers (Exhibit B-4 through B-7)

TABLE 5-2
IMPACTED PARKING BY DESIGN ELEMENT - SEGMENT 3
EAST 12TH STREET – 2ND TO 13TH AVENUE
(IMPACTED PARKING ONLY)

BRT Facilities (Uncontrolled)	New Pedestrian Access Safety	Expanded Business Access	Net Change
-14	-6	-11	-31

Notes:
City-related decisions which resulted in lost parking spaces for general use –
a) 6 parking spaces were eliminated for curb extensions at 3rd and 9th.
b) 11 parking spaces were converted to new or expanded commercial loading zones beyond BRT-required replacement.
Source: Fehr & Peers (Exhibit B-4 through B-7)

TABLE 6-1
IMPACTED PARKING BY TYPE - SEGMENT 4
INTERNATIONAL BOULEVARD – 2ND TO 13TH AVENUE

Parking Type	Existing	Existing with BRT	Parking After Applying Realignment Methodology	One-to-One Replacement?	
Uncontrolled	78	60	6	No	While some uncontrolled parking was eliminated because of BRT features most was converted to controlled or meter parking,
Controlled	57	49	58	Yes	The combination of controlled and meter parking exceeds the existing number of controlled spaces.
Short-Term Controlled	2	0	1	Yes	The short-term space was replaced with a meter.
Metered	0	0	39	Yes	Meters added to the corridor between 4th and 10th to support commercial parking turnover.
Commercial Loading	2	0	6	Yes	Various loading zones added between 6th and 9th to accommodate cafes and markets.
Passenger Loading	0	0	0	Yes	--
ADA	1	0	13	Yes	--
Total	140	109	123	Net loss of 17 space	

Source: Fehr & Peers (Exhibit B-8 through B-11)

TABLE 6-2
IMPACTED PARKING BY DESIGN ELEMENT - SEGMENT 4
INTERNATIONAL BOULEVARD – 2ND TO 13TH AVENUE
(IMPACTED PARKING ONLY)

BRT Facilities (Uncontrolled)	New Pedestrian Access Safety	Expanded Business Access	Net Change
0	-6	-11	-17

Notes:
City-related decisions which resulted in lost parking spaces for general use –
a) 6 parking spaces were eliminated for curb extensions at 3rd, 4th, and 11th.
b) 11 parking spaces were converted to new or expanded commercial loading zones beyond BRT-required replacement and increasing driveway sight lines.
Source: Fehr & Peers (Exhibit B-8 through B-11)

TABLE 7-1
IMPACTED PARKING BY TYPE - SEGMENT 5
INTERNATIONAL BOULEVARD – 13TH TO 23RD AVENUE

Parking Type	Existing	Existing with BRT	Parking After Applying Realignment Methodology	One-to-One Replacement?	
Uncontrolled	356	321	249	No	While some uncontrolled parking was eliminated primarily between 20th and 22nd because of BRT features most was converted to controlled or meter parking,
Controlled	35	29	79	Yes	--
Short-Term Controlled	6	5	2	Yes	Short-term spaces were replaced with meters.
Metered	47	37	82	Yes	Meters added to the corridor between 17th and 23rd to support commercial parking turnover.
Commercial Loading	13	13	22	Yes	Commercial loading added at various locations along the corridor and on 16th, 20th, and 22nd.
Passenger Loading	6	4	5	No	One passenger loading space lost adjacent to Community School for Creative Education at 21st Avenue
ADA	3	3	24	Yes	--
Total	466	412	463	Net loss of 3 space	

Source: Fehr & Peers (Exhibit B-12 through B-17)

TABLE 7-2
IMPACTED PARKING BY DESIGN ELEMENT - SEGMENT 5
INTERNATIONAL BOULEVARD – 13TH TO 23RD AVENUE
(IMPACTED PARKING ONLY)

BRT Facilities	New Pedestrian Access Safety	Expanded Business Access	Net Change
+11	-1	-13	-3

Notes:
City-related decisions which resulted in lost parking spaces for general use –
a) 1 parking space were eliminated for curb extensions at 15th.
b) 12 parking spaces were converted to new or expanded commercial loading zones beyond BRT-required replacement.
c) 1 parking space was eliminated for merchant requested driveway adjacent to restaurant.
Source: Fehr & Peers (Exhibit B-12 through B-17)

TABLE 8-1
IMPACTED PARKING BY TYPE - SEGMENT 6
INTERNATIONAL BOULEVARD – 23RD TO DERBY AVENUE

Parking Type	Existing	Existing with BRT	Parking After Applying Realignment Methodology	One-to-One Replacement?	
Uncontrolled	210	206	130	No	Uncontrolled parking was converted to controlled parking on Miller, 27th, Mitchel, and 30th to facilitate parking turnover for adjacent corridor businesses where control/meter parking was removed.
Controlled	35	27	42	Yes	Controlled spaces on corridor was converted to meters,
Short-Term Controlled	13	12	0	Yes	Short-term spaces were replaced with meters.
Metered	64	38	119	Yes	Meter spaces were eliminated on the corridor and replaced with meters on portions of 29th and Derby. These spaces are not as convenient as the removed meters.
Commercial Loading	6	5	14	Yes	Commercial loading was added around the 24th BRT station, on 28th and 29th , and Derby to facilitate merchant requests/observed demand,
Passenger Loading	3	2	3	Yes	--
ADA	1	0	15	Yes	--
Total	332	290	323	Net loss of 9 space	

Source: Fehr & Peers (Exhibit C-1 through C-3)

TABLE 8-2
IMPACTED PARKING BY DESIGN ELEMENT - SEGMENT 6
INTERNATIONAL BOULEVARD – 23RD TO DERBY AVENUE
(IMPACTED PARKING ONLY)

BRT Facilities	New Pedestrian Access Safety	Expanded Business Access	Net Change
+12	-4	-17	-9

Notes:
City-related decisions which resulted in lost parking spaces for general use –
a) 4 parking spaces were eliminated for curb extensions at 26th and increasing intersection sight lines.
b) 17 parking spaces were converted to new or expanded commercial loading zones beyond BRT-required replacement.
Source: Fehr & Peers (Exhibit C-1 through C-3)

TABLE 9-2
IMPACTED PARKING BY TYPE - SEGMENT 7
INTERNATIONAL BOULEVARD – DERBY AVENUE TO 42ND AVENUE

Parking Type	Existing	Existing with BRT	Parking After Applying Realignment Methodology	One-to-One Replacement?	
Uncontrolled	140	130	53	No	Uncontrolled parking along commercial frontage on 31st, 36th, 38th, and 39th converted to meter parking to deter BART parking. Uncontrolled parking on 40th / 41st was converted to controlled along commercial frontages to off-set loss of corridor commercial parking in this area.
Controlled	28	28	37	Yes	Controlled parking on 36th and 37th was converted to meter parking
Short-Term Controlled	4	2	0	Yes	Short-term spaces were replaced with meters.
Metered	194	163	216	Yes	Primary meter loss between 40th and 42nd off-set by meter gain throughout the corridor.
Commercial Loading	17	12	26	Yes	Commercial loading was added throughout the corridor and on side streets along 36th, 39th, 40th, 41st, and 42nd to facilitate merchant requests/ observed demand
Passenger Loading	2	2	3	Yes	--
ADA	1	2	14	Yes	--
Total	386	339	349	Net loss of 37 space	

Source: Fehr & Peers (Exhibit C-4 through C-7)

TABLE 9-2
IMPACTED PARKING BY DESIGN ELEMENT – SEGMENT 7
INTERNATIONAL BOULEVARD – DERBY AVENUE TO 42ND AVENUE
(IMPACTED PARKING ONLY)

BRT Facilities	New Pedestrian Access Safety	Expanded Business Access	Net Change
-25	-7	-5	-37

Notes:
City-related decisions which resulted in lost parking spaces for general use –
a) 7 parking spaces were eliminated for curb extensions at Fruitvale and increasing intersection sight lines.
b) 4 parking spaces were lost parking spaces were converted to new or expanded commercial loading zones beyond BRT-required replacement.
Source: Fehr & Peers (Exhibit C-4 through C-7)

TABLE 10-1
IMPACTED PARKING BY TYPE - SEGMENT 8
INTERNATIONAL BOULEVARD – 42ND AVENUE TO SEMINARY AVENUE

Parking Type	Existing	Existing with BRT	Parking After Applying Realignment Methodology	One-to-One Replacement?	
Uncontrolled	216	180	122	No	Uncontrolled parking on 44th was converted to controlled parking to off-set loss of corridor commercial parking between 42nd and 44th. Uncontrolled parking converted to controlled or lost on corridor between 57th and Seminary.
Controlled	129	107	170	Yes	--
Short-Term Controlled	2	1	1	Yes	Short term parking off-set by increased controlled parking
Metered	0	0	0	Yes	--
Commercial Loading	7	6	12	Yes	Commercial loading was expanded along the corridor and added to 49th and 58th to facilitate merchant requests/observed demand.
Passenger Loading	4	4	5	Yes	--
ADA	0	0	15	Yes	--
Total	358	298	325	Net loss of 33 space	

Source: Fehr & Peers (Exhibit C-8 through C-12)

TABLE 10-2
IMPACTED PARKING BY DESIGN ELEMENT - SEGMENT 8
INTERNATIONAL BOULEVARD – 42ND AVENUE TO SEMINARY AVENUE
(IMPACTED PARKING ONLY)

BRT Facilities (Uncontrolled)	New Pedestrian Access Safety	Expanded Business Access	Net Change
-15	-8	-10	-33

Notes:
City-related decisions which resulted in lost parking spaces for general use –
a) 8 parking spaces were eliminated for curb extensions at 54th and increasing intersection sight lines.
b) 10 parking spaces were converted to new or expanded commercial loading zones beyond BRT-required replacement and increasing driveway sight lines.
Source: Fehr & Peers (Exhibit C-8 through C-12)

TABLE 11-1
IMPACTED PARKING BY TYPE - SEGMENT 9
INTERNATIONAL BOULEVARD – SEMINARY AVENUE TO 70TH AVENUE

Parking Type	Existing	Existing with BRT	Parking After Applying Realignment Methodology	One-to-One Replacement?	
Uncontrolled	146	108	57	No	Uncontrolled parking on the corridor was lost or converted to controlled parking. Along the commercial frontages on 62nd, 65th, 67th, and 68th uncontrolled was converted to controlled to offset the loss of corridor commercial parking.
Controlled	38	32	81	Yes	--
Short-Term Controlled	0	0	0	Yes	--
Metered	0	0	0	Yes	--
Commercial Loading	2	1	3	Yes	Commercial loading was added on 67th at merchant request.
Passenger Loading	3	3	3	Yes	--
ADA	1	1	11	Yes	--
Total	190	145	155	Net loss of 35 space	

Source: Fehr & Peers (Exhibit D-1 through D-3)

TABLE 11-2
IMPACTED PARKING BY DESIGN ELEMENT - SEGMENT 9
INTERNATIONAL BOULEVARD – SEMINARY AVENUE TO 70TH AVENUE
(IMPACTED PARKING ONLY)

BRT Facilities	New Pedestrian Access Safety	Expanded Business Access	Net Change
-32	-1	-2	-35

Notes:
City-related decisions which resulted in lost parking spaces for general use –
a) 1 parking space was eliminated for curb extension at 61st.
b) 2 parking spaces were converted to new or expanded commercial loading zones beyond BRT-required replacement.
Source: Fehr & Peers (Exhibit D-1 through D-3)

TABLE 12-1
IMPACTED PARKING BY TYPE - SEGMENT 10
INTERNATIONAL BOULEVARD – 70TH AVENUE TO 82ND AVENUE

Parking Type	Existing	Existing with BRT	Parking After Applying Realignment Methodology	One-to-One Replacement?	
Uncontrolled	176	116	63	No	Primarily lost uncontrolled parking on the corridor between Hegenberger and 82nd with some conversion to controlled parking between 79th and 81st. Some parking on 71st, 72nd and 76th was also converted to controlled parking.
Controlled	24	0	49	Yes	--
Short-Term Controlled	2	0	0	No	Convenient short term parking alternatives could not be identified.
Metered	0	0	0	Yes	--
Commercial Loading	1	1	5	Yes	Commercial loading added to 77th and 80th.
Passenger Loading	0	0	0	Yes	--
ADA	1	1	10	Yes	--
Total	204	118	127	Net loss of 77 space	

Source: Fehr & Peers (Exhibit D-4 through D-6)

TABLE 12-2
IMPACTED PARKING BY DESIGN ELEMENT - SEGMENT 10
INTERNATIONAL BOULEVARD – 70TH AVENUE TO 82ND AVENUE
(IMPACTED PARKING ONLY)

BRT Facilities	New Pedestrian Access Safety	Expanded Business Access	Net Change
-70	-2	-5	-77

Notes:
City-related decisions which resulted in lost parking spaces for general use –
a) 2 parking space was eliminated for curb extension at 80th and increasing intersection sight lines
b) 5 parking spaces were converted to new or expanded commercial loading zones beyond BRT-required replacement and increasing driveway sight lines.
Source: Fehr & Peers (Exhibit D-4 through D-6)

TABLE 13-1
IMPACTED PARKING BY TYPE - SEGMENT 11
INTERNATIONAL BOULEVARD – 82ND AVENUE TO 97TH AVENUE

Parking Type[1]	Existing	Existing with BRT	Parking After Applying Realignment Methodology	One-to-One Replacement?	
Uncontrolled	204	180	106	No	Most uncontrolled parking along the corridor was converted to controlled parking.
Controlled	109	107	165	Yes	--
Short-Term Controlled	7	4	2	Yes	Short term parking off-set by increased controlled parking
Metered	0	0	0	Yes	--
Commercial Loading	4	3	16	Yes	Commercial loading added to corridor to facilitate observed demand and on side streets including: 82nd, 83rd, 84th, 85th, 92nd, 93rd, and 94th.
Passenger Loading	0	0	0	Yes	--
ADA	4	6	21	Yes	--
Total	328	300	310	Net loss of 18 space (half focused at 94th)	

Source: Fehr & Peers (Exhibit D-7, E-1 through E-3)

TABLE 13-2
IMPACTED PARKING BY DESIGN ELEMENT - SEGMENT 11
INTERNATIONAL BOULEVARD – 82ND AVENUE TO 97TH AVENUE
(IMPACTED PARKING ONLY)

BRT Facilities	New Pedestrian Access Safety	Expanded Business Access	Net Change
+2	-6	-14	-18

Notes:
City-related decisions which resulted in lost parking spaces for general use –
a) 6 parking spaces were eliminated for increasing intersection sight lines.
b) 14 parking spaces were converted to new or expanded commercial loading zones beyond BRT-required replacement and increasing driveway sight lines.
Source: Fehr & Peers (Exhibit D-7, E-1 through E-3)

TABLE 14-1
IMPACTED PARKING BY TYPE - SEGMENT 12
INTERNATIONAL BOULEVARD – 97TH AVENUE TO DURANT AVENUE

Parking Type	Existing	Existing with BRT	Parking After Applying Realignment Methodology	One-to-One Replacement?	
Uncontrolled	120	106	69	No	Most uncontrolled parking was converted to controlled parking.
Controlled	40	35	66	Yes	--
Short-Term Controlled	4	4	4	Yes	--
Metered	0	0	0	Yes	--
Commercial Loading	3	3	3	Yes	--
Passenger Loading	1	1	2	Yes	--
ADA	0	0	11	Yes	--
Total	168	149	155	Net loss of 13 space (focused at 98th)	

Source: Fehr & Peers (Exhibit E-4 through E-7)

TABLE 14-2
IMPACTED PARKING BY DESIGN ELEMENT - SEGMENT 12
INTERNATIONAL BOULEVARD – 97TH AVENUE TO DURANT AVENUE
(IMPACTED PARKING ONLY)

BRT Facilities	New Pedestrian Access Safety	Expanded Business Access	Net Change
-1	0	-12	-13

Notes:
City-related decisions which resulted in lost parking spaces for general use –
ba 12 parking spaces were converted to new or expanded commercial loading zones beyond BRT-required replacement.
Source: Fehr & Peers (Exhibit E-4 through E-7)

TABLE 15-1
IMPACTED PARKING BY TYPE - SEGMENT 13
FRUITVALE BOULEVARD BYPASS

Parking Type	Existing	Existing with BRT	Parking After Applying Realignment Methodology	One-to-One Replacement?	
Uncontrolled	87	78	0	Yes	--
Controlled	10	10	0	Yes	--
Short-Term Controlled	0	0	0	Yes	--
Metered	0	0	105	Yes	--
Commercial Loading	6	4	5	No	20-foot reduction in curb space allocated to loading.
Passenger Loading	0	0	0	Yes	--
ADA	0	0	0	Yes	--
Total	103	92	110	Net gain of 7 space	

Source: Fehr & Peers

TABLE 15-2
IMPACTED PARKING BY DESIGN ELEMENT - SEGMENT 13
FRUITVALE BOULEVARD BYPASS
(IMPACTED PARKING ONLY)

BRT Facilities	New Pedestrian Access Safety	Expanded Business Access	Net Change
+7	0	0	+7

Source: Fehr & Peers

ATTACHMENT 1

EAST BAY BRT PROJECT
PARKING IMPACT PLANS (DOWNTOWN THROUGH DURANT AVENUE)

[redacted]

THE PARKING IMPACT PLANS ON THE FOLLOWING PAGES REFLECT THE PARKING IMPACT ANALYSIS COMPLETED FOR THE BRT PROJECT AT 95-2% PS&E (MAY 2015).

REFER TO ATTACHMENT 2 FOR THE FINAL PARKING PLAN BASED ON THE FINAL PS&E AT BID OPENING.

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

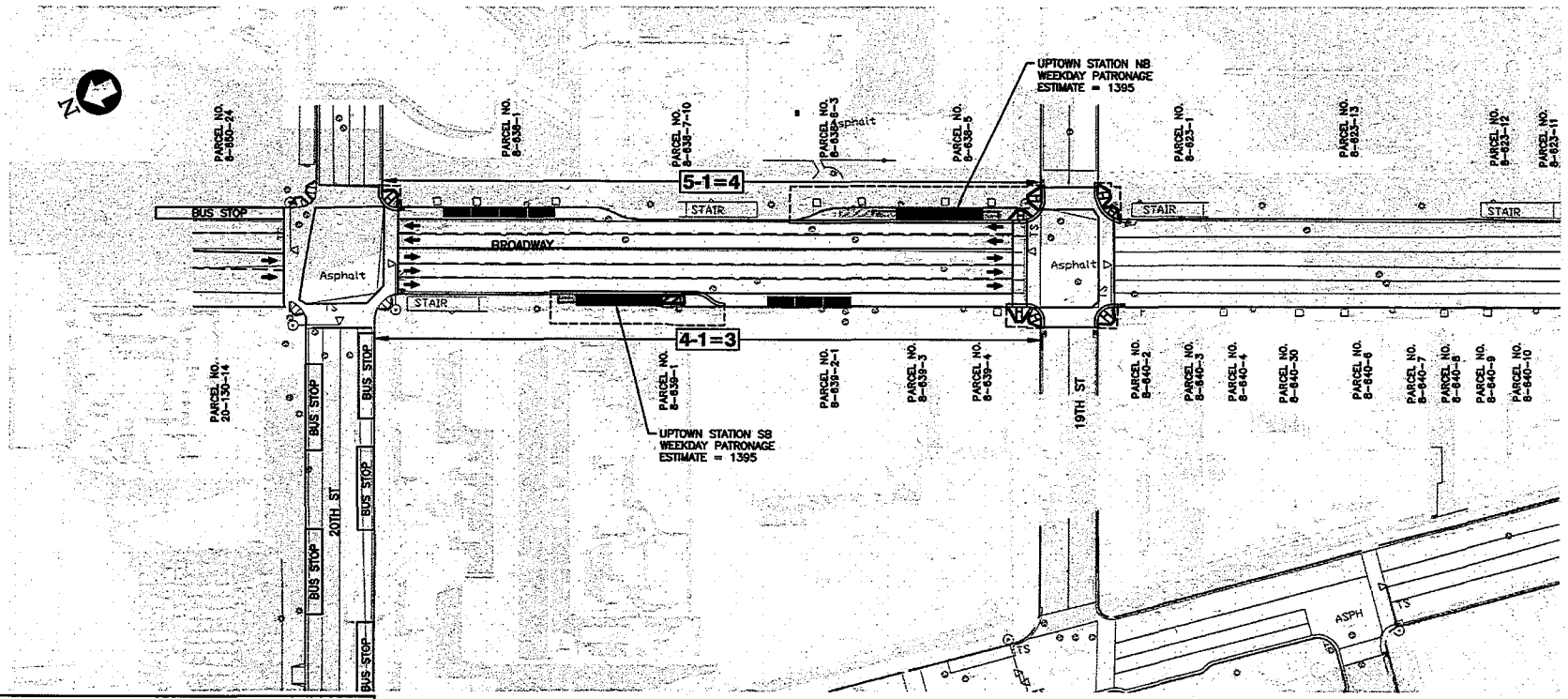
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

← x − y = z →

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	1	0	1	0
CONTROLLED	-	-	-	-
SHORT-TERM CONTROLLED	-	-	-	-
METERED	7	0	0	7
COMMERCIAL LOADING	1(30')	0	1(30')	0(0')
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	9	0	2	7

Parking Layout Assumptions (All Sheets):

The following assumptions were used to establish the parking supply presented on these sheets.

1. Red curb placed 20 feet prior to driveways / intersections and 10 feet after driveway / intersections. Exceptions:
   - One-way streets: alllow 3 feet red curb down stream of driveway
   - Median streets: alllow 3 feet red curb down stream of driveway
2. Red curb not required for curb cuts and driveways located in front of store fronts, fences, or other obstructions, rendering curb cut unusable for vehicle access.
3. Parking stall length assumed to be:
   - first and last parking stalls - 18-foot minimum, 20 feet optimal
   - inside parking stalls - 20-foot minimum, 22 feet optimal

EXHIBIT A-1
(District 3)
1 OF 2

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
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- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
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- PARKING, CONTROLLED
- PARKING, ADA (removed parking)
- PARKING, METERED (added parking)
- PARKING, SHORT TERM

KEY:

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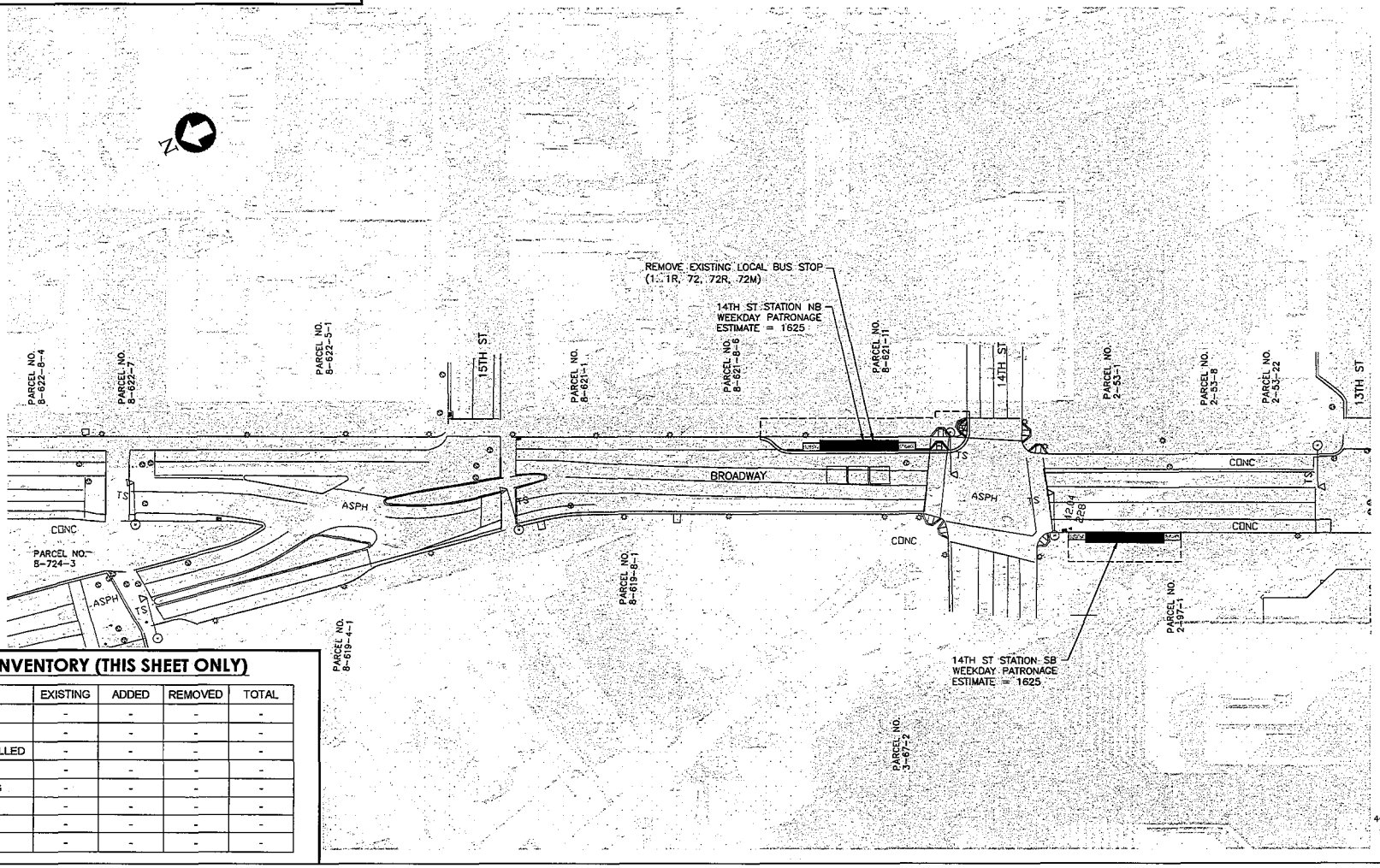
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	-	-	-	-
CONTROLLED	-	-	-	-
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	-	-	-	-

EXHIBIT A-2
(District 3)
2 OF 2

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
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- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA (removed parking)
- PARKING, METERED (added parking)
- PARKING, SHORT TERM

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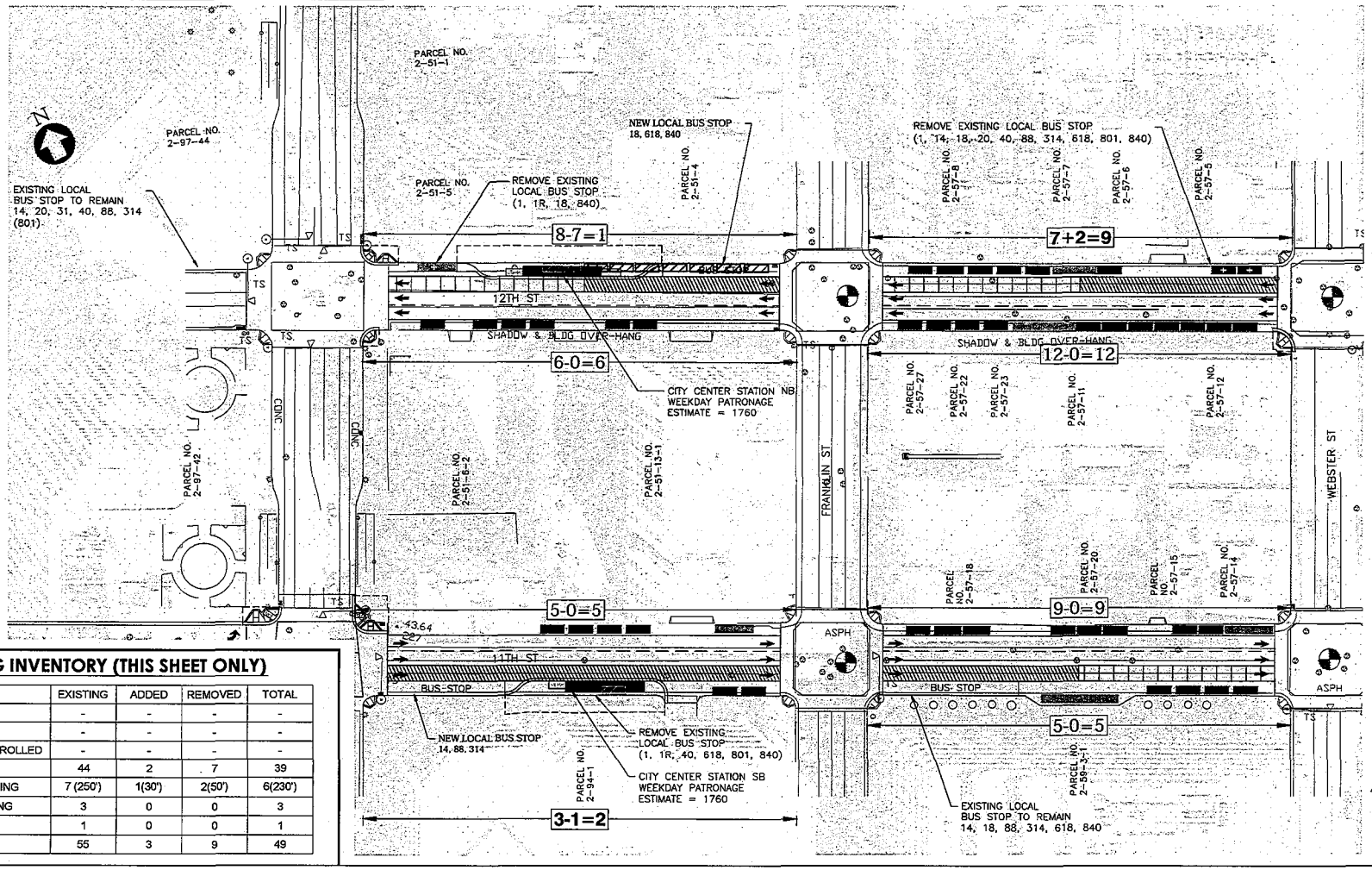

PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	-	-	-	-
CONTROLLED	-	-	-	-
SHORT-TERM CONTROLLED	-	-	-	-
METERED	44	2	7	39
COMMERCIAL LOADING	7 (250')	1(30')	2(50')	6(230')
PASSENGER LOADING	3	0	0	3
ADA	1	0	0	1
	55	3	9	49

EXHIBIT B-1
District 2
1 of 17

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
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- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

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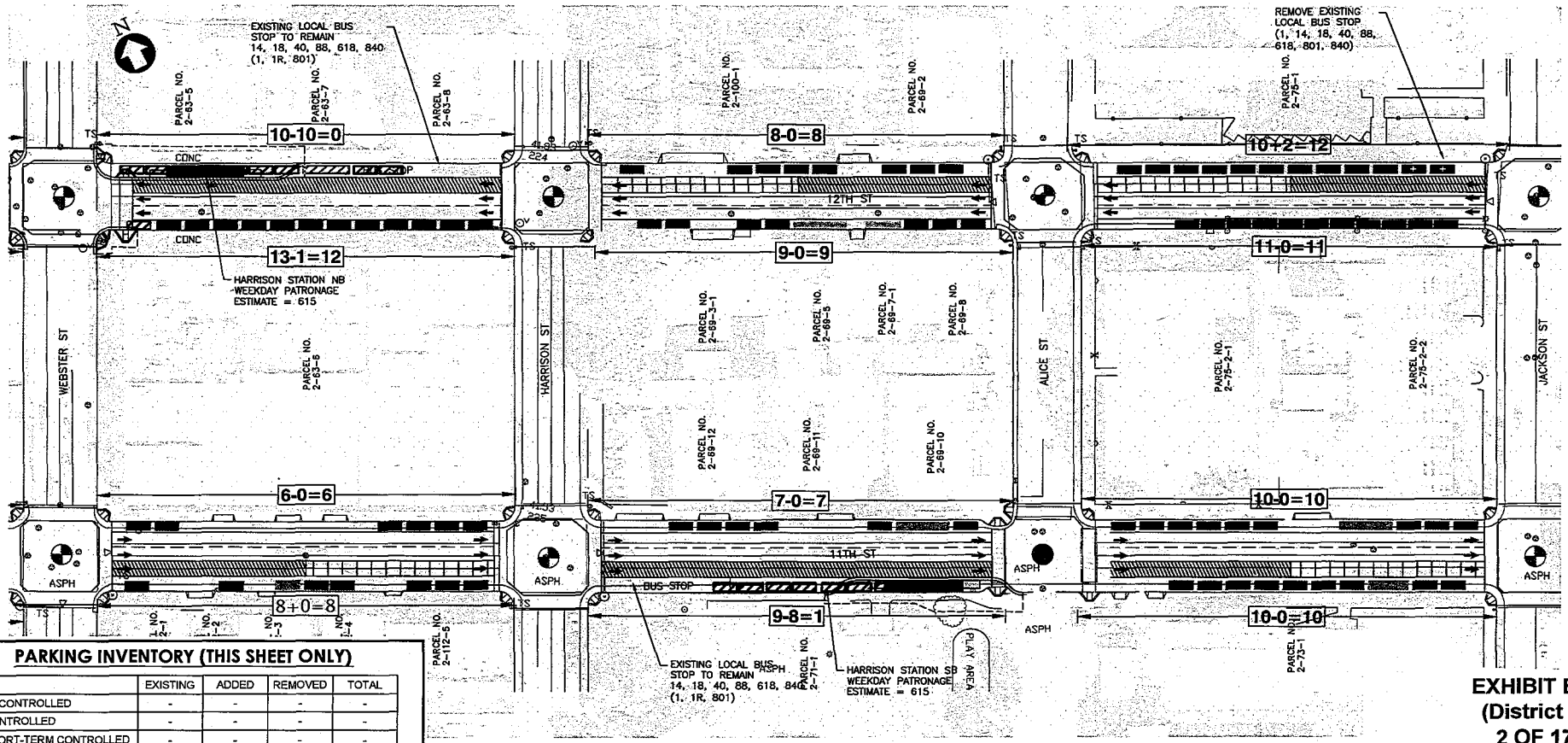

PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	-	-	-	-
CONTROLLED	-	-	-	-
SHORT-TERM CONTROLLED	-	-	-	-
METERED	104	2	17	89
COMMERCIAL LOADING	6(230')	0(0')	1(35')	5(195')
PASSENGER LOADING	2	0	1	1
ADA	-	-	-	-
	112	2	19	95

EXHIBIT B-2
(District 2)
2 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
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- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

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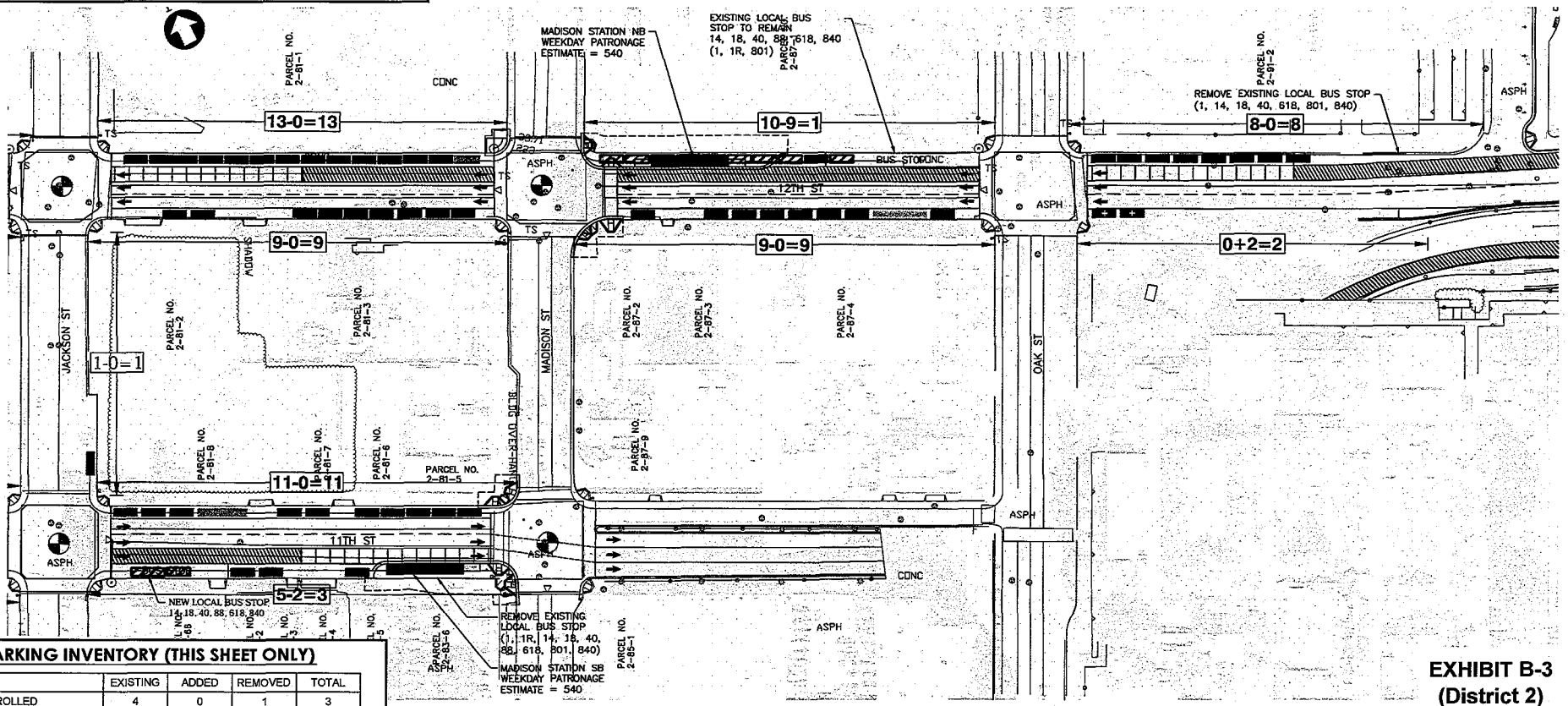


PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	4	0	1	3
CONTROLLED	8	0	0	8
SHORT-TERM CONTROLLED	-	-	-	-
METERED	42	2	8	36
COMMERCIAL LOADING	3(95')	0(0')	0(0')	3(95')
PASSENGER LOADING	6	0	1	5
ADA	3	0	1	2
	66	2	11	57

EXHIBIT B-3
(District 2)
3 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- xx BUS LINE TO REMAIN AT BUS STOP
- (xx) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

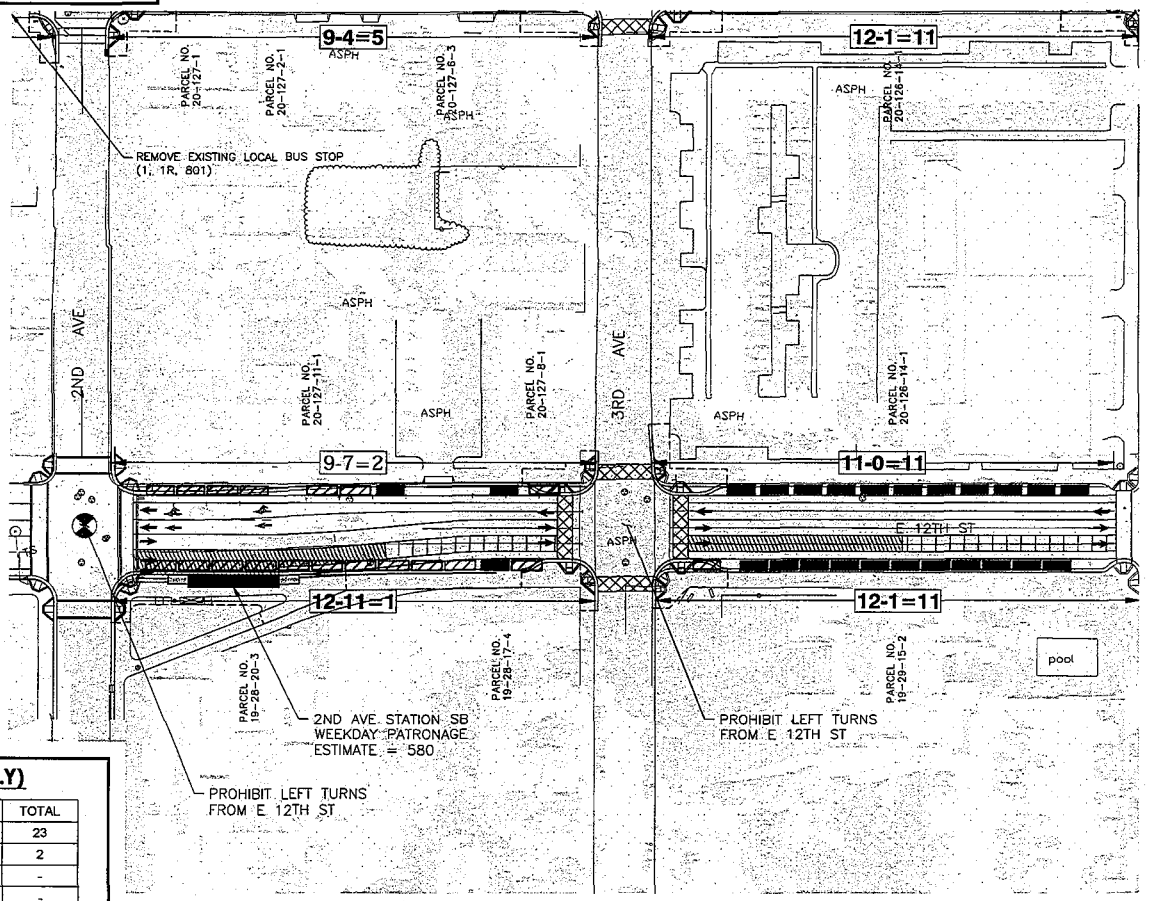
← x − y = z →

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	35	0	12	23
CONTROLLED	9	0	7	2
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	44	0	19	25

EXHIBIT B-4
(District 2)
4 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

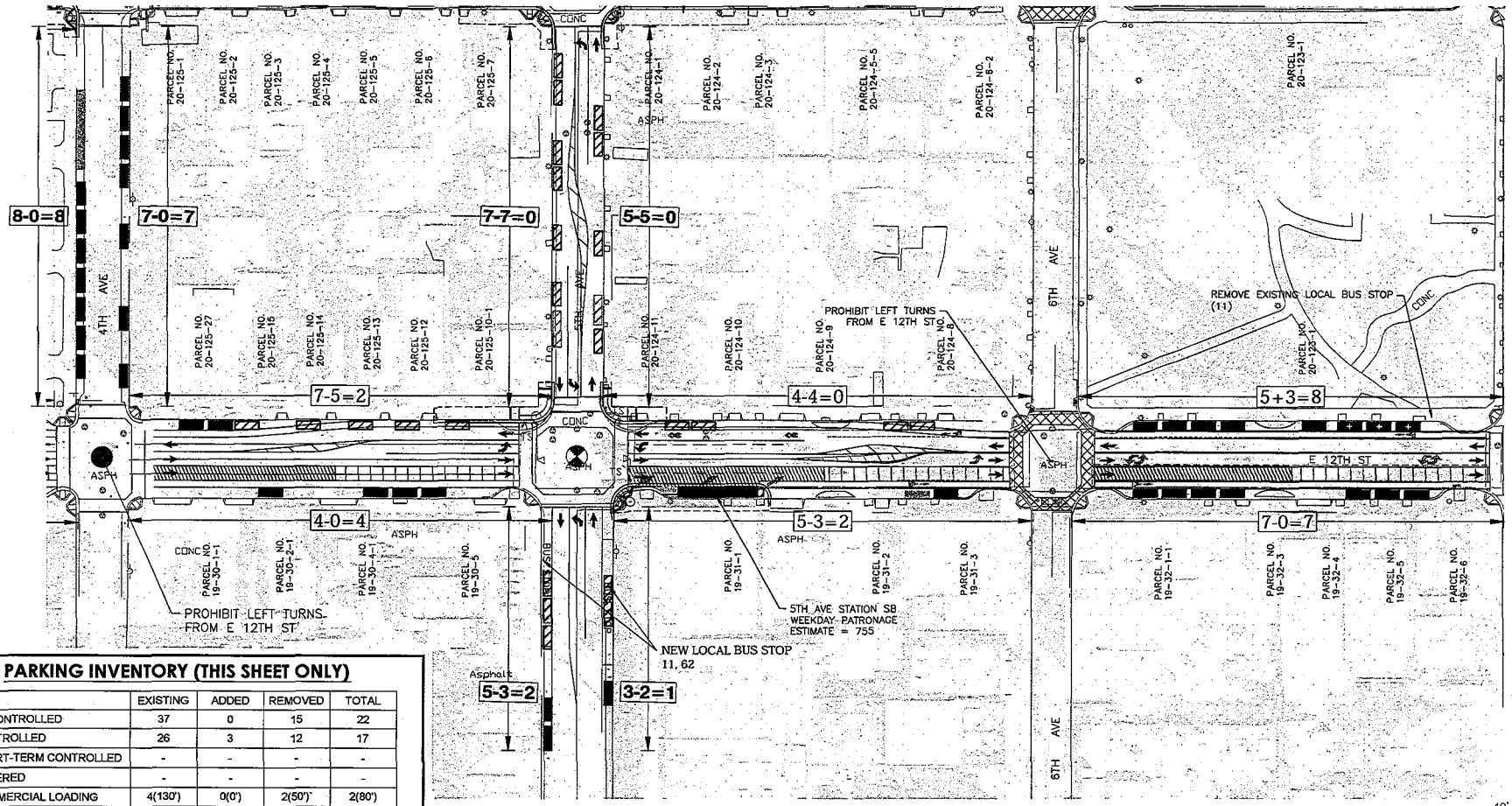
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

x − y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	37	0	15	22
CONTROLLED	26	3	12	17
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	4(130')	0(0')	2(50')	2(80')
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	67	3	29	41

EXHIBIT B-5
(District 2)
5 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

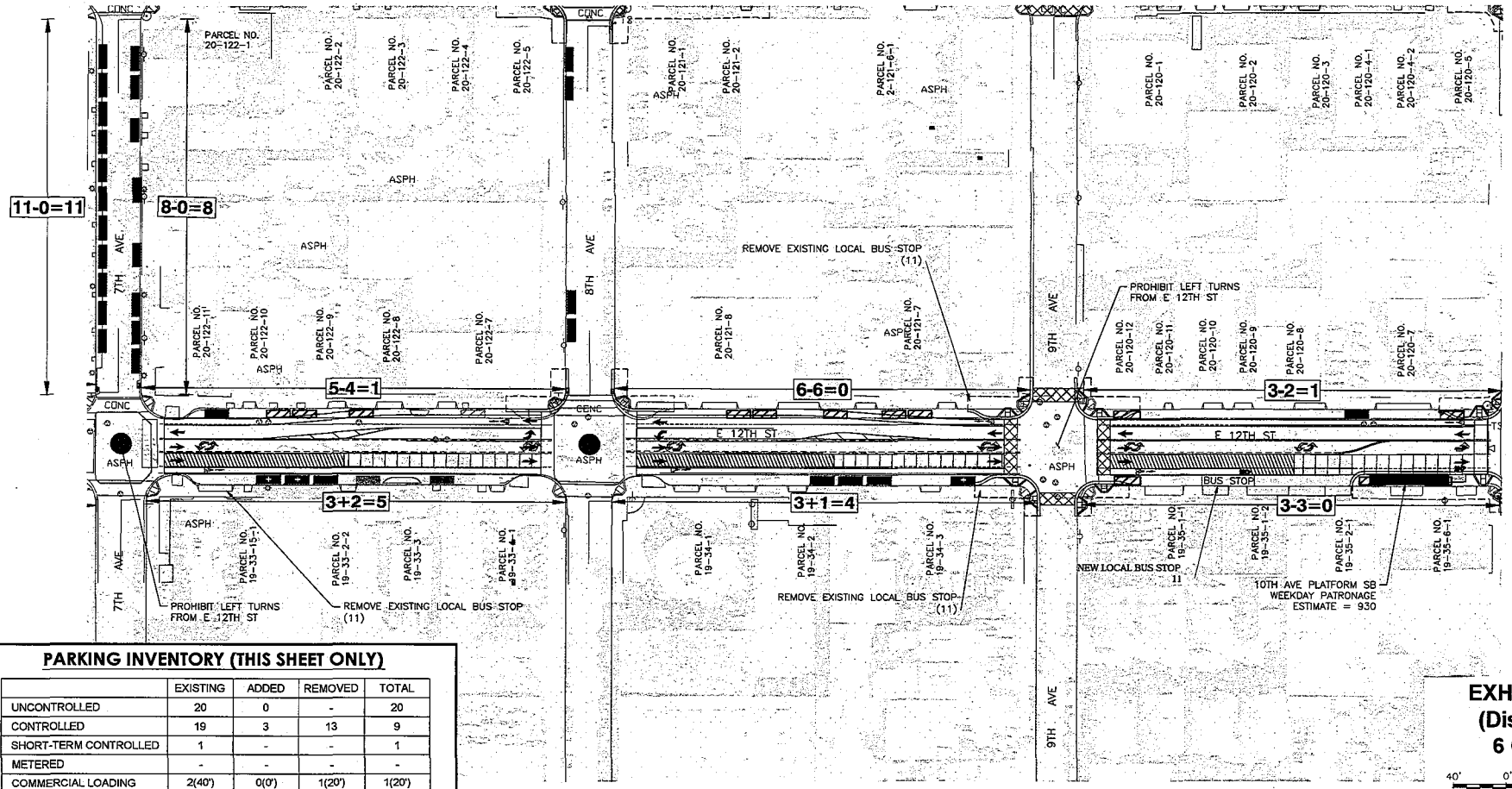
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- xx BUS LINE TO REMAIN AT BUS STOP
- (xx) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

x − y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	20	0	-	20
CONTROLLED	19	3	13	9
SHORT-TERM CONTROLLED	1	-	-	1
METERED	-	-	-	-
COMMERCIAL LOADING	2(40')	0(0')	1(20')	1(20')
PASSENGER LOADING	-	-	-	-
ADA	1	-	-	1
	43	3	14	32

EXHIBIT B-6
(District 2)
6 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

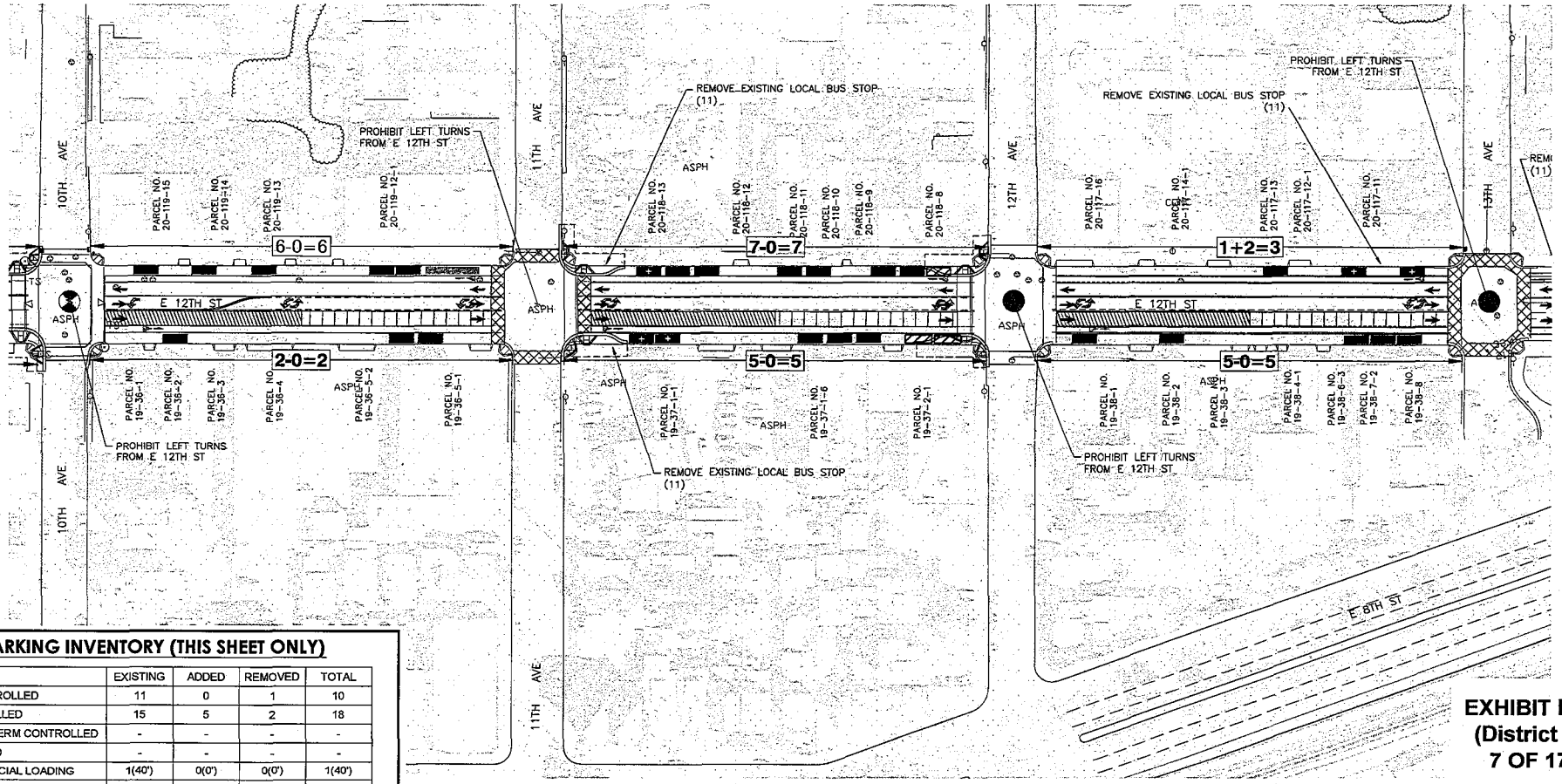
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- xx BUS LINE TO REMAIN AT BUS STOP
- (xx) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA (removed parking)
- PARKING, METERED (added parking)
- PARKING, SHORT TERM

KEY:

x − y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	11	0	1	10
CONTROLLED	15	5	2	18
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	1(40')	0(0')	0(0')	1(40')
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	27	5	3	29

EXHIBIT B-7
(District 2)
7 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

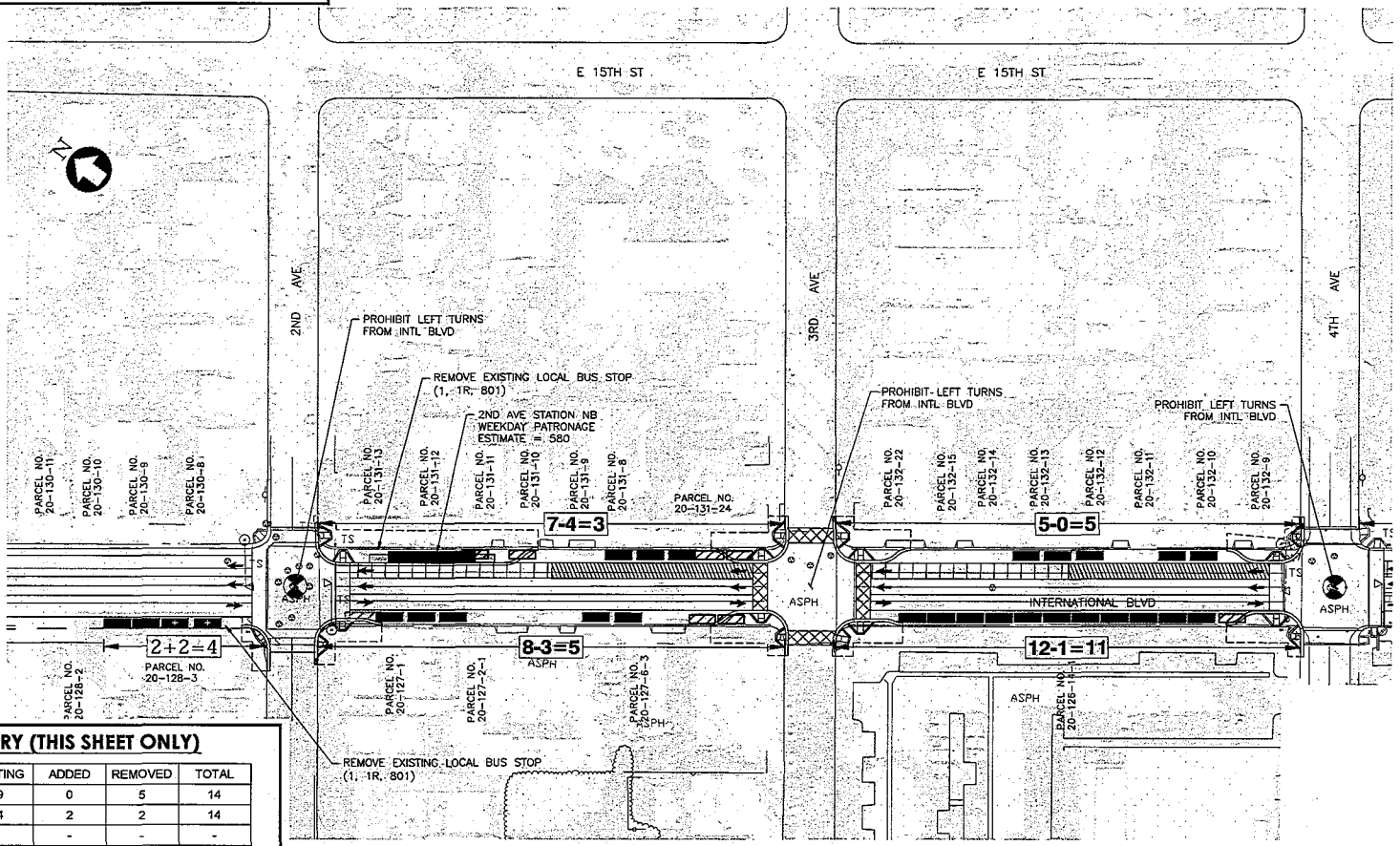
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

x − y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	19	0	5	14
CONTROLLED	14	2	2	14
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	1(30')	0(0')	1(30')	0(0')
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	34	2	8	28

EXHIBIT B-8
(District 2)
8 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

← x − y = z →

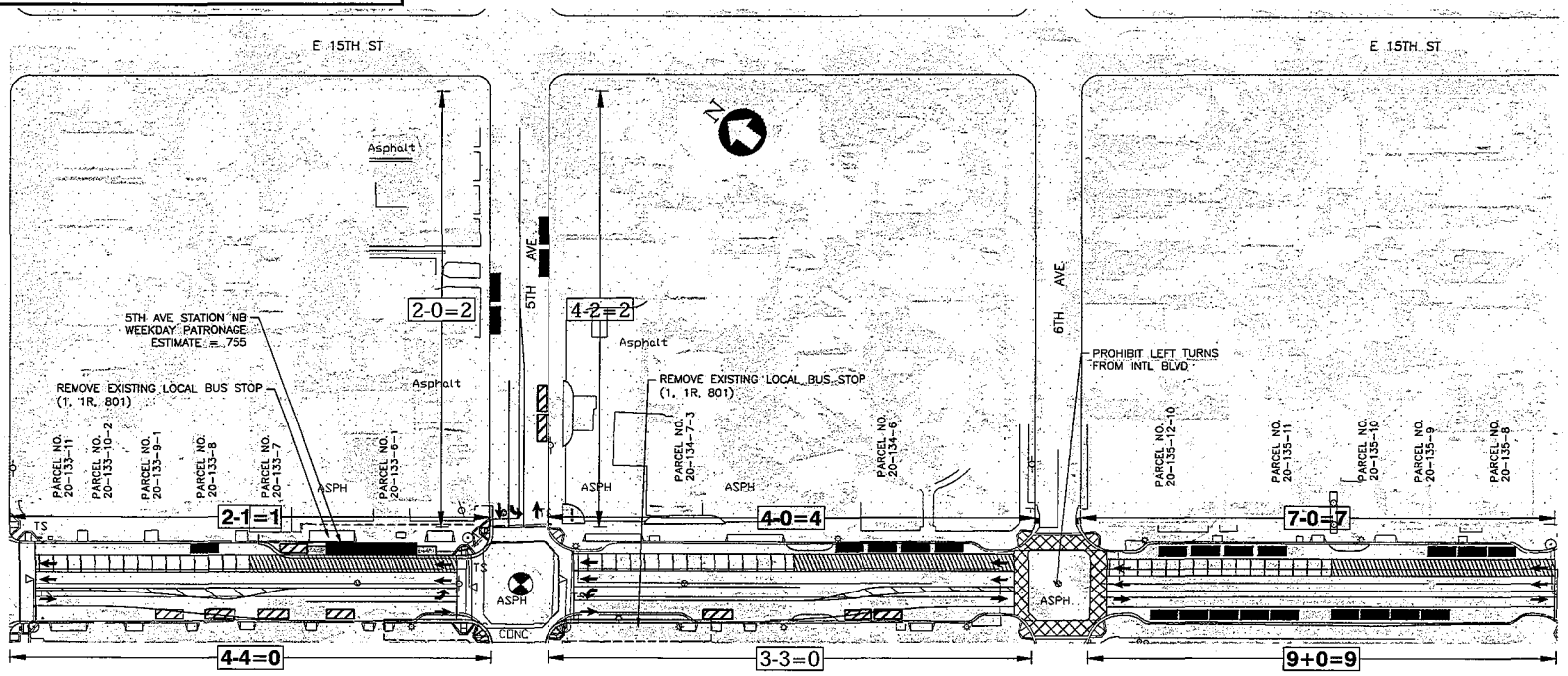
x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	20	0	6	14
CONTROLLED	14	0	3	11
SHORT-TERM CONTROLLED	1	0	1	0
METERED	-	-	-	-
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	35	0	10	25

EXHIBIT B-9
(District 2)
9 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

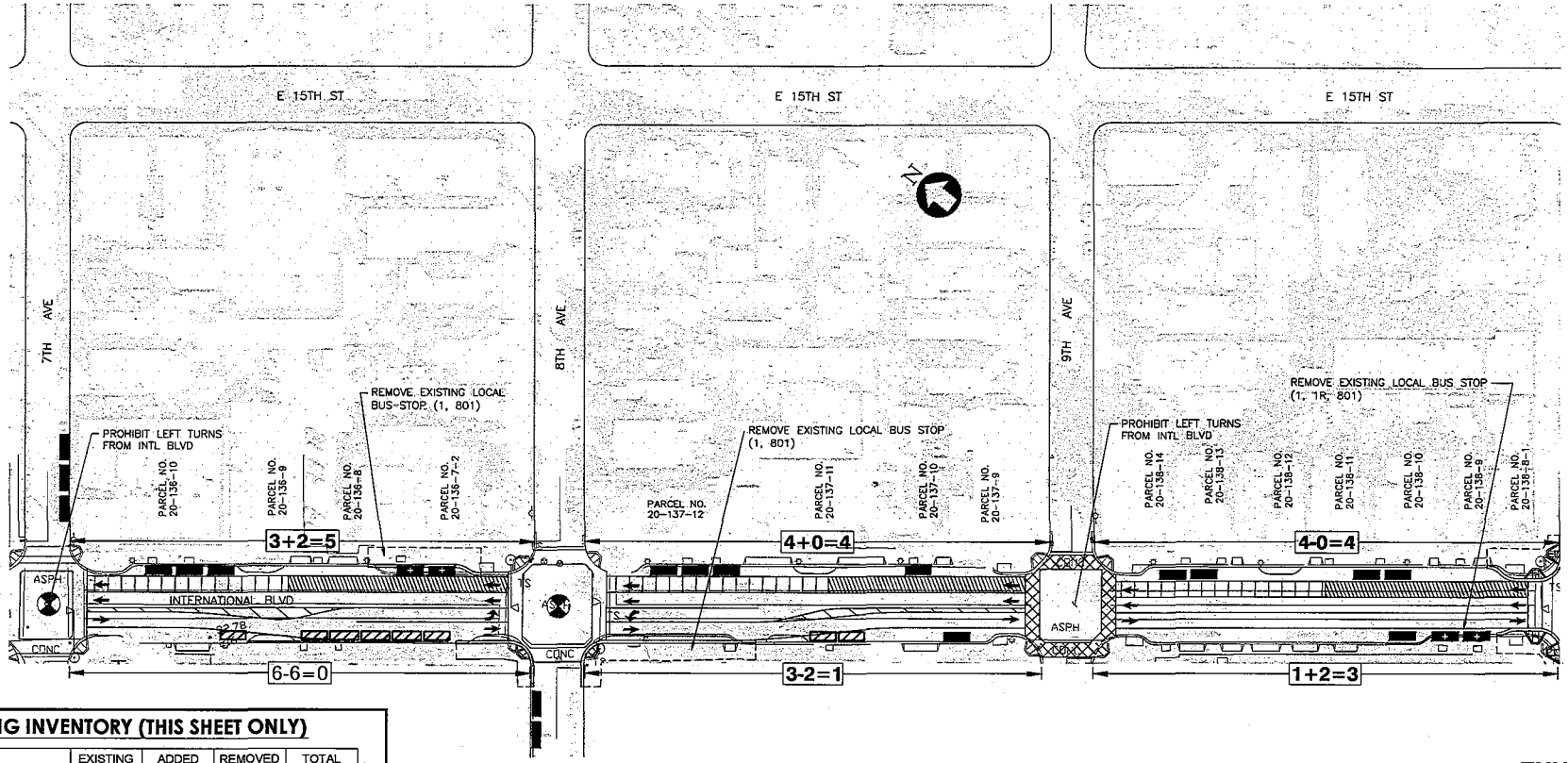
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

← x − y = z →

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	11	0	0	11
CONTROLLED	15	4	8	11
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	26	4	8	22

EXHIBIT B-10
(District 2)
10 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

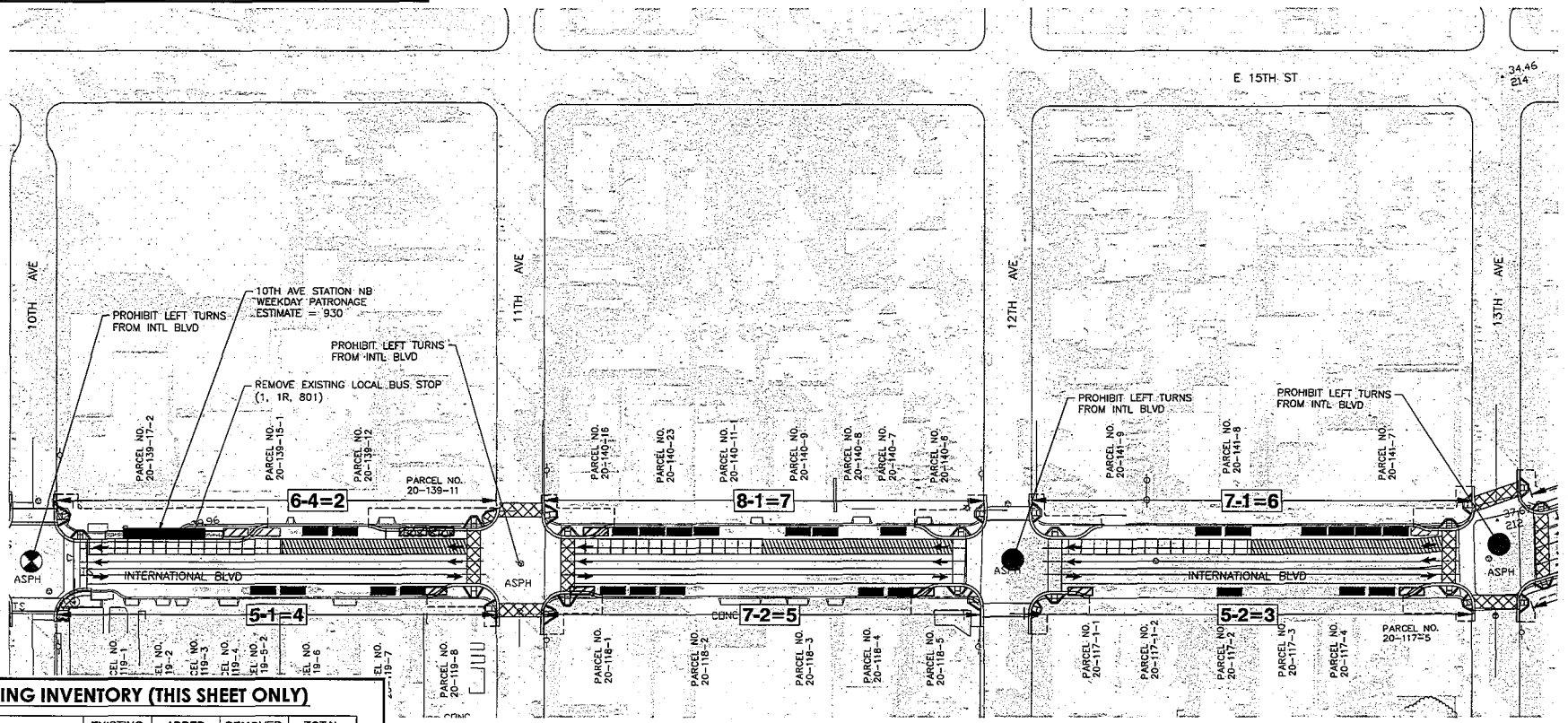
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

x – y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	21	0	7	14
CONTROLLED	14	0	1	13
SHORT-TERM CONTROLLED	1	0	1	0
METERED	-	-	-	-
COMMERCIAL LOADING	1(20')	0(0')	1(20')	0(0')
PASSENGER LOADING	-	-	-	-
ADA	1	0	1	0
	38	0	11	27

EXHIBIT B-11
(District 2)
11 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

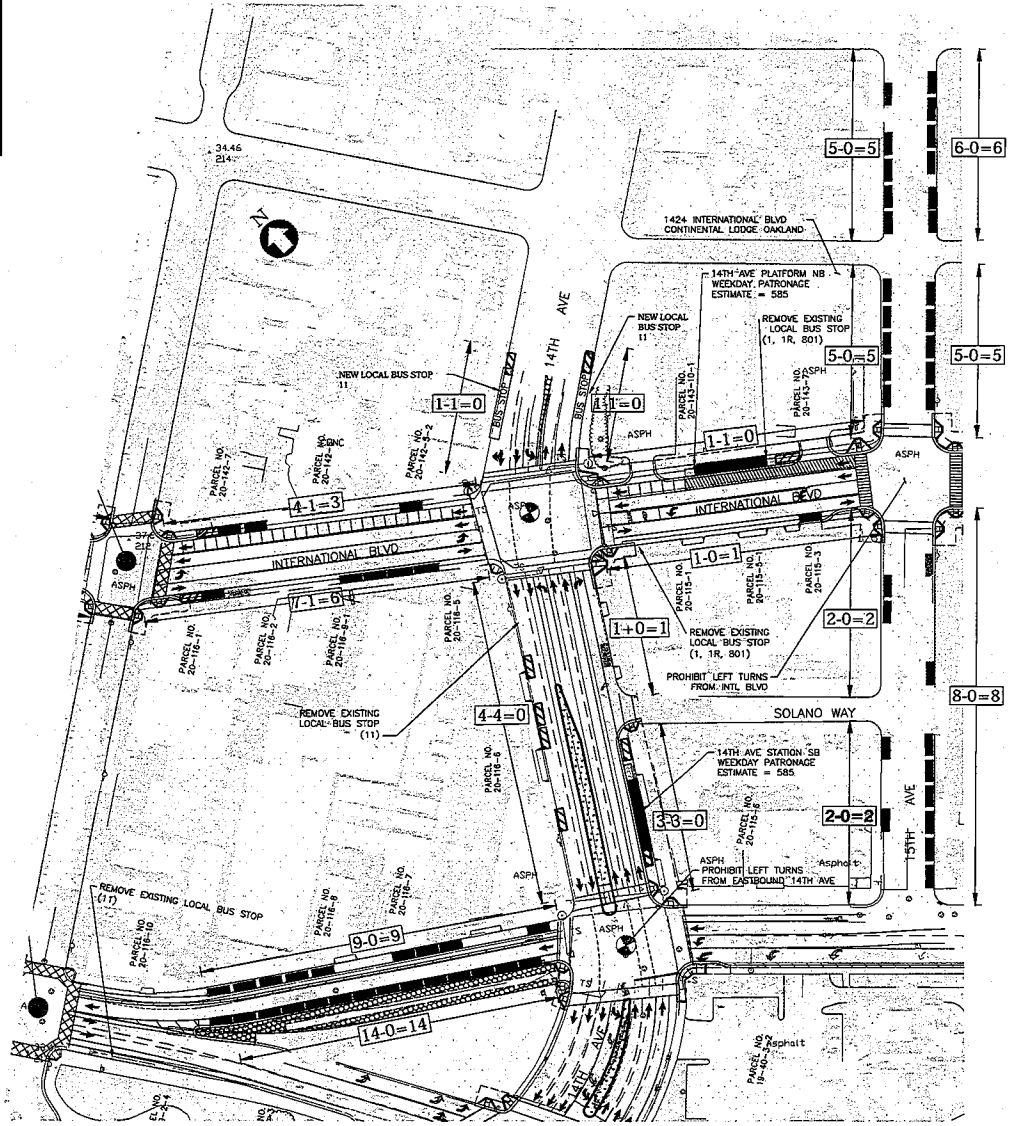
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

x − y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	62	0	8	54
CONTROLLED	13	0	4	9
SHORT-TERM CONTROLLED	1	0	0	1
METERED	-	-	-	-
COMMERCIAL LOADING	2(40')	0(0')	0(0')	2(40')
PASSENGER LOADING	-	-	-	-
ADA	1	-	-	1
	79	0	12	67

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

EXHIBIT B-12
(District 2)
12 OF 17

50' 0' 50' 100'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

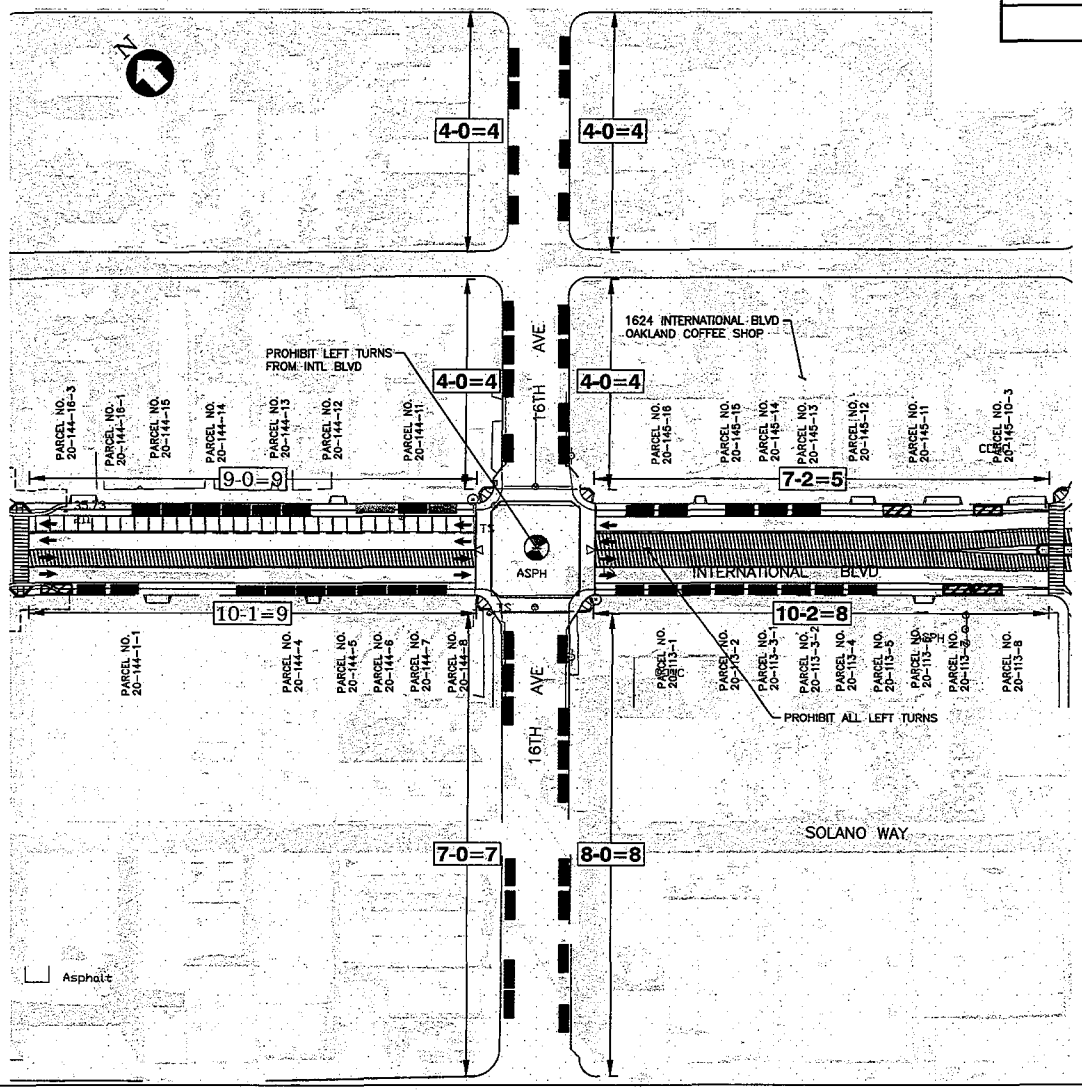
May 1, 2015

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	56	0	3	53
CONTROLLED	7	0	2	5
SHORT-TERM CONTROLLED	1	0	0	1
METERED	-	-	-	-
COMMERCIAL LOADING	1(25')	0(0')	0(0')	1(25')
PASSENGER LOADING	-	-	-	-
ADA	0	0	0	0
	65	0	5	60

EXHIBIT B-13
(District 2)
13 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- xx BUS LINE TO REMAIN AT BUS STOP
- (xx) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA (removed parking)
- PARKING, METERED (added parking)
- PARKING, SHORT TERM

KEY:

x − y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING

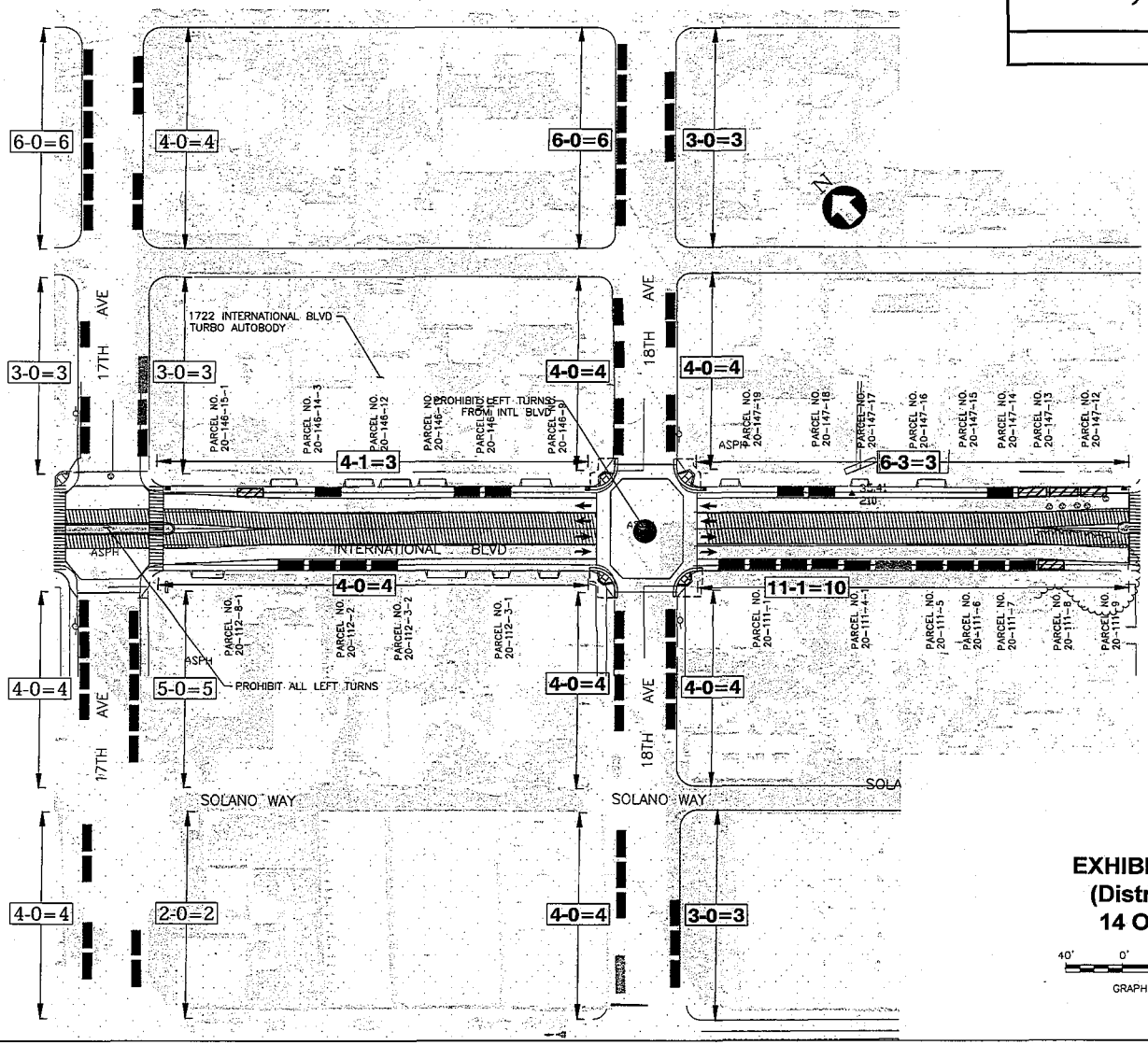


EXHIBIT B-14
(District 2)
14 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	71	0	5	66
CONTROLLED	12	0	0	12
SHORT-TERM CONTROLLED	1	0	0	1
METERED	-	-	-	-
COMMERCIAL LOADING	3(75')	0(0')	0(0')	3(75')
PASSENGER LOADING	-	-	-	-
ADA	1	0	0	1
	88	0	5	83

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

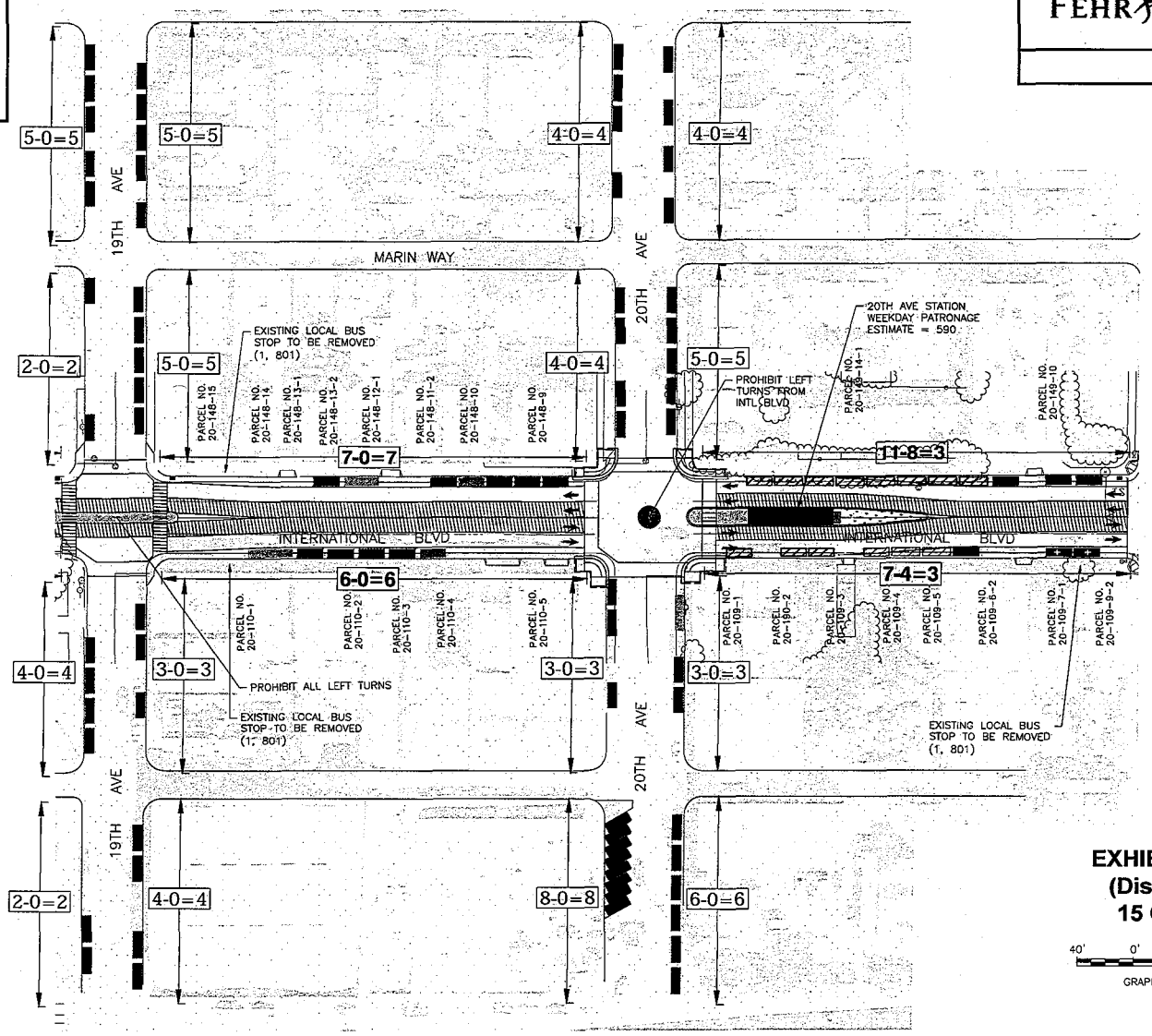
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

x − y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	90	2	14	78
CONTROLLED	3	0	0	3
SHORT-TERM CONTROLLED	2	0	0	2
METERED	-	-	-	-
COMMERCIAL LOADING	3(80')	0(0')	0(0')	3(80')
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	98	2	14	86

EXHIBIT B-15
(District 2)
15 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

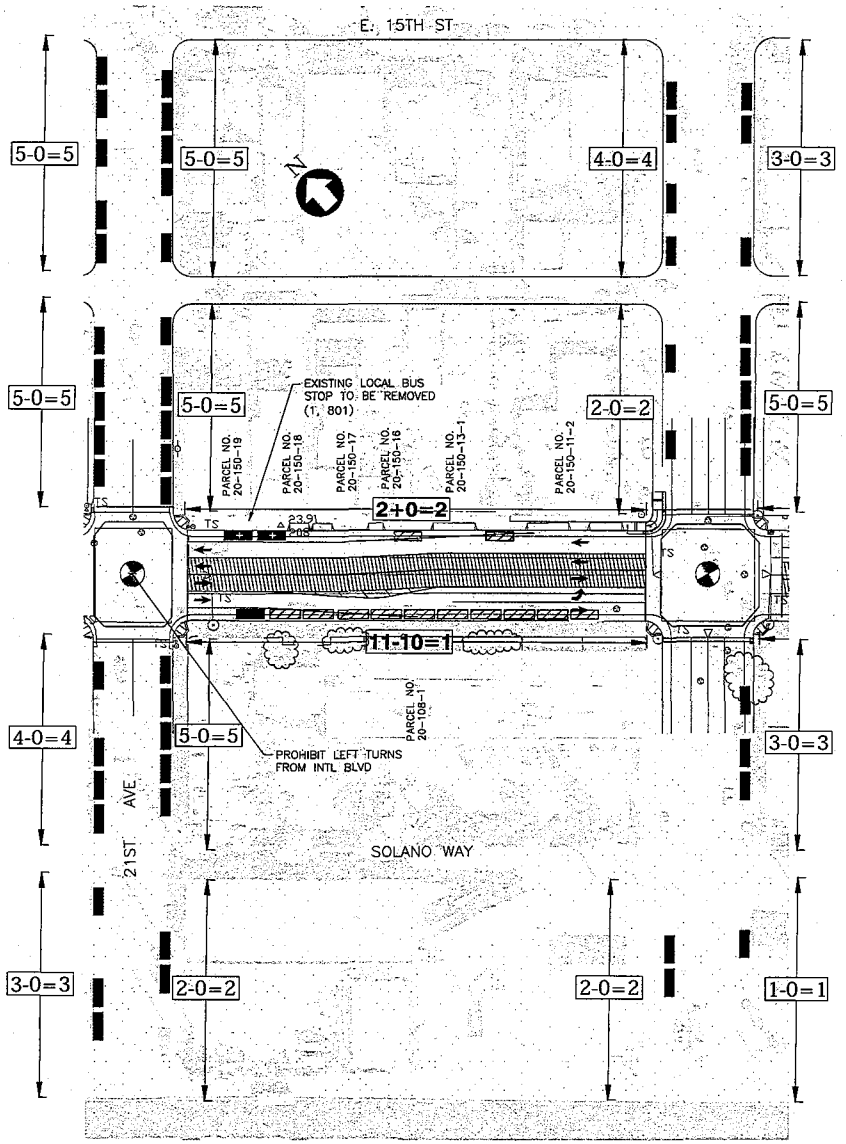
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

x − y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	62	2	9	55
CONTROLLED	-	-	-	-
SHORT-TERM CONTROLLED	1	0	1	0
METERED	-	-	-	-
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	3	0	2	1
ADA	1	0	0	1
	67	2	12	57

EXHIBIT B-16
(District 2)
16 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

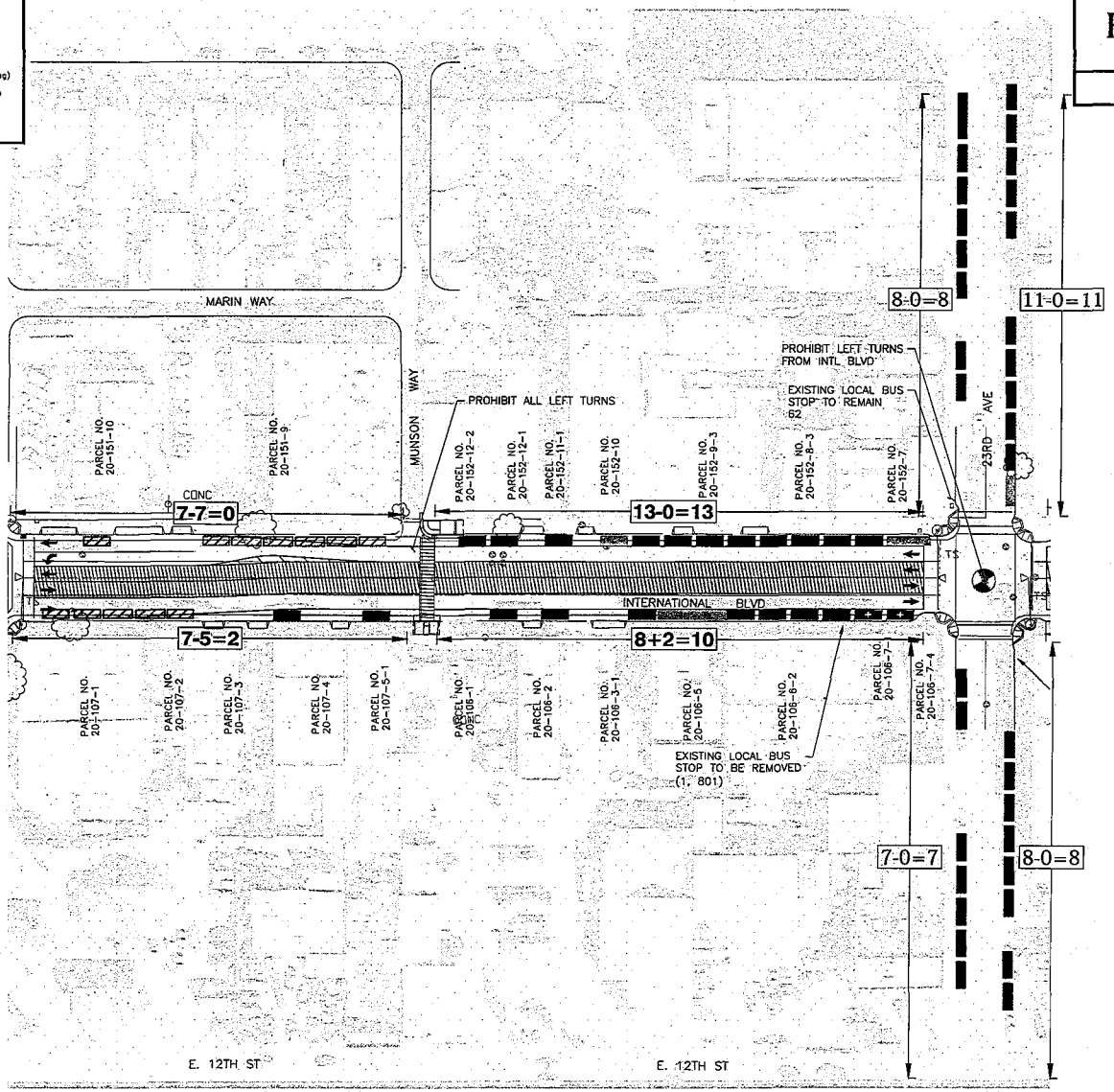
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- xx BUS LINE TO REMAIN AT BUS STOP
- (xx) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA (removed parking)
- PARKING, METERED (added parking)
- PARKING, SHORT TERM

KEY:

x – y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	15	0	0	15
CONTROLLED	-	-	-	-
SHORT-TERM CONTROLLED	-	-	-	-
METERED	47	2	12	37
COMMERCIAL LOADING	4(115')	0(0')	0(0')	4(115')
PASSENGER LOADING	3	0	0	3
ADA	-	-	-	-
	69	2	12	59

EXHIBIT B-17
(District 2)
17 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

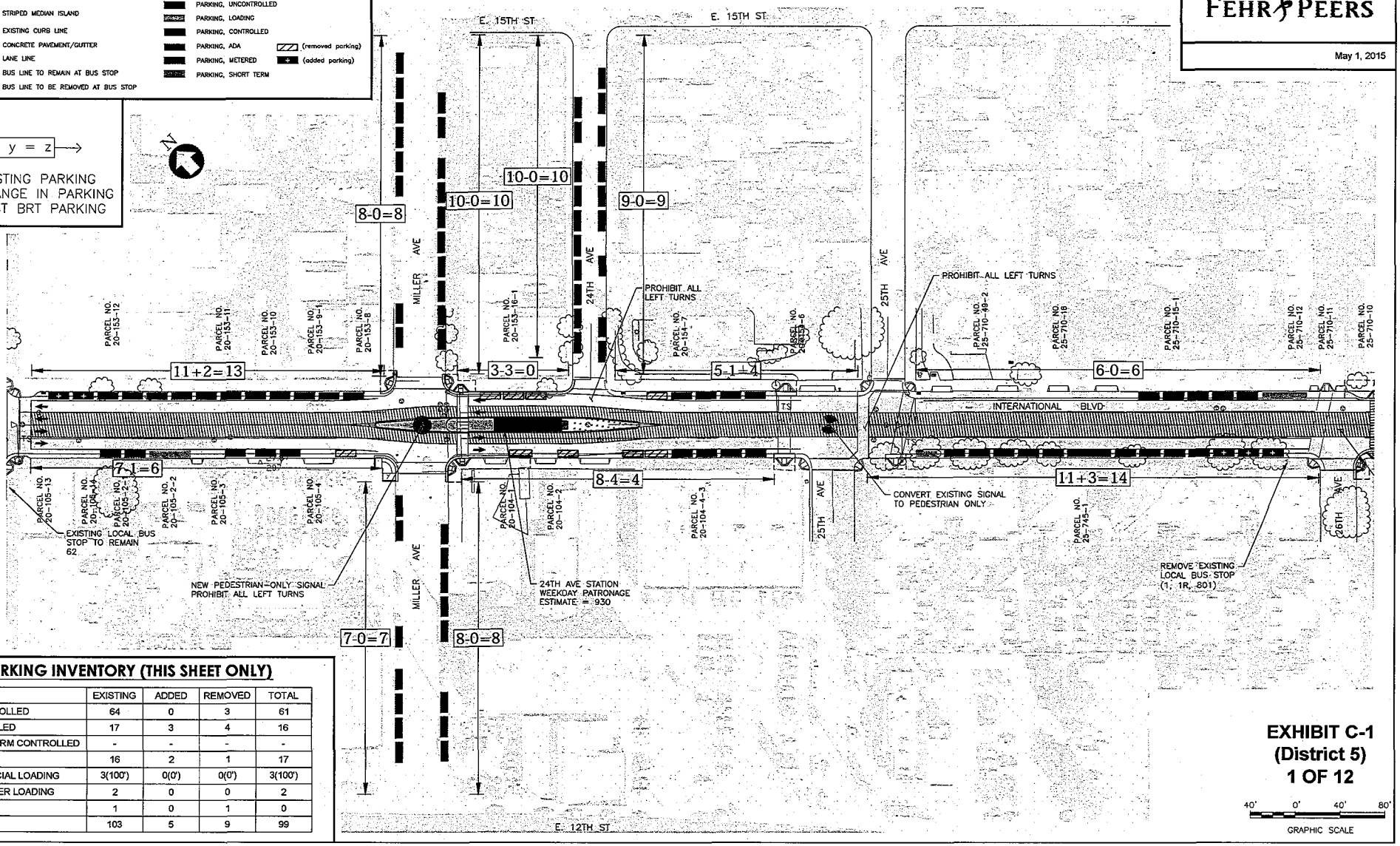
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA (removed parking)
- PARKING, METERED (added parking)
- PARKING, SHORT TERM

KEY:

x − y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	64	0	3	61
CONTROLLED	17	3	4	16
SHORT-TERM CONTROLLED	-	-	-	-
METERED	16	2	1	17
COMMERCIAL LOADING	3(100')	0(0')	0(0')	3(100')
PASSENGER LOADING	2	0	0	2
ADA	1	0	1	0
	103	5	9	99

EXHIBIT C-1
(District 5)
1 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

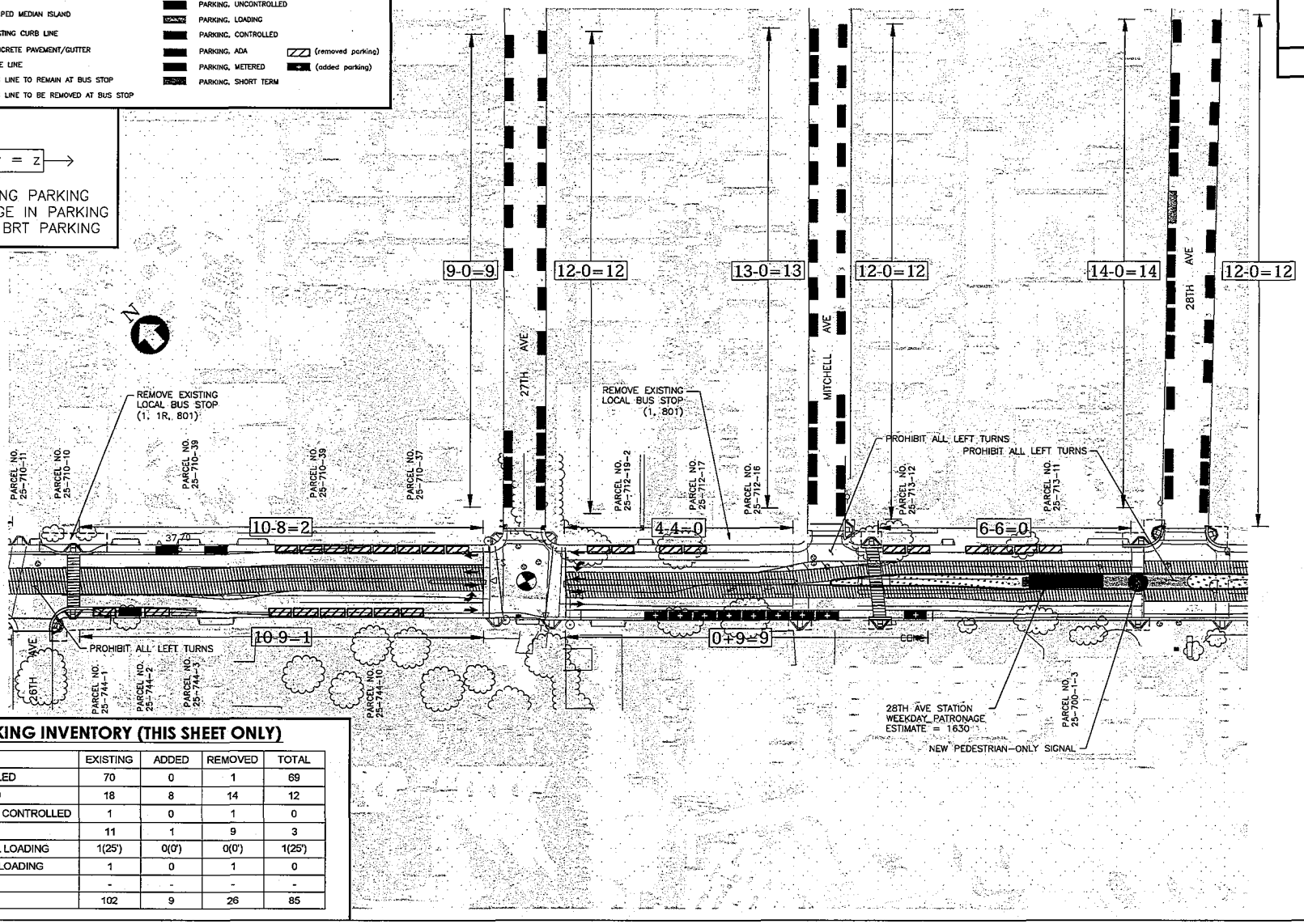
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- xx BUS LINE TO REMAIN AT BUS STOP
- (xx) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

x – y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	70	0	1	69
CONTROLLED	18	8	14	12
SHORT-TERM CONTROLLED	1	0	1	0
METERED	11	1	9	3
COMMERCIAL LOADING	1(25')	0(0')	0(0')	1(25')
PASSENGER LOADING	1	0	1	0
ADA	-	-	-	-
	102	9	26	85

EXHIBIT C-2
(District 5)
2 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

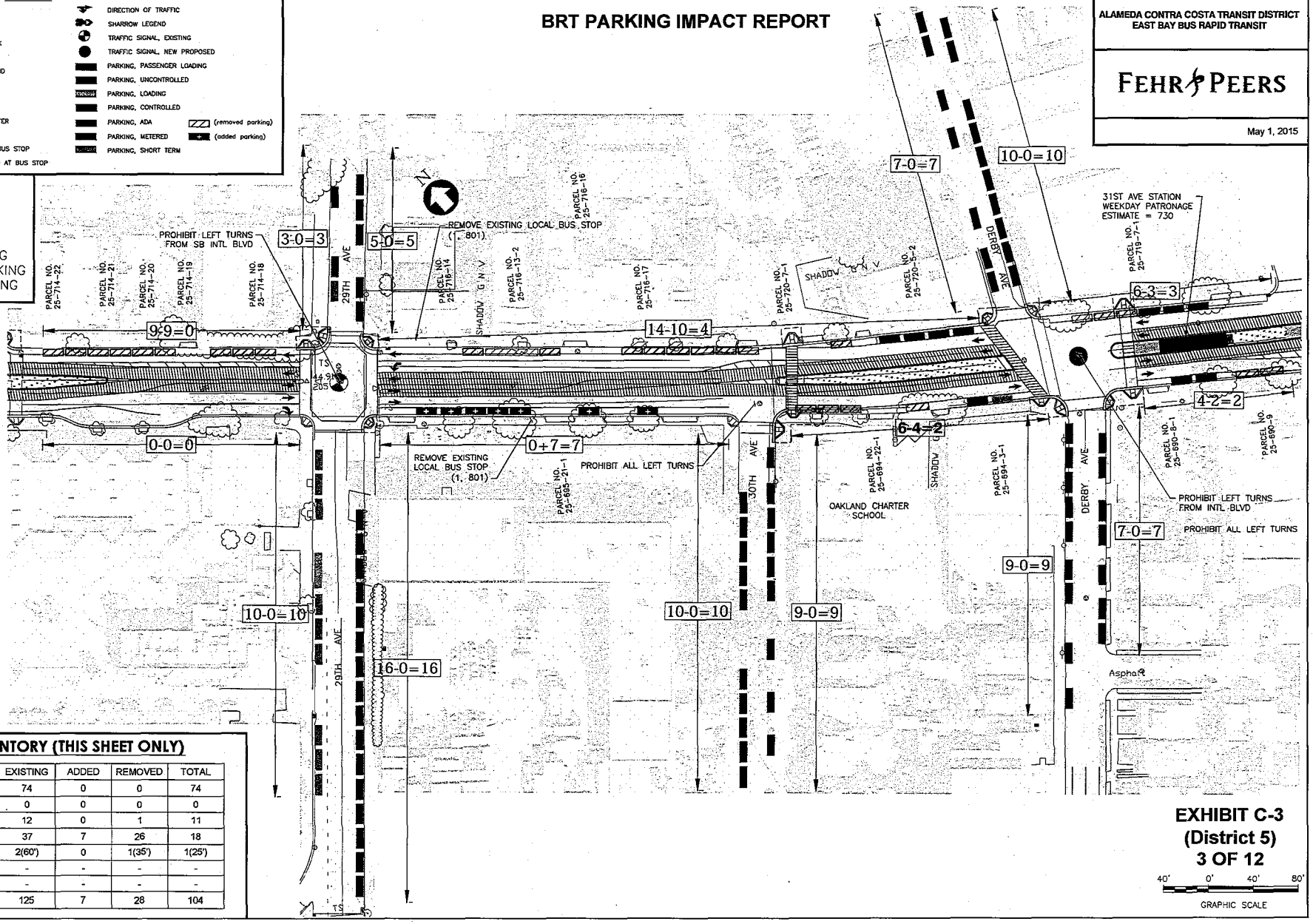
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

← x − y = z →

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	74	0	0	74
CONTROLLED	0	0	0	0
SHORT-TERM CONTROLLED	12	0	1	11
METERED	37	7	26	18
COMMERCIAL LOADING	2(60')	0	1(35')	1(25')
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	125	7	28	104

EXHIBIT C-3
(District 5)
3 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

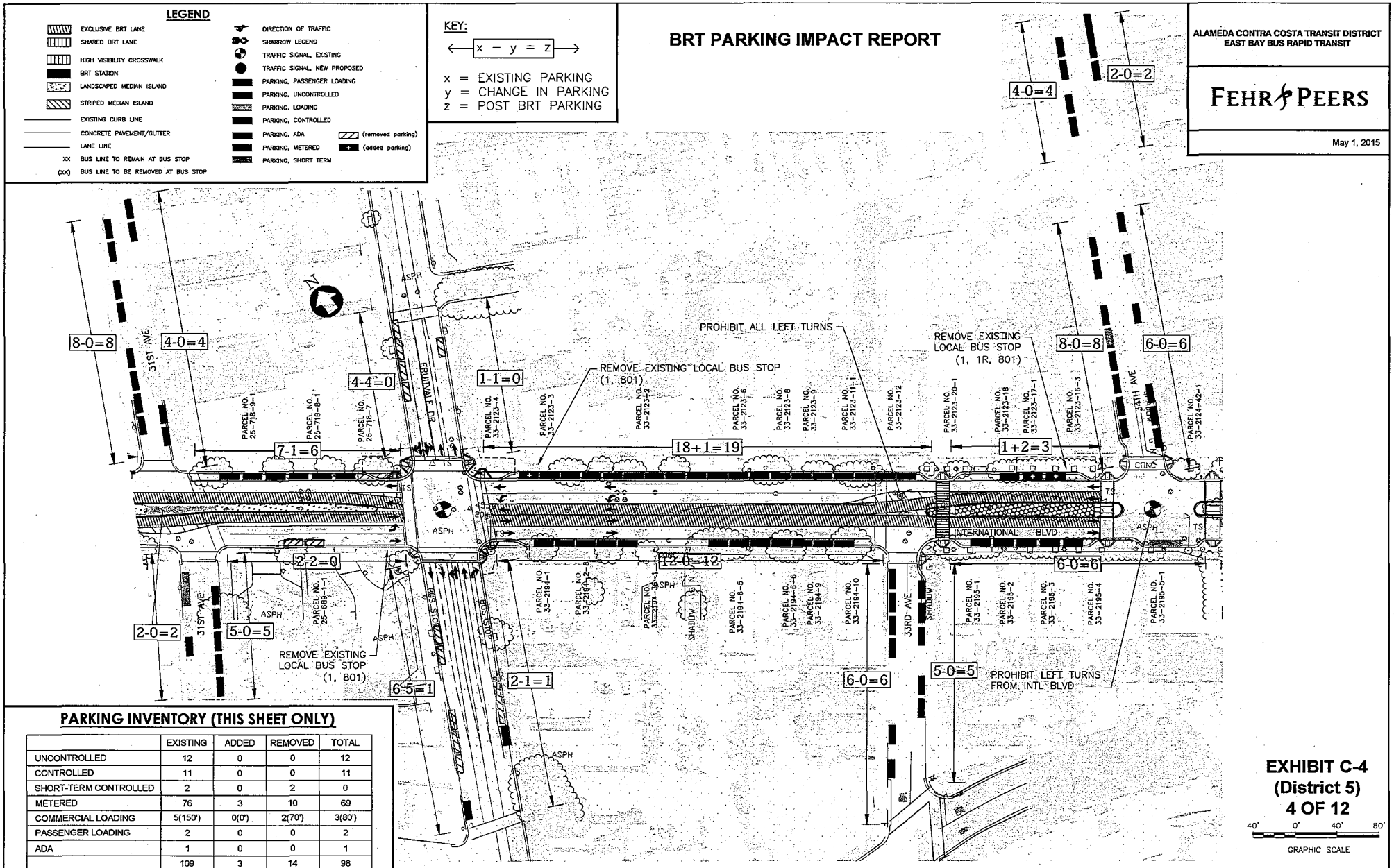
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

← x − y = z →

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	12	0	0	12
CONTROLLED	11	0	0	11
SHORT-TERM CONTROLLED	2	0	2	0
METERED	76	3	10	69
COMMERCIAL LOADING	5(150')	0(0')	2(70')	3(80')
PASSENGER LOADING	2	0	0	2
ADA	1	0	0	1
	109	3	14	98

EXHIBIT C-4
(District 5)
4 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

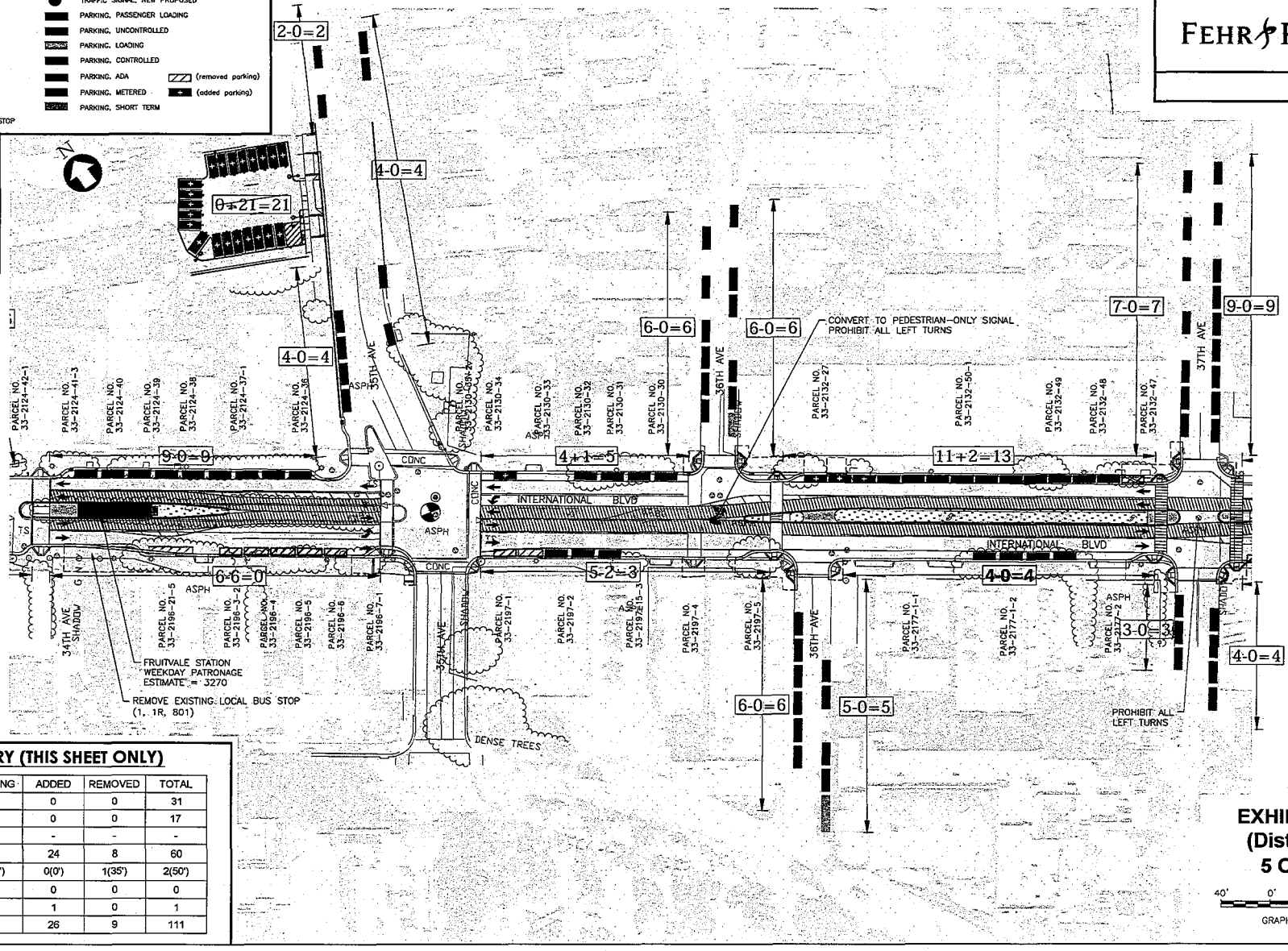
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- xx BUS LINE TO REMAIN AT BUS STOP
- (xx) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA (removed parking)
- PARKING, METERED (added parking)
- PARKING, SHORT TERM

KEY:

x − y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	31	0	0	31
CONTROLLED	17	0	0	17
SHORT-TERM CONTROLLED	-	-	-	-
METERED	44	24	8	60
COMMERCIAL LOADING	3(85')	0(0')	1(35')	2(50')
PASSENGER LOADING	0	0	0	0
ADA	0	1	0	1
	95	26	9	111

EXHIBIT C-5
(District 5)
5 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

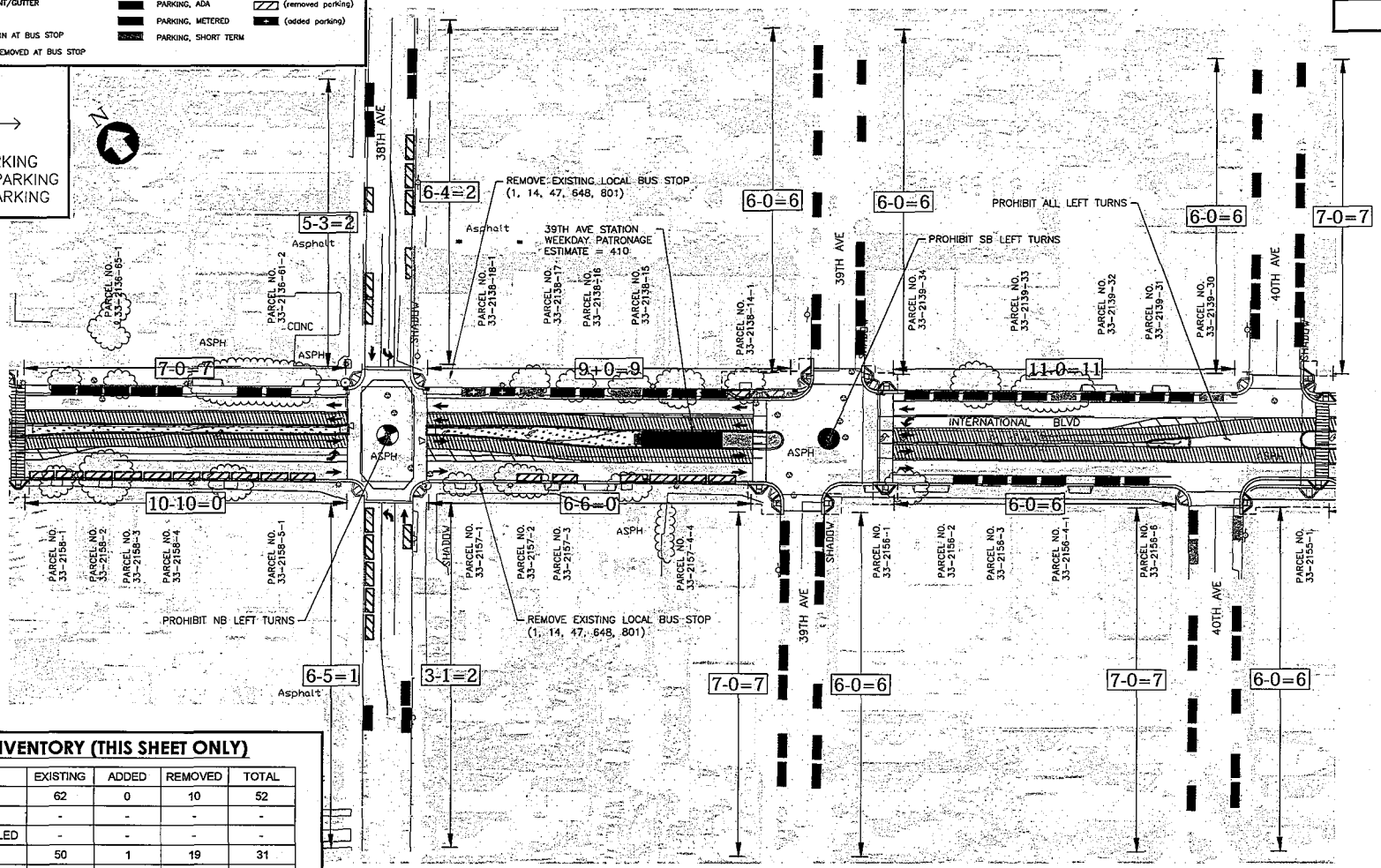
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- xx BUS LINE TO REMAIN AT BUS STOP
- (xx) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

← x − y = z →

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	62	0	10	52
CONTROLLED	-	-	-	-
SHORT-TERM CONTROLLED	-	-	-	-
METERED	50	1	19	31
COMMERCIAL LOADING	9(165')	1(20')	2(45')	8(140')
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	121	2	31	92

EXHIBIT C-6
(District 5)
6 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

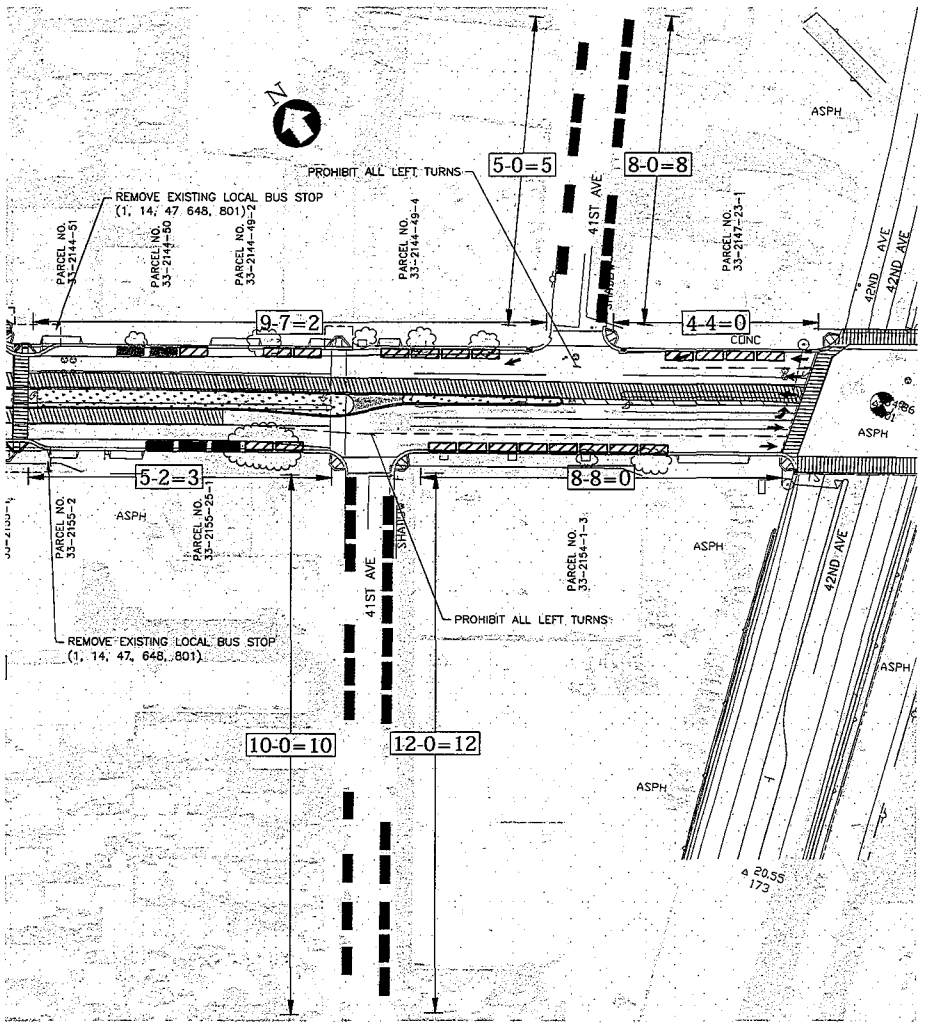
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- xx BUS LINE TO REMAIN AT BUS STOP
- (xx) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

x − y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	35	0	0	35
CONTROLLED	-	-	-	-
SHORT-TERM CONTROLLED	2	0	0	2
METERED	24	0	21	3
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	61	0	21	40

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

EXHIBIT C-7
(District 5)
7 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

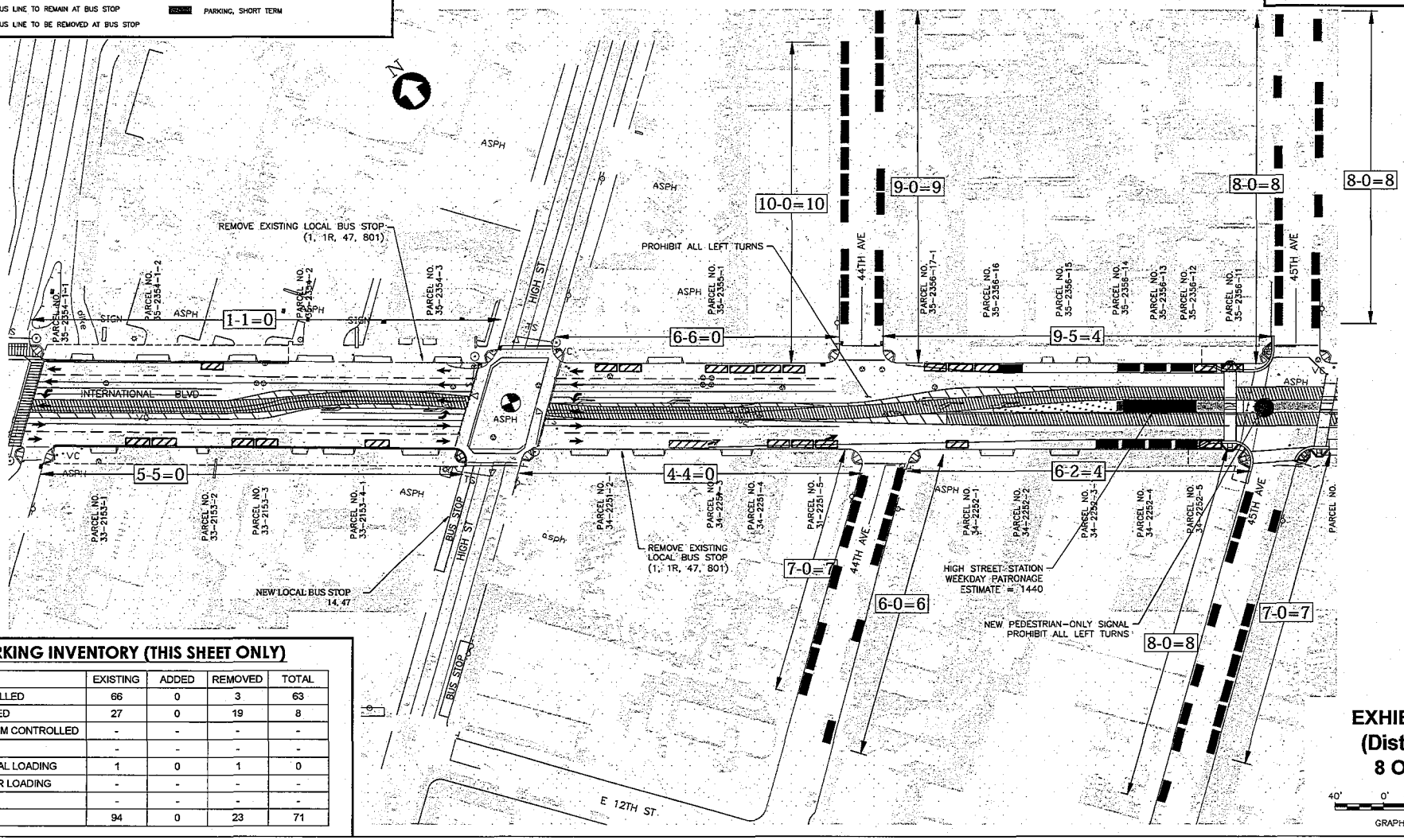
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA (removed parking)
- PARKING, METERED (added parking)
- PARKING, SHORT TERM

KEY:

x – y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	66	0	3	63
CONTROLLED	27	0	19	8
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	1	0	1	0
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	94	0	23	71

EXHIBIT C-8
(District 5)
8 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

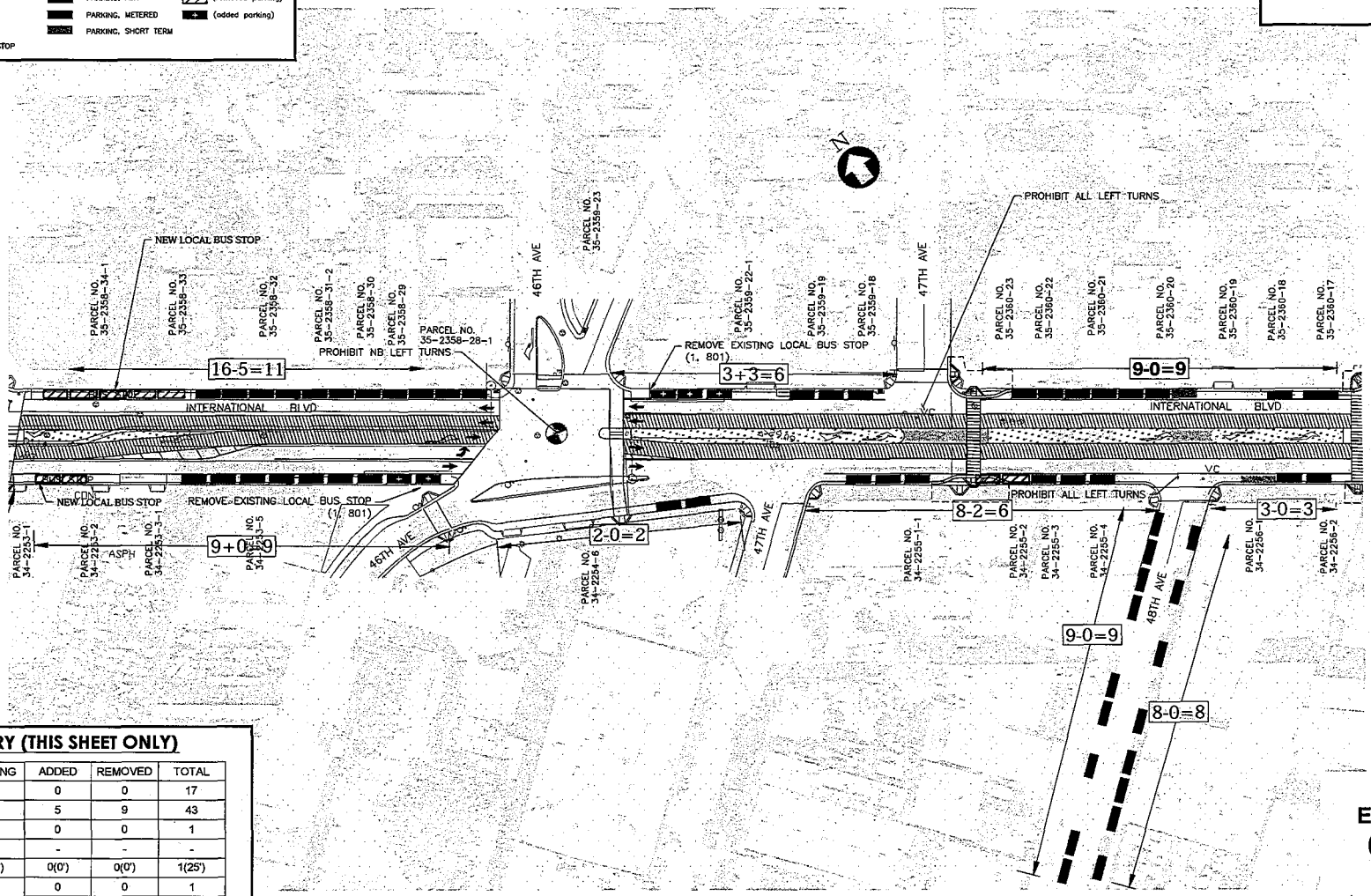
May 1, 2015

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	17	0	0	17
CONTROLLED	47	5	9	43
SHORT-TERM CONTROLLED	1	0	0	1
METERED	-	-	-	-
COMMERCIAL LOADING	1(25')	0(0')	0(0')	1(25')
PASSENGER LOADING	1	0	0	1
ADA	-	-	-	-
	67	5	9	63

EXHIBIT C-9
(District 5)
9 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
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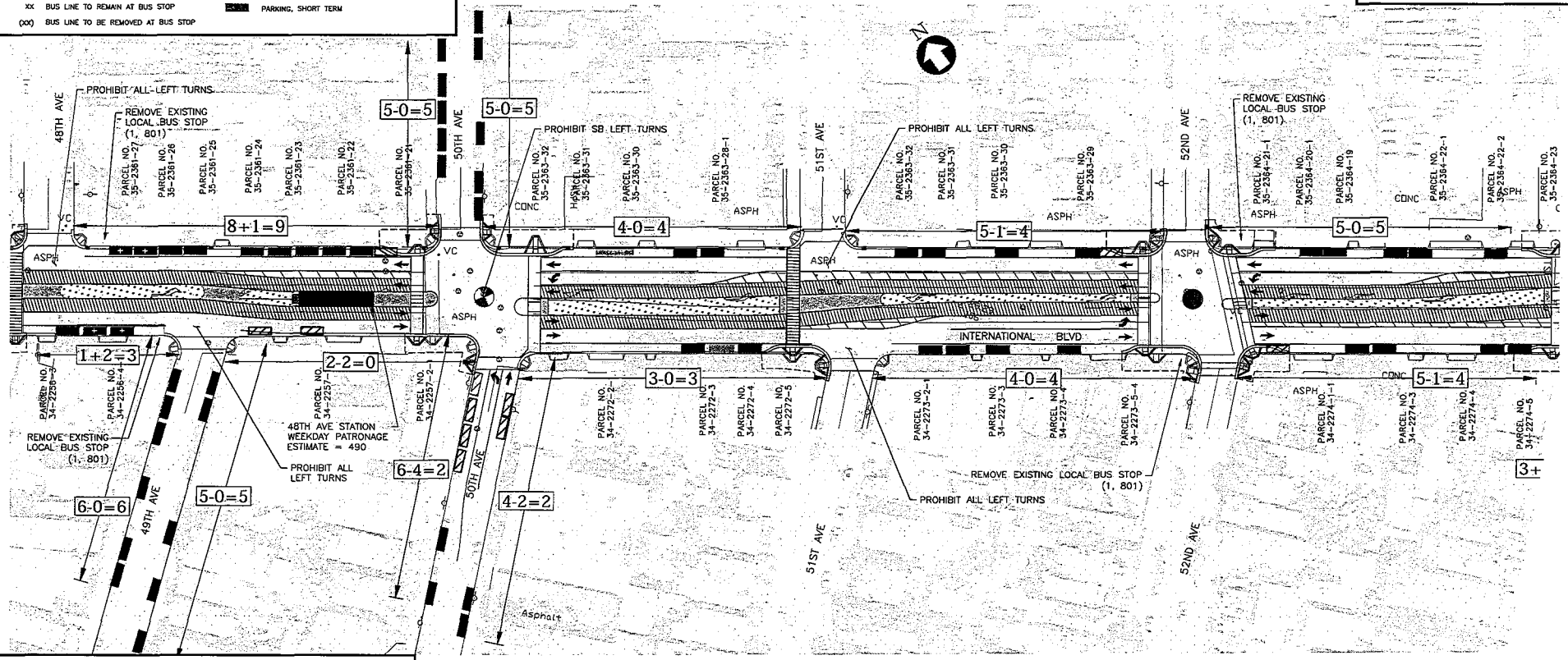
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

x – y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	37	2	6	33
CONTROLLED	26	2	4	24
SHORT-TERM CONTROLLED	1	0	1	0
METERED	-	-	-	-
COMMERCIAL LOADING	2(50')	0(0')	0(0')	2(50')
PASSENGER LOADING	1	0	0	1
ADA	-	-	-	-
	67	4	11	60

EXHIBIT C-10
(District 5 & 6)
10 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

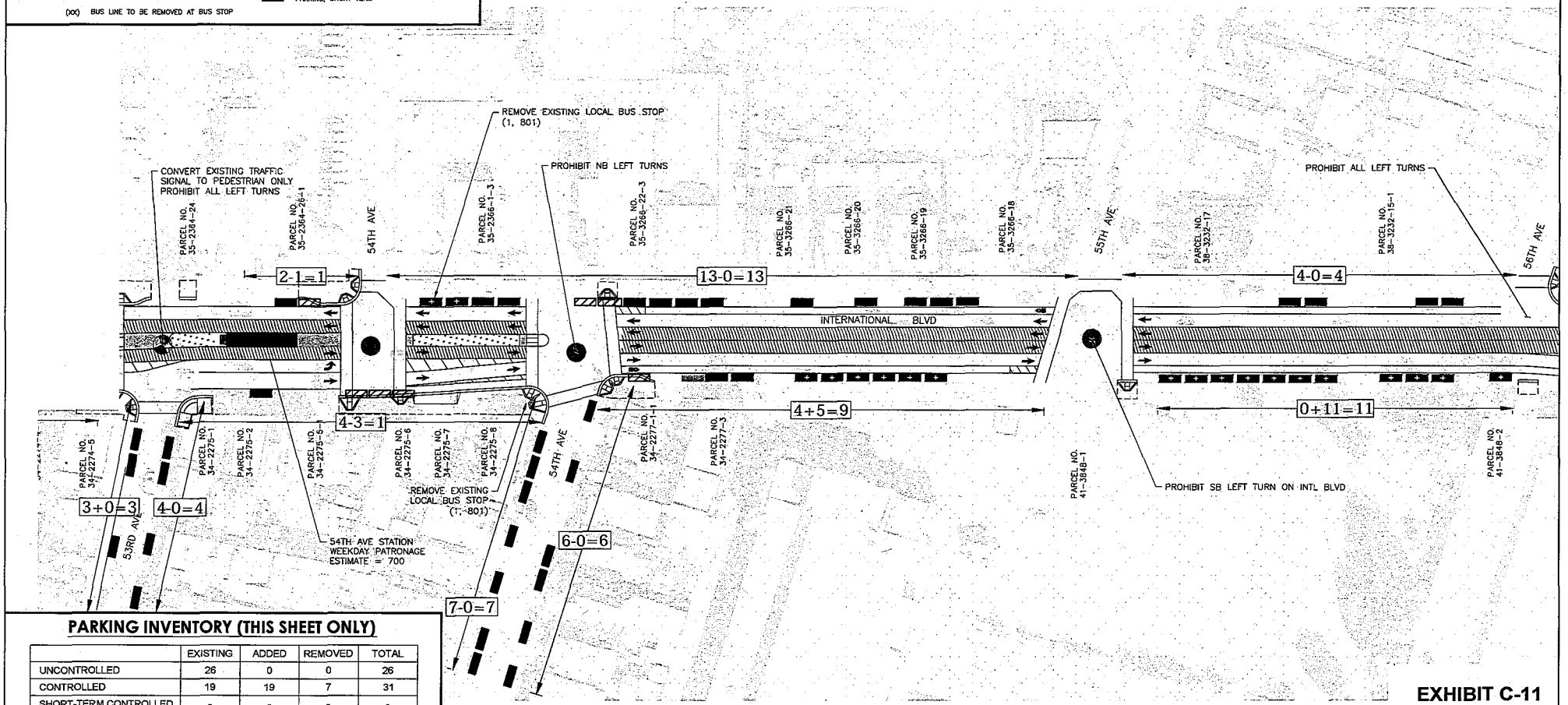
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA (removed parking)
- PARKING, METERED (added parking)
- PARKING, SHORT TERM

KEY:

x − y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	26	0	0	26
CONTROLLED	19	19	7	31
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	1(20')	0(0')	0(0")	1(20')
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	46	19	7	58

EXHIBIT C-11
(District 5 & 6)
11 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
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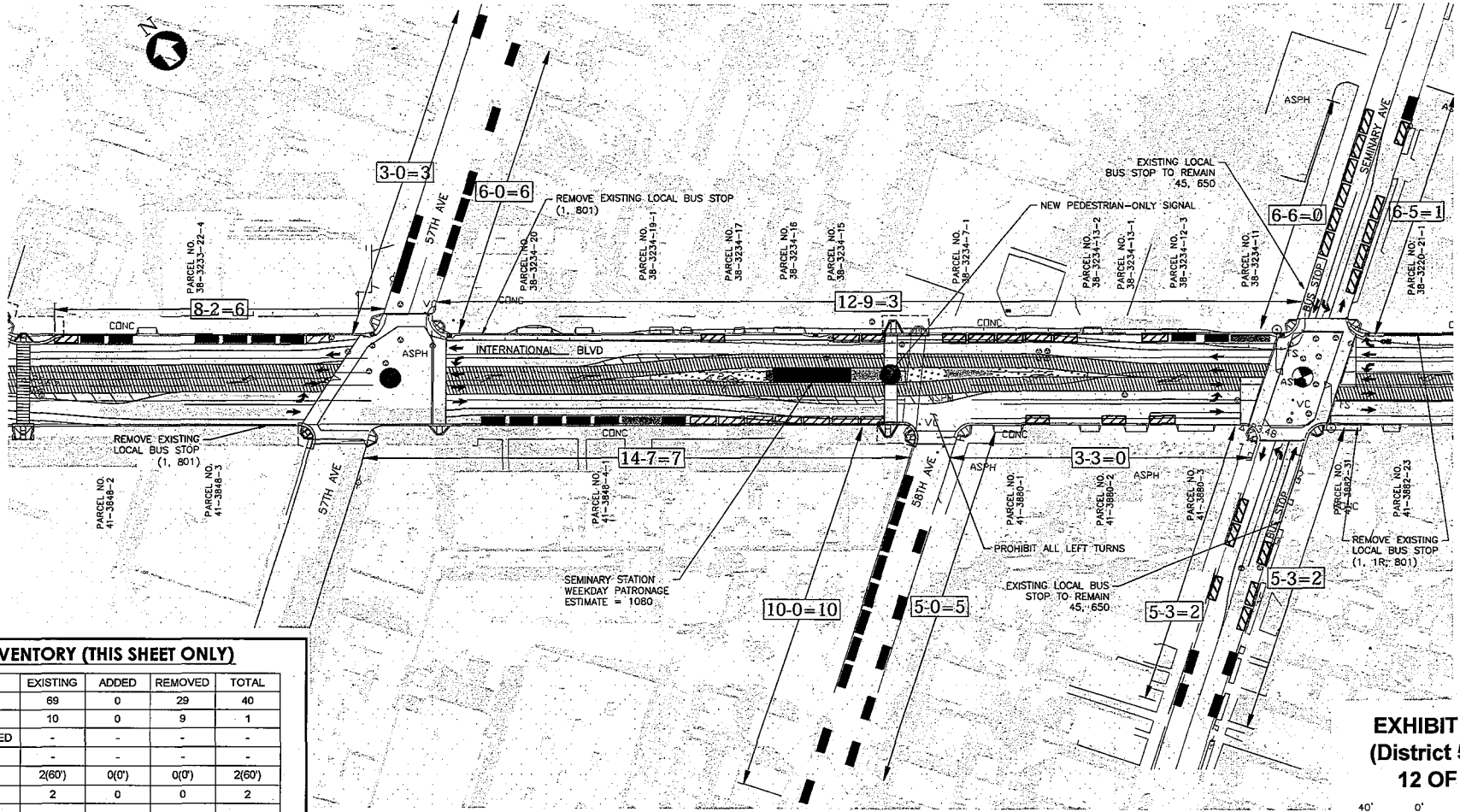
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

x − y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	69	0	29	40
CONTROLLED	10	0	9	1
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	2(60')	0(0')	0(0')	2(60')
PASSENGER LOADING	2	0	0	2
ADA	-	-	-	-
	83	0	38	45

EXHIBIT C-12
(District 5 & 6)
12 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
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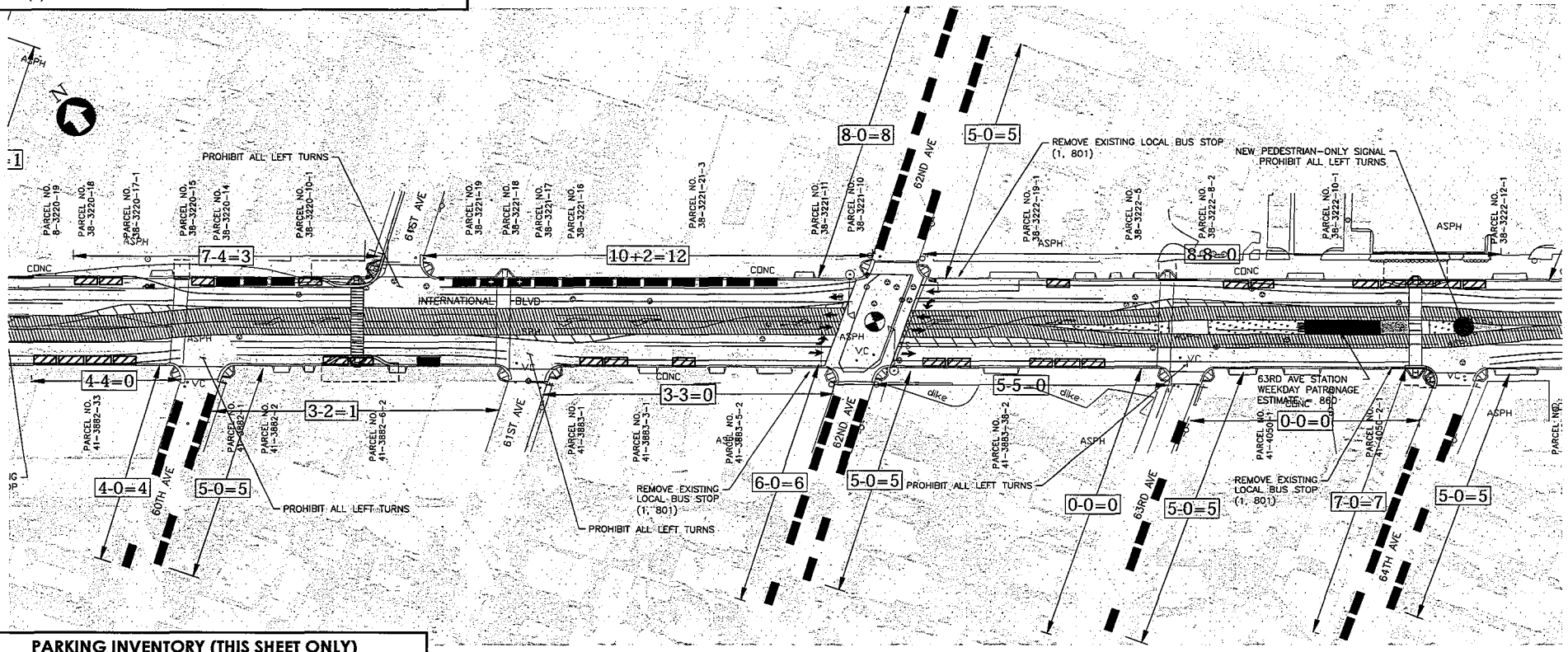
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

x − y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	65	0	7	58
CONTROLLED	25	2	19	8
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	90	2	26	66

EXHIBIT D-1
(District 6)
1 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
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- XX BUS LINE TO REMAIN AT BUS STOP
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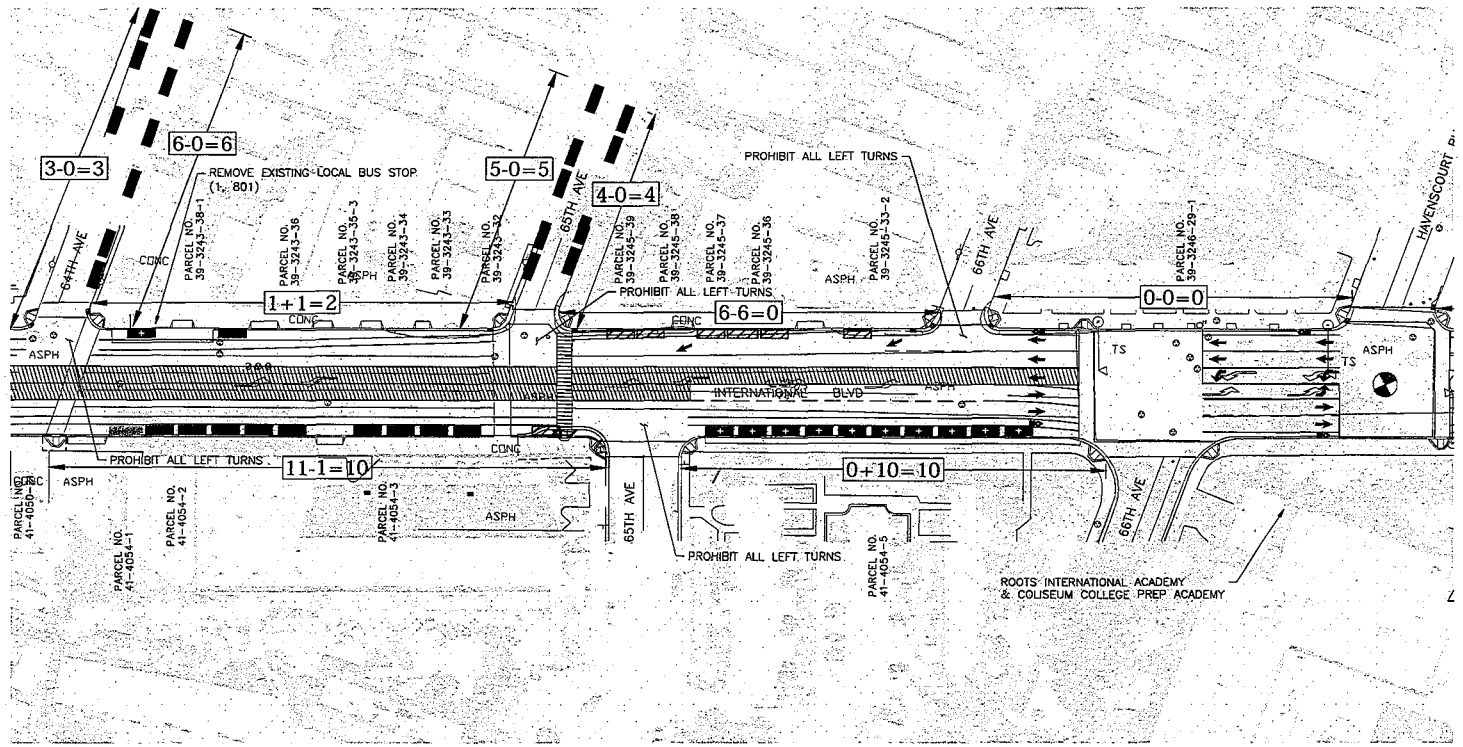
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

← x − y = z →

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	34	0	7	27
CONTROLLED	1	11	0	12
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	1(20')	0(0')	0(0')	1(20')
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	36	11	7	40

EXHIBIT D-2
(District 6)
2 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

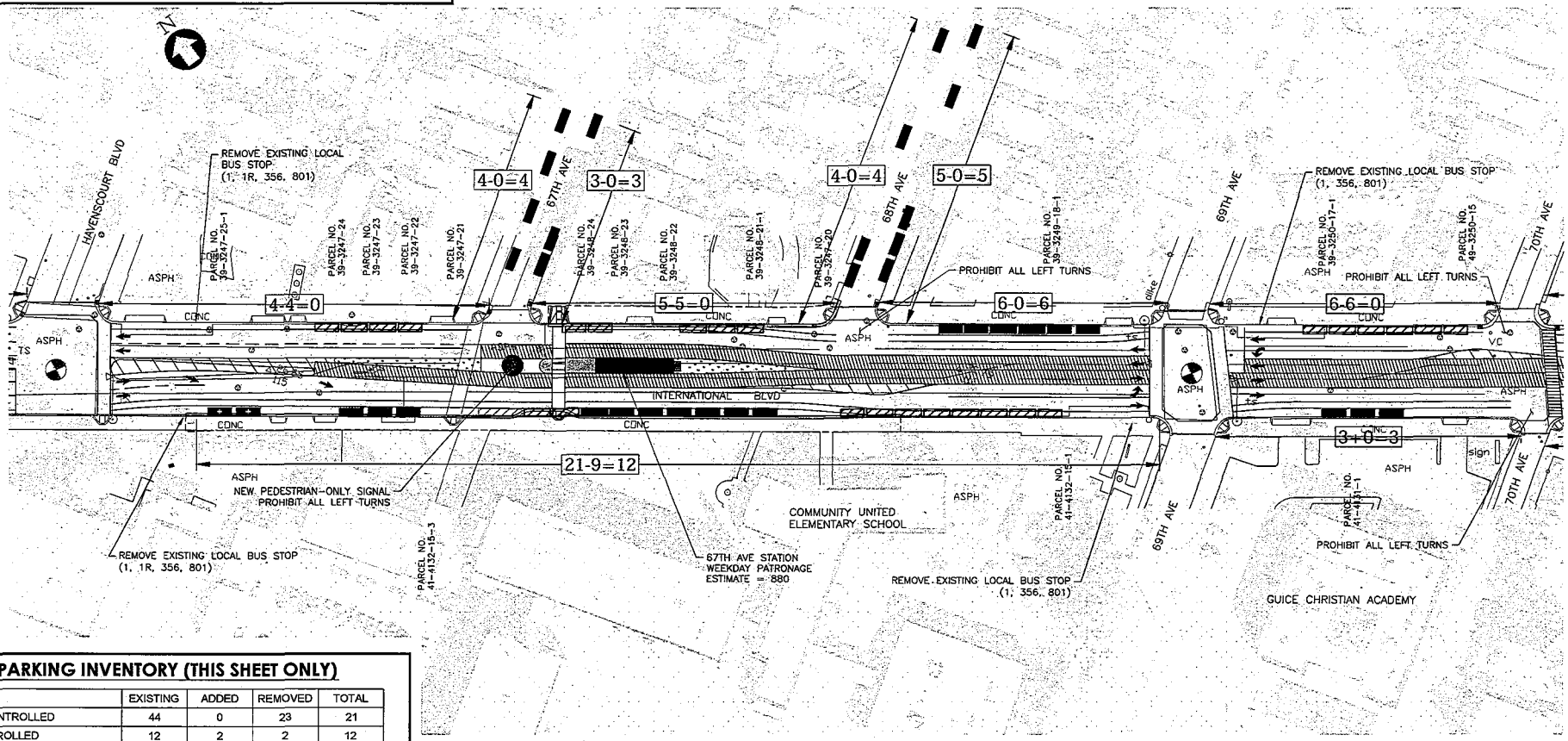
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- xx BUS LINE TO REMAIN AT BUS STOP
- (xx) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA (removed parking)
- PARKING, METERED (added parking)
- PARKING, SHORT TERM

KEY:

x − y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	44	0	23	21
CONTROLLED	12	2	2	12
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	1(30')	0(0')	1(30')	0(0')
PASSENGER LOADING	3	0	0	3
ADA	1	0	0	1
	61	2	26	37

EXHIBIT D-3
(District 6 & 7)
3 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

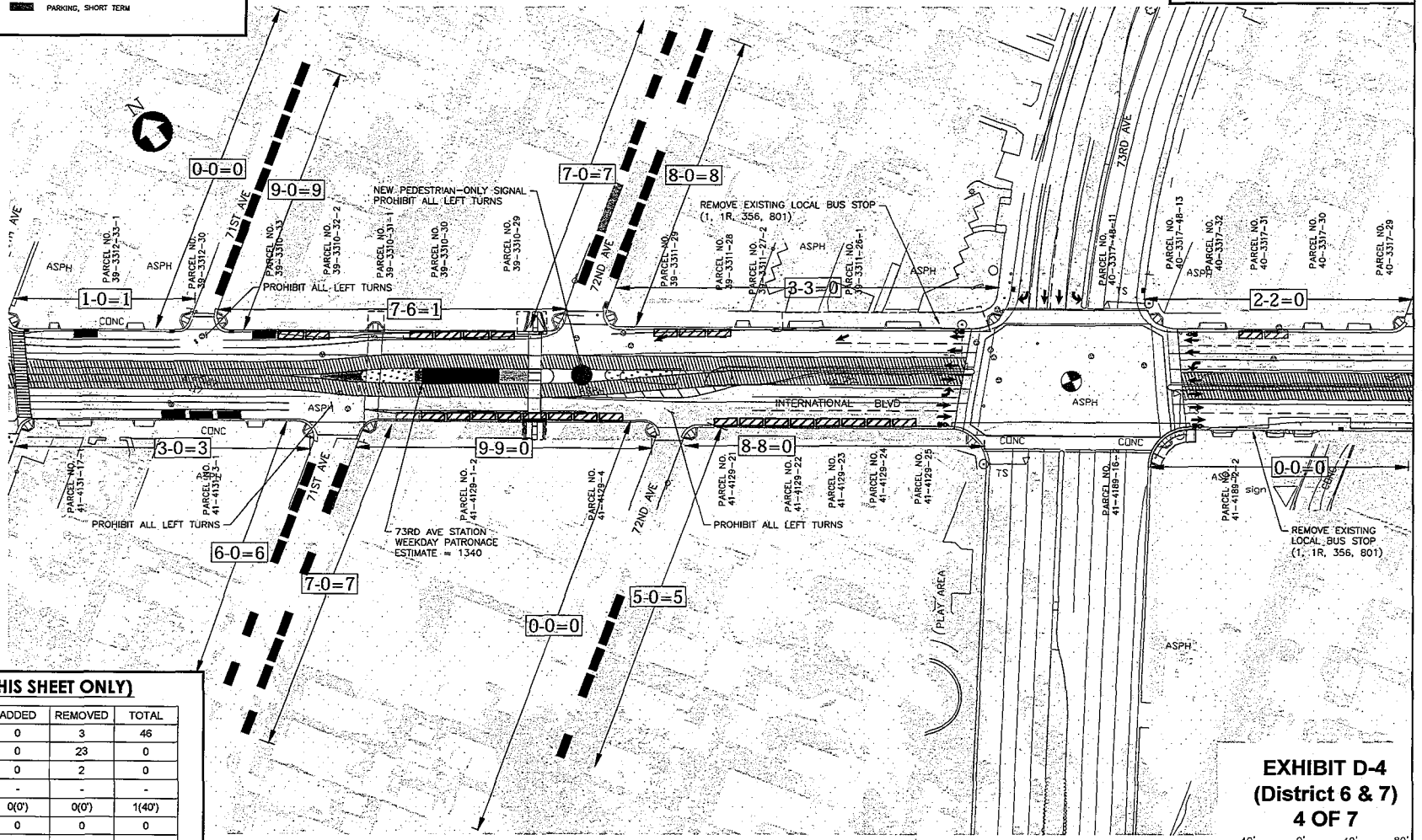
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

x − y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	49	0	3	46
CONTROLLED	23	0	23	0
SHORT-TERM CONTROLLED	2	0	2	0
METERED	-	-	-	-
COMMERCIAL LOADING	1(40')	0(0')	0(0')	1(40')
PASSENGER LOADING	0	0	0	0
ADA	-	-	-	-
	75	0	28	47

EXHIBIT D-4
(District 6 & 7)
4 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

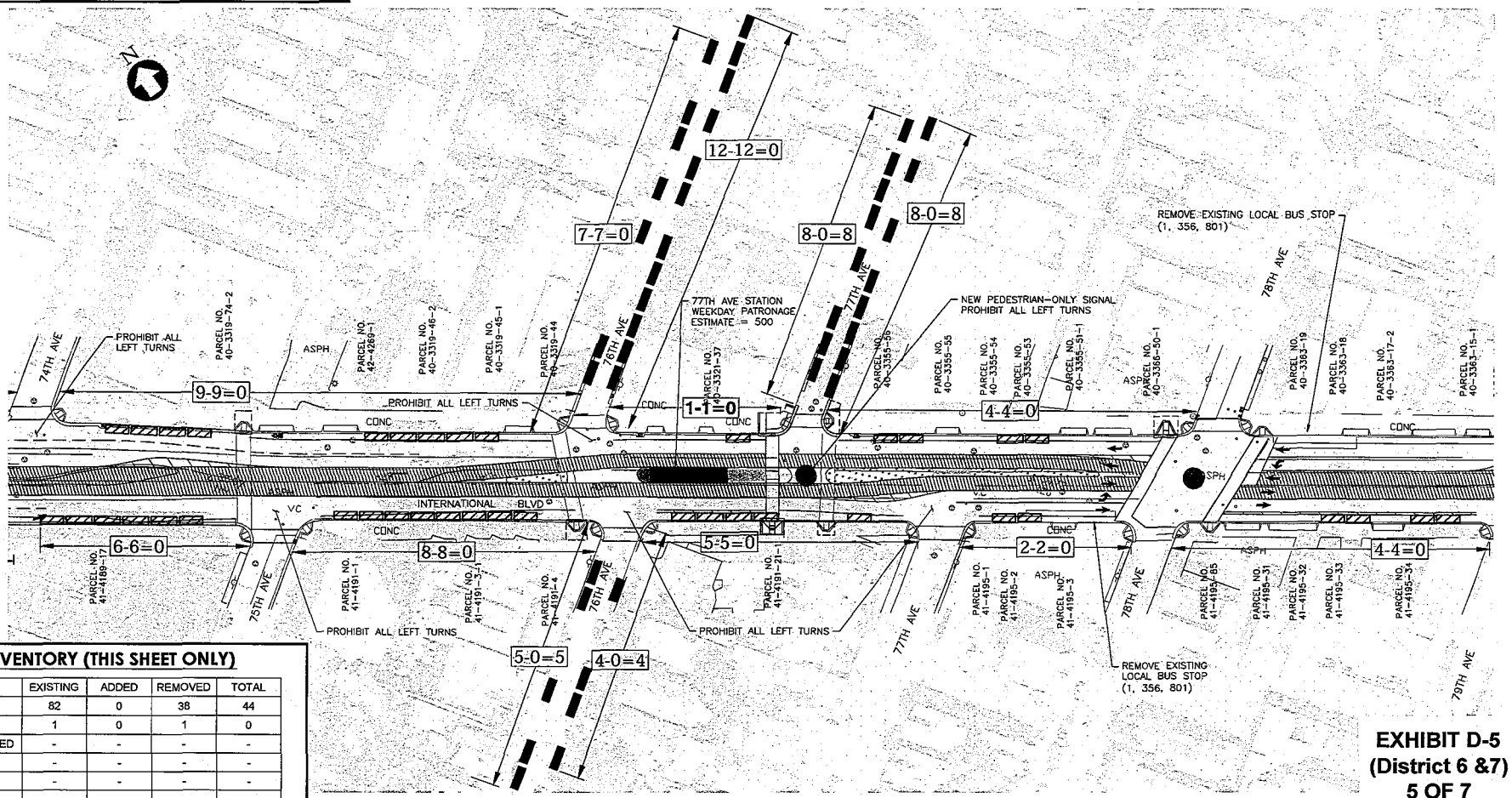
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA (removed parking)
- PARKING, METERED (added parking)
- PARKING, SHORT TERM

KEY:

x − y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	82	0	38	44
CONTROLLED	1	0	1	0
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	83	0	39	44

EXHIBIT D-5
(District 6 &7)
5 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

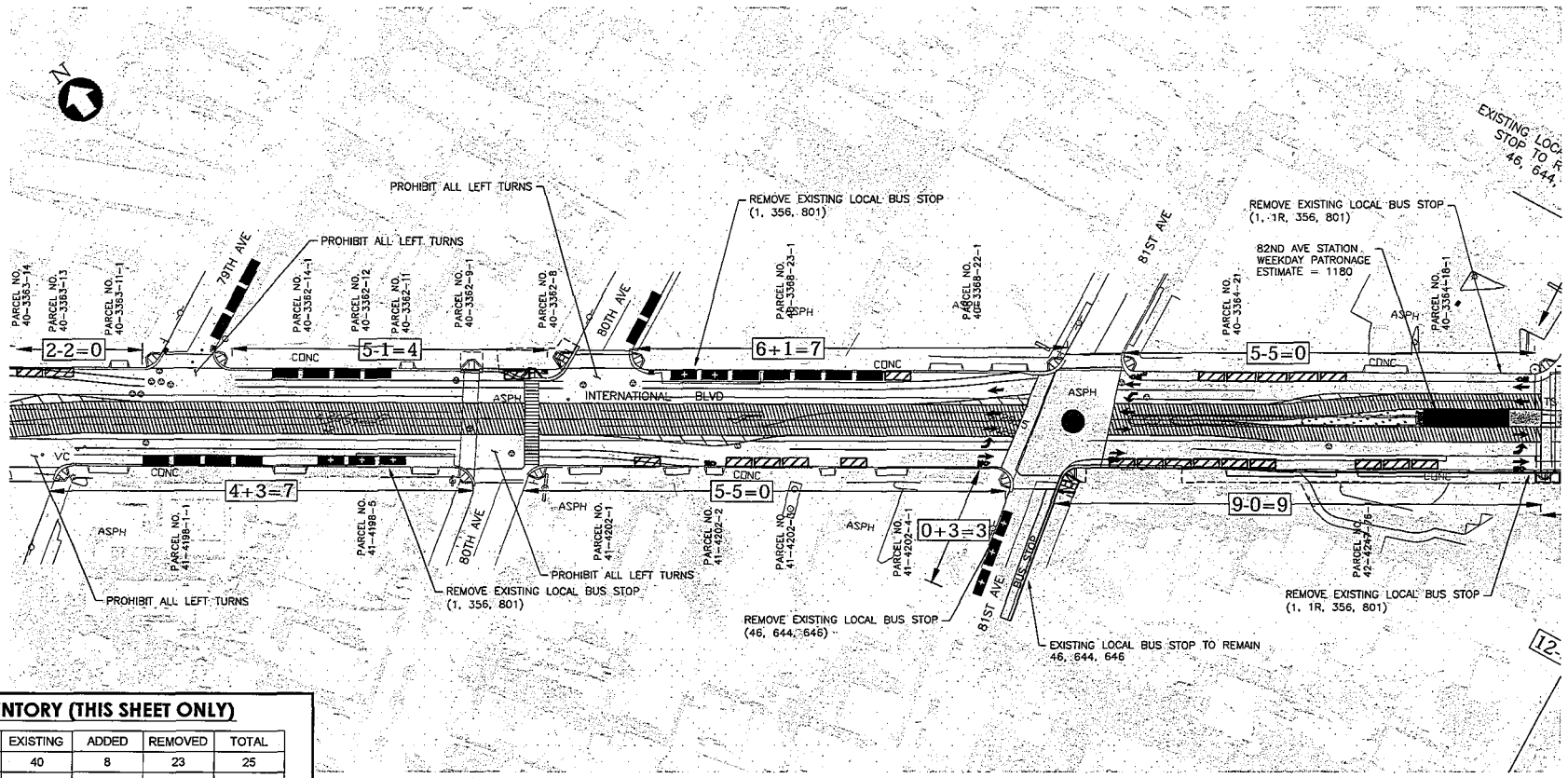
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

x − y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	40	8	23	25
CONTROLLED	-	-	-	-
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	-	-	-	-
ADA	1	0	0	1
	41	8	23	26

EXHIBIT D-6
(District 6 & 7)
6 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

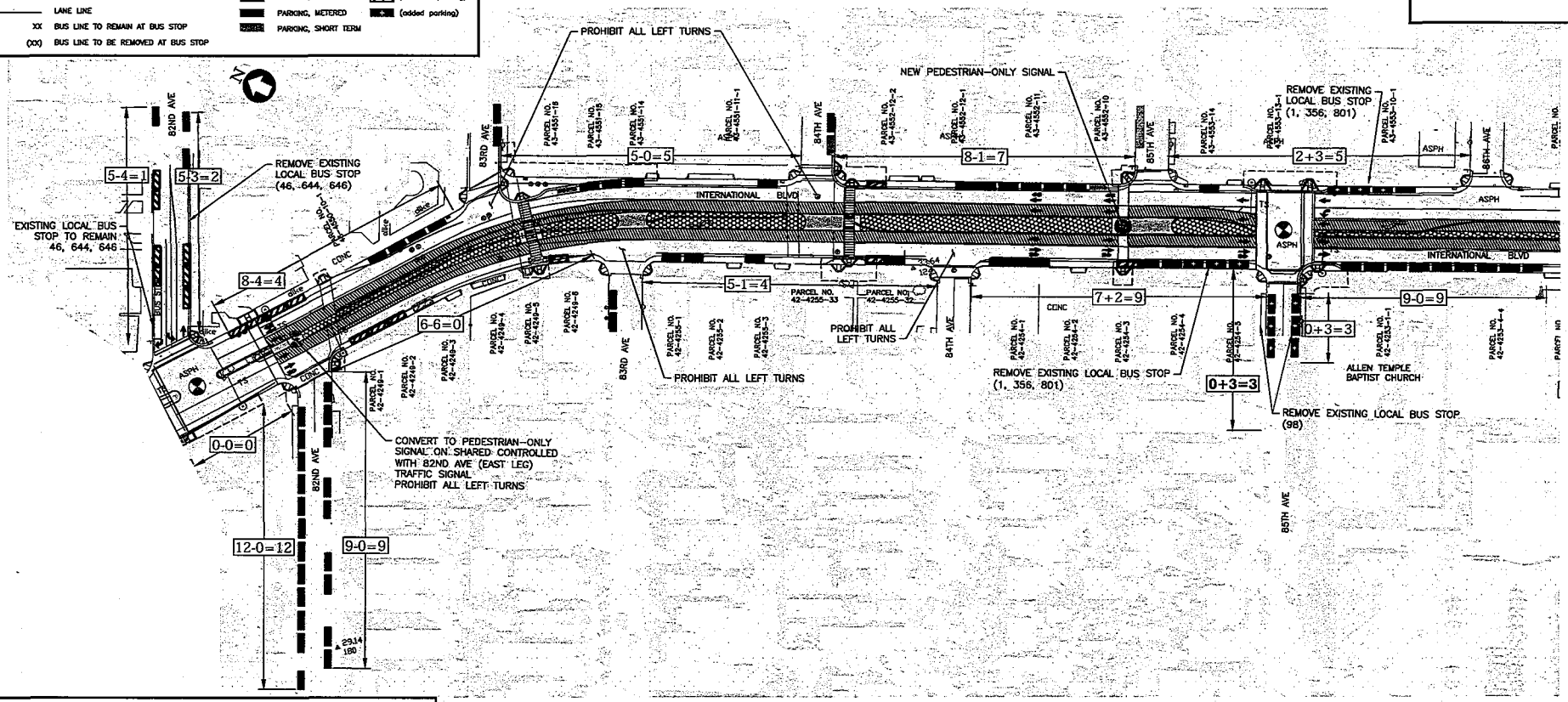
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

← x − y = z →

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	55	0	16	39
CONTROLLED	25	12	2	35
SHORT-TERM CONTROLLED	5	0	2	3
METERED	-	-	-	-
COMMERCIAL LOADING	1(40')	0(0')	0(0')	1(40')
PASSENGER LOADING	-	-	-	-
ADA	1	0	0	1
	87	12	20	79

EXHIBIT D-7
(District 6)
7 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
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- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

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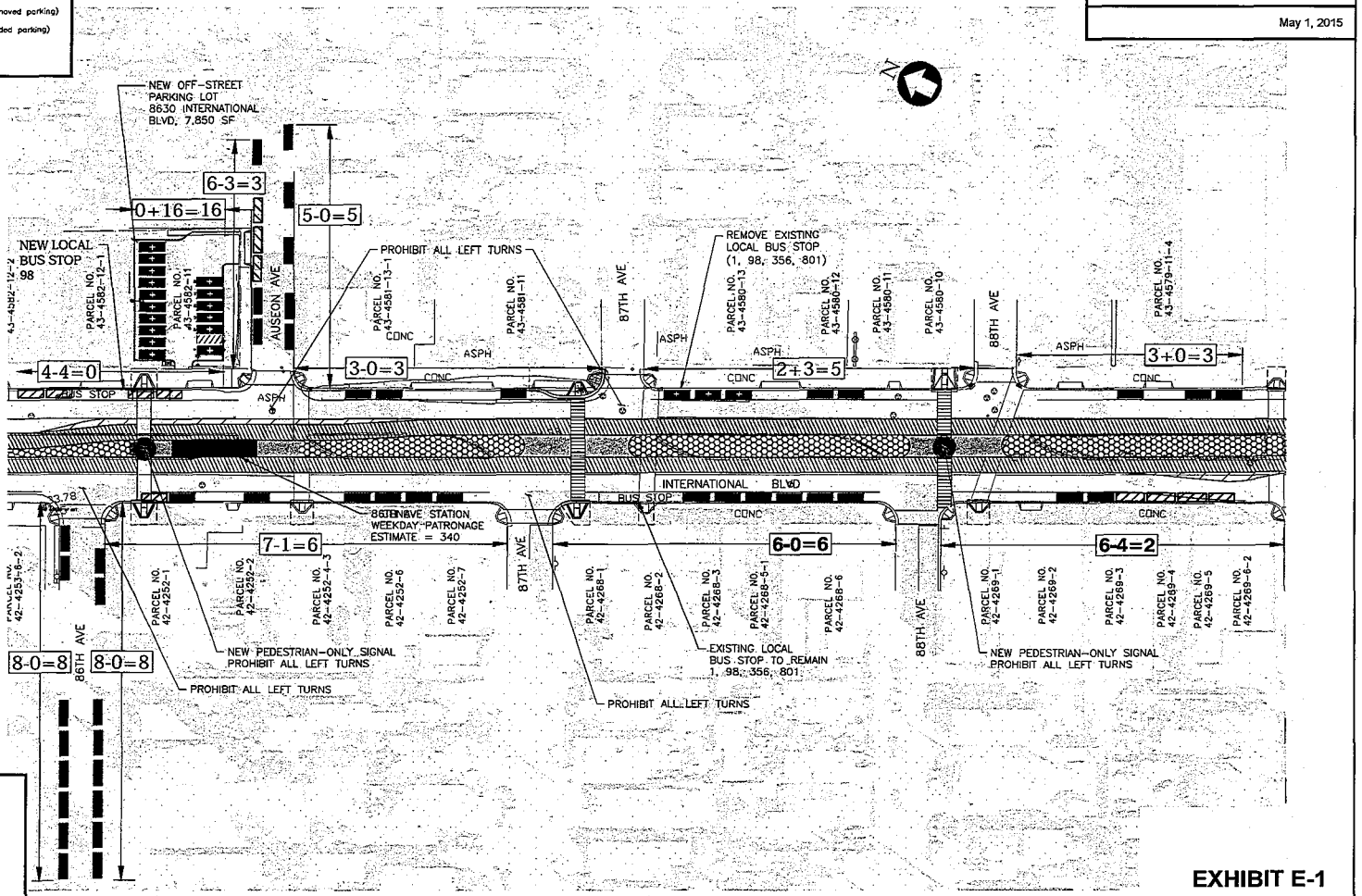
x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	46	0	7	39
CONTROLLED	9	17	4	22
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	-	-	-	-
ADA	2	2	0	4
	57	19	11	65

EXHIBIT E-1
(District 7)
1 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

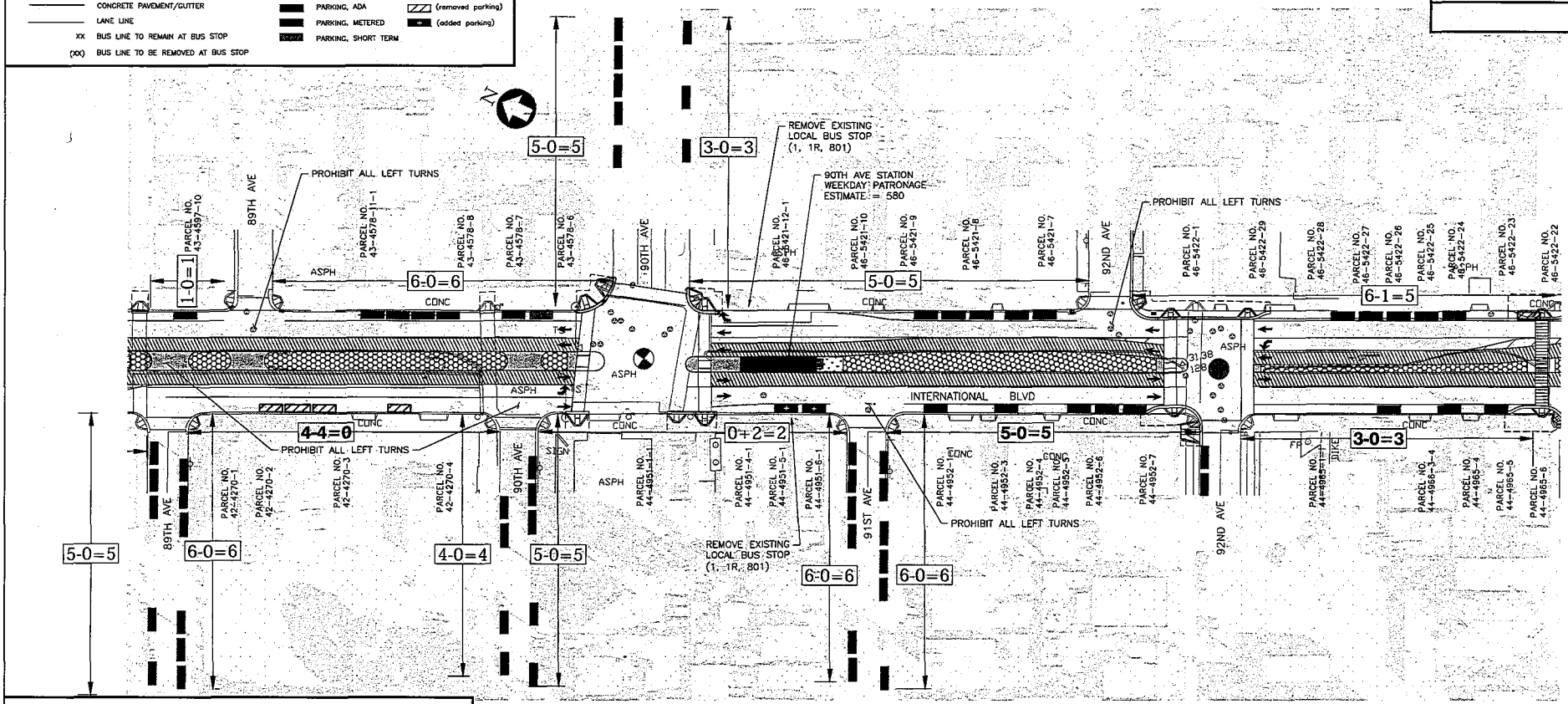
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

x − y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	51	0	1	51
CONTROLLED	19	2	5	16
SHORT-TERM CONTROLLED	1	0	0	1
METERED	-	-	-	-
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	-	-	-	-
ADA	1	0	0	1
	72	2	5	69

EXHIBIT E-2
(District 7)
2 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- xx BUS LINE TO REMAIN AT BUS STOP
- (xx) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

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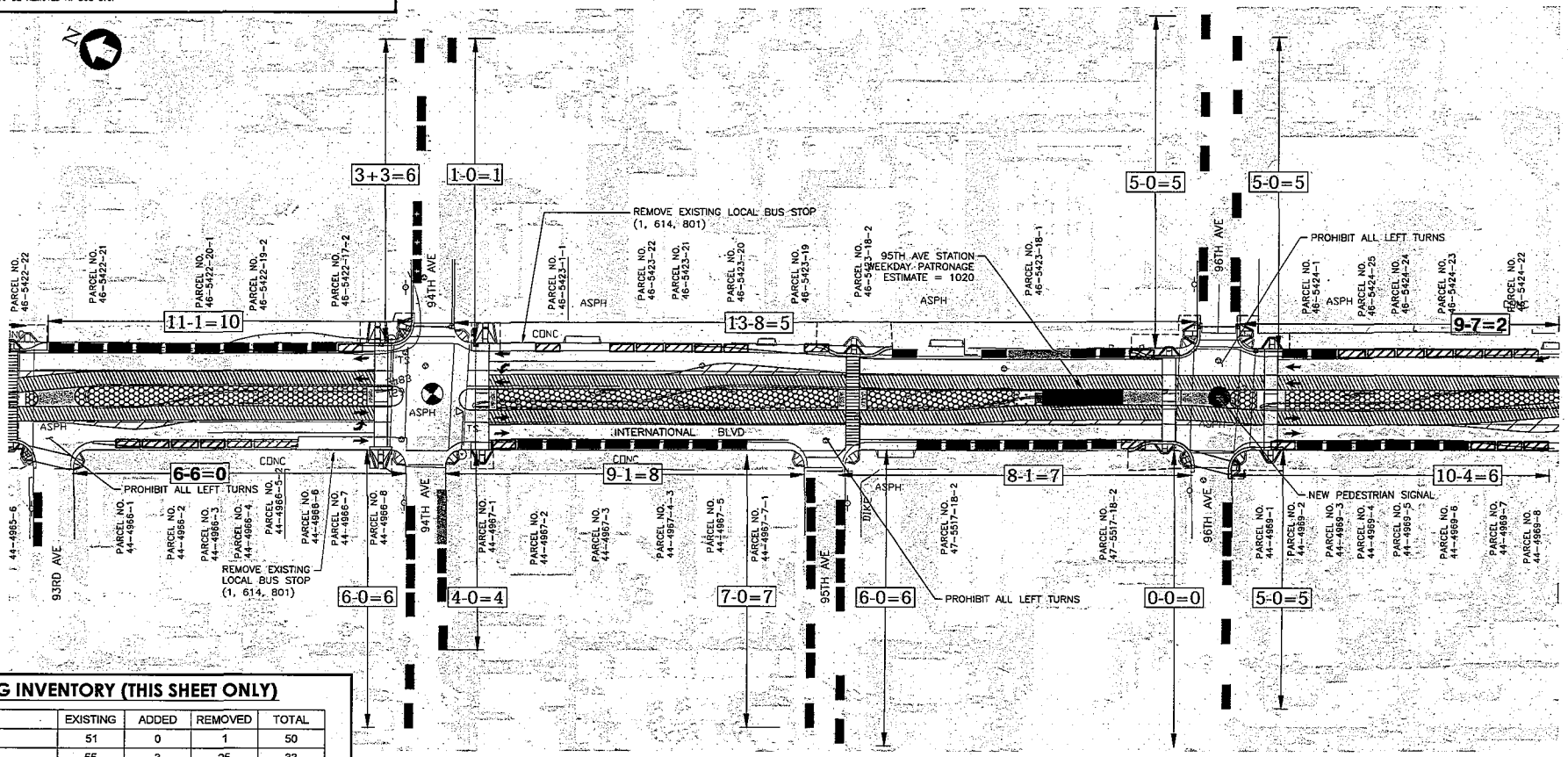
x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	51	0	1	50
CONTROLLED	55	3	25	33
SHORT-TERM CONTROLLED	1	0	1	0
METERED	-	-	-	-
COMMERCIAL LOADING	3(120')	0(0')	1(35')	2(85')
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	110	3	28	85

EXHIBIT E-3
(District 7)
3 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

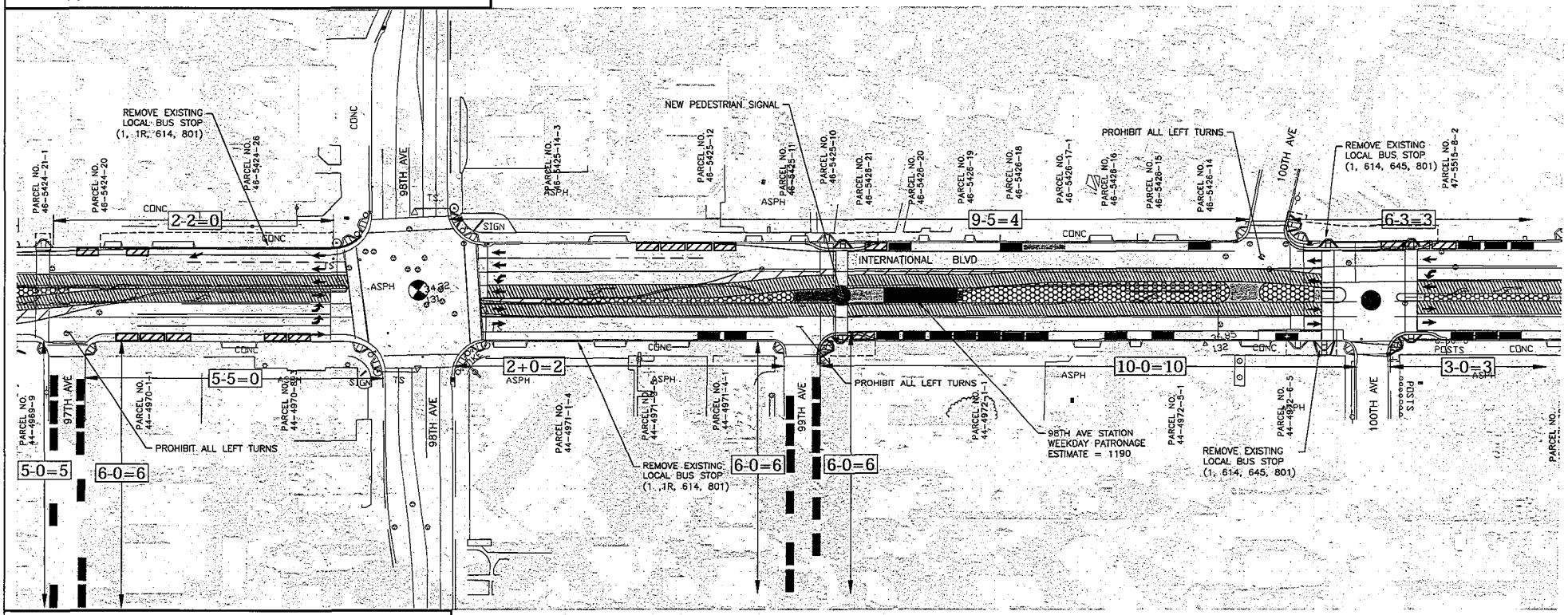
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA (removed parking)
- PARKING, METERED (added parking)
- PARKING, SHORT TERM

KEY:

← x − y = z →

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	50	0	10	40
CONTROLLED	9	1	6	4
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	1(35')	0(0')	0(0')	1(35')
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	60	1	16	45

EXHIBIT E-4
(District 7)
4 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

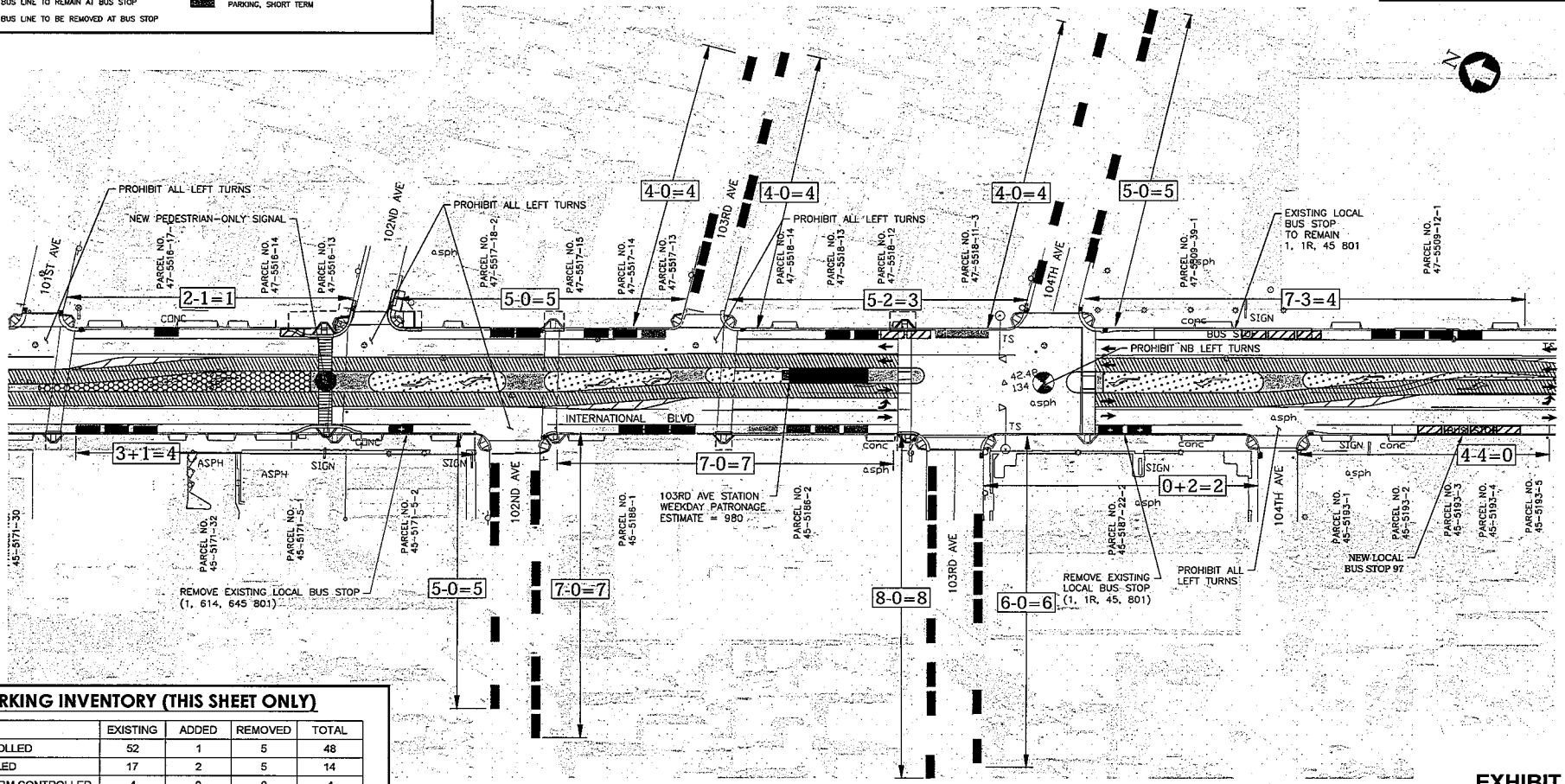
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- xx BUS LINE TO REMAIN AT BUS STOP
- (xx) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

x – y = z

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	52	1	5	48
CONTROLLED	17	2	5	14
SHORT-TERM CONTROLLED	4	0	0	4
METERED	-	-	-	-
COMMERCIAL LOADING	2(60')	0(0')	0(0')	2(60')
PASSENGER LOADING	1	0	0	1
ADA	-	-	-	-
	76	3	10	69

EXHIBIT E-5
(District 7)
5 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
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- LANDSCAPED MEDIAN ISLAND
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- TRAFFIC SIGNAL, NEW PROPOSED
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- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

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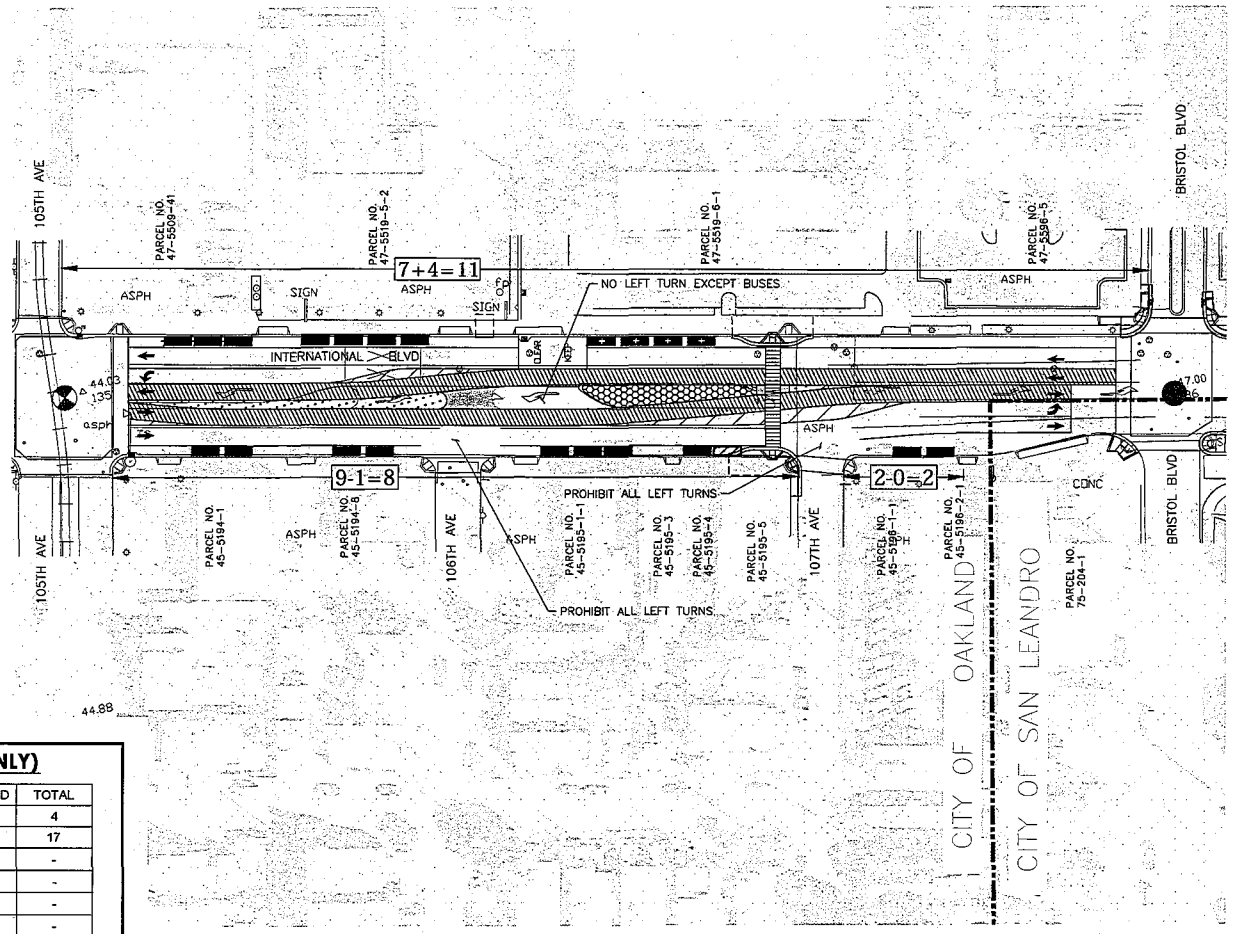
x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	4	0	0	4
CONTROLLED	14	4	1	17
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	18	4	1	21

EXHIBIT E-6
(District 7)
6 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

May 1, 2015

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
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- XX BUS LINE TO REMAIN AT BUS STOP
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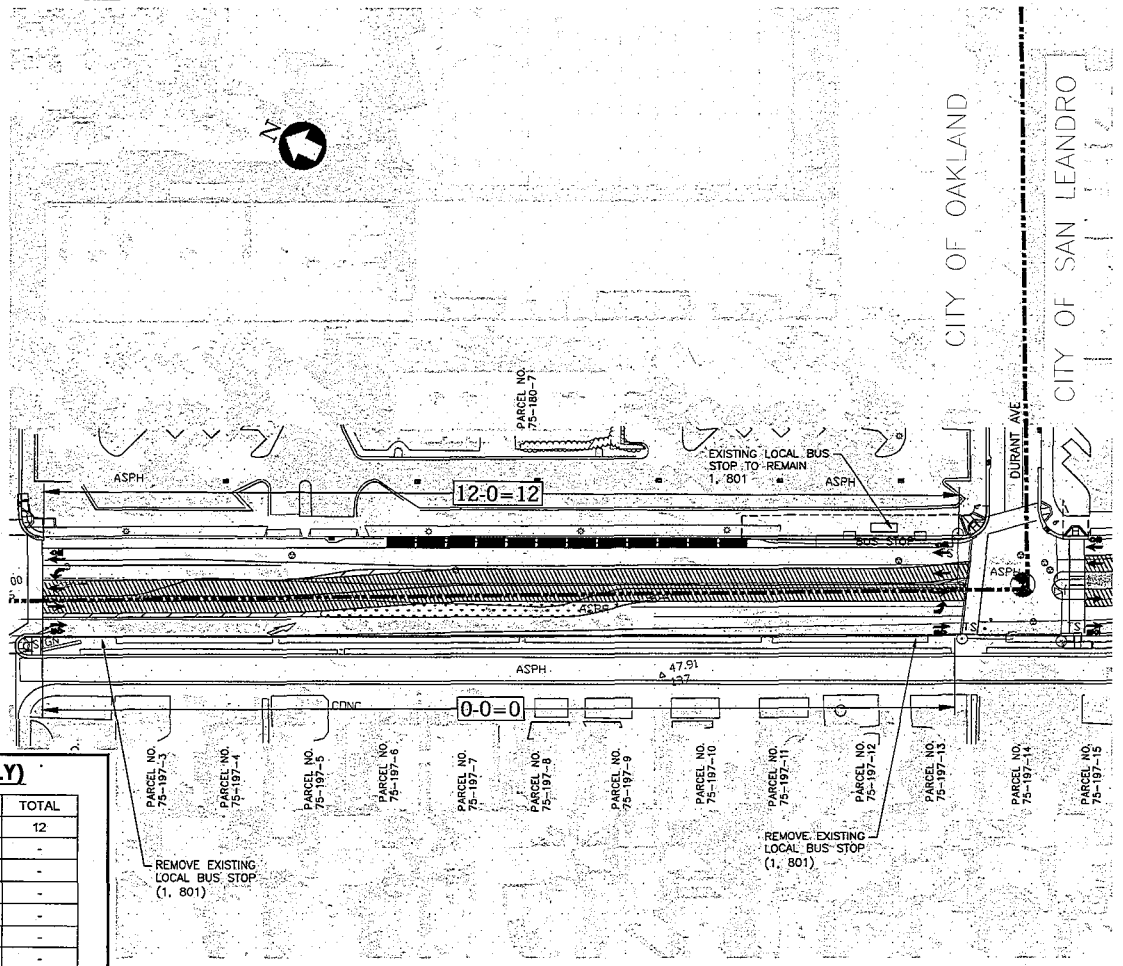
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

← x − y = z →

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	12	0	0	12
CONTROLLED	-	-	-	-
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	12	0	0	12

EXHIBIT E-7
(District 7)
7 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

ATTACHMENT 2

EAST BAY BRT PROJECT
PARKING IMPROVEMENT PLANS (DOWNTOWN THROUGH DURANT AVENUE)

[redacted]

PARKING IMPROVEMENT PLANS ON THE FOLLOWING PAGES REPRESENT THE FINAL PARKING PLAN FOR THE BRT CORRIDOR, INCORPORATE THE PARKING REALIGNMENT METHODOLOGY AND THE BRT PROJECT BASED ON THE FINAL PS&E AT BID OPENING (FEBRUARY 2016).

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- PROPOSED PARKING METER, PHASE I
- PROPOSED PARKING METER, PHASE II

NOTES:

1 EXISTING METERED PARKING PAY STATION

1 TWO METERS ON A POST (PHASE i)
1 ONE METER ON A POST (PHASE I)

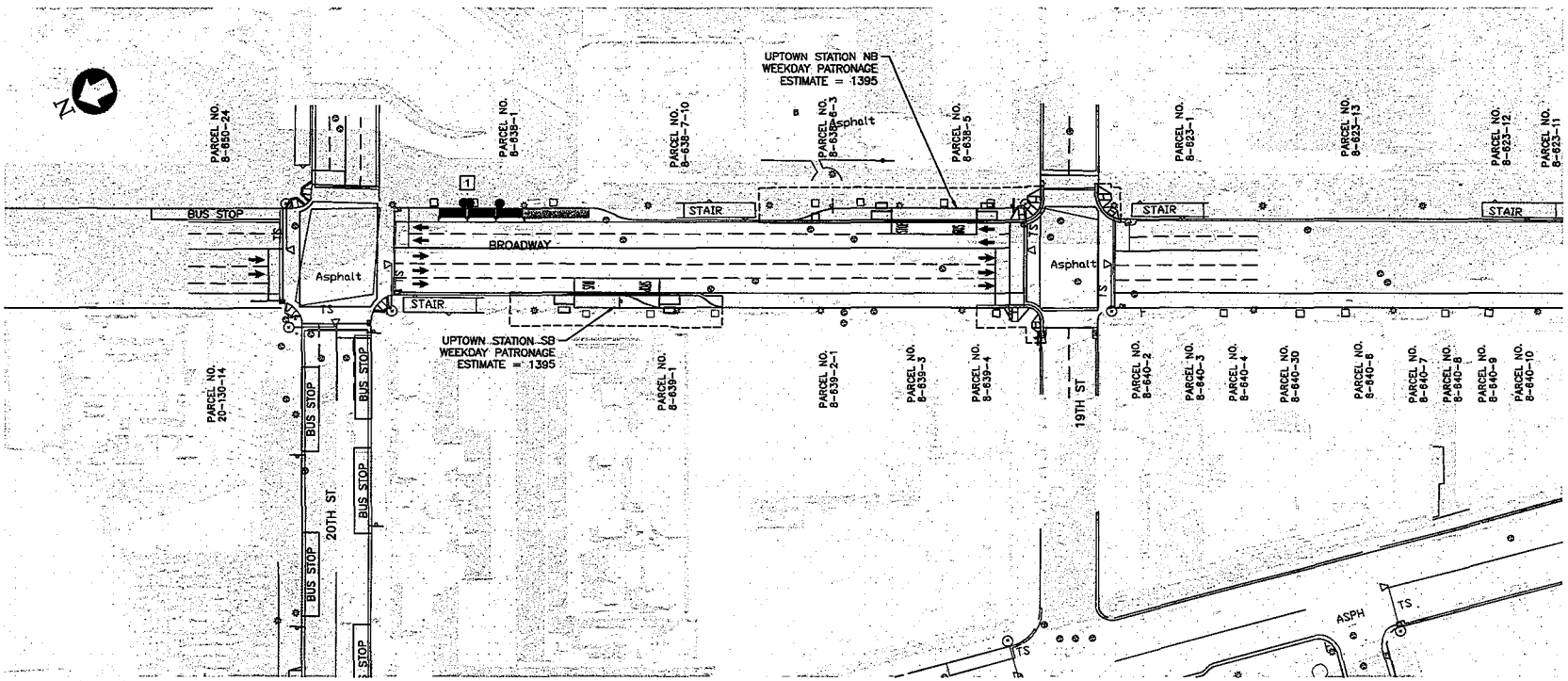
ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	1	0	-1
CONTROLLED	-	-	-
SHORT-TERM CONTROLLED	-	-	-
METERED	7	3	-4
COMMERCIAL LOADING	1(30')	1(45')	0(+15')
PASSENGER LOADING	-	-	-
ADA	-	0	0
	9	4	-5 (-56%)

EXHIBIT A-1
(District 3)
1 OF 2

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
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- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- PROPOSED PARKING METER, PHASE I
- PROPOSED PARKING METER, PHASE II

NOTES:

1 EXISTING METERED PARKING PAY STATION

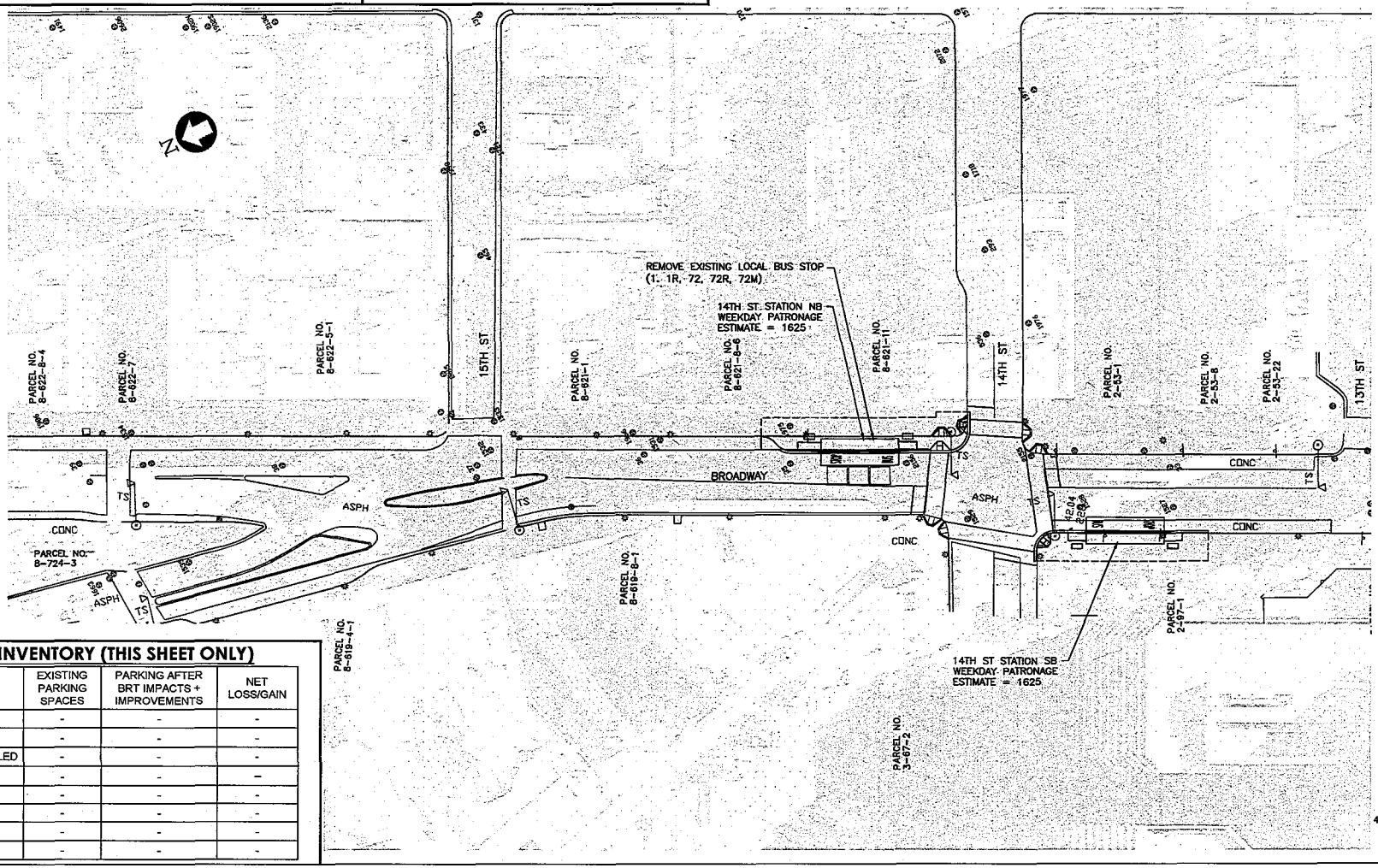
ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	-	-	-
CONTROLLED	-	-	-
SHORT-TERM CONTROLLED	-	-	-
METERED	-	-	-
COMMERCIAL LOADING	-	-	-
PASSENGER LOADING	-	-	-
ADA	-	-	-
	-	-	-

EXHIBIT A-2
(District 3)
2 OF 2

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
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- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
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- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- PROPOSED PARKING METER, PHASE I
- PROPOSED PARKING METER, PHASE II

NOTES:

[1] EXISTING METERED PARKING PAY STATION

13 TWO METERS ON A POST (PHASE I)
8 ONE METER ON A POST (PHASE I)

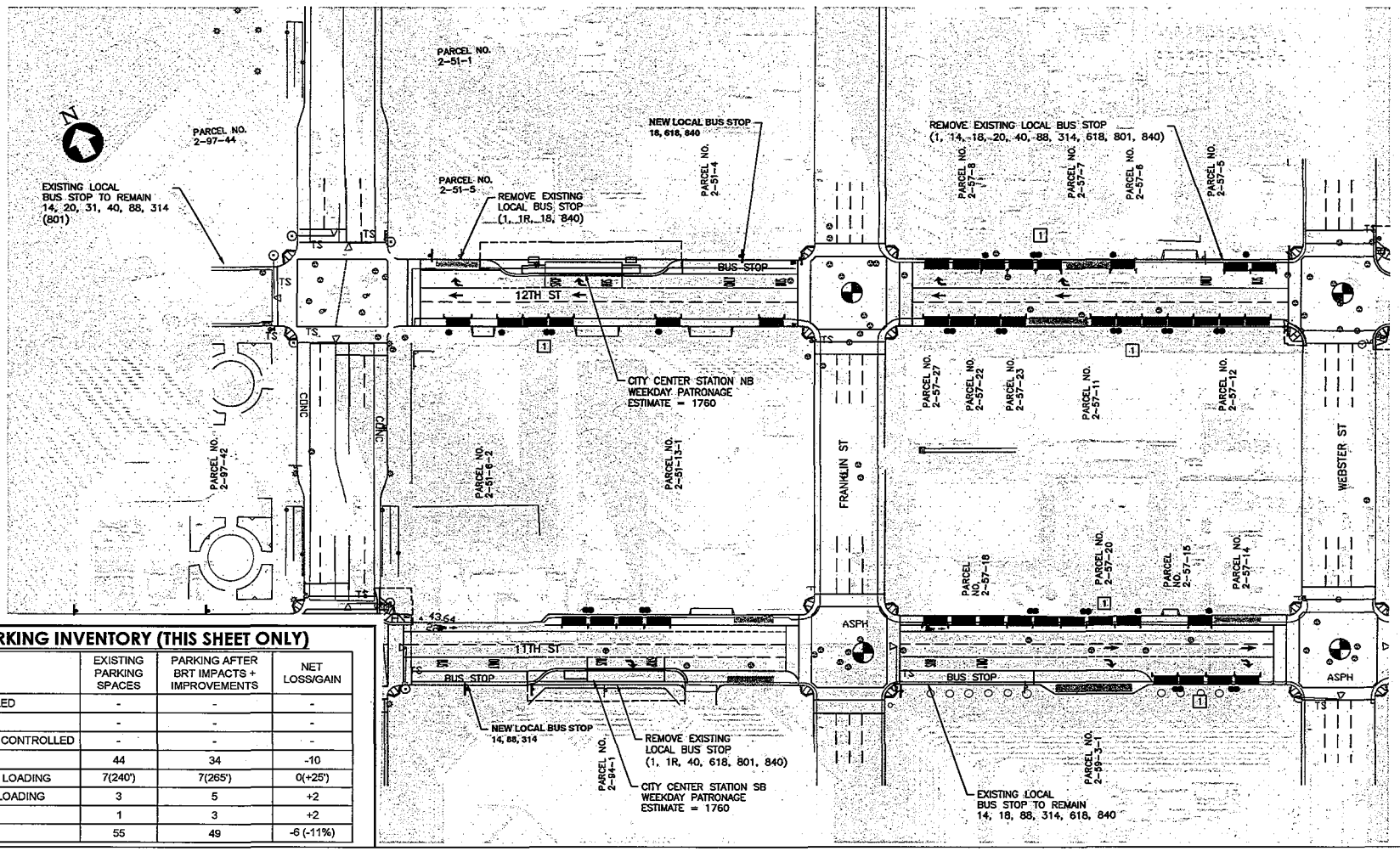
ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	-	-	-
CONTROLLED	-	-	-
SHORT-TERM CONTROLLED	-	-	-
METERED	44	34	-10
COMMERCIAL LOADING	7(240')	7(265')	0(+25')
PASSENGER LOADING	3	5	+2
ADA	1	3	+2
	55	49	-6 (-11%)

EXHIBIT B-1
District 2
1 of 17

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
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- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- PROPOSED PARKING METER, PHASE I
- PROPOSED PARKING METER, PHASE II

NOTES:

1 EXISTING METERED PARKING PAY STATION

34 TWO METERS ON A POST(PHASE I)

9 ONE METER ON A POST(PHASE I)

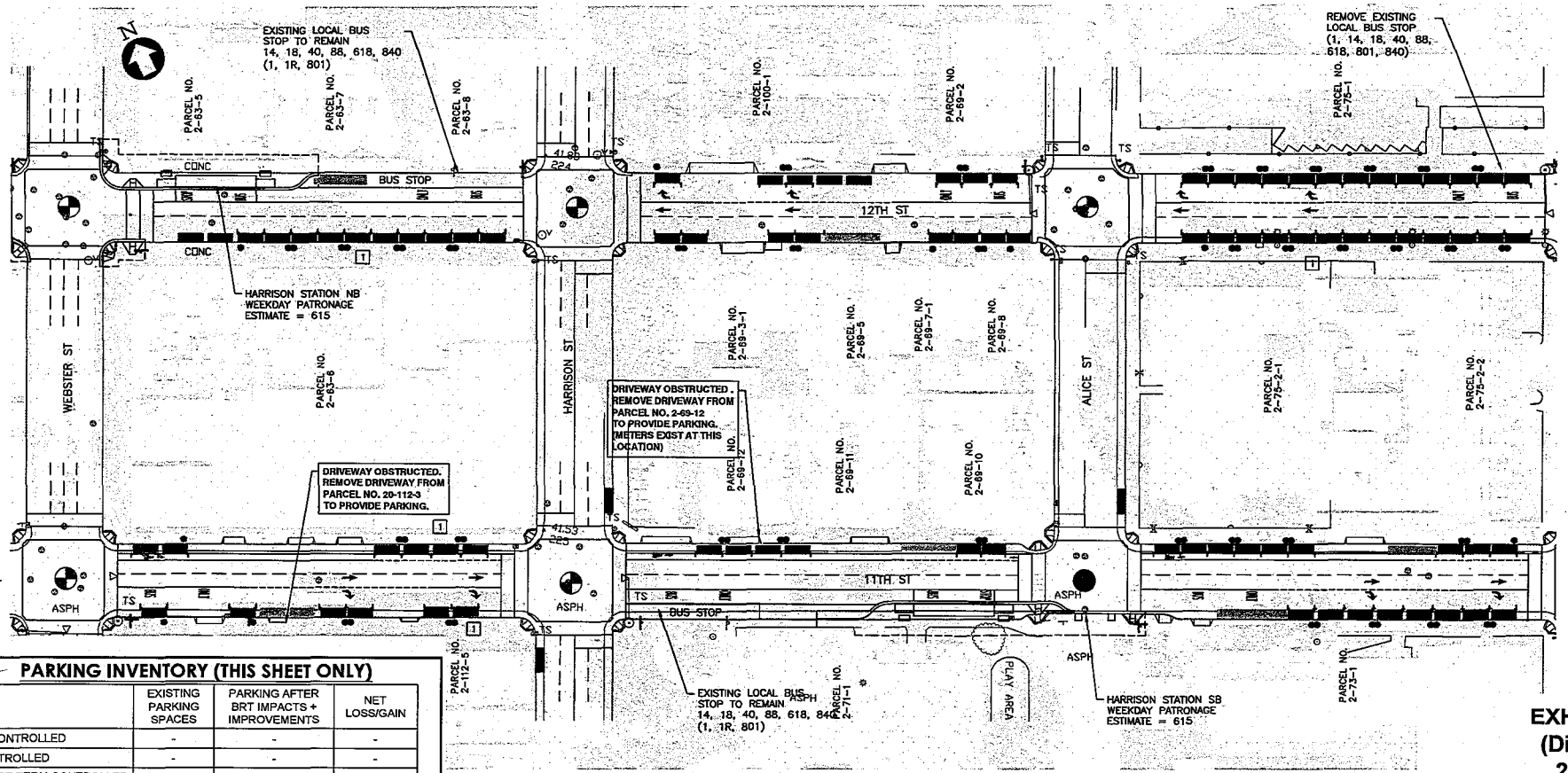
ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	-	-	-
CONTROLLED	-	-	-
SHORT-TERM CONTROLLED	-	-	-
METERED	107	81	-26
COMMERCIAL LOADING	6(230')	6(245')	0(+15')
PASSENGER LOADING	2	4	+2
ADA	-	7	+7
	115	98	-17(-15%)

EXHIBIT B-2
(District 2)
2 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
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- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
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- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- PROPOSED PARKING METER, PHASE I
- PROPOSED PARKING METER, PHASE II

NOTES:

[1] EXISTING METERED PARKING PAY STATION

19 TWO METERS ON A POST(PHASE I)
4 ONE METER ON A POST(PHASE I)

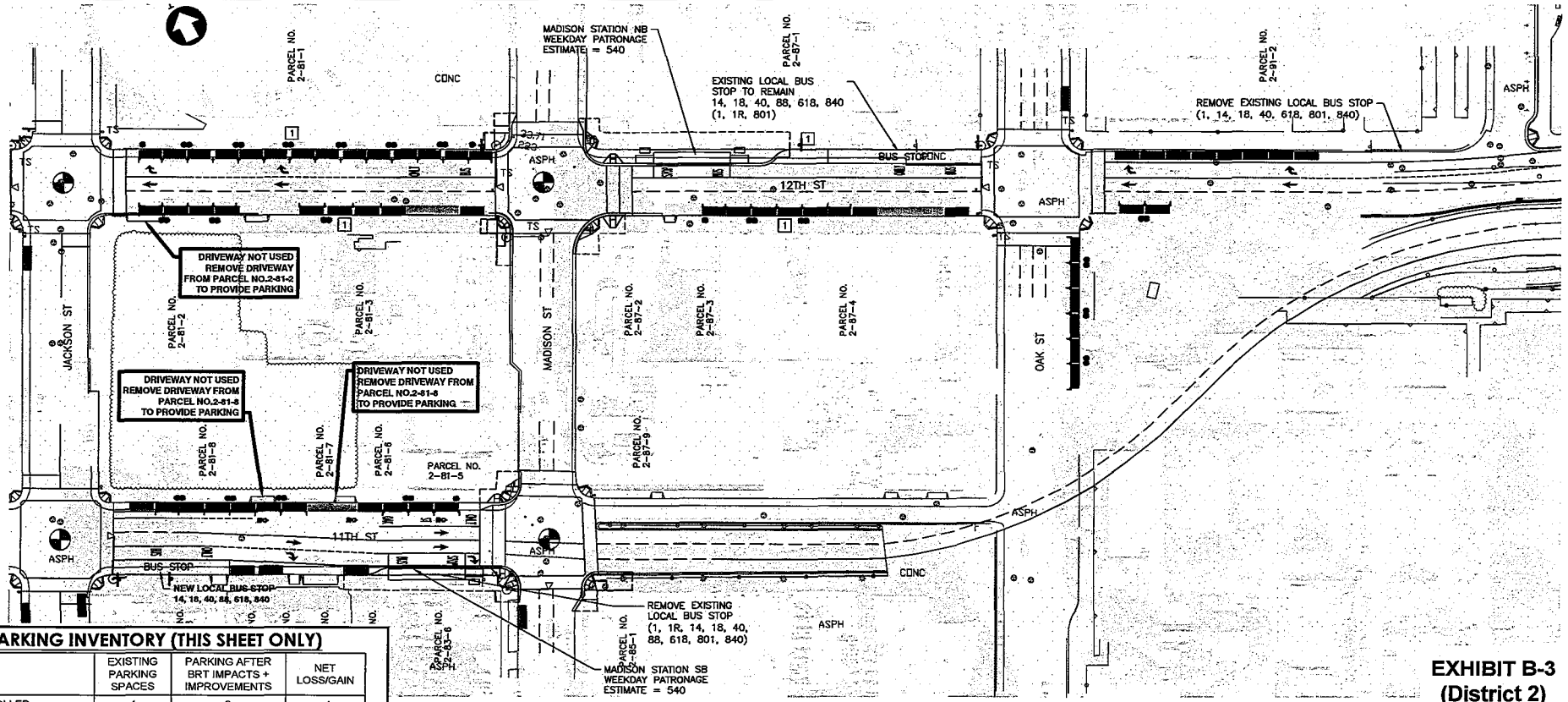
ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	4	3	-1
CONTROLLED	8	8	0
SHORT-TERM CONTROLLED	-	-	-
METERED	45	42	-3
COMMERCIAL LOADING	3(95')	3(110')	0(+15')
PASSENGER LOADING	6	6	0
ADA	4	7	+3
	70	69	-1(-1%)

EXHIBIT B-3
(District 2)
3 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
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NOTES:

0 TWO METERS ON A POST
0 ONE METER ON A POST

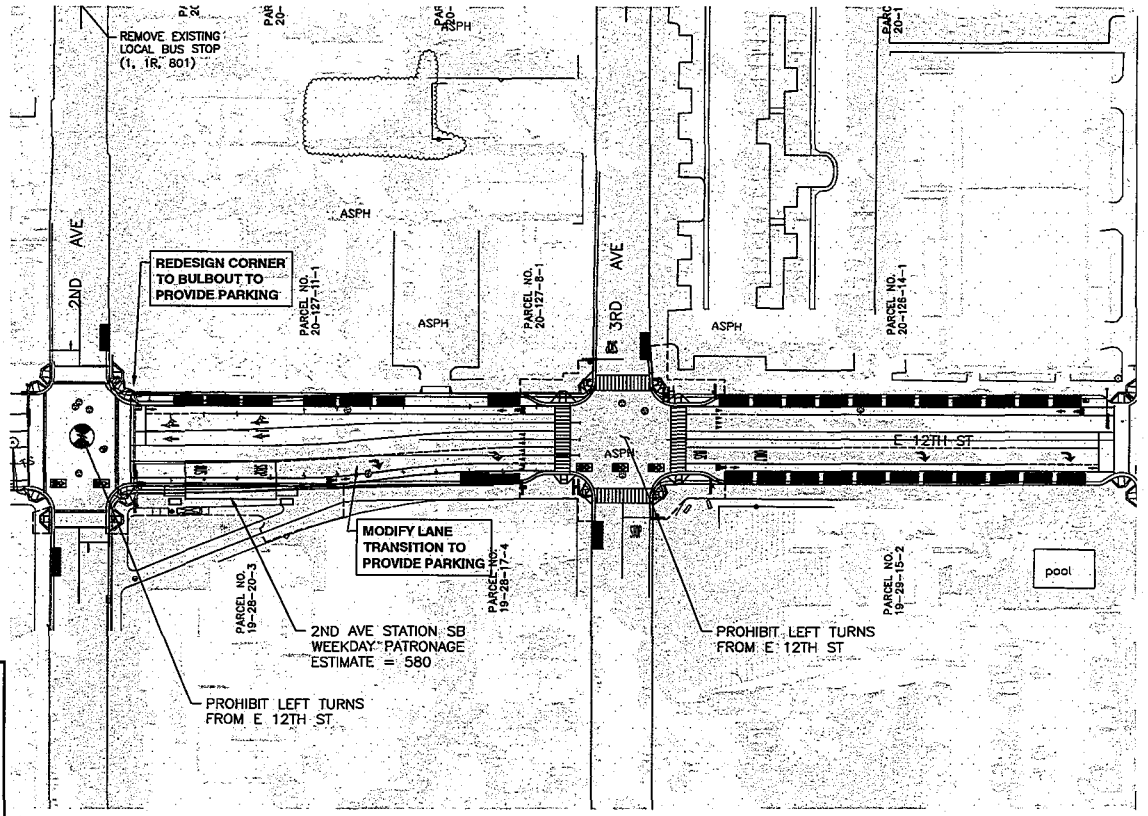
ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	39	0	-39
CONTROLLED	9	31	+22
SHORT-TERM CONTROLLED	-	-	-
METERED	-	-	-
COMMERCIAL LOADING	-	-	-
PASSENGER LOADING	-	-	-
ADA	-	4	+4
	48	35	-13(-27%)

EXHIBIT B-4
(District 2)
4 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
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- PARKING, UNCONTROLLED
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- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- PROPOSED PARKING METER, PHASE I
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NOTES:

9 TWO METERS ON A POST(PHASE I)
1 ONE METER ON A POST(PHASE I)

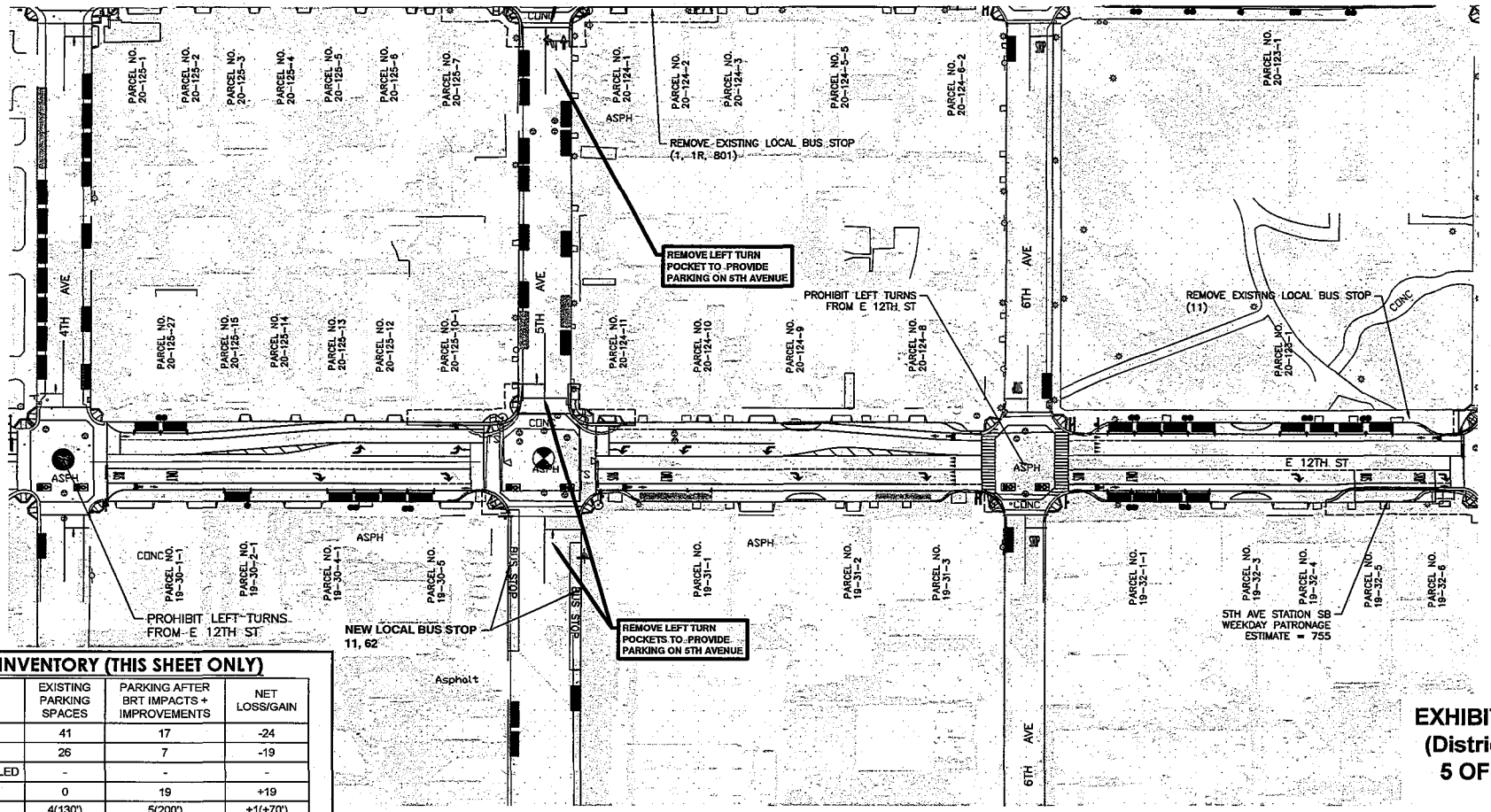
ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	41	17	-24
CONTROLLED	26	7	-19
SHORT-TERM CONTROLLED	-	-	-
METERED	0	19	+19
COMMERCIAL LOADING	4(130')	5(200')	+1(+70')
PASSENGER LOADING	-	-	-
ADA	-	7	+7
	71	55	-16(-22%)

EXHIBIT B-5
(District 2)
5 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
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- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- PROPOSED PARKING METER, PHASE I
- PROPOSED PARKING METER, PHASE II

NOTES:

3 TWO METERS ON A POST(PHASE I)
9 ONE METER ON A POST(PHASE II)

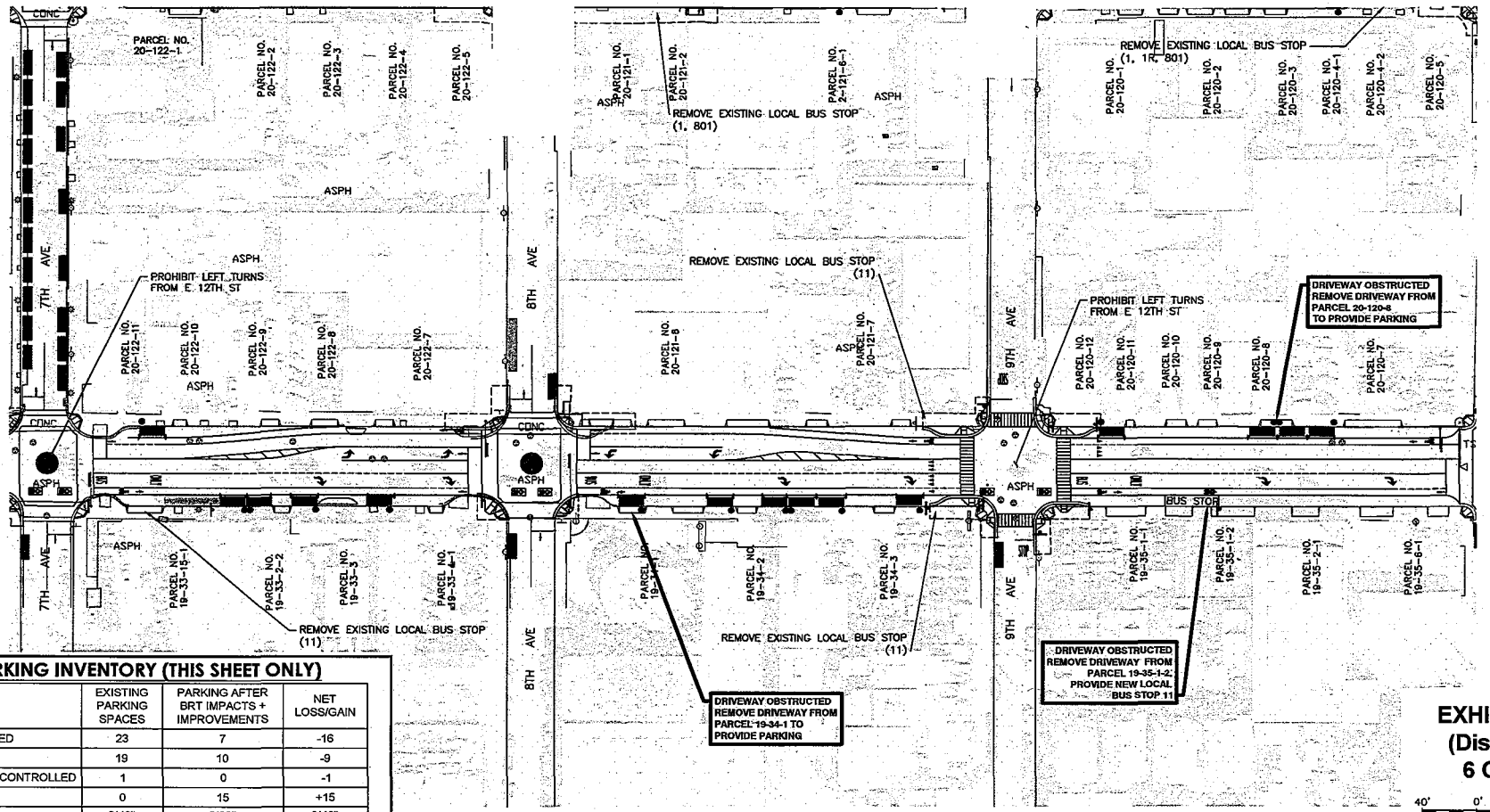
ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	23	7	-16
CONTROLLED	19	10	-9
SHORT-TERM CONTROLLED	1	0	-1
METERED	0	15	+15
COMMERCIAL LOADING	2(40')	2(80')	0(40')
PASSENGER LOADING	-	-	-
ADA	1	6	+5
	46	40	-6(-13%)

EXHIBIT B-6
(District 2)
6 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
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- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- PROPOSED PARKING METER, PHASE I
- PROPOSED PARKING METER, PHASE II

NOTES:

0 TWO METERS ON A POST
0 ONE METER ON A POST

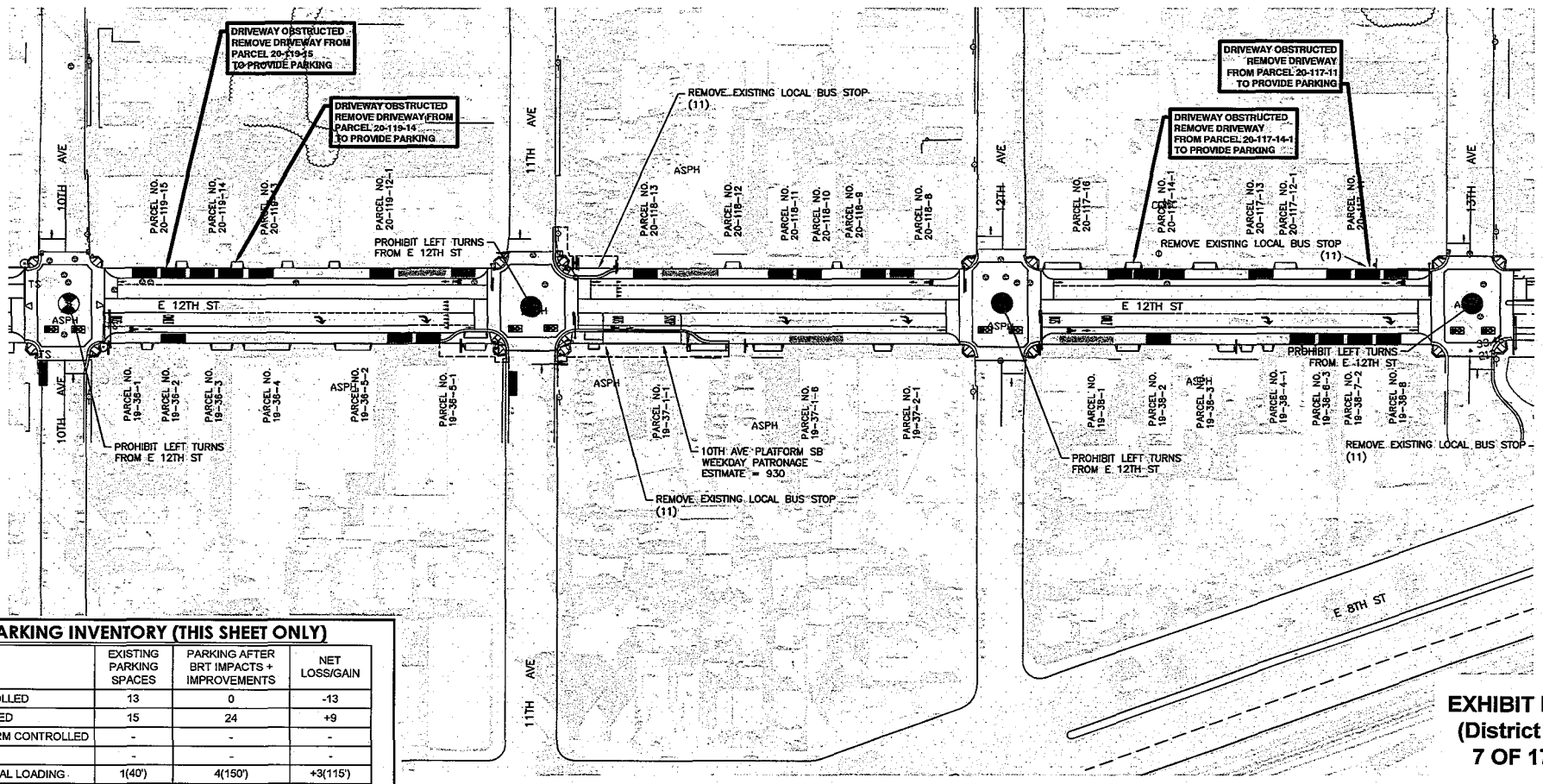
ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	13	0	-13
CONTROLLED	15	24	+9
SHORT-TERM CONTROLLED	-	-	-
METERED	-	-	-
COMMERCIAL LOADING	1(40')	4(150')	+3(115')
PASSENGER LOADING	-	-	-
ADA	-	5	+5
	29	33	+4(+14%)

EXHIBIT B-7
(District 2)
7 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
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NOTES:

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0 ONE METER ON A POST

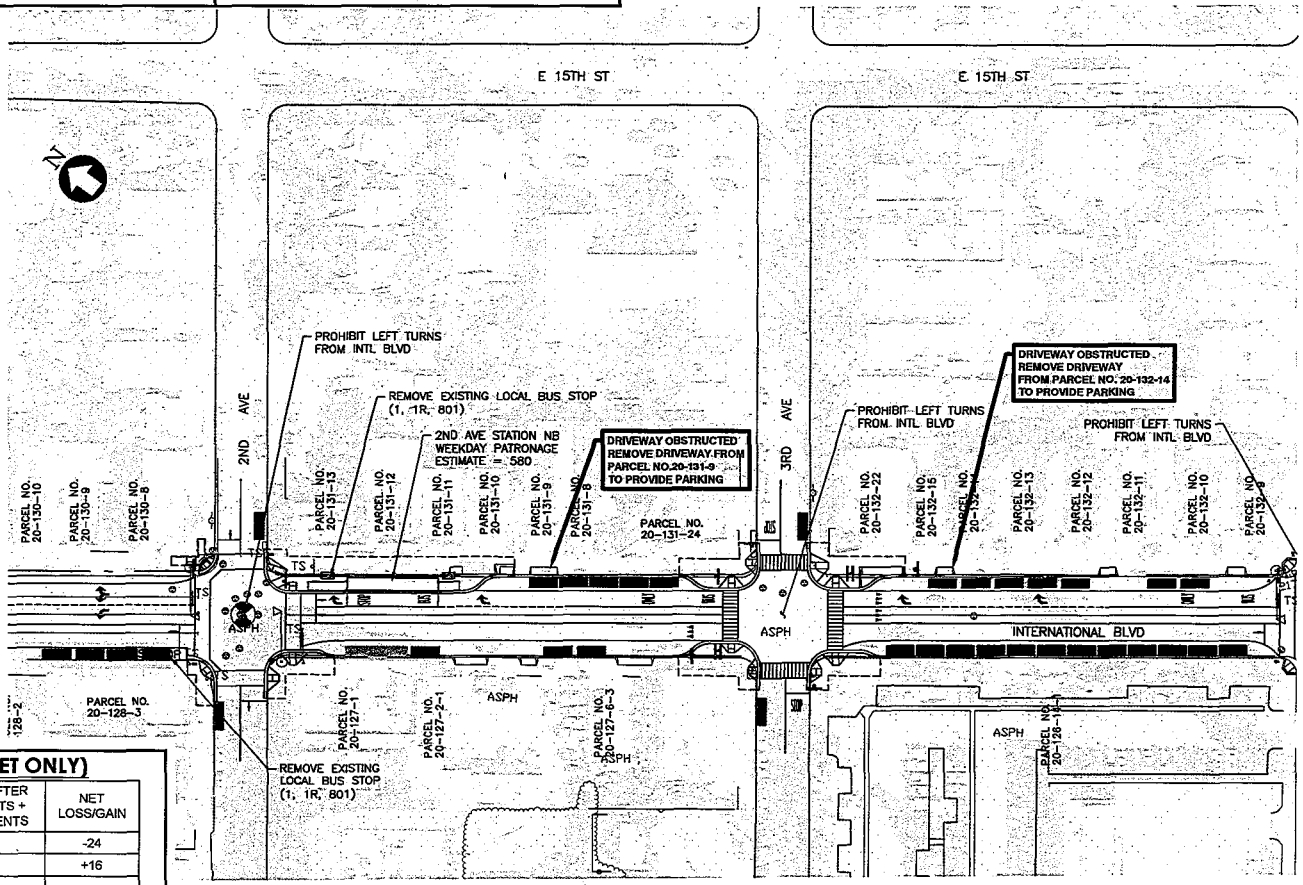
ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	23	0	-24
CONTROLLED	14	30	+16
SHORT-TERM CONTROLLED	-	-	-
METERED	-	-	-
COMMERCIAL LOADING	1(30')	1(40')	0(+10')
PASSENGER LOADING	-	-	-
ADA	-	4	+7
	38	35	-3(-8%)

EXHIBIT B-8
(District 2)
8 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
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- PROPOSED PARKING METER, PHASE I
- PROPOSED PARKING METER, PHASE II

NOTES:

11 TWO METERS ON A POST(PHASE I)
3 ONE METER ON A POST(PHASE I)

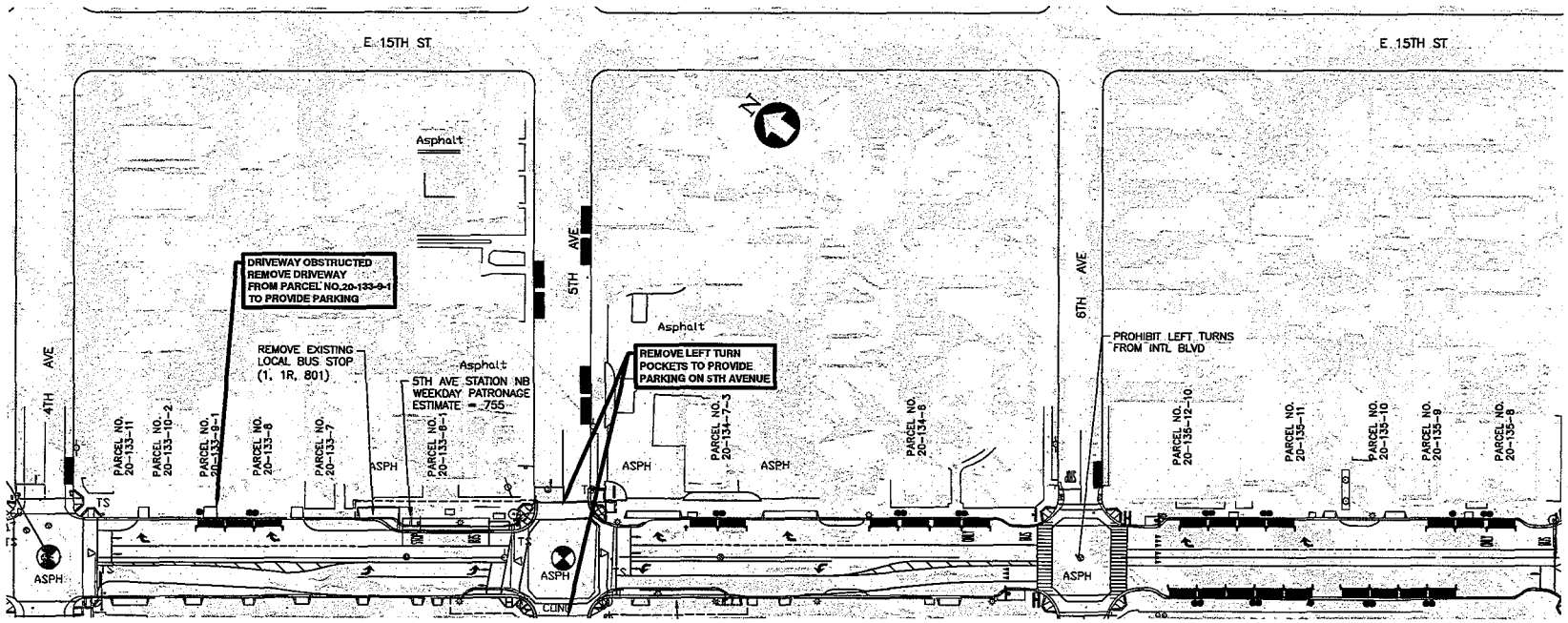
ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	22	6	-16
CONTROLLED	14	0	-14
SHORT-TERM CONTROLLED	1	0	-1
METERED	0	25	+25
COMMERCIAL LOADING	-	-	-
PASSENGER LOADING	-	-	-
ADA	-	2	+2
	37	33	-4(-11%)

EXHIBIT B-9
(District 2)
9 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- PROPOSED PARKING METER, PHASE I
- PROPOSED PARKING METER, PHASE II

NOTES:

5 TWO METERS ON A POST(PHASE I)
4 ONE METER ON A POST(PHASE I)

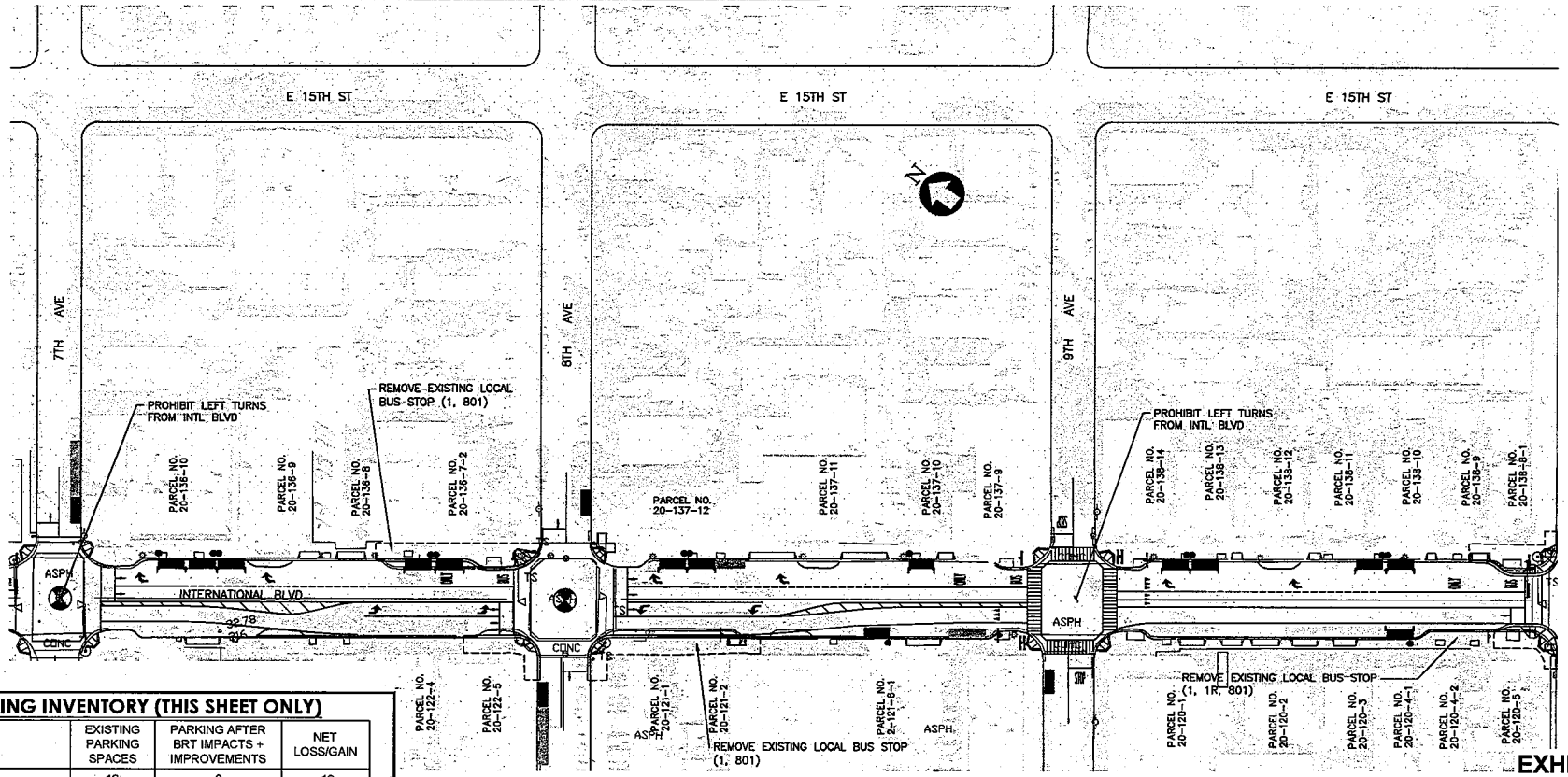
ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	12	0	-12
CONTROLLED	15	0	-15
SHORT-TERM CONTROLLED	-	-	-
METERED	0	14	+14
COMMERCIAL LOADING	0(0')	4(125')	+4(+125')
PASSENGER LOADING	-	-	-
ADA	-	4	+4
	27	22	-5(-19%)

EXHIBIT B-10
(District 2)
10 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- xx BUS LINE TO REMAIN AT BUS STOP
- (xx) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- PROPOSED PARKING METER, PHASE I
- PROPOSED PARKING METER, PHASE II

NOTES:

0 TWO METERS ON A POST
0 ONE METER ON A POST

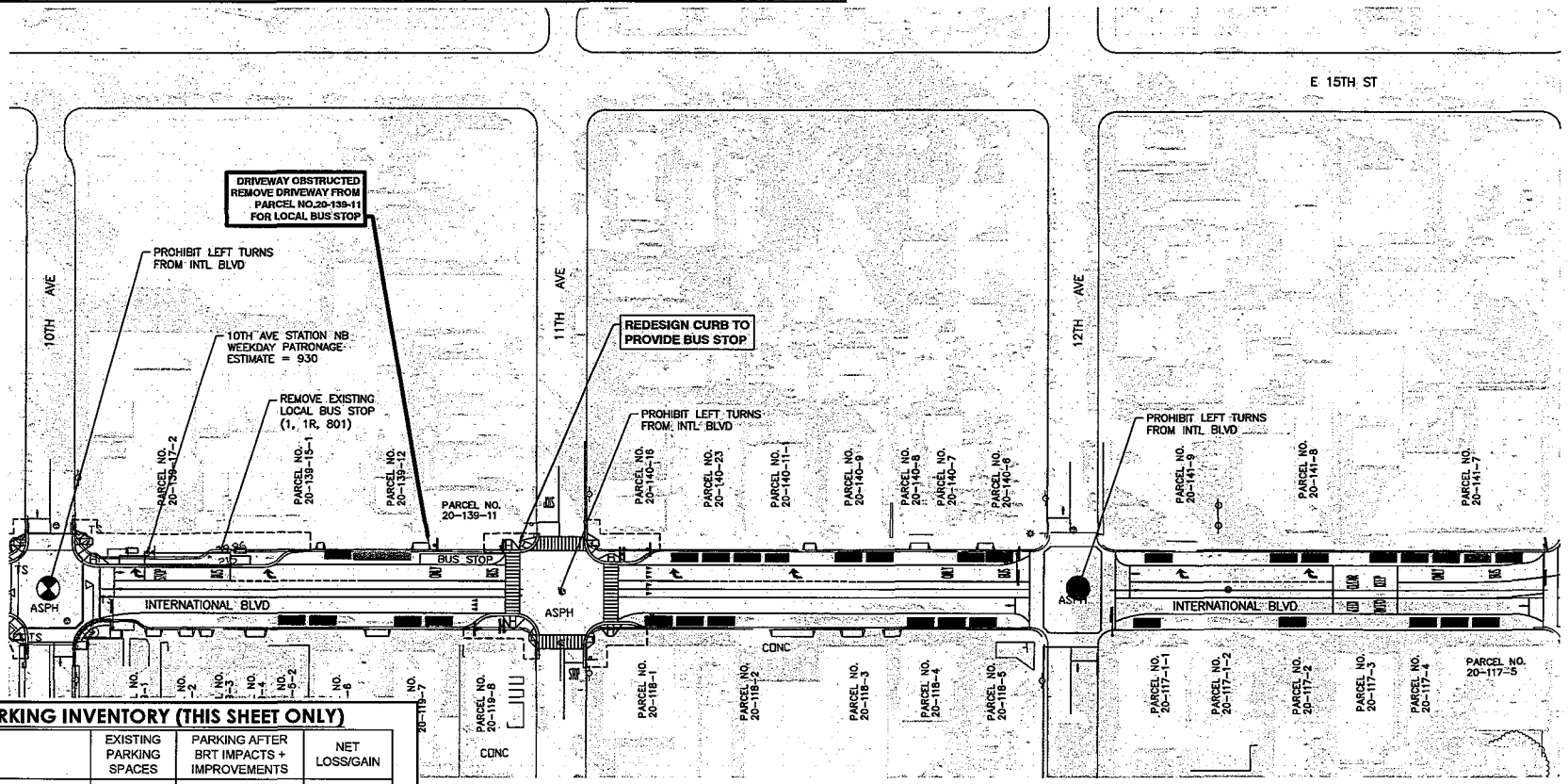
ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	21	0	-21
CONTROLLED	14	28	+14
SHORT-TERM CONTROLLED	1	1	0
METERED	-	-	-
COMMERCIAL LOADING	1(20')	1(40')	0(+20')
PASSENGER LOADING	-	-	-
ADA	1	3	+2
	38	33	-5(-13%)

EXHIBIT B-11
(District 2)
11 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- xx BUS LINE TO REMAIN AT BUS STOP
- (xx) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
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- PARKING, ADA
- PARKING, METERED
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- PROPOSED PARKING METER, PHASE I
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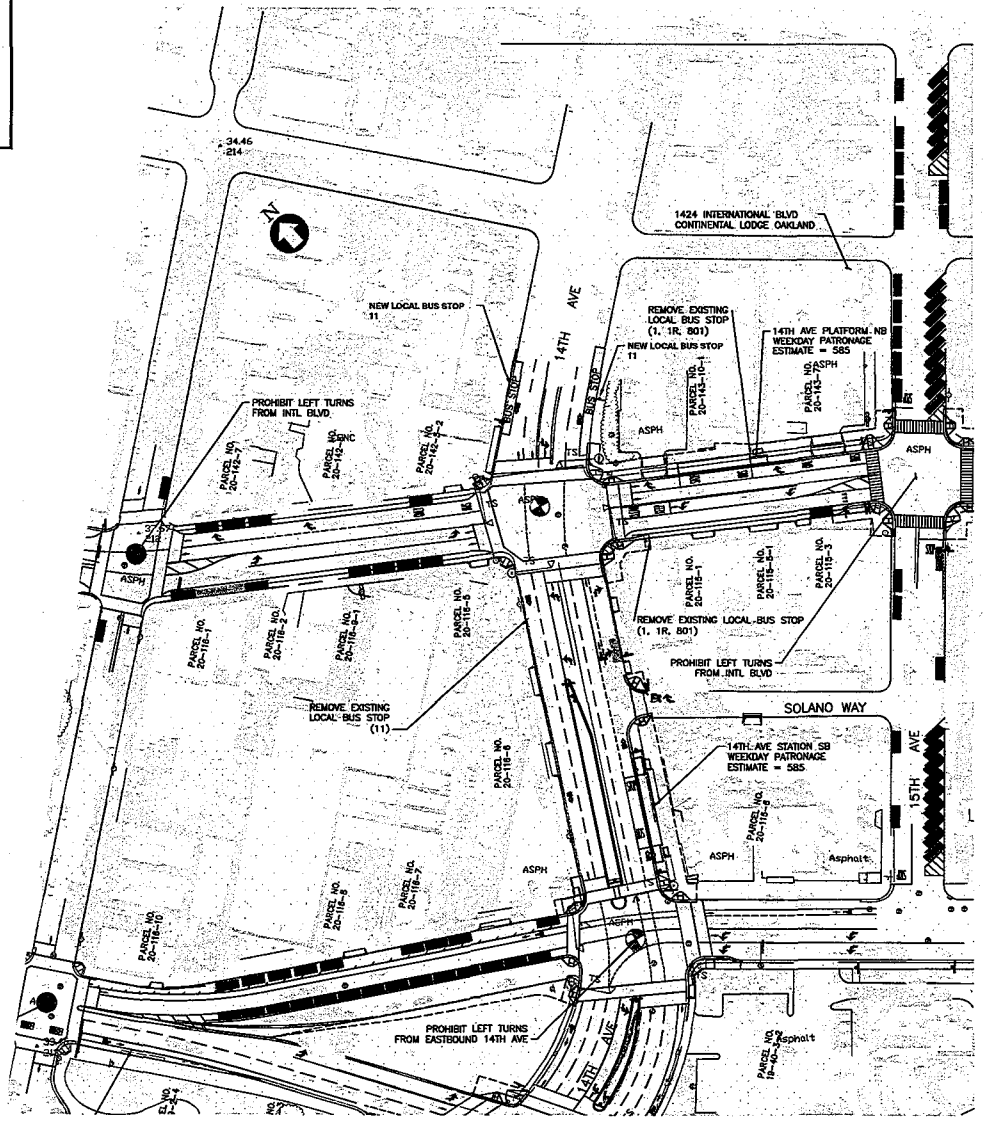
NOTES:

0 TWO METERS ON A POST
0 ONE METER ON A POST

ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	62	56	-6
CONTROLLED	13	15	+2
SHORT-TERM CONTROLLED	1	1	0
METERED	-	-	-
COMMERCIAL LOADING	2(40')	2(50')	0(+10')
PASSENGER LOADING	-	-	-
ADA	1	7	+6
	79	81	2(3%)

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016

EXHIBIT B-12
(District 2)
12 OF 17

50' 0' 50' 100'
GRAPHIC SCALE

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/CUTTER
- LANE LINE
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- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
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- PARKING, METERED
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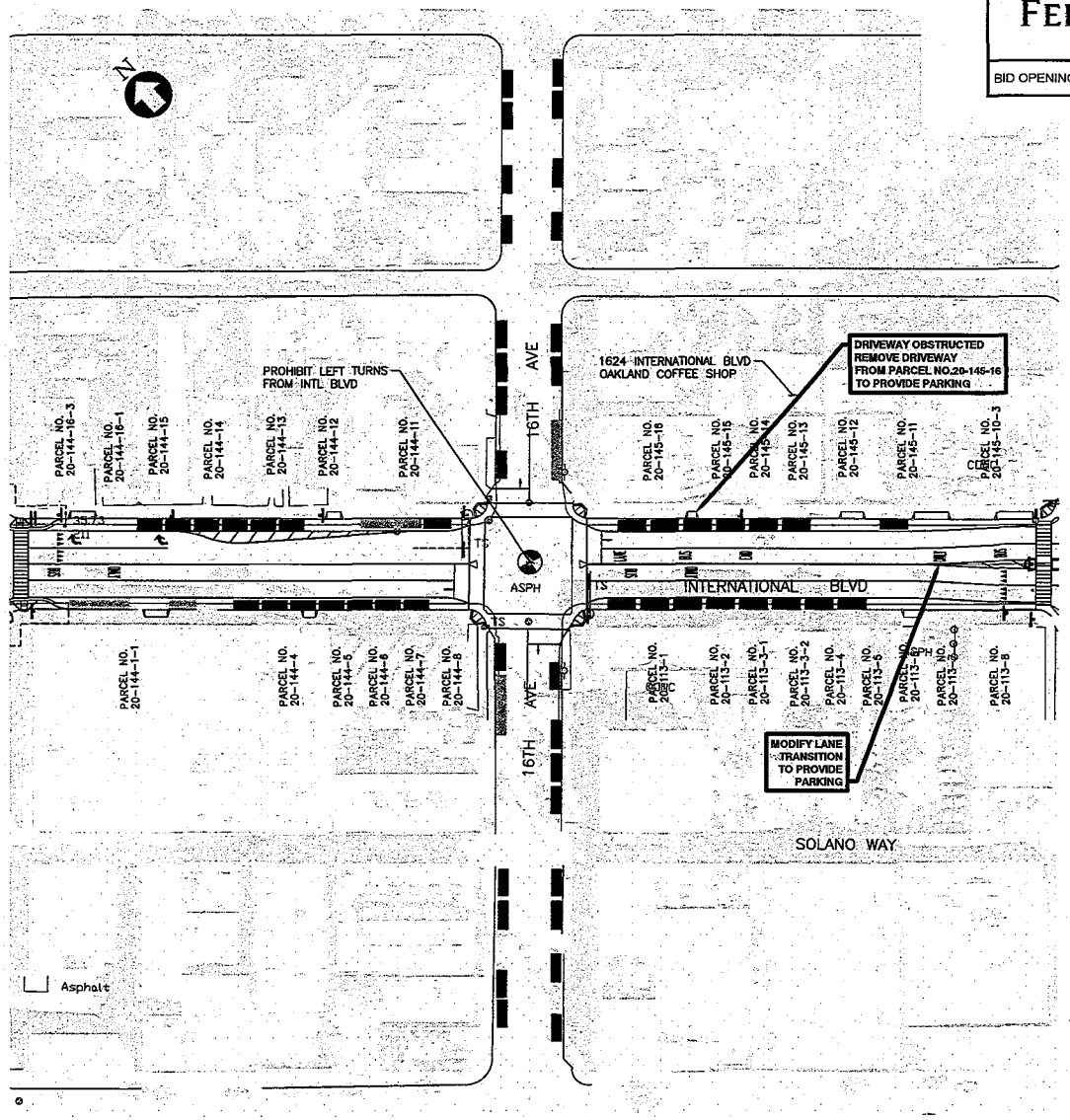
- PROPOSED PARKING METER, PHASE I
- PROPOSED PARKING METER, PHASE II

NOTES:

O TWO METERS ON A POST
O ONE METER ON A POST

ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	56	27	-29
CONTROLLED	7	27	+20
SHORT-TERM CONTROLLED	1	0	-1
METERED	-	-	-
COMMERCIAL LOADING	1(25')	5(180')	+4(+155')
PASSENGER LOADING	-	-	-
ADA	-	2	+2
	65	61	-4(-6%)

EXHIBIT B-13
(District 2)
13 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
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- PROPOSED PARKING METER, PHASE I
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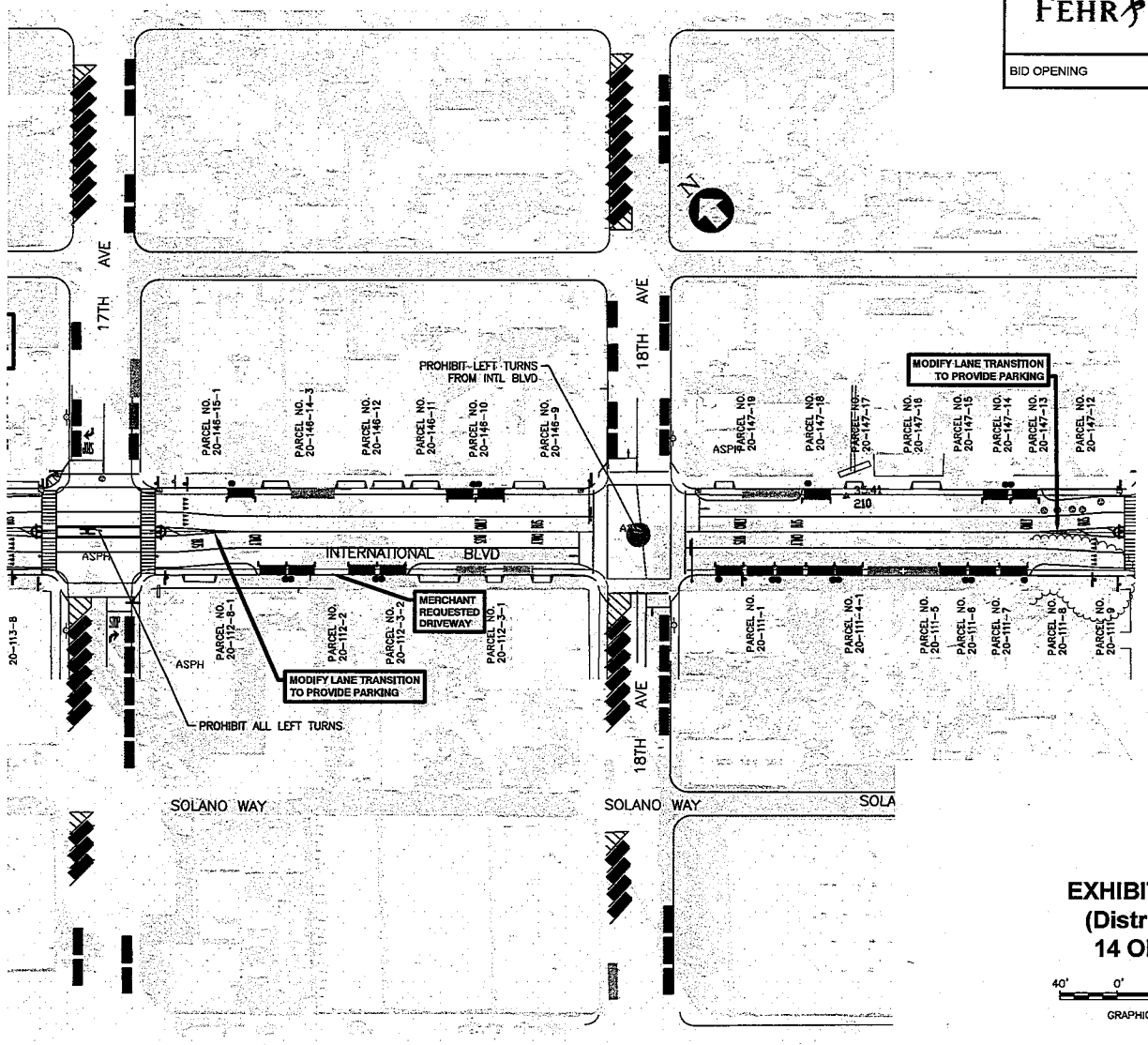
NOTES:

7 TWO METERS ON A POST(PHASE I)
4 ONE METER ON A POST(PHASE I)

ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	71	47	-24
CONTROLLED	12	20	+8
SHORT-TERM CONTROLLED	1	1	0
METERED	0	18	+18
COMMERCIAL LOADING	3(75')	7(210')	+4(+135')
PASSENGER LOADING	-	-	-
ADA	1	4	+3
	88	97	+9(+10%)

EXHIBIT B-14
(District 2)
14 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
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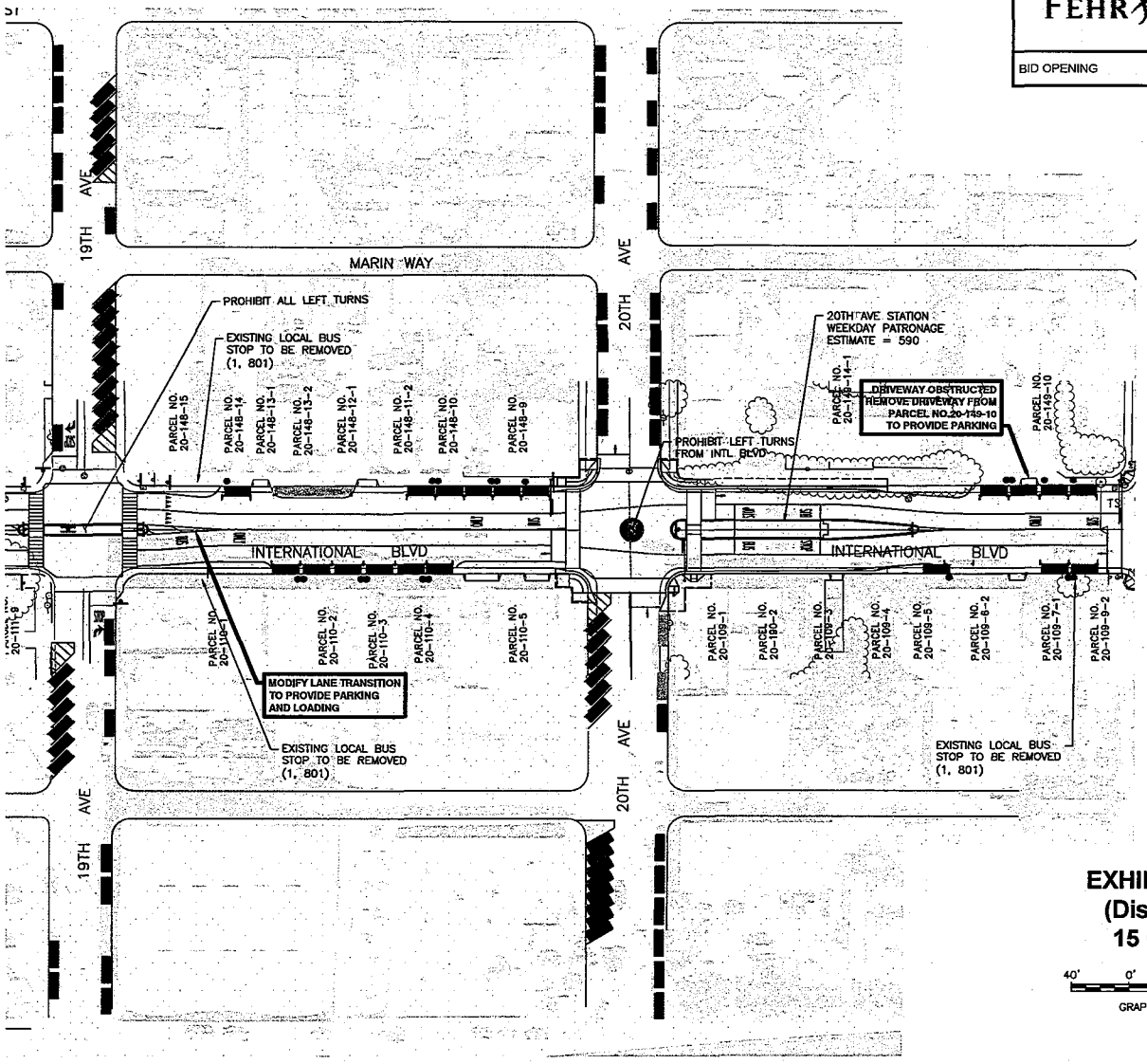
NOTES:

7 TWO METERS ON A POST(PHASE I)
5 ONE METER ON A POST(PHASE I)

ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	90	57	-33
CONTROLLED	3	15	+12
SHORT-TERM CONTROLLED	2	0	-2
METERED	0	19	+19
COMMERCIAL LOADING	3(80')	3(100')	0(+20')
PASSENGER LOADING	-	-	-
ADA	-	2	+2
	98	96	-2(-2%)

EXHIBIT B-15
(District 2)
15 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/CUTTER
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- PARKING, UNCONTROLLED
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- PARKING, ADA
- PARKING, METERED
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- PROPOSED PARKING METER, PHASE I
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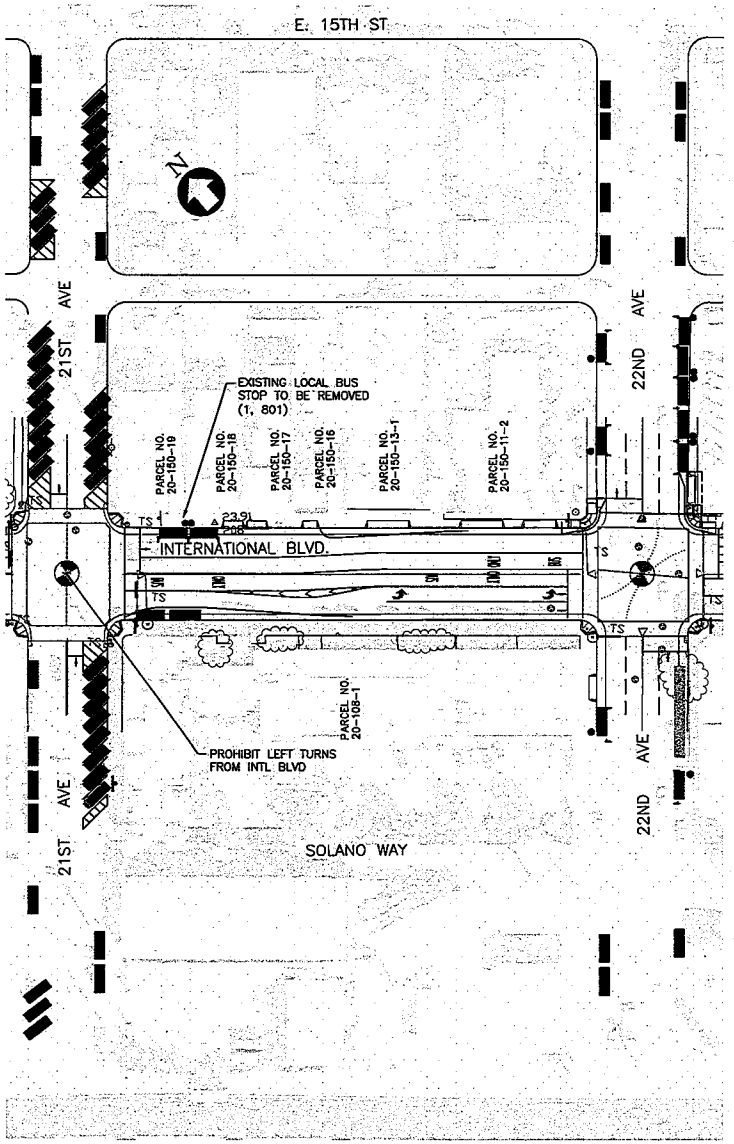
NOTES:

3 TWO METERS ON A POST (PHASE I)
5 ONE METER ON A POST (PHASE I)

ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	62	50	-12
CONTROLLED	0	3	+3
SHORT-TERM CONTROLLED	1	0	-1
METERED	0	11	+11
COMMERCIAL LOADING	0(0')	1(60')	+1(+60')
PASSENGER LOADING	3	2	-1
ADA	1	2	+1
	67	69	+2(+3%)

EXHIBIT B-16
(District 2)
16 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
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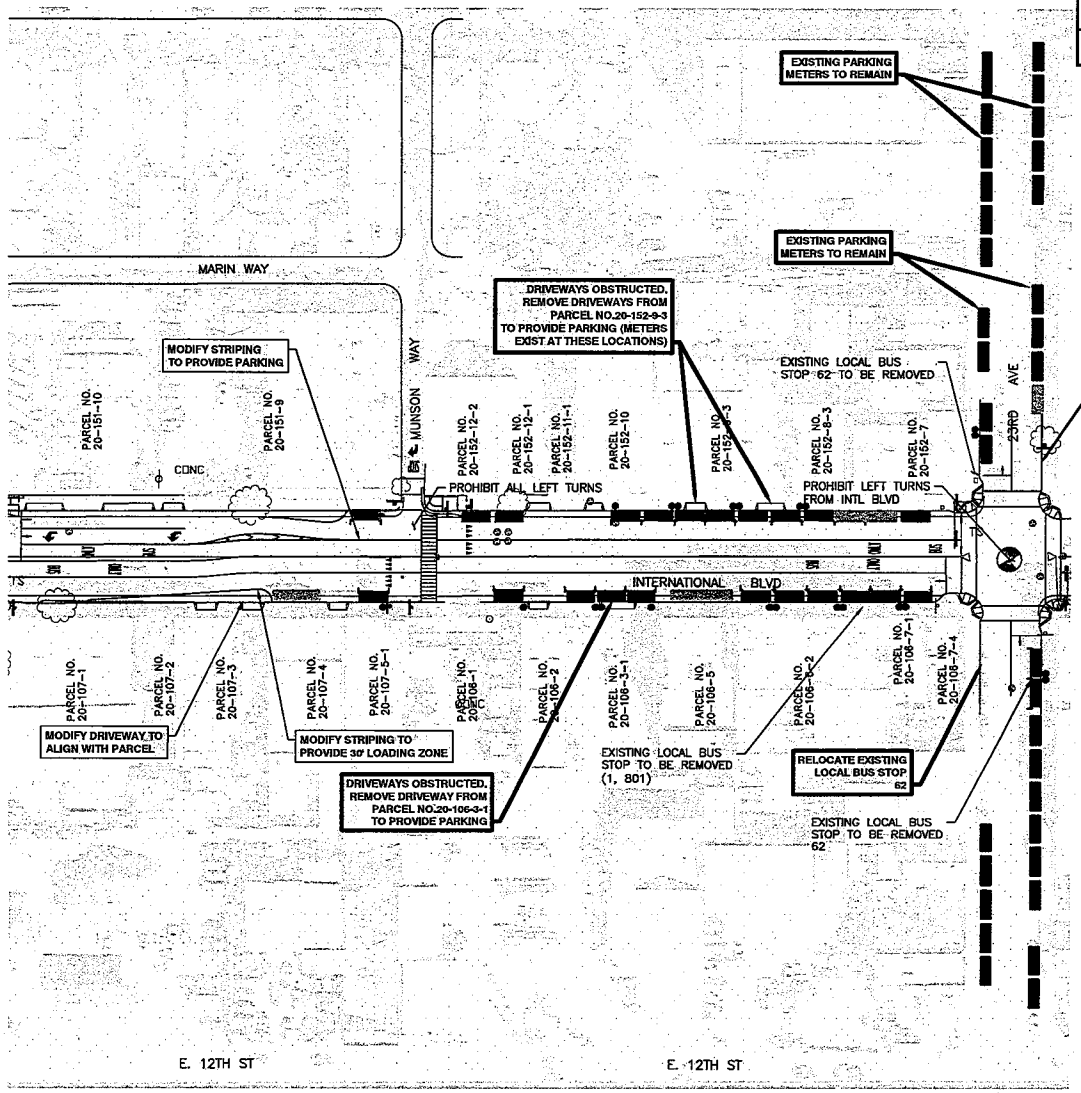
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- PROPOSED PARKING METER, PHASE I
- PROPOSED PARKING METER, PHASE II

NOTES:

9 TWO METERS ON A POST (PHASE I)
4 ONE METER ON A POST (PHASE I)

15 METERS ON THIS SHEET ARE EXISTING METERS TO REMAIN

ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	15	13	-2
CONTROLLED	-	-	-
SHORT-TERM CONTROLLED	-	-	-
METERED	47	37	-10
COMMERCIAL LOADING	4(115')	4(125')	0(+10')
PASSENGER LOADING	3	3	0
ADA	-	2	+2
	69	59	-10(-14%)

EXHIBIT B-17
(District 2)
17 OF 17

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
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- PARKING, UNCONTROLLED
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- PARKING, METERED
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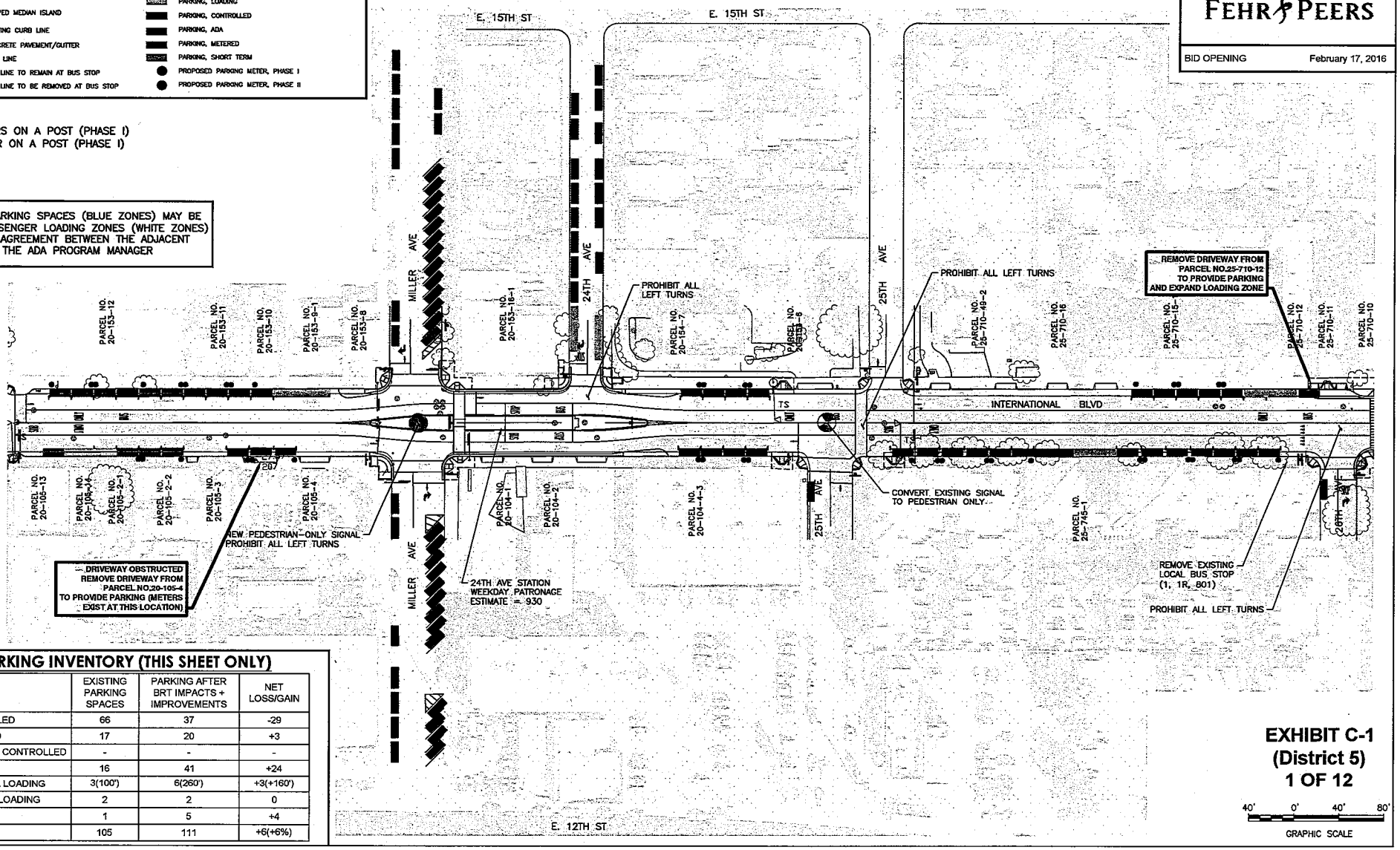
- PROPOSED PARKING METER, PHASE I
- PROPOSED PARKING METER, PHASE II

NOTES:

17 TWO METERS ON A POST (PHASE I)
7 ONE METER ON A POST (PHASE I)

ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	66	37	-29
CONTROLLED	17	20	+3
SHORT-TERM CONTROLLED	-	-	-
METERED	16	41	+24
COMMERCIAL LOADING	3(100')	6(260')	+3(+160')
PASSENGER LOADING	2	2	0
ADA	1	5	+4
	105	111	+6(+6%)

EXHIBIT C-1
(District 5)
1 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
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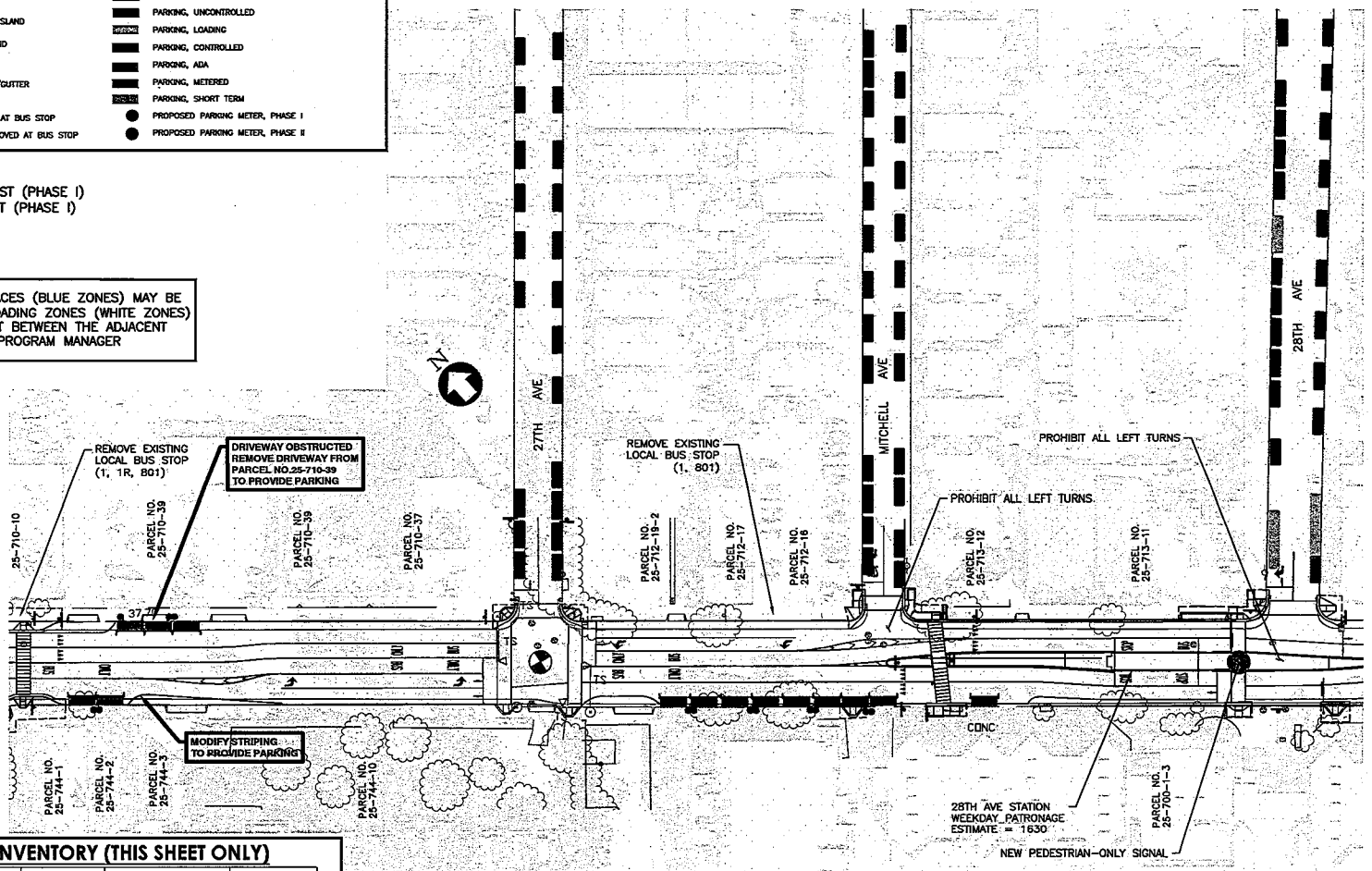
- PROPOSED PARKING METER, PHASE II

NOTES:

6 TWO METERS ON A POST (PHASE I)
1 ONE METER ON A POST (PHASE I)

ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	70	54	-16
CONTROLLED	18	9	-9
SHORT-TERM CONTROLLED	1	0	-1
METERED	11	13	+2
COMMERCIAL LOADING	1(25')	3(125')	+2(100')
PASSENGER LOADING	1	1	0
ADA	-	4	+4
	102	84	-18(-18%)

EXHIBIT C-2
(District 5)
2 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
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- STRIPED MEDIAN ISLAND
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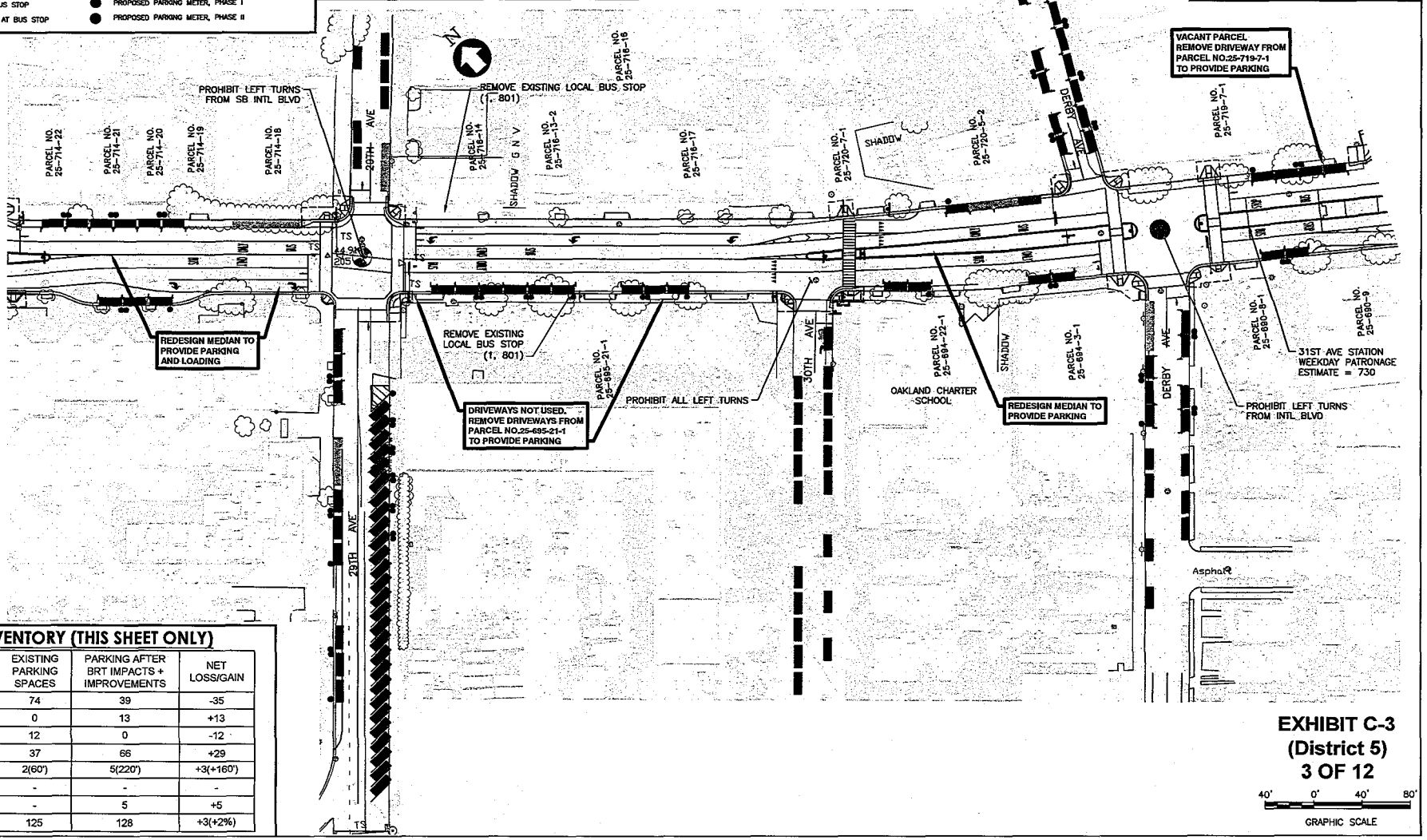
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- PROPOSED PARKING METER, PHASE I
- PROPOSED PARKING METER, PHASE II

NOTES:
27 TWO METERS ON A POST
(9 FOR PHASE I, 18 FOR PHASE II)
12 ONE METER ON A POST
(8 FOR PHASE I, 4 FOR PHASE II)

ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	74	39	-35
CONTROLLED	0	13	+13
SHORT-TERM CONTROLLED	12	0	-12
METERED	37	66	+29
COMMERCIAL LOADING	2(60')	5(220')	+3(+160')
PASSENGER LOADING	-	-	-
ADA	-	5	+5
	125	128	+3(+2%)

EXHIBIT C-3
(District 5)
3 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- PROPOSED PARKING METER, PHASE I
- PROPOSED PARKING METER, PHASE II

NOTES:

29 TWO METERS ON A POST(15 FOR PHASE I, 14 FOR PHASE II)
19 ONE METER ON A POST (5 FOR PHASE I, 14 FOR PHASE II)

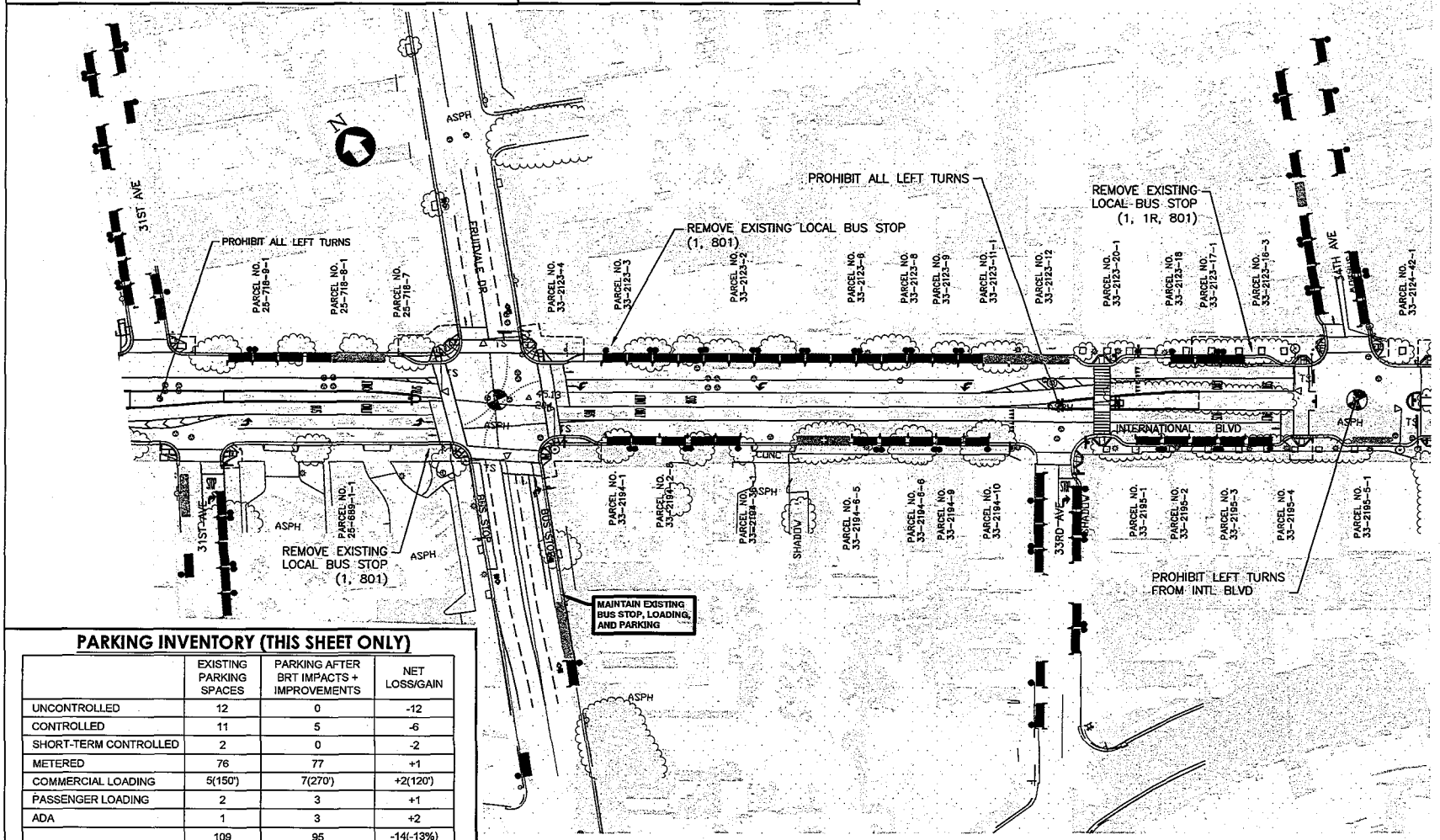
ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	12	0	-12
CONTROLLED	11	5	-6
SHORT-TERM CONTROLLED	2	0	-2
METERED	76	77	+1
COMMERCIAL LOADING	5(150')	7(270')	+2(120')
PASSENGER LOADING	2	3	+1
ADA	1	3	+2
	109	95	-14(-13%)

EXHIBIT C-4
(District 5)
4 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
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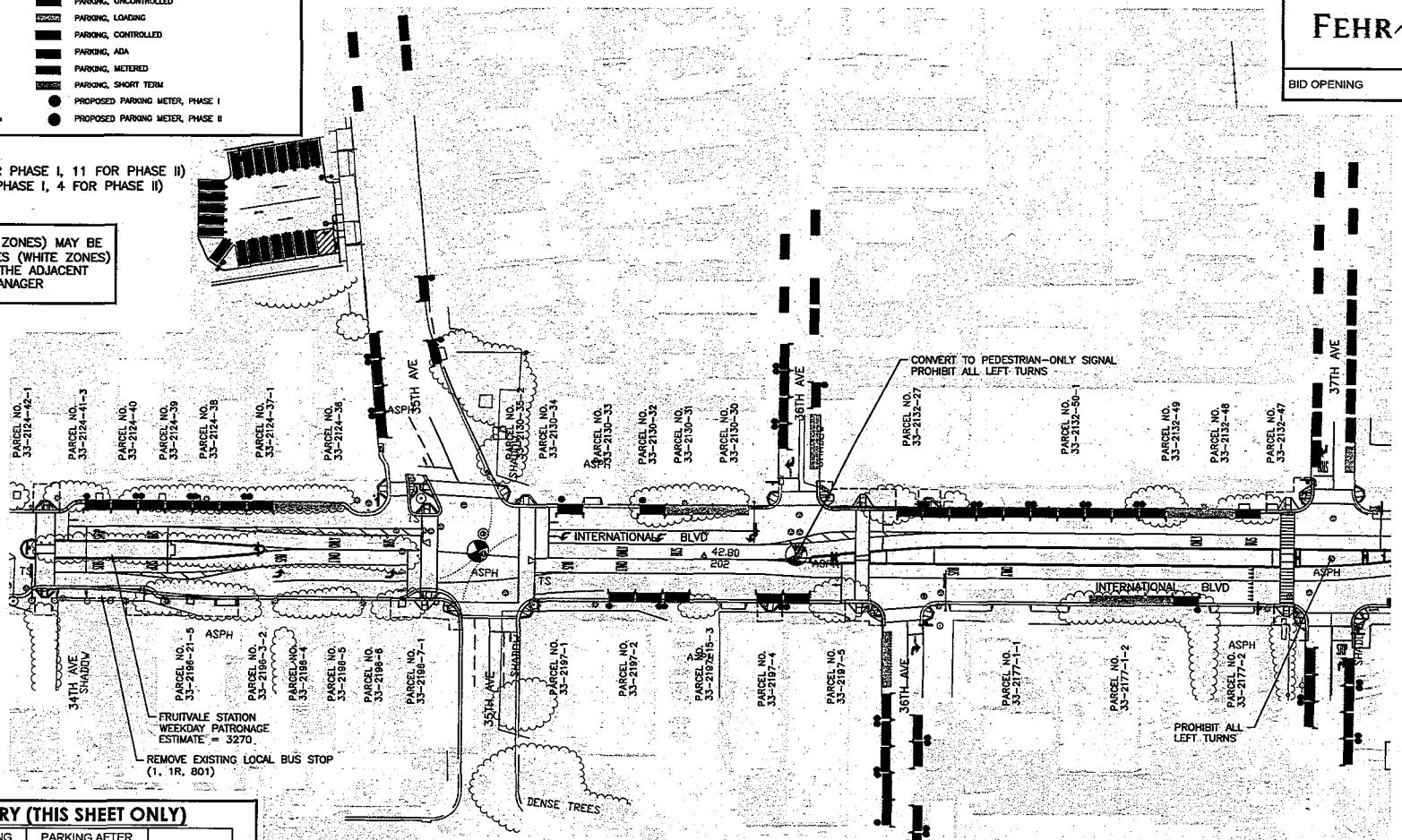
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- PROPOSED PARKING METER, PHASE I
- PROPOSED PARKING METER, PHASE II

NOTES:

21 TWO METERS ON A POST (10 FOR PHASE I, 11 FOR PHASE II)
9 ONE METER ON A POST (5 FOR PHASE I, 4 FOR PHASE II)
20 SPACES WITH PAY STATION

ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	31	21	-10
CONTROLLED	17	3	-14
SHORT-TERM CONTROLLED	-	-	-
METERED	44	71	+27
COMMERCIAL LOADING	3(85')	8(350')	+5(265')
PASSENGER LOADING	0	0	0
ADA	0	3	+3
	95	106	+11(+12%)

EXHIBIT C-5
(District 5)
5 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
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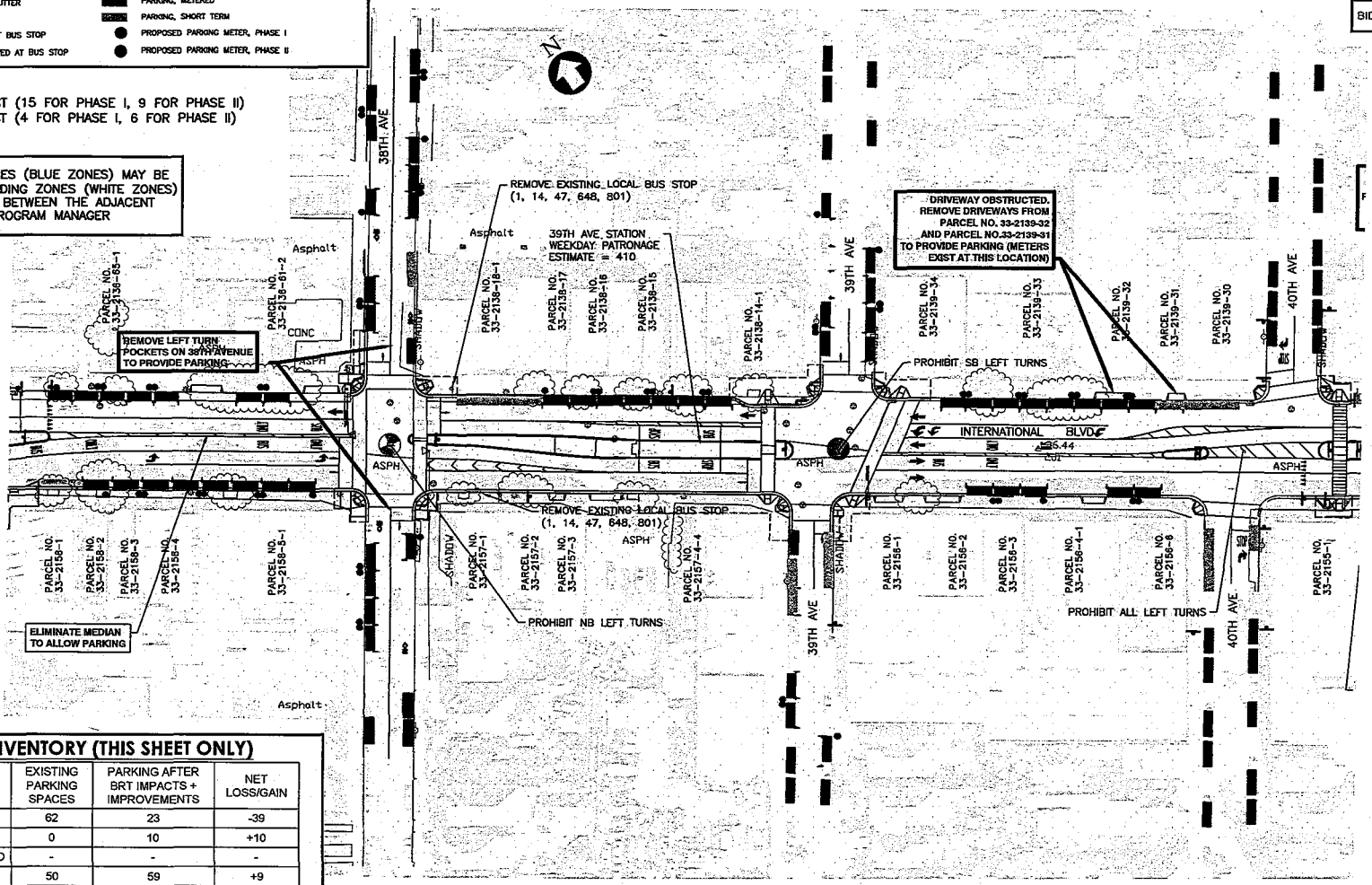
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- PROPOSED PARKING METER, PHASE I
- PROPOSED PARKING METER, PHASE II

NOTES:

24 TWO METERS ON A POST (15 FOR PHASE I, 9 FOR PHASE II)
11 ONE METER ON A POST (4 FOR PHASE I, 6 FOR PHASE II)

ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	62	23	-39
CONTROLLED	0	10	+10
SHORT-TERM CONTROLLED	-	-	-
METERED	50	59	+9
COMMERCIAL LOADING	8(165')	8(295')	0(+130')
PASSENGER LOADING	-	-	-
ADA	-	4	+4
	120	104	-16(-13%)

EXHIBIT C-6
(District 5)
6 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
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- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
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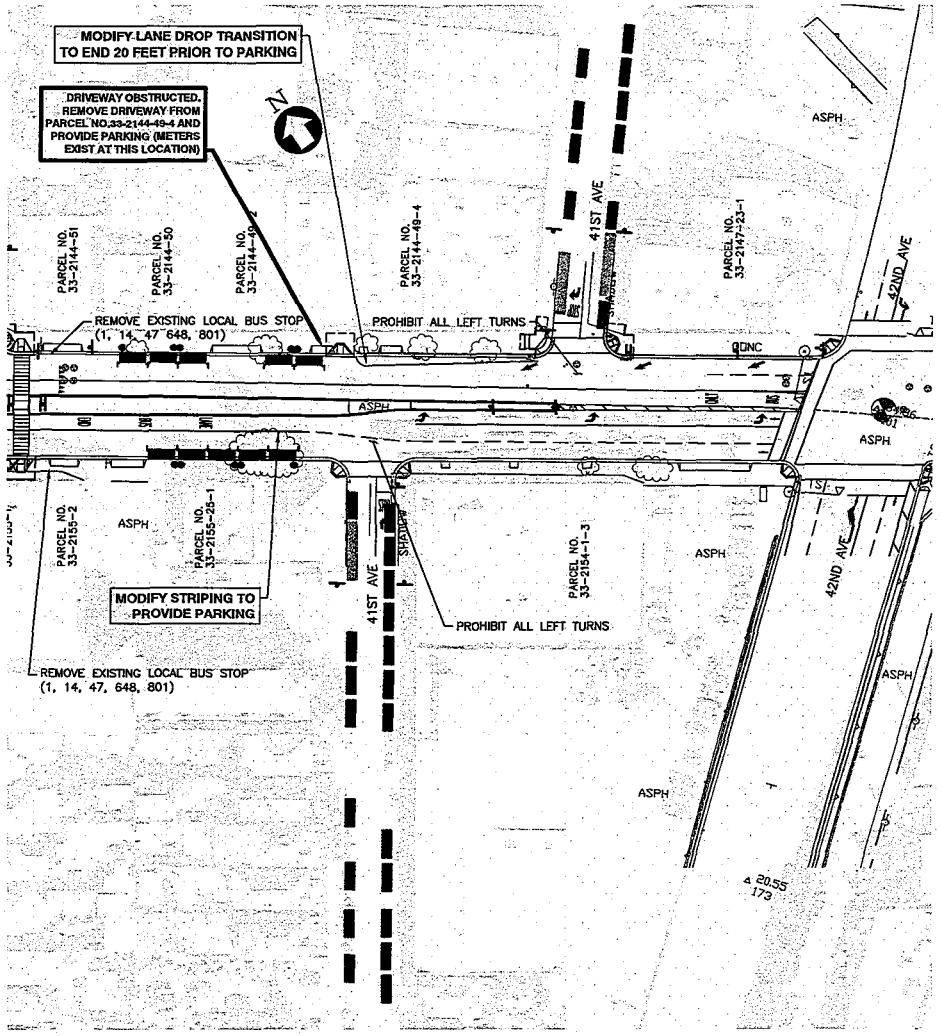
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- PROPOSED PARKING METER, PHASE I
- PROPOSED PARKING METER, PHASE II

NOTES:

4 TWO METERS ON A POST (PHASE I)
2 ONE METER ON A POST (PHASE I)

ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	35	9	-26
CONTROLLED	0	19	+19
SHORT-TERM CONTROLLED	2	0	-2
METERED	24	10	-14
COMMERCIAL LOADING	0	3(120')	+3(+120')
PASSENGER LOADING	-	-	-
ADA	-	2	-
	61	43	-18(-30%)

EXHIBIT C-7
(District 5)
7 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
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NOTES:

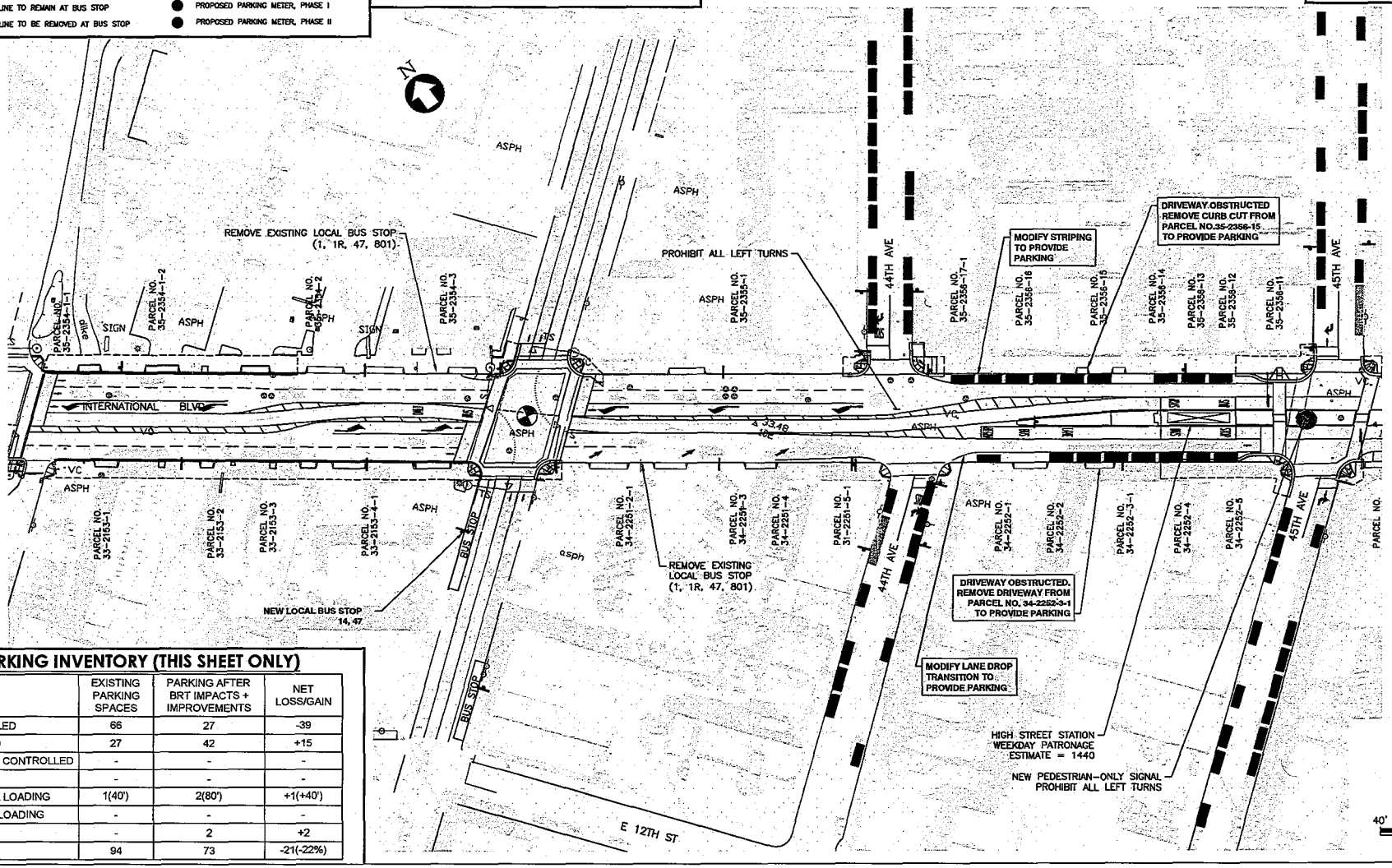
ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	66	27	-39
CONTROLLED	27	42	+15
SHORT-TERM CONTROLLED	-	-	-
METERED	-	-	-
COMMERCIAL LOADING	1(40')	2(80')	+1(+40')
PASSENGER LOADING	-	-	-
ADA	-	2	+2
	94	73	-21(-22%)

EXHIBIT C-8
(District 5)
8 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
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- PROPOSED PARKING METER, PHASE II

NOTES:

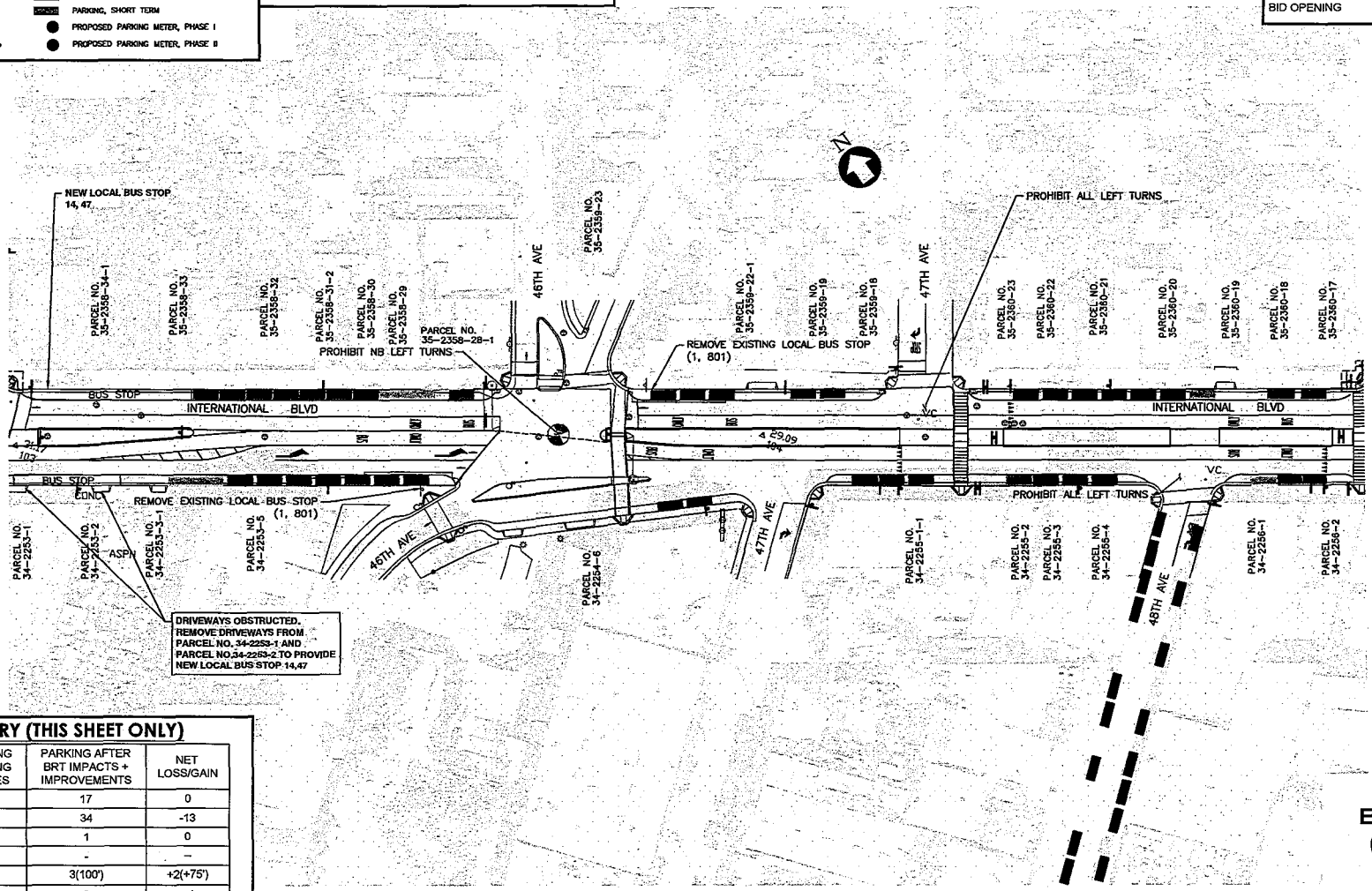
ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	17	17	0
CONTROLLED	47	34	-13
SHORT-TERM CONTROLLED	1	1	0
METERED	-	-	–
COMMERCIAL LOADING	1(25')	3(100')	+2(+75')
PASSENGER LOADING	1	2	+1
ADA	-	3	+3
	67	60	-7(-10%)

EXHIBIT C-9
(District 5)
9 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
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NOTES:

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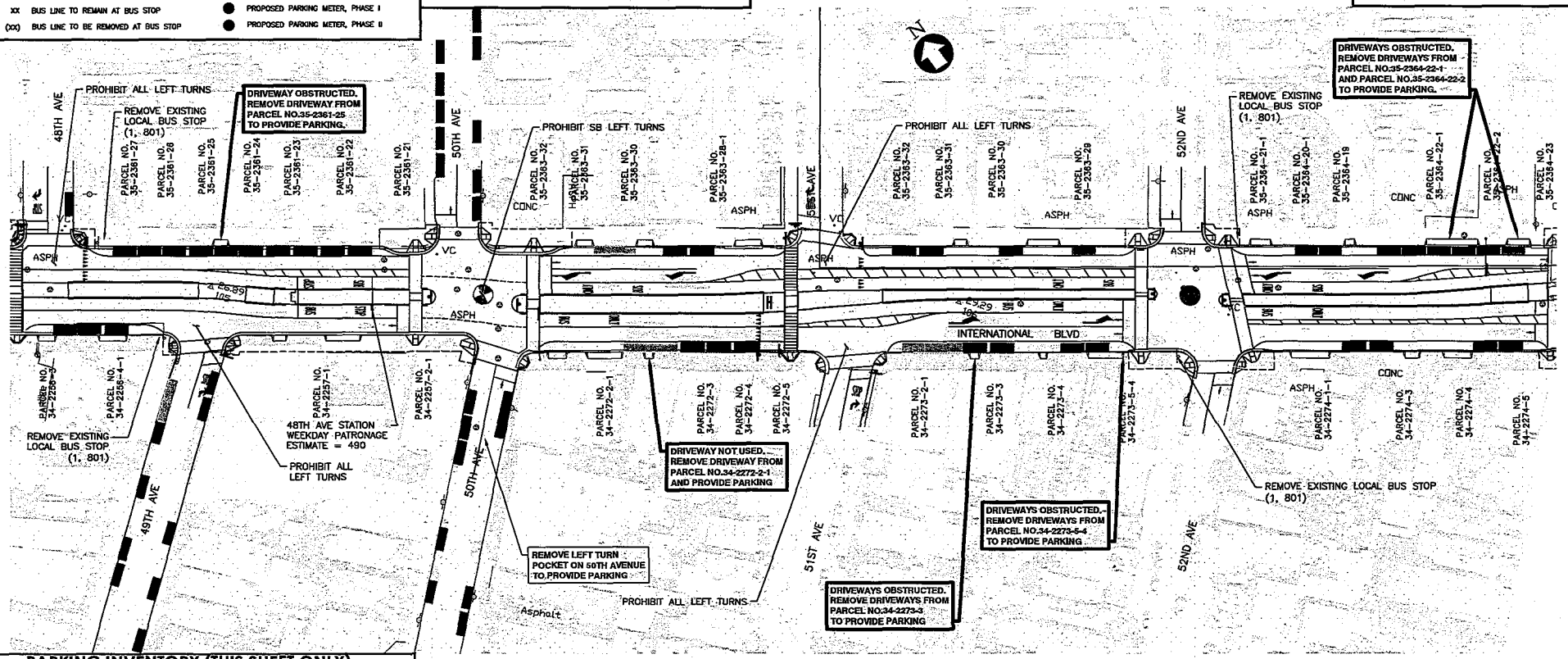

PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	38	26	-12
CONTROLLED	26	34	+8
SHORT-TERM CONTROLLED	1	0	-1
METERED	-	-	-
COMMERCIAL LOADING	2(50')	4(160')	+2(110')
PASSENGER LOADING	1	1	0
ADA	-	6	+6
	68	71	+3 (+4%)

EXHIBIT C-10
(District 5 & 6)
10 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
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NOTES:

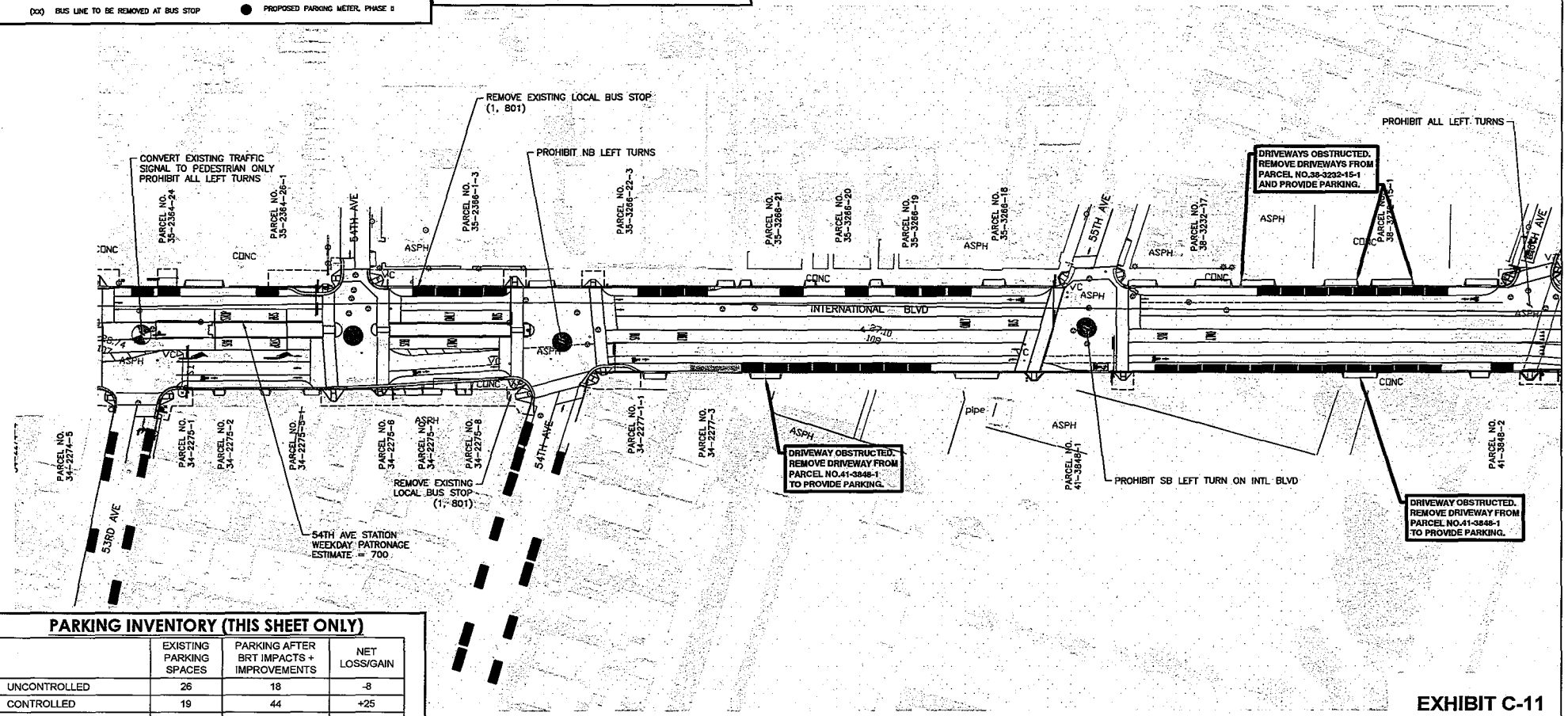
ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	26	18	-8
CONTROLLED	19	44	+25
SHORT-TERM CONTROLLED	-	-	-
METERED	-	-	-
COMMERCIAL LOADING	1(20')	1(40')	+0(+20')
PASSENGER LOADING	-	-	-
ADA	-	1	+1
	46	64	+18(+39%)

EXHIBIT C-11
(District 5 & 6)
11 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
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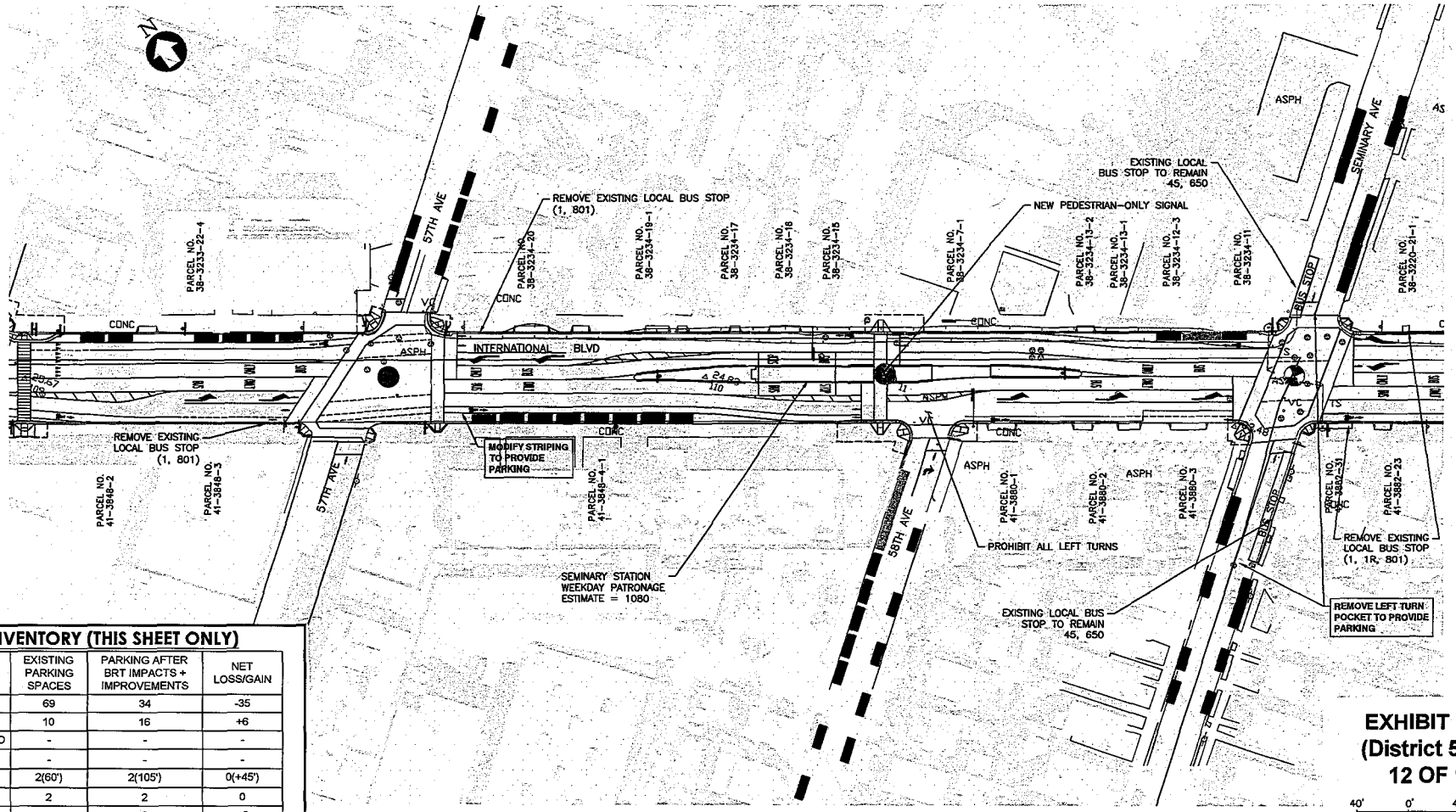
BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	69	34	-35
CONTROLLED	10	16	+6
SHORT-TERM CONTROLLED	-	-	-
METERED	-	-	-
COMMERCIAL LOADING	2(60')	2(105')	0(+45')
PASSENGER LOADING	2	2	0
ADA	-	3	+3
	83	57	-26(-31%)

EXHIBIT C-12
(District 5 & 6)
12 OF 12

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
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NOTES:

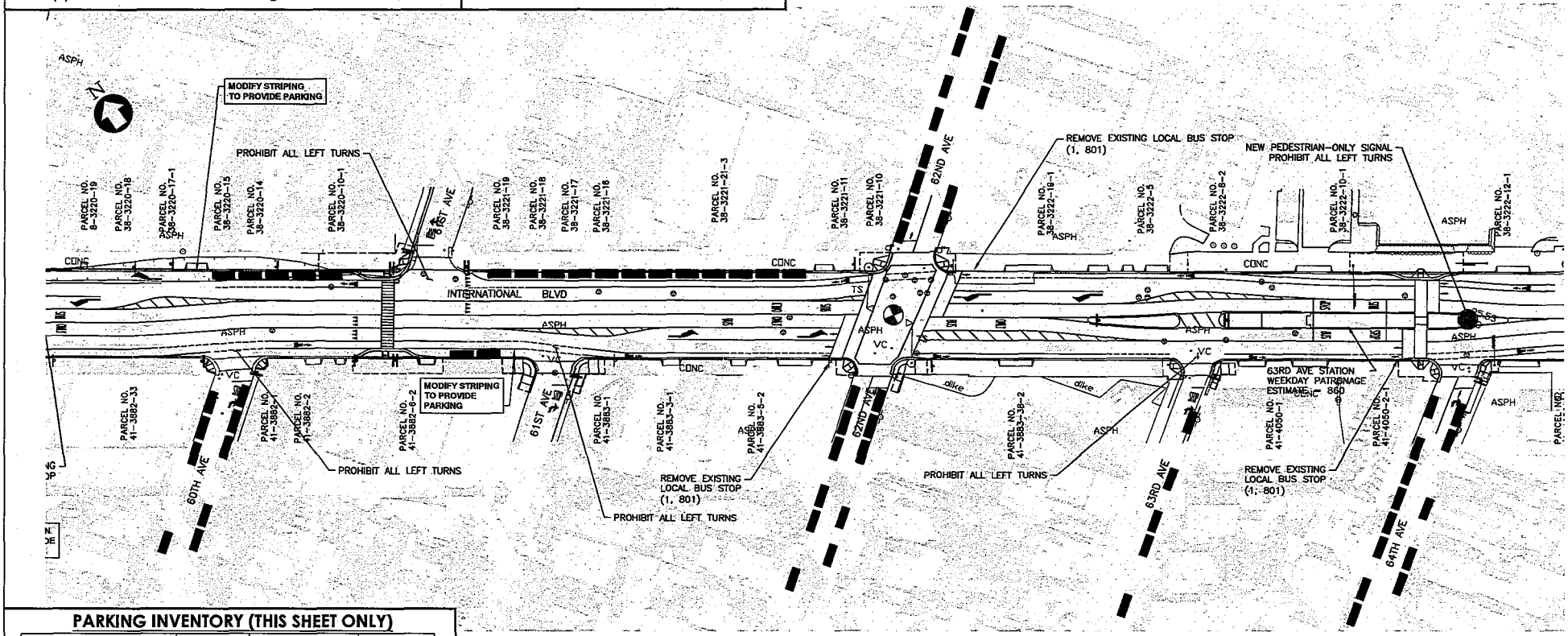
ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	66	38	-28
CONTROLLED	25	29	+4
SHORT-TERM CONTROLLED	-	-	-
METERED	-	-	-
COMMERCIAL LOADING	-	-	-
PASSENGER LOADING	-	-	-
ADA	-	3	+3
	91	70	-21 (-23%)

EXHIBIT D-1
(District 6)
1 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
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- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
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- PROPOSED PARKING METER, PHASE II

NOTES:

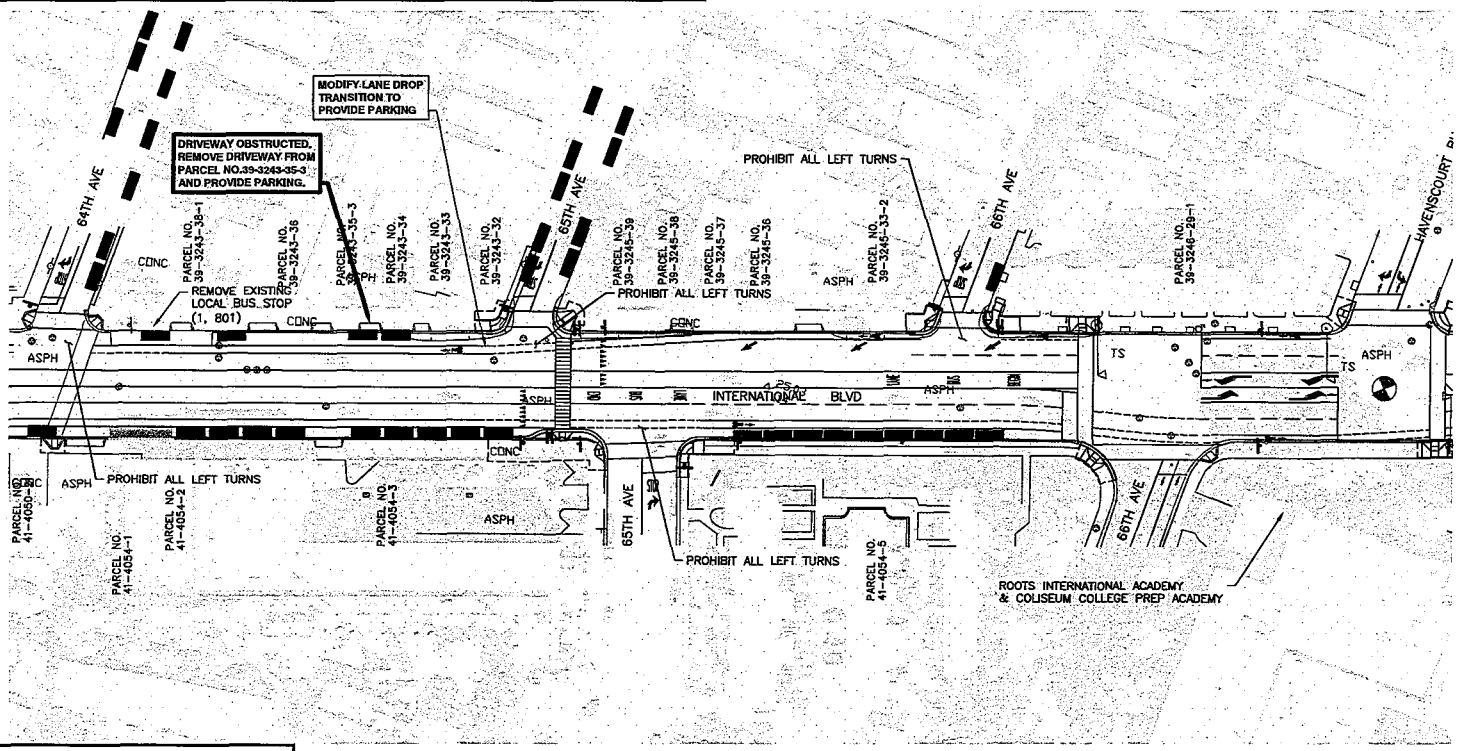
ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	35	14	-21
CONTROLLED	1	25	+24
SHORT-TERM CONTROLLED	-	-	-
METERED	-	-	-
COMMERCIAL LOADING	1(20')	1(40')	0(+20')
PASSENGER LOADING	-	-	-
ADA	-	3	+3
	37	43	+6 (+16%)

EXHIBIT D-2
(District 6)
2 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
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- TRAFFIC SIGNAL, EXISTING
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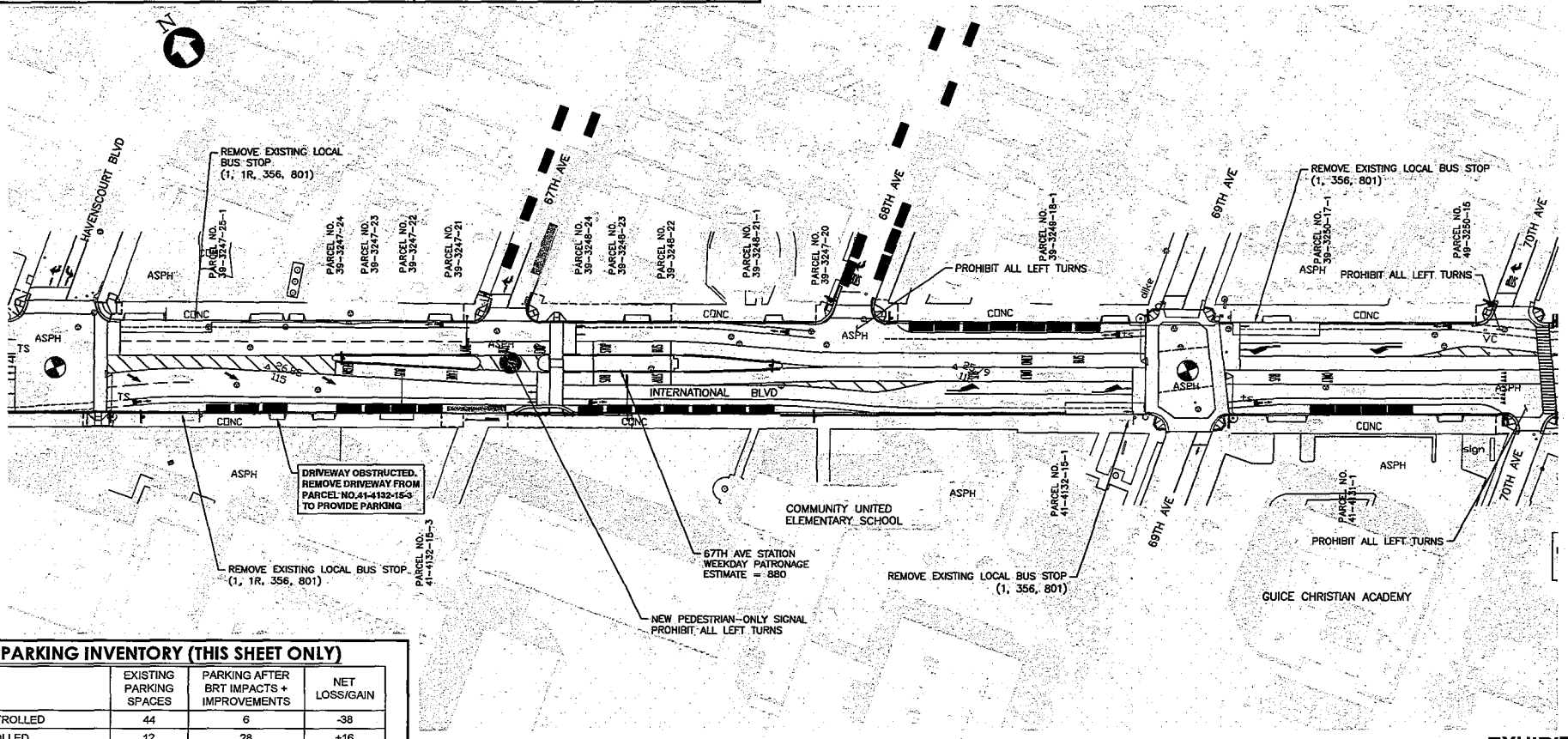
BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	44	6	-38
CONTROLLED	12	28	+16
SHORT-TERM CONTROLLED	-	-	-
METERED	-	-	-
COMMERCIAL LOADING	1(30')	2(85')	+1(55')
PASSENGER LOADING	3	3	0
ADA	1	2	+1
	61	41	-20(-33%)

EXHIBIT D-3
(District 6 & 7)
3 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
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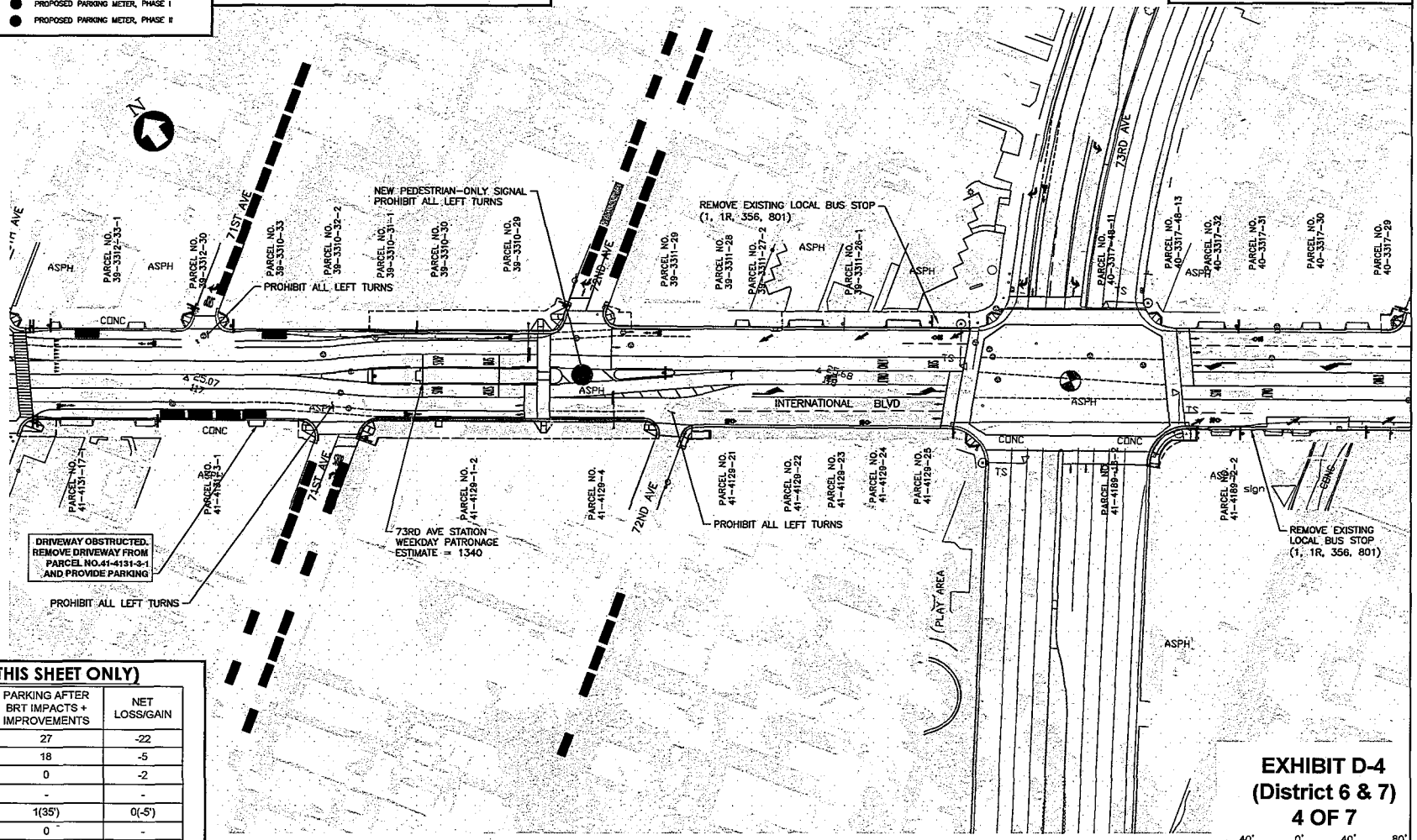

PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	49	27	-22
CONTROLLED	23	18	-5
SHORT-TERM CONTROLLED	2	0	-2
METERED	-	-	-
COMMERCIAL LOADING	1(40')	1(35')	0(-5')
PASSENGER LOADING	0	0	-
ADA	-	2	+2
	75	48	-27 (-36%)

EXHIBIT D-4
(District 6 & 7)
4 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
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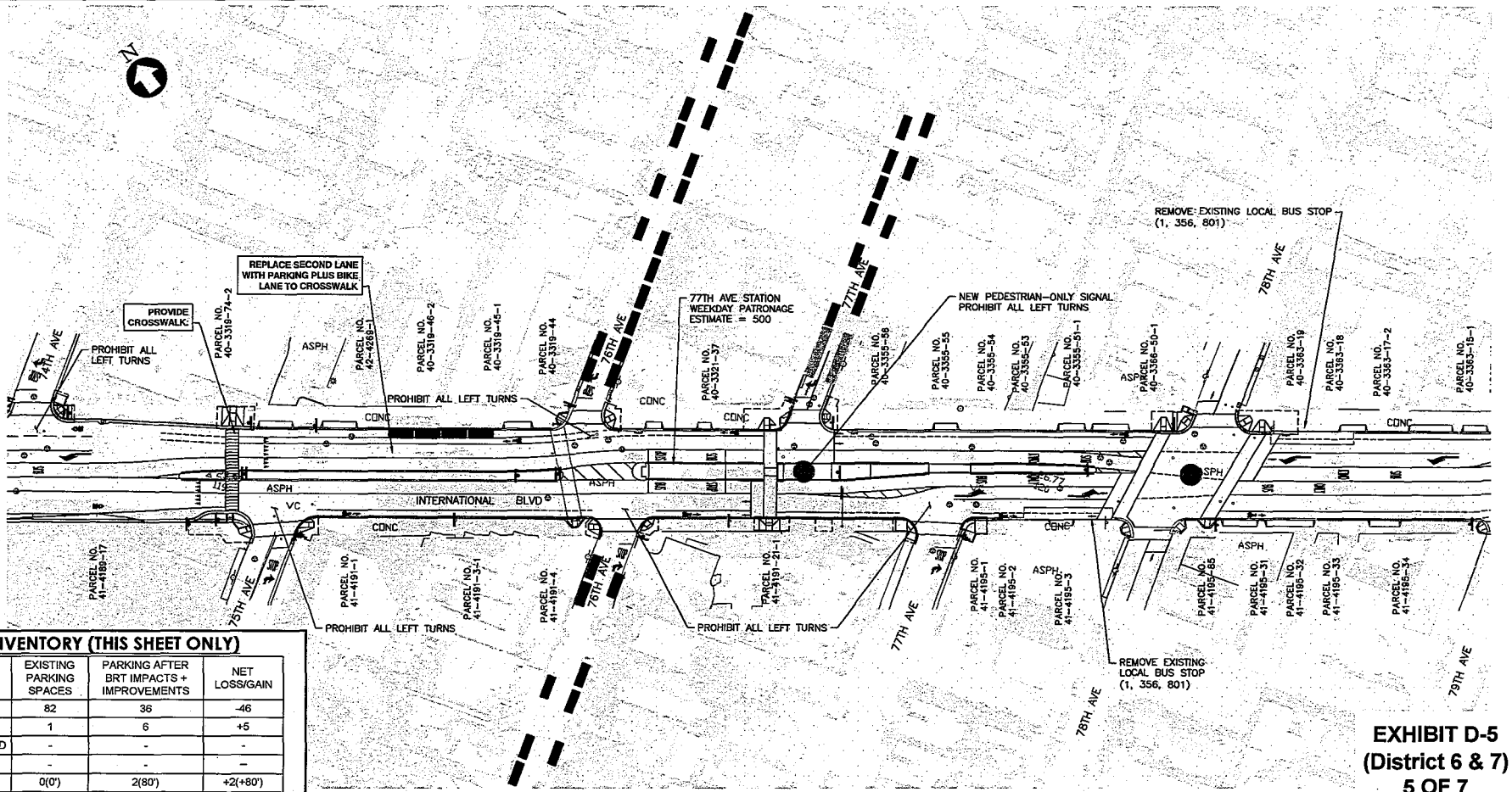
BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	82	36	-46
CONTROLLED	1	6	+5
SHORT-TERM CONTROLLED	-	-	-
METERED	-	-	-
COMMERCIAL LOADING	0(0')	2(80')	+2(+80')
PASSENGER LOADING	-	-	-
ADA	-	1	+1
	83	45	-38 (-46%)

EXHIBIT D-5
(District 6 & 7)
5 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
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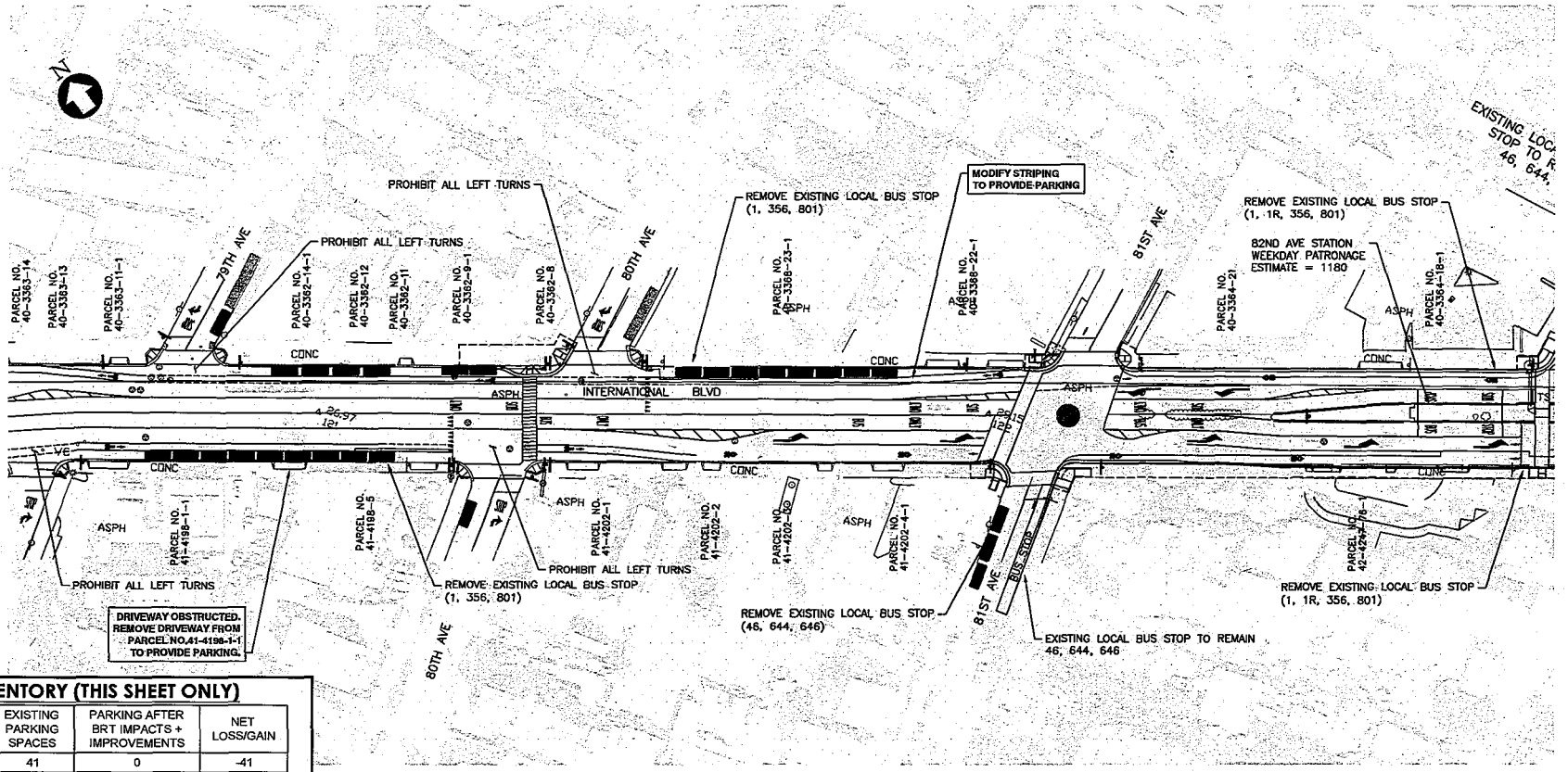
BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	41	0	-41
CONTROLLED	-	26	+26
SHORT-TERM CONTROLLED	-	-	-
METERED	-	-	-
COMMERCIAL LOADING	0(0')	2(80')	+2(80')
PASSENGER LOADING	-	-	-
ADA	1	2	+1
	42	30	-12 (-29%)

EXHIBIT D-6
(District 6 & 7)
6 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
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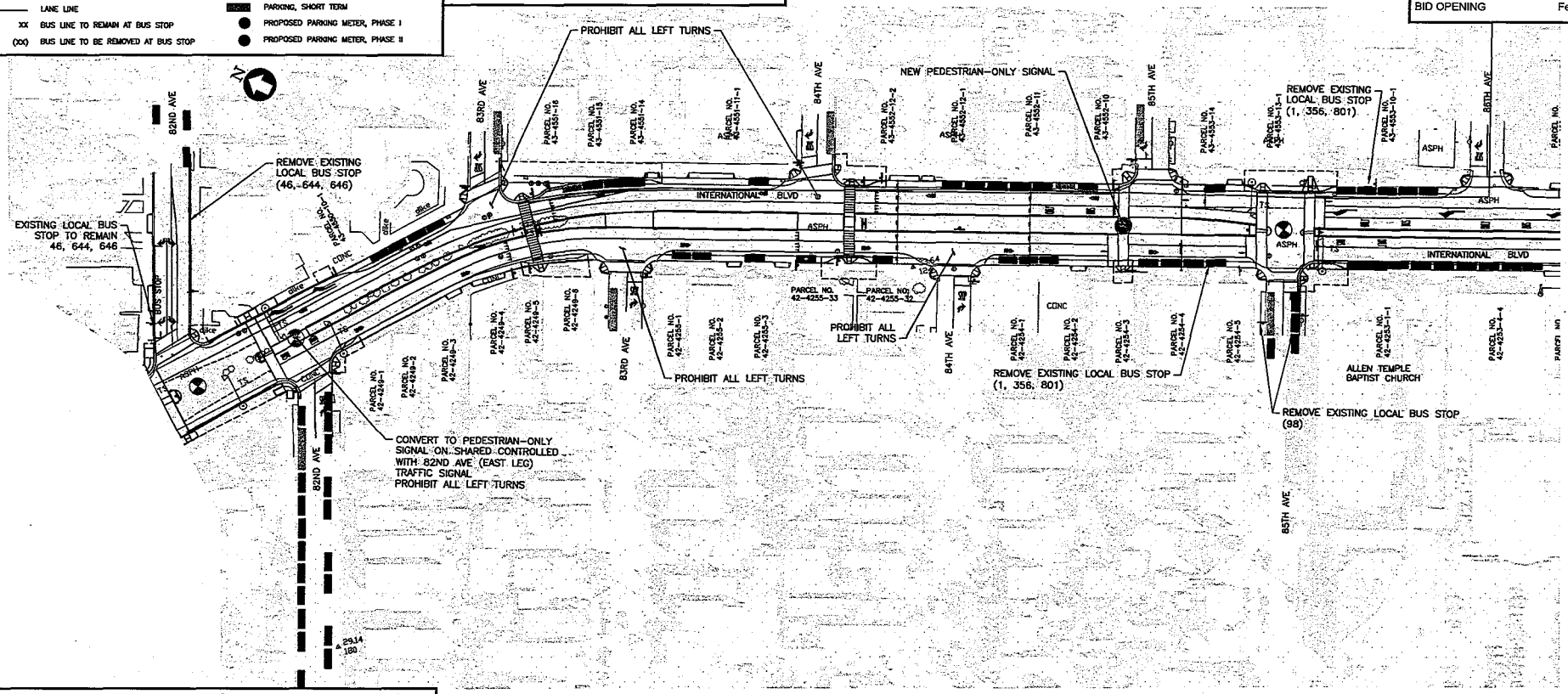
BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	55	21	-34
CONTROLLED	25	41	+16
SHORT-TERM CONTROLLED	5	2	-3
METERED	-	-	-
COMMERCIAL LOADING	1(40')	6(240')	+5(+200')
PASSENGER LOADING	-	-	-
ADA	1	5	+4
	87	75	-12(-14%)

EXHIBIT D-7
(District 6 & 7)
7 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
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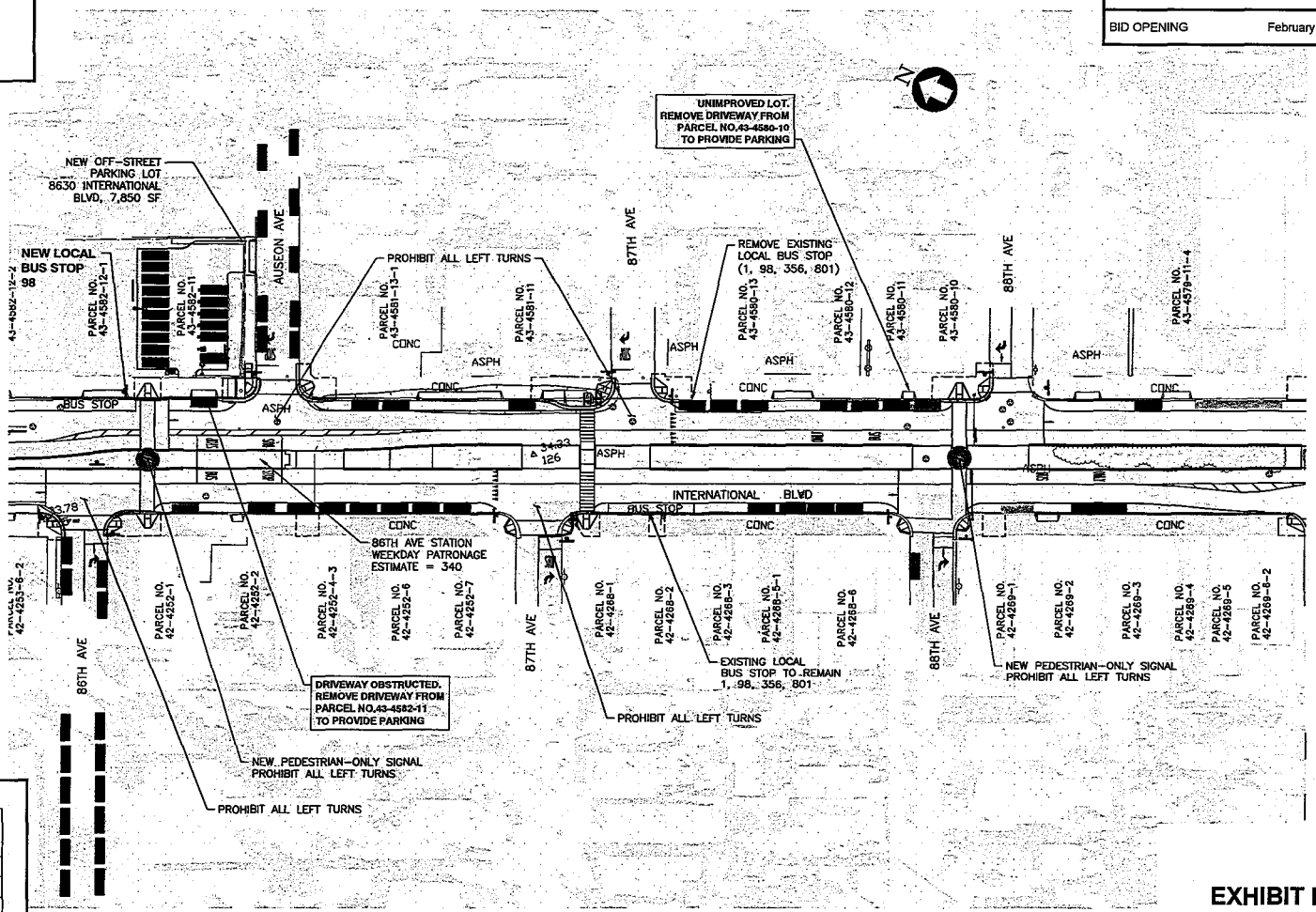

PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	47	17	-30
CONTROLLED	9	46	+37
SHORT-TERM CONTROLLED	-	-	-
METERED	-	-	-
COMMERCIAL LOADING	0(0')	2(80')	+2(+80')
PASSENGER LOADING	-	-	-
ADA	2	5	+3
	58	70	+12(+21%)

EXHIBIT E-1
(District 7)
1 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
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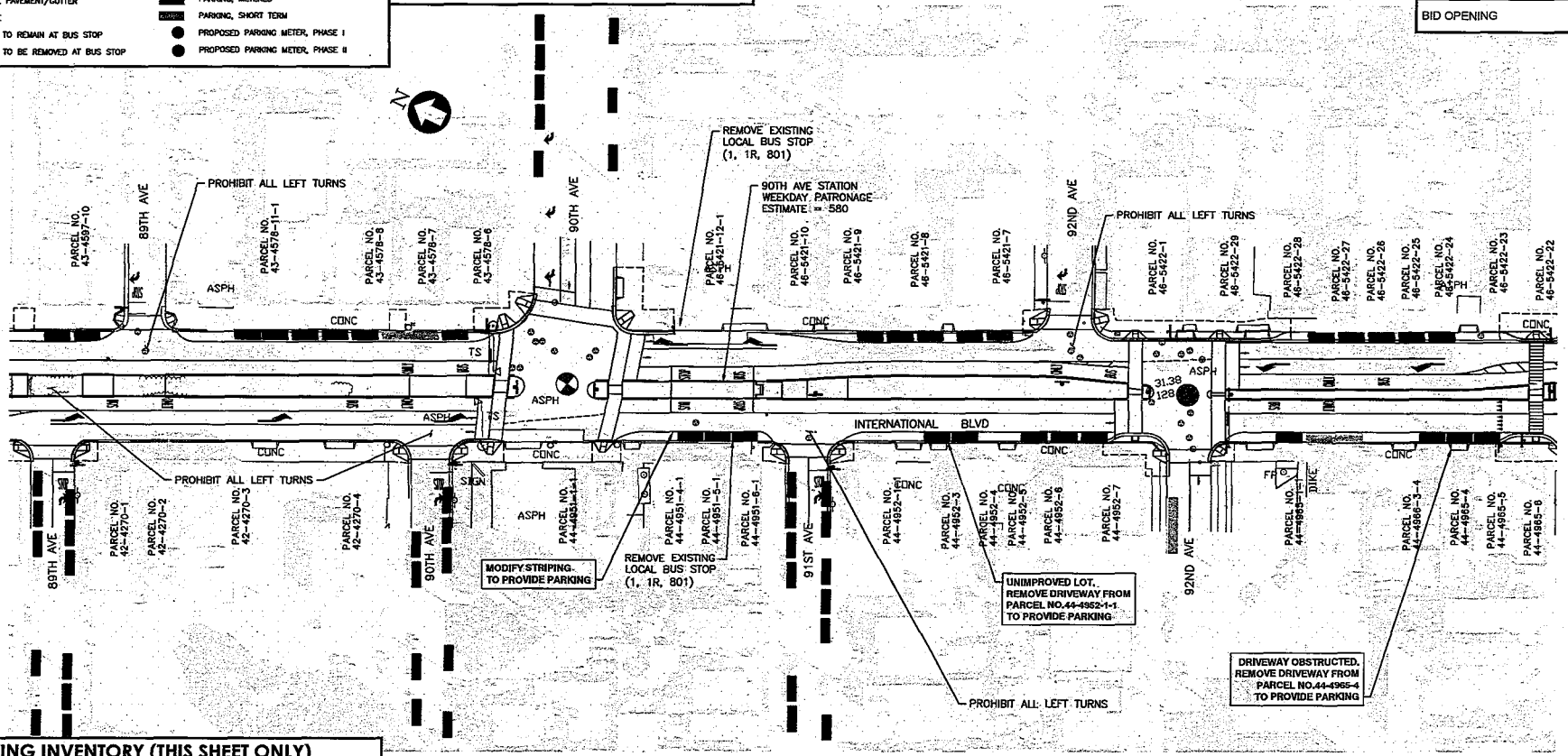
BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	51	39	-12
CONTROLLED	19	28	+9
SHORT-TERM CONTROLLED	1	0	-1
METERED	-	-	-
COMMERCIAL LOADING	0	3(120')	+3(+120')
PASSENGER LOADING	-	-	-
ADA	1	3	+2
	72	73	+1 (+1%)

EXHIBIT E-2
(District 7)
2 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
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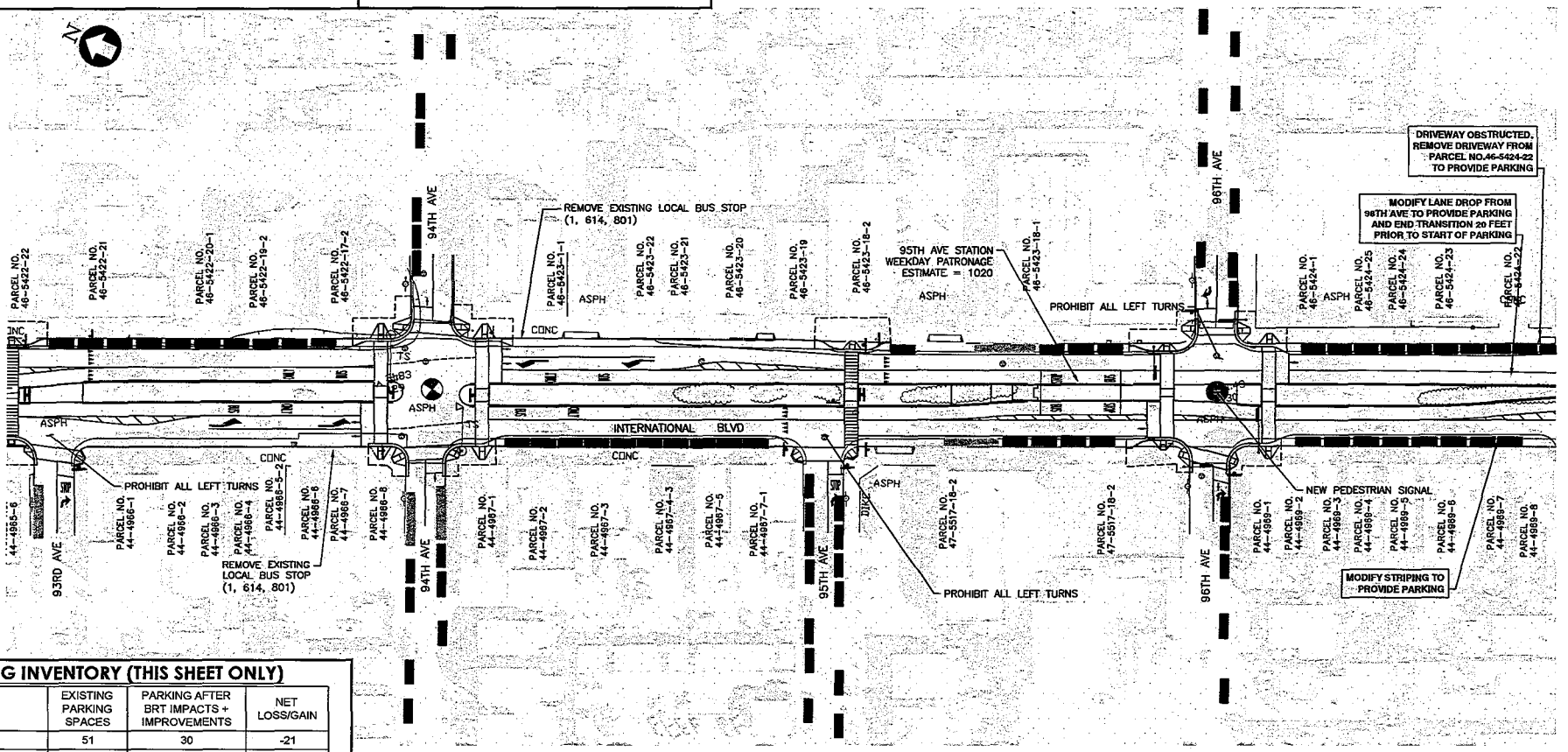
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	51	30	-21
CONTROLLED	56	53	-3
SHORT-TERM CONTROLLED	1	0	-1
METERED	-	-	-
COMMERCIAL LOADING	3(120')	5(200')	+2(+80')
PASSENGER LOADING	-	-	-
ADA	-	4	+4
	111	92	-19(-17%)

EXHIBIT E-3
(District 7)
3 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
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BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

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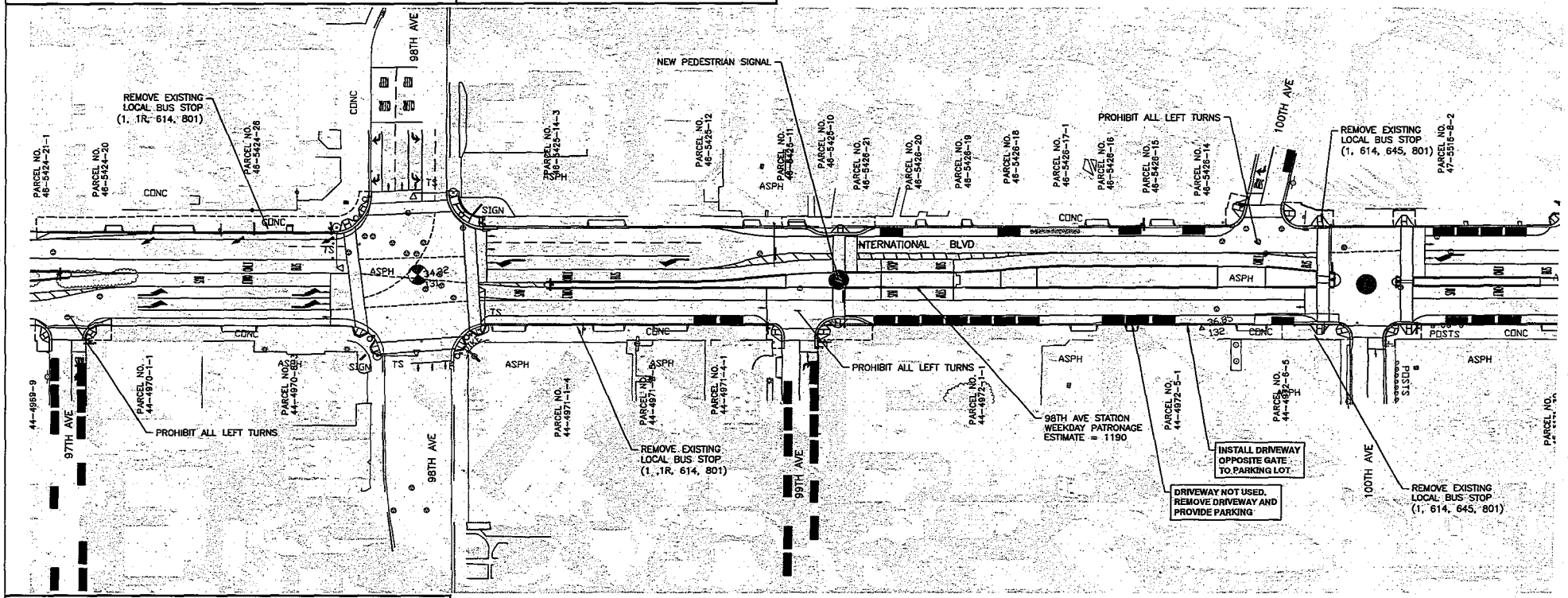

PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	51	17	-34
CONTROLLED	9	29	+20
SHORT-TERM CONTROLLED	-	-	-
METERED	-	-	-
COMMERCIAL LOADING	1(35')	1(40')	0(+5')
PASSENGER LOADING	-	-	-
ADA	-	2	+2
	61	49	-12 (-20%)

EXHIBIT E-4
(District 7)
4 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
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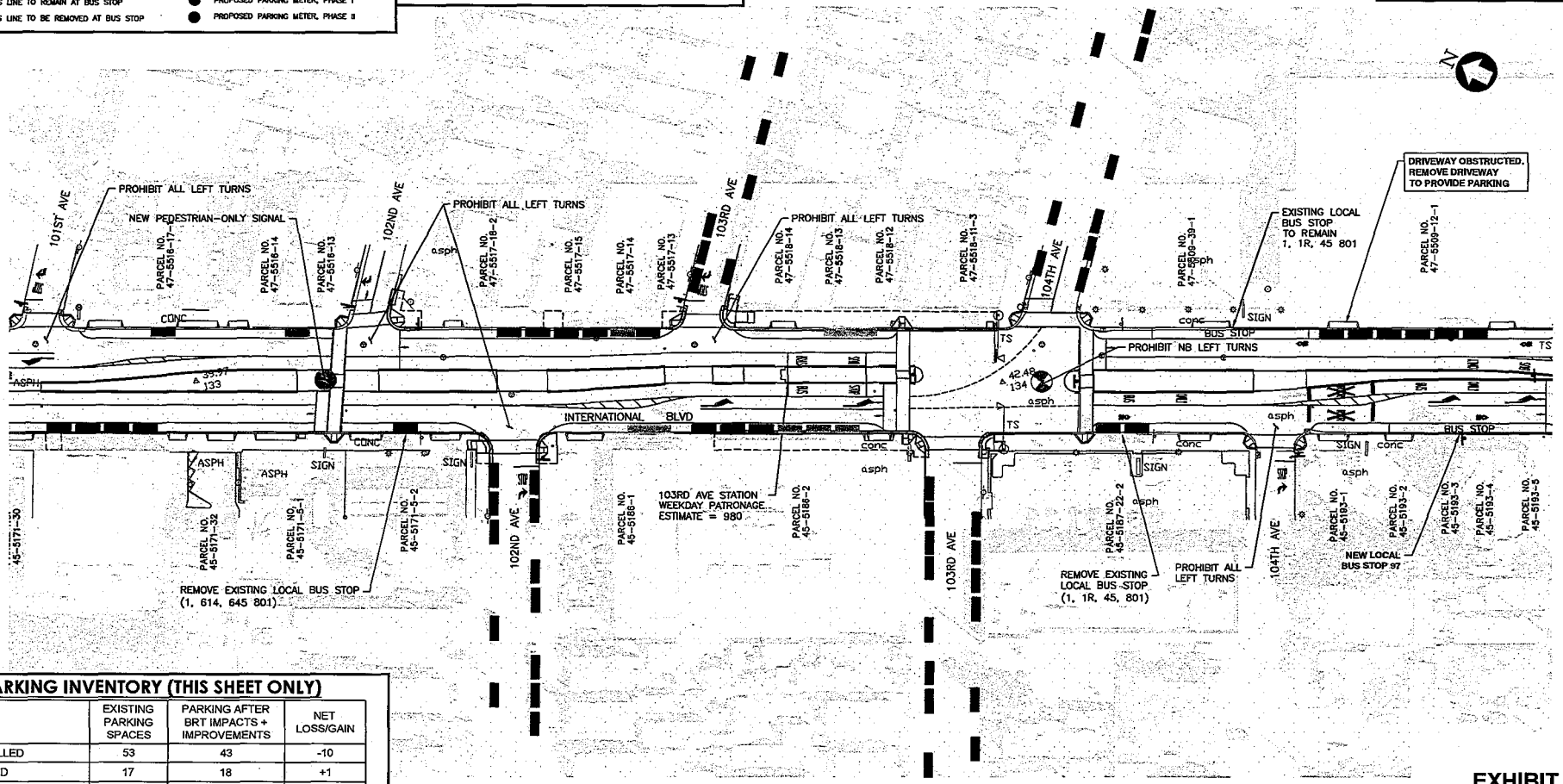
BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	53	43	-10
CONTROLLED	17	18	+1
SHORT-TERM CONTROLLED	4	4	0
METERED	-	-	-
COMMERCIAL LOADING	2(45')	2(60')	0(+15')
PASSENGER LOADING	1	2	+1
ADA	-	3	+3
	77	72	-5 (-6%)

EXHIBIT E-5
(District 7)
5 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
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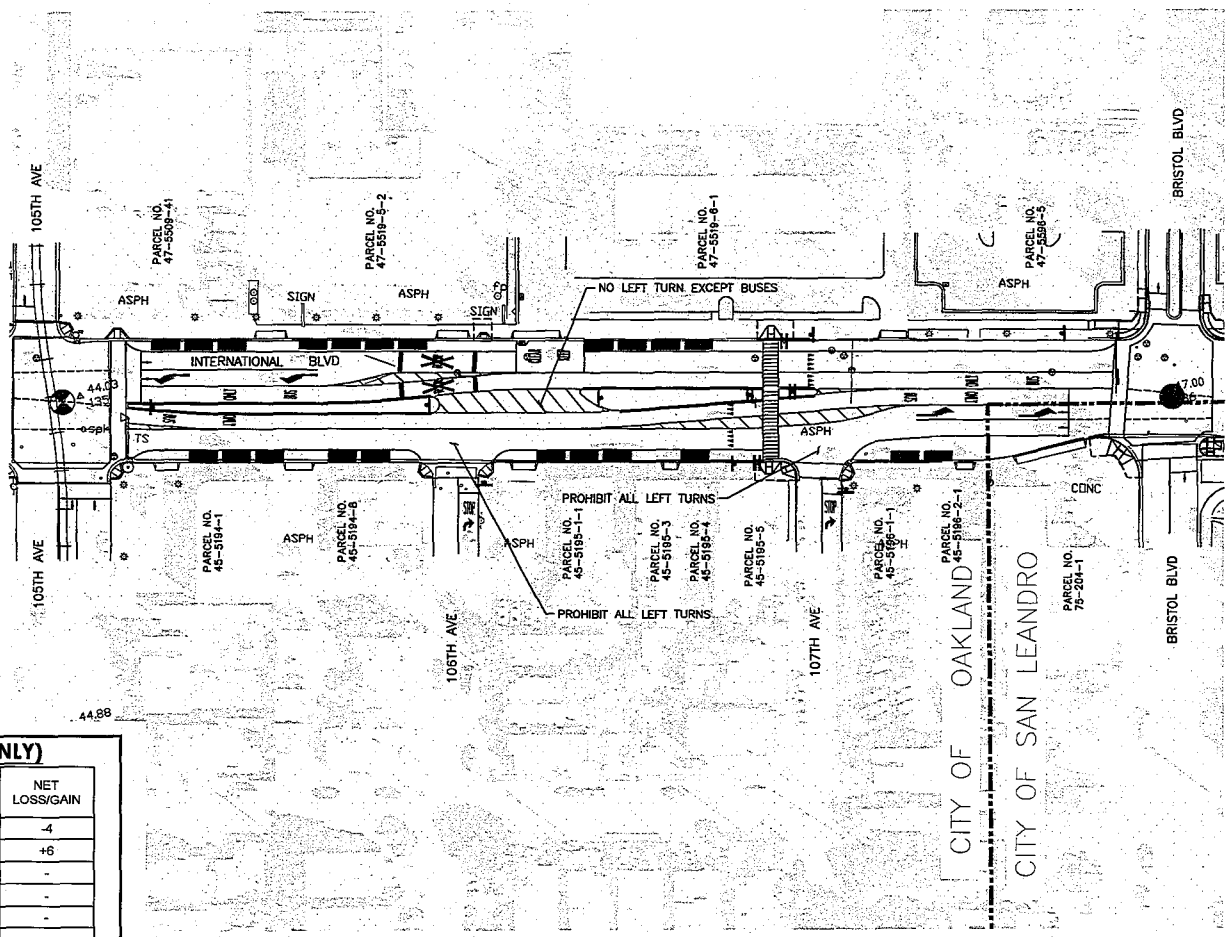
BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	4	0	-4
CONTROLLED	14	20	+6
SHORT-TERM CONTROLLED	-	-	-
METERED	-	-	-
COMMERCIAL LOADING	-	-	-
PASSENGER LOADING	-	-	-
ADA	-	2	+2
	18	22	+4 (+22%)

EXHIBIT E-6
(District 7)
6 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- PROPOSED PARKING METER, PHASE I
- PROPOSED PARKING METER, PHASE II

NOTES:

ACCESSIBLE PARKING SPACES (BLUE ZONES) MAY BE NOTED AS PASSENGER LOADING ZONES (WHITE ZONES) UPON MUTUAL AGREEMENT BETWEEN THE ADJACENT BUSINESS AND THE ADA PROGRAM MANAGER

BRT PARKING IMPROVEMENT PLANS
BID PACKAGE 3

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

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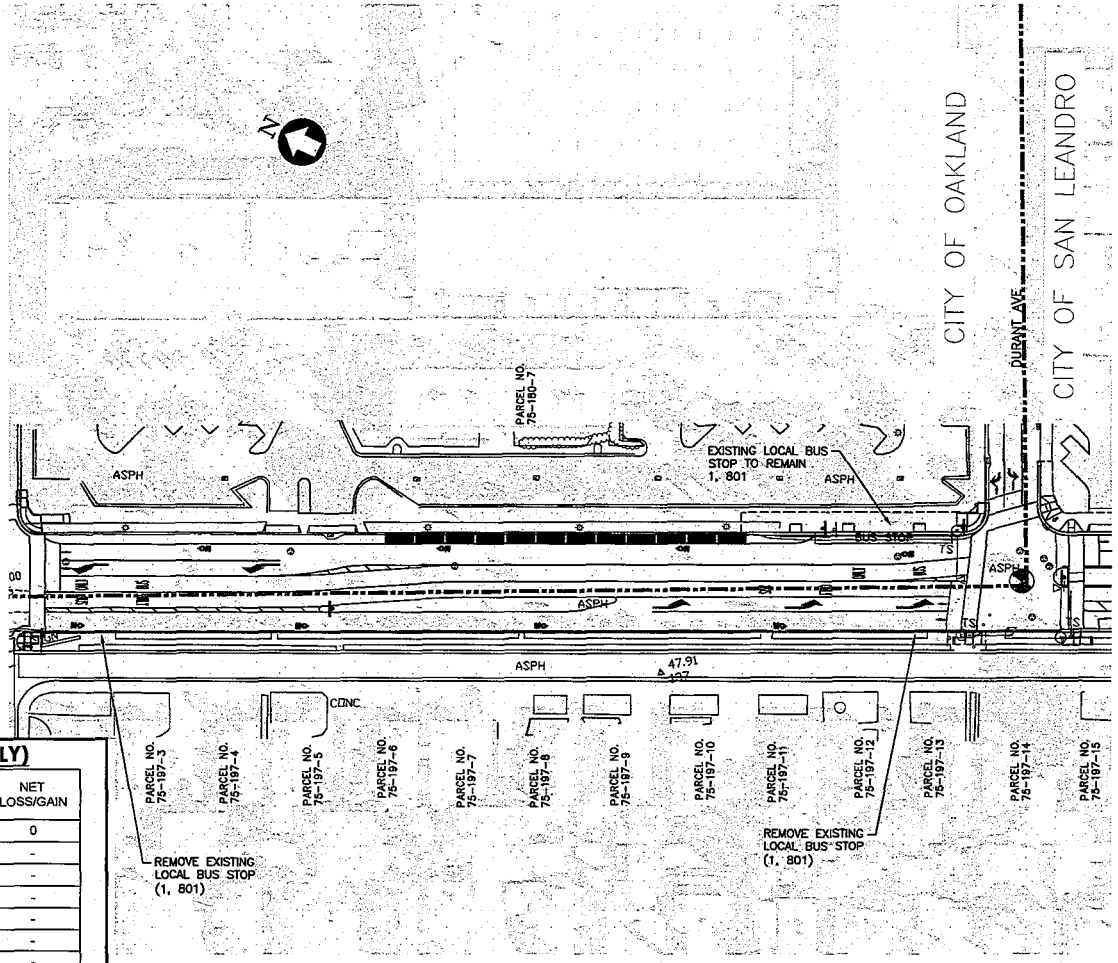
BID OPENING February 17, 2016



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING PARKING SPACES	PARKING AFTER BRT IMPACTS + IMPROVEMENTS	NET LOSS/GAIN
UNCONTROLLED	12	12	0
CONTROLLED	-	-	-
SHORT-TERM CONTROLLED	-	-	-
METERED	-	-	-
COMMERCIAL LOADING	-	-	-
PASSENGER LOADING	-	-	-
ADA	-	-	-
	12	12	0 (+0%)

EXHIBIT E-7
(District 7)
7 OF 7

40' 0' 40' 80'
GRAPHIC SCALE

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2016 APR 28 PM 6:19

Deputy City Attorney

OAKLAND CITY COUNCIL

RESOLUTION NO._____ C.M.S.

RESOLUTION ADOPTING THE OAKLAND PARKING ANALYSIS DATED FEBRUARY 29, 2016 AS THE PARKING IMPACT MITIGATION PLAN FOR THE ALAMEDA - CONTRA COSTA COUNTY (AC) TRANSIT DISTRICT'S EAST BAY BRT PROJECT PHASE II CONSTRUCTION PROGRAM, ADOPTING THE RECOMMENDATIONS CONTAINED THEREIN, AND AUTHORIZING THE CITY ADMINISTRATOR TO REALLOCATE UP TO $300,000 IN FY 2015-16 MEASURE B FUNDS TO DEVELOP A SUPPLEMENTAL BRT CORRIDOR PARKING MANAGEMENT PLAN

WHEREAS, the Alameda-Contra Costa Transit District (AC Transit) desires to design, construct, and operate the East Bay Bus Rapid Transit (BRT) project, which includes, but is not limited to, dedicated travel lanes, passenger platforms, ticket vending and validation systems, safety and security systems, public address and passenger information systems, landscaping, traffic signals and street lighting, crosswalk treatments, pedestrian warning signals, sidewalk improvements, and signage; and

WHEREAS, on April 25, 2012, the AC Transit Board of Directors adopted Resolution No. 12-018 certifying the Final Environmental Impact Report/Statement (FEIR/FEIS) for the BRT Project, and selection of the Downtown Oakland – San Leandro Alternative (DOSL) as the Locally Preferred Alternative for the BRT Project; and

WHEREAS, on July 17, 2012, the Oakland City Council adopted as its own the CEQA-related findings of AC Transit for the East Bay Bus Rapid Transit (BRT) Project; adopted the Locally Preferred Alternative for the BRT Project; and required that the AC Transit append the City Conditions of Approval (COA) to the BRT Project (Resolution No. 84106); and

WHEREAS, Resolution No. 84570 authorized the City Administrator to enter into Master Cooperative Agreement (MCA) with AC Transit for Final Design and Construction of the BRT Project, and the MCA attaches COA Standards to the BRT Project; and

WHEREAS, the COA Standards require that AC Transit submit a draft Construction Impact Mitigation Plan and a corresponding draft Parking Impact Mitigation Plan for the Oakland City Council review on or before the completion of the 65% Design Phase, and return to Council with an update on or before completion of Final Design Phase of the BRT Project; and

WHEREAS, the BRT Project will be constructed in two phases: Phase I which is substantially complete included Advanced Utility Relocations, Fruitvale Bypass, and Off-Street Parking Lot Construction; and Phase II will commence in April 2016 and include approximately $108 million of Infrastructure and Station Platform Construction (Bid Package 3); and

WHEREAS, on November 18, 2014, the City Council unanimously adopted Resolution No. 85283 approving the BRT Project Business Impact Mitigation Plan for Advanced Utility Relocations (Bid Package 1) and the Parking and BRT Business Impact Mitigation Plans for Fruitvale Bypass and Off-Street Parking Lot Construction in the Fruitvale and Elmhurst Areas of Oakland (Bid Package 2).

WHEREAS, Oakland Public Works approved the 100% plans, specifications, and estimates (PSE) for Bid Package 3 as substantially compliant with local requirements conditional upon completion of special permit requirements. These staff approvals, along with City Council approval of the CIM-p and Parking Impact Mitigation Plan, are required by the Master Cooperative Agreement. These City approvals will allow AC Transit to proceed to obtain the necessary permits and commence major construction within Oakland; and

WHEREAS, the Oakland Parking Analysis (Final Parking Impact and Parking Improvement Plans for Downtown through Durant Avenue) prepared by Fehr & Peers constitutes the BRT Parking Impact Mitigation Plan for Oakland and applies a parking realignment methodology that is highly responsive to individual business and neighborhood needs and that reduces the overall post-construction on-street parking deficit on the BRT route to about 10% or 302 spaces; and

WHEREAS, the Oakland Parking Analysis recommends construction of phase one improvements under Bid Package 3 and a subset of these activities, improving approximately 324 on-street parking meter locations in high-use commercial districts, reclaiming 35 abandoned driveways, and developing a Supplemental BRT Parking Management Program, is neither required by the Final Environmental Impact Statement nor budgeted for under AC Transit's BRT; and

WHEREAS, the Oakland Parking Analysis identifies two business districts that will experience on-corridor parking loss in excess of 10% (East Lake, Havenscourt-Lockwood, and Hegenberger) and recommends an iterative process during and post BRT construction to continue to monitor, identify, and resolve these and other parking issues; and

WHEREAS, Resolution No. 84570 C.M.S. urged AC Transit to consult with and include stakeholder representatives with neighborhood expertise from the Unity Council, Allen Temple, and East Bay Asian Youth Center, and AC Transit subsequently formed a Community Outreach Working Group (COWG) to advise the interagency design team during the Final Design Phase, and the expanded group included the East Bay Asian Local Development Corporation, Downtown Oakland and Uptown Lake Merritt District Associations, OCCUR and Transform; and

WHEREAS, throughout the two-year Final Design Phase, AC Transit and City staffers in collaboration with COWG partners conducted extensive community engagement to inform stakeholders about potential BRT Project parking impacts and to gather feedback and refine the Oakland Parking Analysis and AC Transit BRT Project design; and

WHEREAS, community stakeholders urged AC Transit and the City to implement the Oakland Parking Analysis and to continue to monitor, identify, and resolve parking issues during and post BRT construction, especially in the East Lake and Hegenberger areas where parking loss is expected to drive peak occupancy rates above 85%; and

WHEREAS, in order to bridge a construction budget shortfall and allow AC Transit to proceed to execute the construction contract for $108 million of Infrastructure and Station Platform Construction (Bid Package 3), City executives agreed contingent upon City Council approval that the City would identify funding and or in-kind services as needed to complete the subset of phase one parking

improvements that are neither required by the Final Environmental Impact Statement nor budgeted for under AC Transit's BRT Project; and

WHEREAS, a Supplemental BRT Corridor Parking Management Program will identify short term implementable parking management techniques appropriate to each neighborhood based on best practices research and include measures such as transit passes, parking permit requirements, management of usage via time restricted parking or commercial/passenger loading zones, or restriping nearby streets to increase capacity; and

WHEREAS, a Supplemental BRT Corridor Parking Management Program will define post-construction conditions, verify any outcomes of implemented short-term parking management techniques and identify the need for long-term solutions and monitoring strategies for remaining impacts; and

WHEREAS, a Supplemental BRT Corridor Parking Management Program will recommend long-term parking management solutions for remaining parking impacts along the corridor, such as the development of additional off-street parking resources; and

RESOLVED: that the Oakland City Council herby adopts the attached Oakland Parking Analysis (Final Parking Impact and Parking Improvement Plans for Downtown through Durant Avenue) prepared by Fehr & Peers as the BRT - Parking Impact Mitigation Plan (PIM-p) and adopts the recommendations therein for phase one improvements to be completed under the BRT Infrastructure and Station Platform Construction Project (Bid Package 3); and be it

FURTHER RESOLVED: that the Oakland City Council hereby authorizes the City Administrator to reallocate up to $300,000 in FY 2015-16 Measure B funds from Measure B Fund 2211; Street and Structure Org. 92242; On Call Emergency Road Project C369923 to Measure B Fund 2211; ADA Programs Organization 30214; BRT Capital Improvement Program Project P472230; ACT Transit BRT Program W985 to develop a supplemental BRT Corridor Parking Management Plan; and be it

FURTHER RESOLVED: that the Oakland City Council hereby directs the City Administrator to bring forward as part of the Fiscal Year 2016-17 mid-cycle budget a proposal to improve approximately 324 on-street parking meter locations in high-use commercial districts, and reconstruct approximately 35 abandoned driveways in coordination with AC Transit's BRT Infrastructure and Station Platform Construction Project (Bid Package 3).

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, CAMPBELL WASHINGTON, GALLO, GUILLEN, KALB, KAPLAN, REID, and PRESIDENT GIBSON MCELHANEY

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California