

CITY OF OAKLAND
AGENDA REPORT

2010 APR -1 PM 12: 35

TO: Office of the City Administrator
ATTN: Dan Lindheim
FROM: Community and Economic Development Agency
DATE: April 13, 2010

RE: **Report and Resolution Adopting Oakland's Preferred Design Option ("Locally Preferred Alternative") to be Included and Analyzed in AC Transit's Bus Rapid Transit Project Final Environmental Impact Statement/Final Environmental Impact Report (Final EIS/R)**

SUMMARY

A resolution has been prepared adopting the City's preferred project design option for AC Transit to study in the Final Environmental Impact Statement/Report (Final EIS/R) for their proposed East Bay Bus Rapid Transit project (Project). The project to be studied is planned to travel between Berkeley, Oakland and San Leandro. Federal funding guidelines require AC Transit to include in the Final Environmental Impact Statement/Final Environmental Impact Report (Final EIS/R) a project scope that is preferred for study by the City of Oakland. This preferred design option identifies the Project route and stations as it travels through the City, primarily on Telegraph Avenue and International Boulevard. In the technical terminology of the Federal Transit Administration, this choice is called the "Locally Preferred Alternative"

City staff has been working with AC Transit staff for the past several months to investigate and address issues related to the Project. Staff presented a draft design option to the community in a series of public meetings in January, followed by review and comment by the Planning Commission in February. On the basis of those meetings, staff is proposing some minor changes to the design, and is seeking Council approval of the amended design option for study in the Final EIS/R as the Locally Preferred Alternative. Staff is also recommending that AC complete further study of additional design options that will result in less parking impacts to the corridor.

It should be noted that the adoption of this design by the City does not constitute final agreement with, or approval of the Project or concept. If the project design is approved, the Final EIS/R must address the project impacts identified therein and AC Transit must enter into operating and maintenance agreements with each of the cities affected.

FISCAL IMPACT

There is no direct fiscal impact associated with the current proposed action. Should the Project be approved and fully funded, staff will return to Council to discuss fiscal impacts to the City.

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BACKGROUND

Project Description

AC Transit proposes a 17-mile Bus Rapid Transit project, primarily along Telegraph Avenue and International Boulevard, starting in downtown Berkeley, proceeding through downtown Oakland and ending at the Bay Fair BART station in San Leandro (Project). This proposal has been the subject of many years of study and planning by AC Transit. As currently proposed, the project will replace the current Routes 1 and 1R with a Bus Rapid Transit system operating largely in exclusive lanes and with stops about every 1/3 of a mile. In order to provide the Bus Rapid Transit line with exclusive (bus-only) lanes, a vehicle lane in each direction would be eliminated, resulting in a single through lane remaining available for all non-bus traffic (turn lanes would be provided at major intersections).

The project will include bus stations with bus ticket vending machines and slightly raised platforms for level boarding. The Bus Rapid Transit system will provide significantly faster and more reliable service in the corridor and largely for those reasons is forecast to attract more riders than the current local and rapid buses.

Project Status and City Role

AC Transit is currently preparing a Final Environmental Impact Statement/Report (Final EIS/R) for the proposed Project, and plans to apply for Federal Transit Administration "Small Starts" funding of \$75 million to support project construction. To do that, AC Transit requires that the City of Oakland provide its input for the route and stations to be studied in the final environmental document. The "Locally Preferred Alternative" is the Federal Transit Administration's technical term for this input from the City.

AC Transit's current schedule assumes completion of a Final EIS/EIR in 2010, followed by preliminary and final engineering, with construction beginning as early as 2012 and completion by 2015.

The purpose of submittal of a City-preferred design option proposal now is to enable AC Transit to analyze the alternative in the Final EIS/R. The adoption of this proposal by the City does not constitute final approval of any aspect of the Project. The Final EIS/R must first address impacts identified in a number of areas, most notably traffic, parking, construction and economic impacts, among others.

The City's role in approving the BRT will occur after the Final EIS/R is certified by AC Transit and the Federal Transit Administration (the responsible federal agency). At that time, discussions will take place between AC Transit and each of the cities on construction of a specific project and AC Transit will negotiate and enter into operating and maintenance agreements with each of the cities affected. The City also will need to make its own CEQA findings and determinations based on the Final EIS/EIR.

Completion of Draft Design Option

City staff and consultants worked with AC Transit for the past several months to investigate and address issues related to the Project. The City team developed a design option that differed in several key respects from AC Transit's initial assumptions that were presented in the Draft EIS/EIR in 2007. In developing the LPA, City staff took the opportunity to require that the bus route corridors be treated as "Complete Streets", which incorporate not just transit improvements but bicycle and pedestrian amenities. Specifically, the City's design incorporates bike lanes, consistent with Oakland's adopted Bicycle Master Plan, and adds additional pedestrian safety and access elements. Oakland's design also includes more bus stations than were initially proposed by AC Transit, and relocated some existing stops in order to better serve Oakland residents.

This design option, which staff has termed the "Maximum Build", assumes that dedicated bus lanes would be provided to the greatest extent possible in order to maximize transit benefits. Staff therefore proposed no changes in the extent of dedicated bus lanes that were studied by AC Transit in the 2007 Draft EIS/EIR. In this option, the only area in which the alignment leaves dedicated lanes and operates in mixed flow is along the Broadway corridor through Downtown Oakland (11th Street to 20th Street), where converging bus routes would result in too many "bus-on-bus" delays to make a dedicated lane feasible.

In general, this Maximum Build design option would improve transit, bicycle, and pedestrian access, but would have negative impacts on vehicle congestion and would remove substantial amounts of curb parking. The Maximum Build design option will be studied in the Final EIS/R so that the most aggressive project would be environmentally analyzed, with the understanding that if these impacts were found to be excessive in some locations, the project scope could be reduced before final approval by the City. This design option, with minor changes discussed below, is included as *Attachment A*, and is also posted at oaklandbrt.com.

Community Review

Oakland staff and consultants presented the Maximum Build design option in a series of community meetings in January, including Fruitvale, Eastlake/San Antonio, East Oakland (2), Downtown, and Telegraph. Approximately 175 people attended these public meetings. Staff also presented informally to several Neighborhood Community Policing Committees along the corridor, merchants groups, and church congregations to ensure that the community was aware of the proposed project. Finally, staff developed a website (oaklandbrt.com) that provides extensive information on the project, the proposed design, and all presentation materials from the community meetings.

Comments were submitted by meeting participants, and also via email and telephone messages. These comments have been transcribed and are included as *Attachment B*. Staff has received approximately 150 written comments, critiques, and suggestions to date regarding the proposed project. Although staff received both negative and positive reactions to the proposed design option, the preponderance of comments addressed its perceived impacts, particularly on parking, traffic, and loss of local bus service under the BRT operating scenario proposed by AC Transit.

Planning Commission Review

Oakland staff and consultants presented the Maximum Build design option to the Planning Commission in February. The Planning Commission agreed that the project should be studied in the Final EIS/R and declined to make any specific recommendations as a group about the Draft Design Option. Individually, several Commissioners expressed their concerns about the impacts on parking, traffic, neighborhood business, and loss of local service implicit in the Draft Design Option. *Attachment C* summarizes the comments of individual Planning Commissioners.

KEY ISSUES AND IMPACTS

Design Option - Selection and Timing

In order to meet AC Transit's desire to complete the Final EIS/EIR, and apply for federal funding, AC Transit has requested that the City of Oakland and other affected cities select a design option by April 2010. Adhering to this schedule will permit AC Transit to complete the environmental documentation in time to be included in the 2012 President's budget to Congress for access to federal funding. If this schedule is delayed AC Transit could risk losing access to federal funding for a minimum of one year, and potentially lose access to "Small Starts" funding entirely.

Community Concern over Potential Project Impacts

The Final EIS/R has not been completed, and the City's preferred alternative has not yet been analyzed; therefore, the full extent of impacts is not known at this time. The purpose of selecting a design option is so that AC Transit can study a specific project in greater detail, and identify impacts more precisely than in the 2007 Draft EIR. The purpose is also to ensure that other Oakland projects, such as those in the adopted Bicycle Master Plan, are included in environmental analysis. The Draft EIR circulated in 2007 identified impacts to traffic, circulation and parking, to name just a few. The Project, should it be approved for construction, will require modification to mitigate very significant impacts likely to be identified in the Final EIS/R. These mitigations could include changes to the extent of dedicated bus lanes or station locations, bicycle lanes, as well as solutions to the elimination of parking along the corridor. Parking mitigations could include acquisition of off-street lots to replace on-street supply.

Further, before implementation, AC Transit will be required to reach agreements with each of the cities regarding roadway modifications, maintenance, landscaping, operational and other details, including costs and responsibilities.

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However, it is clearly the case that if the draft design option that was presented to the community were constructed, there would be very significant impacts, and there is therefore substantial concern and opposition from some individuals and groups to forwarding certain aspects of this design option to AC Transit to study in the Final EIS/R. These concerns can be summarized as follows:

1. Parking Impacts, particularly in neighborhood commercial areas

Overall, this project would remove approximately 879 curbside parking spaces directly along the project corridor, approximately 33% of the current supply. The Bus Rapid Transit project alone is responsible for 24%, while the addition of a bike lane is responsible for the remaining 9%. In neighborhood commercial areas, where curbside parking may be considered as essential for individual businesses, this is a major concern. While AC Transit will be required to mitigate the loss of parking through several actions including the potential for the funding of additional off-street parking spaces, prior to reaching agreement with the City of Oakland on the precise details of this mitigation, some merchants and community members are understandably concerned about the potential loss of this on-street parking. Parking loss has been noted as a concern everywhere in the corridor, but particularly in the Temescal District, San Antonio, Fruitvale, and in East Oakland in the vicinity of 82nd Avenue to 85th Avenue.

2. Increased traffic congestion, including diversion and cut through traffic

The Project will confine all non-bus traffic to one lane (with left-turn pockets) and will eliminate through-access at a number of side streets, restricting left turns into and out of said intersecting streets. These changes to the roadway system will increase congestion and decrease travel speed within the corridor, and will divert some traffic to other roadways, including residential streets. Traffic conditions will be studied and modeled in the Final EIS/EIR.

3. Loss of Local Bus Service

Some community members, particularly seniors and those with mobility issues, have noted that the replacement of the local Route 1 service (which stops approximately every two blocks) with Bus Rapid Transit stops approximately every four blocks (1/3 of a mile) will cause personal hardship by requiring them to walk further from origins or to destinations in the corridor.

4. Pedestrian safety and security

Some community members have raised a variety of concerns related to personal safety in neighborhoods which are perceived as unsafe. These concerns include purchasing cash fares at unmanned stations rather than on the bus, walking farther to access bus stops, and parking farther from destinations. These concerns were raised primarily in East Oakland and San Antonio.

5. Other Economic Impacts

In addition to the impacts of decreased parking and increased congestion, merchants along the corridor, particularly in Telegraph and Fruitvale, questioned the economic impact on merchants during project construction, and also questioned the impact on curbside loading once the project is complete. This concern was also raised at the Planning Commission.

Project Funding

The project is estimated to cost \$234 million (in 2009 dollars), with \$141 million estimated for the Oakland portion. Until recently, the project had full funding commitments that would enable AC Transit to build the entire project, assuming receipt of a \$75 million Federal Transit Administration "Small Starts" grant. However, the current recession has forced AC Transit to consider transferring a portion of dedicated Project funds to close a projected operating deficit next year. The AC Transit Board of Directors is working with the Metropolitan Transportation Commission and the Federal Transit Administration to allow transfer of up to \$17.5 million in Congestion Management & Air Quality funds from Bus Rapid Transit to AC Transit operations. It is possible that this current funding gap will lead AC to propose construction of less than the full Project.

PROJECT DESCRIPTION

Staff Responses to Community Concerns – Modifications to Proposal

Staff recognizes that the current draft design option presents many difficult issues in balancing the advantages of a faster and more reliable transit system and a fully implemented Bicycle Plan and improved pedestrian facilities against increased vehicle congestion and loss of parking.

Staff's intent in proposing the "Maximum Build" option was to ensure that all potential impacts would be studied, because if a portion of the proposed project is not studied, it can not be implemented without further environmental analysis. In particular, this is why staff felt it made sense to study the maximum extent of dedicated lanes and bicycle lanes, with the intent that the project could be down-scoped to account for unacceptable environmental or community impacts.

It is staff's intent, at the conclusion of the environmental process, to work with AC Transit to reach a final design and bring that design back to Council for approval.

Despite the considerable and valid concern about potential project impacts, staff therefore still recommends that the "Maximum Build" scenario be evaluated in the Final EIR/EIS as the "Locally Preferred Alternative" with the following minor modifications from the proposal presented to the public in January:

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Specific Modifications Recommended:

1. San Antonio District

We propose amending the draft Design Option between 14th and 29th Avenues to eliminate left turns at 16th and 23rd. This action will provide 56 additional curbside parking spots in front of neighborhood businesses and community facilities. This change will not affect bus operations, but will cause minor changes in auto circulation.

2. Fruitvale District

We propose moving a proposed station from 35th Avenue to 34th Avenue to better serve the connection with Fruitvale BART station.

Mitigations to be Studied

Recognizing that the proposed Bus Rapid Transit system will have very significant impacts, particularly in the heart of neighborhood commercial districts where there is competition between parking, loading, through traffic, bus traffic, and bicycles, staff is proposing that AC should investigate mitigations as design options to the "Locally Preferred Alternative". Specifically, staff requests that AC Transit study mitigations including, but not limited, to the following:

1. Dual Door Buses

To date, AC Transit has proposed to design the Project with right-door loading vehicles to conform to their existing bus fleet. If AC Transit were to acquire vehicles which also opened on the left, the Project would have a significantly smaller impact on curbside parking by requiring only one center station per stop, with the additional ability to place stations on medians where they currently exist (such as in the Fruitvale District and in East Oakland).

2. Parking Mitigations

AC Transit should work closely with the City and affected communities to prepare a parking mitigation plan for any parking impacts created by the Project. If parking is removed from the corridor, this parking mitigation plan should identify alternate on street or off street parking supply, and should include AC acquisition of off-street sites, if necessary to ensure adequate supply.

3. Conversion to a single BRT lane or mixed flow in areas of high parking and traffic impact

In areas of both high traffic and parking impact, an appropriate mitigation may be to downscope the Bus Rapid Transit project to either a single-directional lane or mixed flow. This option would have significant impacts to Bus Rapid Transit operations, but may be necessary in specific neighborhood locations if parking and traffic concerns cannot otherwise be acceptably mitigated.

Additional Studies requested

To address additional community concerns, staff recommends that AC Transit fully address economic impacts (both during and after construction), security concerns, and loss of local bus service in their environmental analysis phase.

Staff Recommendation for study in the FEIS/R

Staff proposes that two projects should be studied in the Final EIS/R.

1. The refined draft design option, as summarized under Project Description (i.e. the "Maximum Build" option), should be studied to meet Federal Transit Administration requirements for a "**Locally Preferred Alternative**".

AC should fully study mitigations to this Locally Preferred Alternative to minimize its traffic and parking impacts, as detailed above.

2. A "**Rapid Bus Plus**" alternative should be fully described and studied to an equivalent level of detail to the LPA in the Final EIS/R. This Rapid Bus Plus alternative should incorporate all the features of Bus Rapid Transit (such as pre-paid boarding, level-boarding at stations, additional stop amenities, signal pre-emption), but without dedicated lanes.

Participants in several community meetings, as well as at the Planning Commission, expressed that this alternative be given equal weight in AC Transit's Final EIS/R, as some felt that AC Transit had not done so to date. The purpose of studying the Rapid Bus Plus alternative is to provide additional information to be able to judge the benefits and impacts of the full Project as compared to both a substantial improvement to existing bus service ("Rapid Bus Plus") and the required "No Build" (existing) service, and allow policy makers to make an informed decision on which project to approve for construction.

Adoption of a Locally Preferred Alternative for the FEIS/R

Selection of the refined draft design option as the Locally Preferred Alternative allows the Project to proceed through the final environmental process and allows AC Transit to apply for federal funding. Despite the title "Locally Preferred Alternative", selection does not commit the City of Oakland to this precise project, but simply selects the alternative the City would like to be advanced through the review process. Project details will be finalized during the environmental process and through the preliminary and final design processes.

SUSTAINABLE OPPORTUNITIES

Economic: There are no direct economic opportunities inherent in this action. However, design and construction of the proposed Bus Rapid Transit system will have significant economic

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impacts (both positive and negative) to some residents and businesses in Oakland, both during construction and upon completion. These impacts will be identified in the Final EIS/R.

Environmental: There are no direct environmental opportunities inherent in this action. However, implementation of Bus Rapid Transit and improvement of bicycle and pedestrian facilities in this corridor should increase the number of people traveling by bus, bicycle and foot, and consequently decrease the number otherwise traveling by automobile. Specific environmental impacts will be studied in detail in the Final EIS/R.

Social Equity: There are no direct social equity opportunities inherent in this action. However, providing improved bus service in the most heavily utilized bus transit corridor in Oakland will benefit lower-income transit-dependent citizens by providing better mobility options than they currently enjoy. At the same time, community concerns have been expressed as the result of a decreased number and further spacing of boarding locations (stations) and the elimination of all local service along the Bus Rapid Transit corridor. Specific social equity impacts will be studied in detail in the Final EIS/R.

DISABILITY AND SENIOR CITIZEN ACCESS

This report has no specific impact on disability and senior citizen access. However, implementation of the Bus Rapid Transit project as proposed will replace local bus service (AC Transit Route 1) with a new service which will have fewer stops. While all riders will enjoy a faster, more reliable ride, along with the benefits of all-doors level-floor boarding, according to current AC Transit calculations, approximately twenty percent of current AC Transit riders will have a longer walk to the nearest bus stop. While bus stops were located to the greatest possible extent close to senior housing and facilities, inevitably some seniors and disabled citizens will have more difficulty accessing this new service than the existing Route 1 (local bus service).

ALTERNATIVES CONSIDERED BUT REJECTED FROM FURTHER ANALYSIS

Bus Rapid Transit "Light"

Staff considered, and rejected, the option to down-scope the project to single-lane or mixed flow in selected locations to account for known parking impacts and presumed traffic impacts. We rejected this option because we feel that the City has much more flexibility in fully understanding the impacts of the "maximum build" project and adjusting it through mitigations, rather than presumptively guessing where those adjustments are necessary. This option risked rejecting a project component that could, in fact, be acceptably mitigated. While the final project that the City approves for construction will very likely include downscoped segments, staff believes that this discussion should take place after the environmental study is complete.

Bus Rapid Transit Only

Staff considered, and rejected, proceeding with AC Transit's proposal to analyze the Bus Rapid Transit project as a transit-only project. Instead, City staff worked with AC staff to develop a "Complete Street" treatment for the corridor which included pedestrian and bicycle improvements. In particular, staff felt that bicycle facilities called for in the City's adopted Bicycle Master Plan and recommendations for pedestrian facilities that appear in the Pedestrian Master Plan should naturally be included in any large capital project. As a matter of policy, staff incorporates planned bike and pedestrian facilities into any roadway construction projects.

RECOMMENDATION AND RATIONALE

Staff recommends approval of the resolution identifying a Locally Preferred Alternative for AC Transit to include and study in their Final EIS/R. Staff recommends the LPA reflect the draft design concept presented to the community and the Planning Commission, but incorporating the minor modifications identified in this report (the "Maximum Build" option).

Adoption of a Locally Preferred Alternative will allow AC Transit to proceed with completion of a Final EIS/R for the East Bay Bus Rapid Transit project. The successful completion of the Final EIS/R will allow AC Transit to apply for \$75.0 million in Federal Transit Administration "Small Starts" funding for the project. Completion of the Final EIS/R will also allow the City to review the full impacts of the Project, and enter final negotiations with AC Transit to determine mitigations or design changes necessary to ensure that the Project is acceptable to the City of Oakland. Project details will be finalized during the environmental process and through the preliminary and final design processes. A final design, along with operating and maintenance agreements with AC Transit, will be brought back to Council for approval at a later date.

Staff understands that the City is not required to adopt a preferred design option or "locally preferred alternative" for AC to analyze in the Final EIS/EIR. However, this option would effectively eliminate the Project's chance at Federal Transit Administration "Small Starts" funding. On balance, despite significant Project impacts, staff feels that a fully funded Project can provide substantial benefits to the City and its residents.

If Council were to decide to not adopt a Locally Preferred Alternative at this time, AC Transit would be delayed in completing the Final EIS/R, and their application for "Small Starts" funding could be jeopardized.

ACTION REQUESTED OF THE CITY COUNCIL

Approve the attached resolution adopting a Locally Preferred Alternative for analysis in AC Transit's Final EIS/R on the East Bay Bus Rapid Transit project.

Respectfully submitted,



Walter S. Cohen, Director

Community & Economic Development Agency

Reviewed by:

Michael J. Neary, P.E.

Deputy Director

Community & Economic Development Agency

Wladimir Wlassowsky, P.E., Manager

Transportation Services Division

Prepared by:

Bruce Williams,

Senior Transportation Planner

Transportation Services Division

APPROVED AND FORWARDED TO THE
PUBLIC WORKS COMMITTEE:



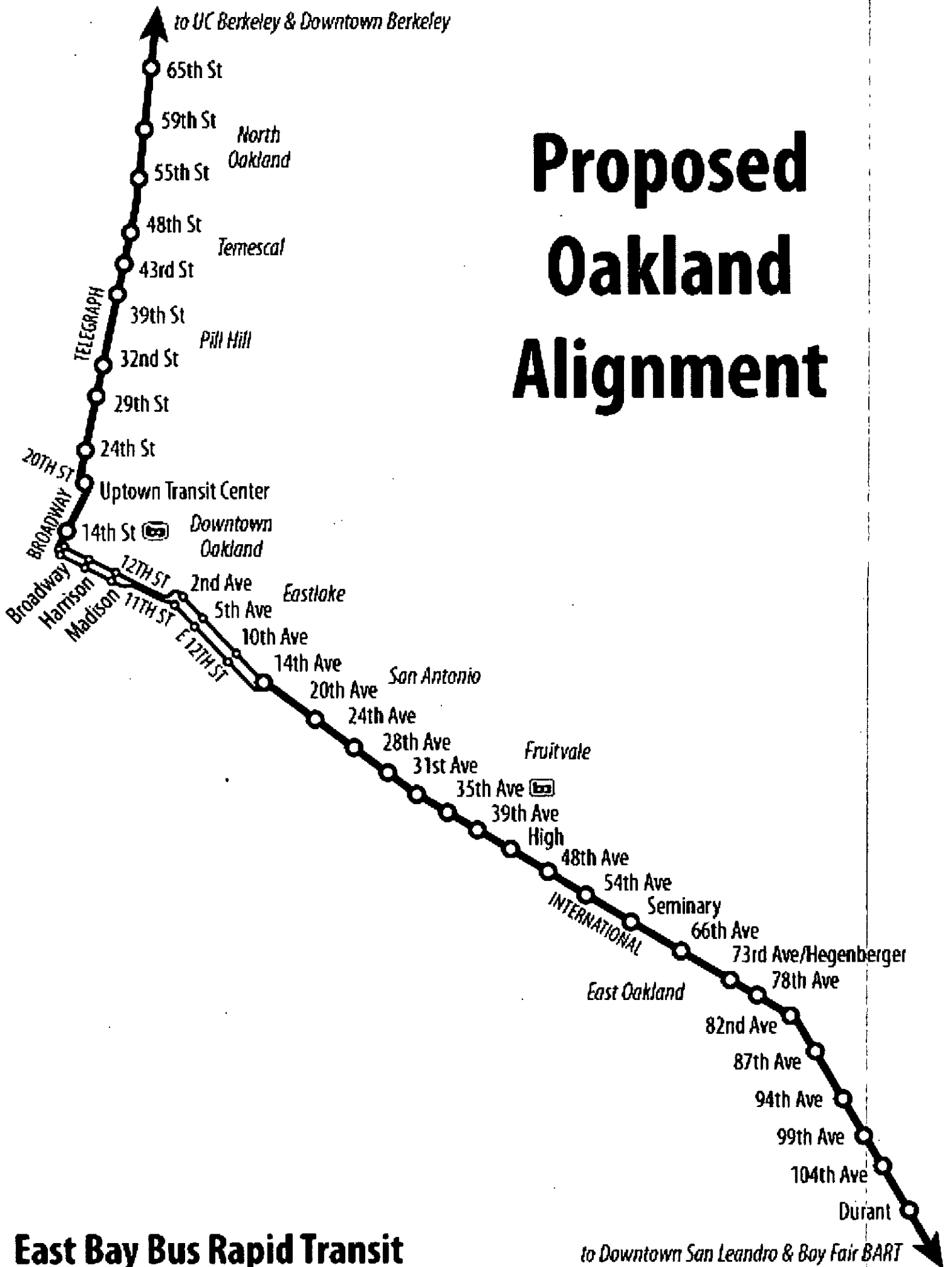
Office of the City Administrator

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Attachment A
Bus Rapid Transit Preferred Design Option

- A-1 - BRT Route and Stations
- A-2 - Illustrative Segments
- A-3 - Preferred Design Option – Complete Plan

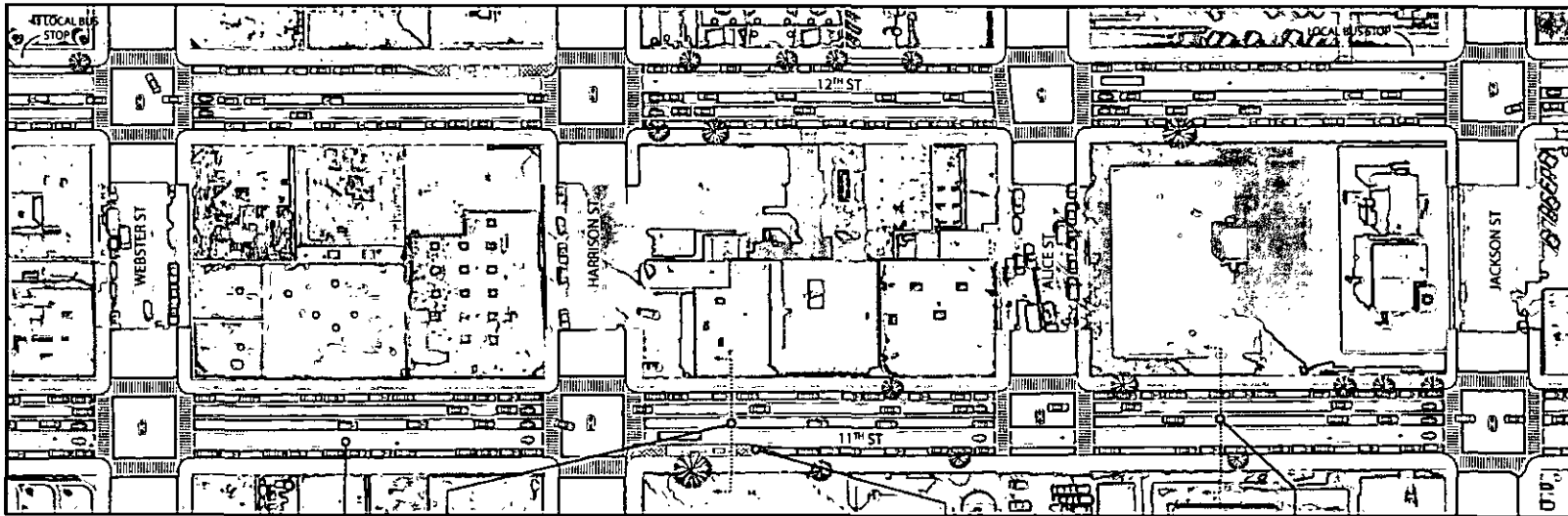
Proposed Oakland Alignment



East Bay Bus Rapid Transit

to Downtown San Leandro & Boy Fair BART

East Bay BRT Downtown Oakland Sample Segment 11th Street and 12th Street: Webster Street to Jackson Street



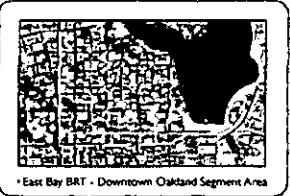
- General Comments**
- Parking removed only to accommodate BRT stations
 - BRT lane will be separated from traffic by a mountable curb, rumble strips, or lane markings
 - Left turns permitted at all signalized intersections
 - Corner bulb-outs at intersections to shorten pedestrian crossing distance are not shown, but subject to further study

• Cars may cross BRT lane to access parking lane

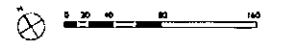
• Bulbouts extended for BRT stations
• Raised BRT platforms allow level boarding

• Curbside BRT stations with attractive station amenities (photo simulation)

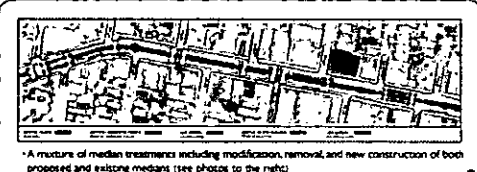
• Parking maintained on both sides of street
• 14' BRT lane also accommodates bicycles



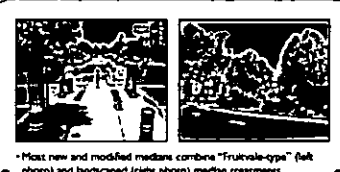
- LEGEND:**
- BRT Lane/Bicycles
 - Auto/Trucks
 - Traffic Signal
 - Existing Trees



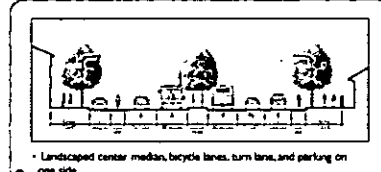
**East Bay BRT East Oakland
Sample Segment**
International Blvd: 81st Ave to 88th Ave



A mixture of median treatments including modification, removal, and new construction of both proposed and existing medians (see photos to the right)

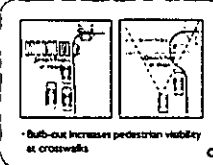


Most new and modified medians combine "fruitvale-type" (left photo) and landscaped (right photo) median treatments

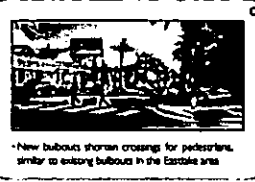


Landscaped center median, bicycle lanes, turn lanes, and parking on one side

Left turns permitted only at signalized intersections (throughout East Oakland)



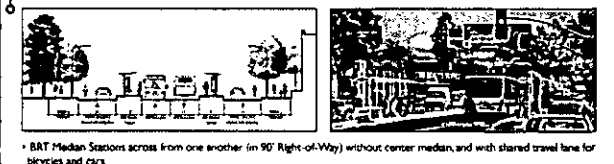
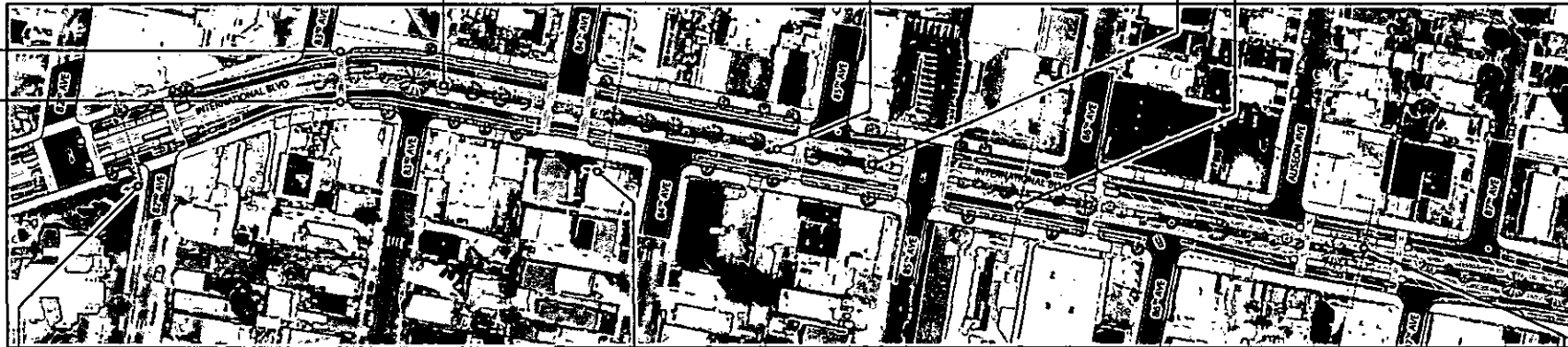
Burb-out increases pedestrian visibility at crosswalks



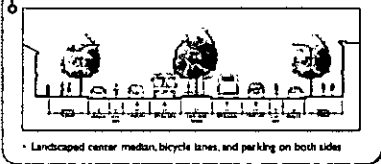
New bulbouts shorten crossings for pedestrians, similar to existing bulbout in the Eastside area



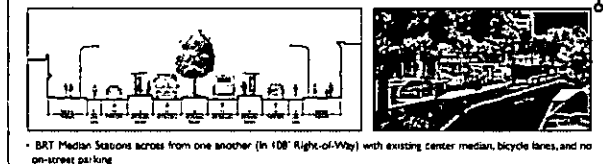
East Bay BRT - East Oakland Segment Area



BRT Median Stations across from one another (in 90' Right-of-Way) without center median, and with shared travel lane for bicycles and cars



Landscaped center median, bicycle lanes, and parking on both sides



BRT Median Stations across from one another (in 108' Right-of-Way) with existing center median, bicycle lanes, and no on-street parking

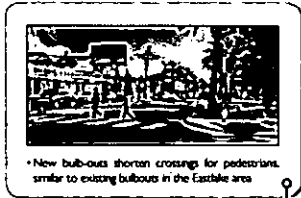
LEGEND

- Dedicated BRT Lane
- Added/Tracked Bicycle
- Bicycle Lane
- Traffic Signal
- Existing Trees
- New Trees

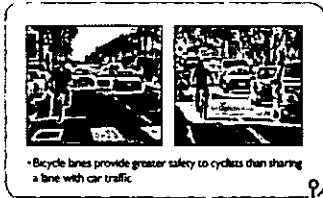
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East Bay BRT Telegraph Sample Segment

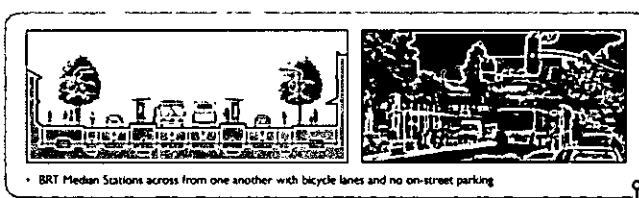
Telegraph Ave: Claremont Ave to 45th St



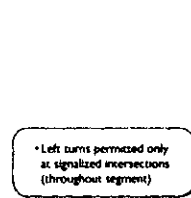
• New bulb-outs shorten crossings for pedestrians, similar to existing bulbouts in the Eastlake area



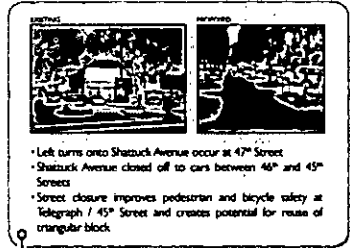
• Bicycle lanes provide greater safety to cyclists than sharing a lane with car traffic



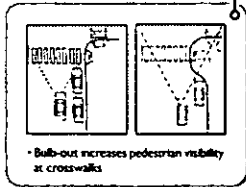
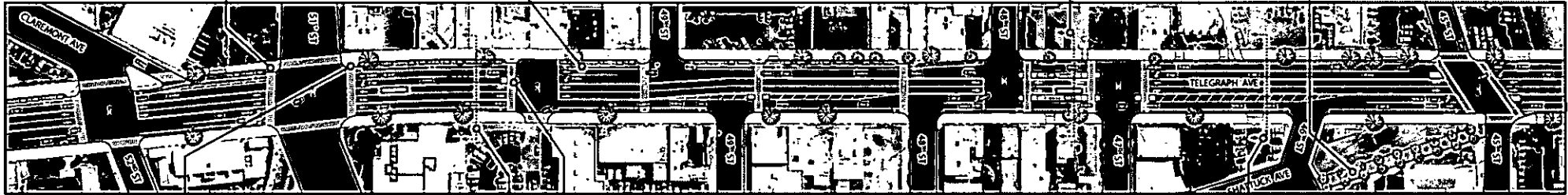
• BRT Median Stations across from one another with bicycle lanes and no on-street parking



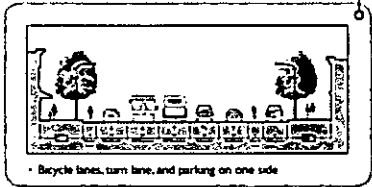
• Left turns permitted only at signalized intersections (throughout segment)



• Left turns onto Shattuck Avenue occur at 47th Street
 • Shattuck Avenue closed off to cars between 46th and 45th Streets
 • Street closure improves pedestrian and bicycle safety at Telegraph / 45th Street and creates potential for reuse of triangular block



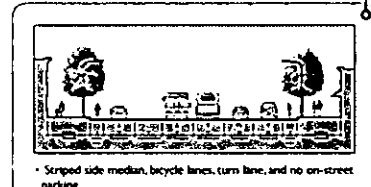
• Bulb-out increases pedestrian visibility at crosswalks



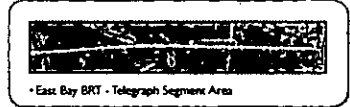
• Bicycle lanes, turn lane, and parking on one side



• New pedestrian refuges



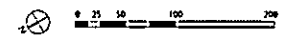
• Striped side median, bicycle lanes, turn lane, and no on-street parking



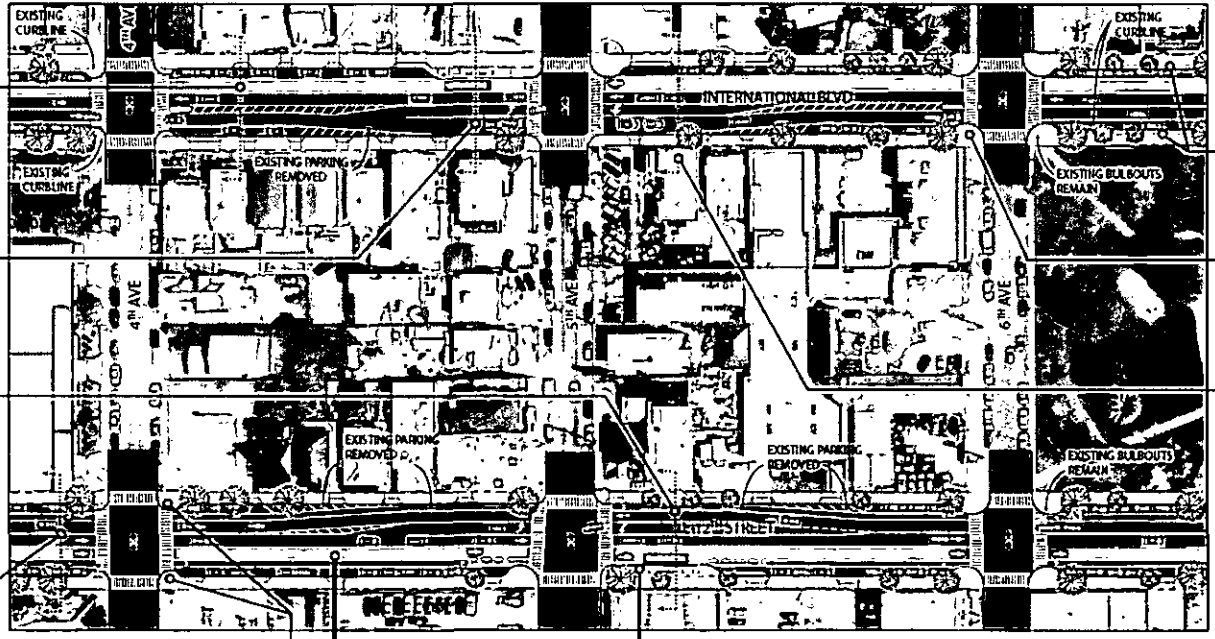
• East Bay BRT - Telegraph Segment Area

LEGEND:

	Dedicated BRT Lane		Traffic Signal
	Auto/Trucks		Existing Trees
	Bicycle Lane		New Trees



East Bay BRT Eastlake Sample Segment International Blvd and E. 12th Street: 4th Ave to 6th Ave



• Parking on both sides, NO turn lane

• Bulbouts extended for BRT stations
• Raised BRT platforms allow level boarding

• Bicycles and buses share BRT lanes at stations

• Parking and bicycle lanes on both sides, NO curb lane

• Wider sidewalks on portions of International Blvd (3 feet added to existing)

• New pedestrian refuges

• Parking on one side and turn lane

• East Bay BRT - East Lake Segment Area

• New bulbouts shorten crossing distance for pedestrians under 10 existing bulbouts at the 4th Ave intersections

• Cars may cross BRT line and bicycle lane to access parking lane

• Curb-side BRT stations with attractive station shelters (photo simulation)

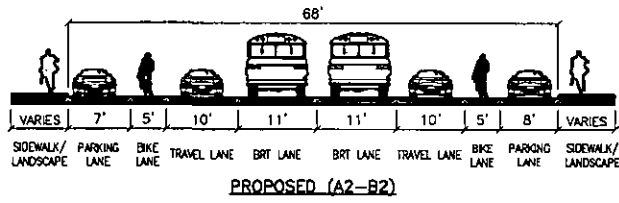
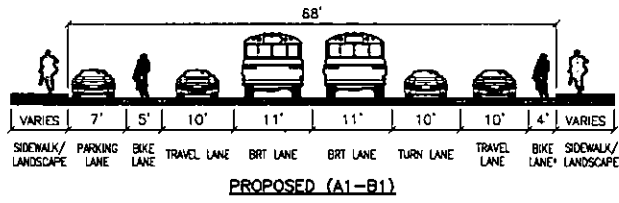
General Comments

- Parking removed primarily to accommodate left turn pockets and BRT stations.
- BRT lane will be separated from traffic by a mountable curb, rumble strips, or lane rebarings.
- Left turn permitted only at 5th Ave
- Curb-side parking is increased where local bus stops are eliminated.

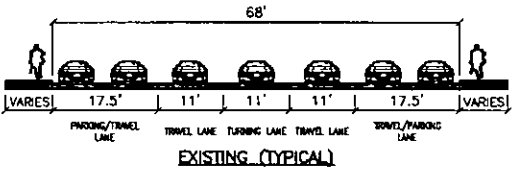
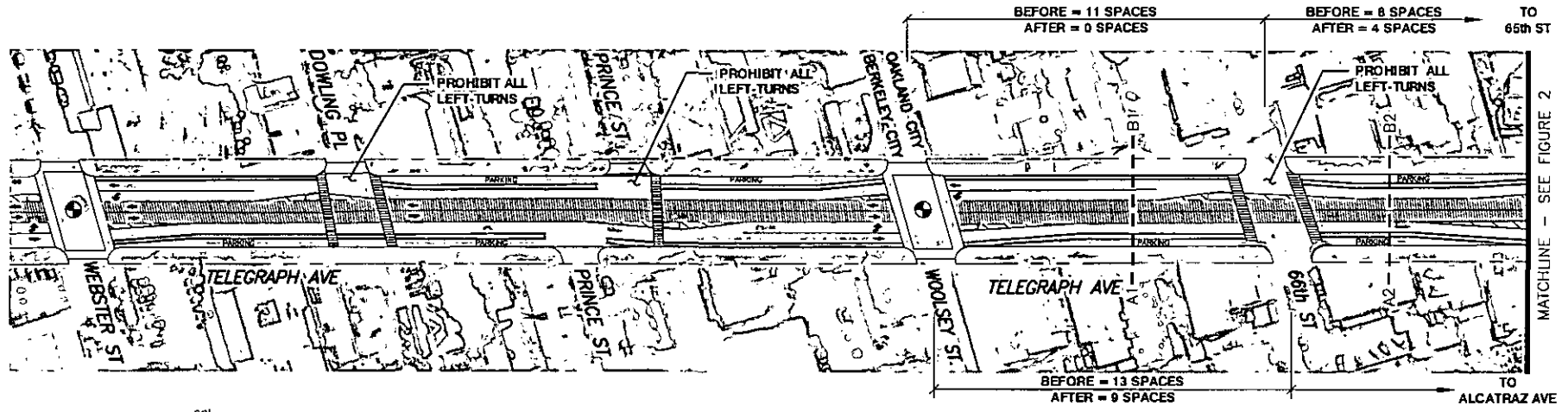
LEGEND

- Dedicated BRT Lane
- Access/Transit/Bicyclist
- Bicycle Lane
- Traffic Signal
- Existing Street
- Lane on Right side of street

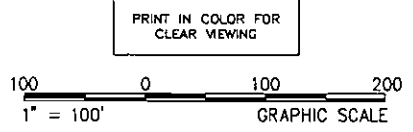
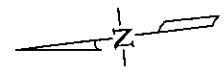
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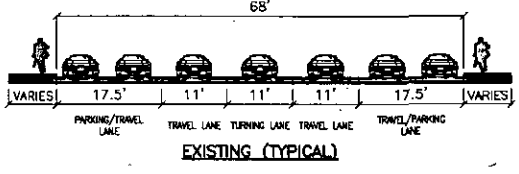
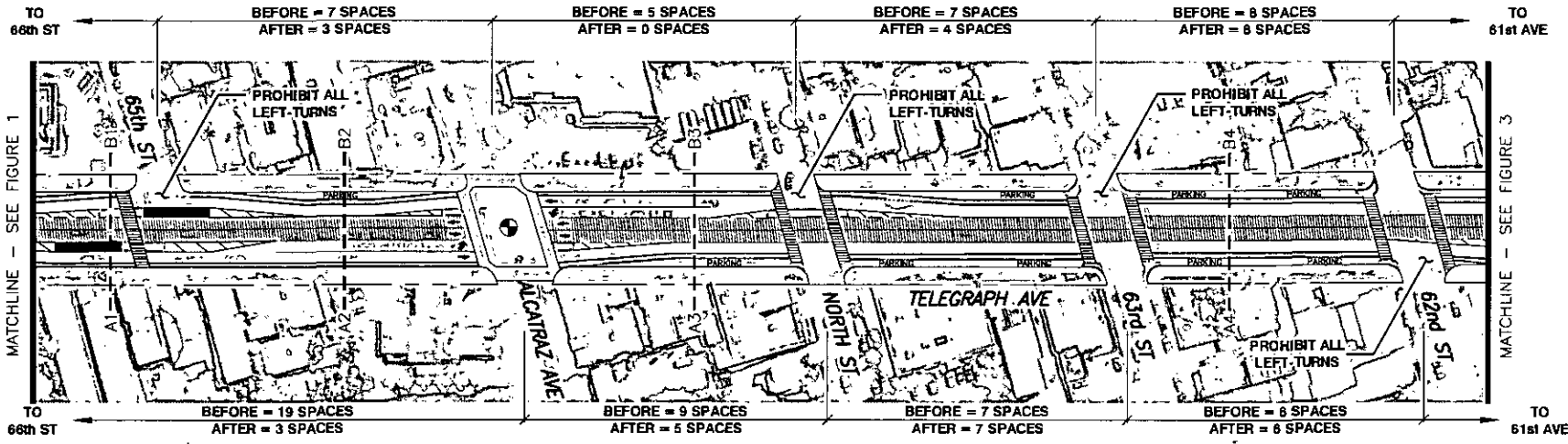
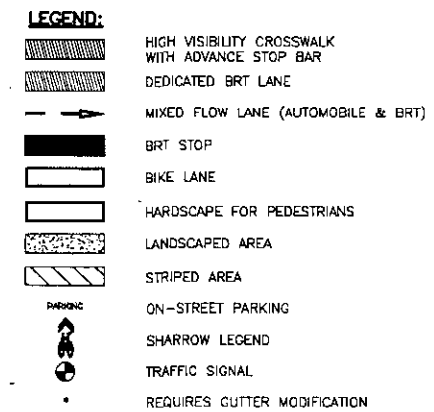
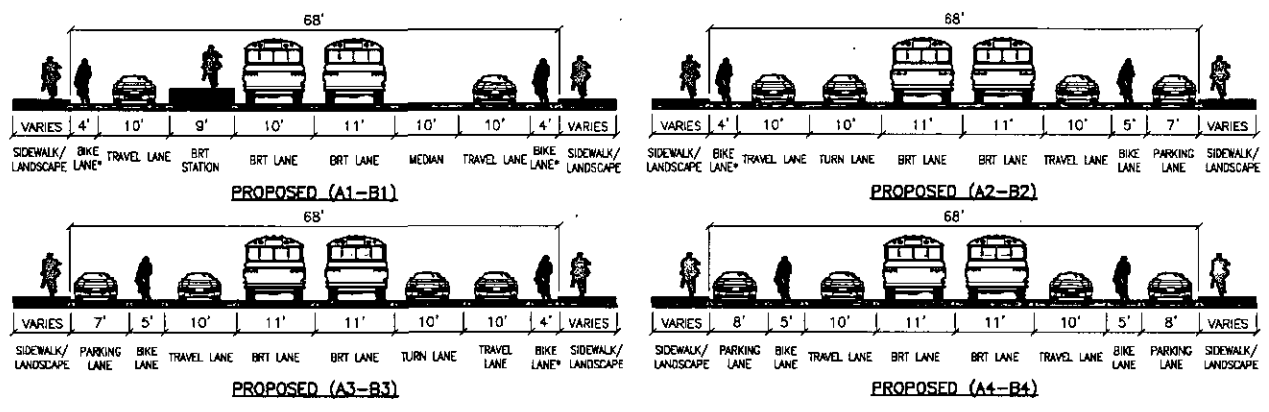
- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION



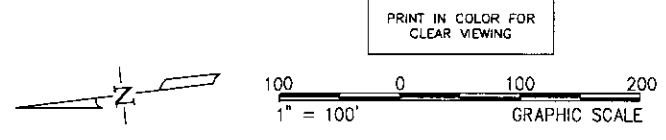
- NOTES:**
1. LEFT-TURN PROHIBITIONS AT: DOWLING PLACE, PRINCE STREET AND 66th STREET.
 2. 4-FOOT BIKE LANES REQUIRE GUTTER MODIFICATION TO 12 INCHES OR LESS.

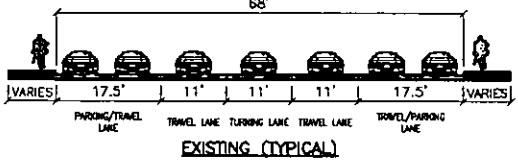
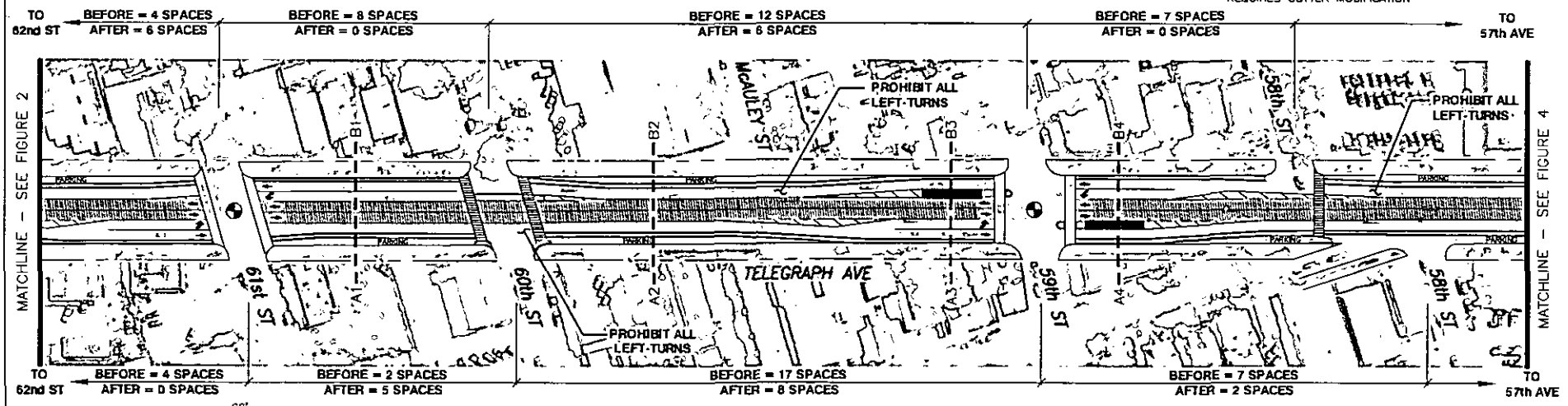
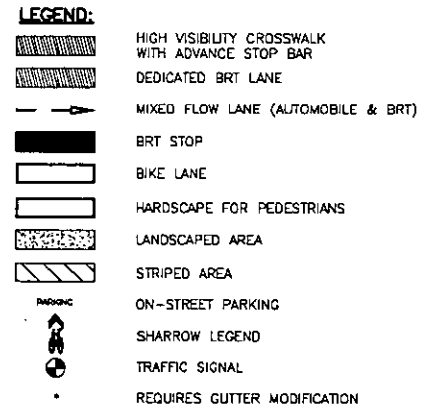
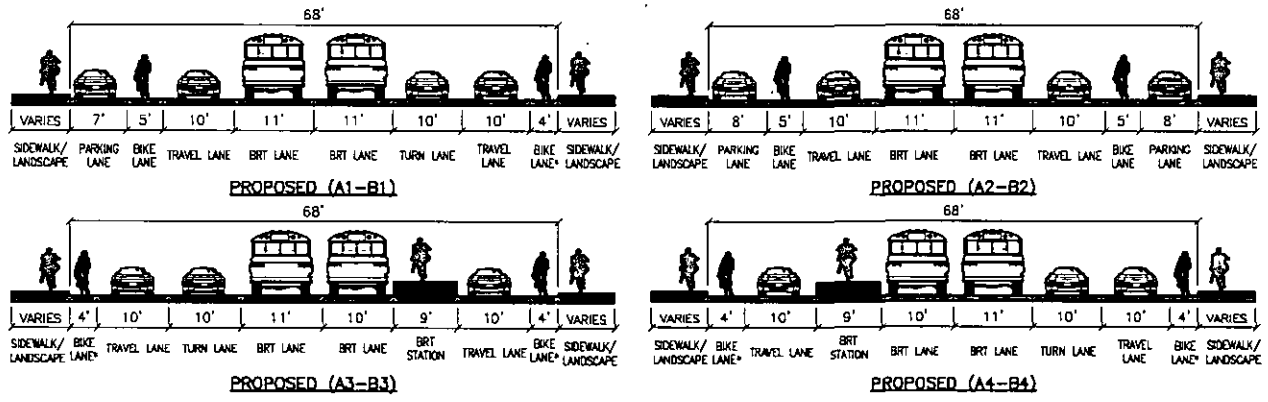


PRELIMINARY
 FOR DISCUSSION ONLY

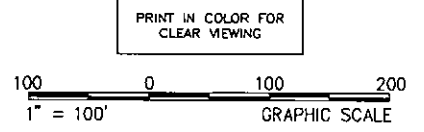
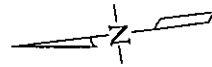


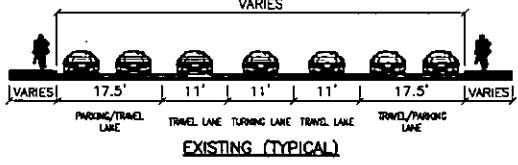
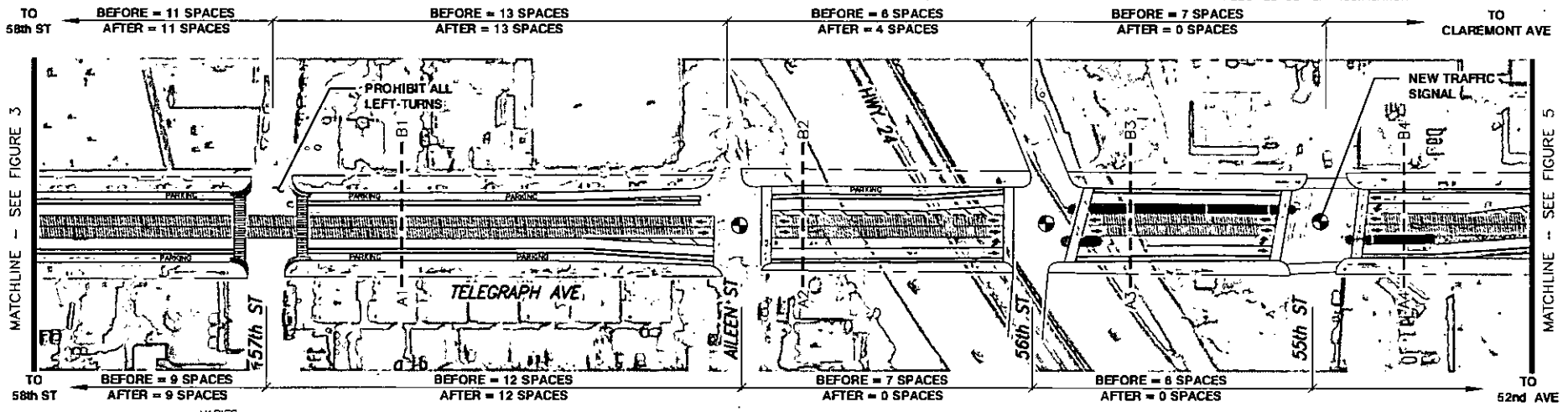
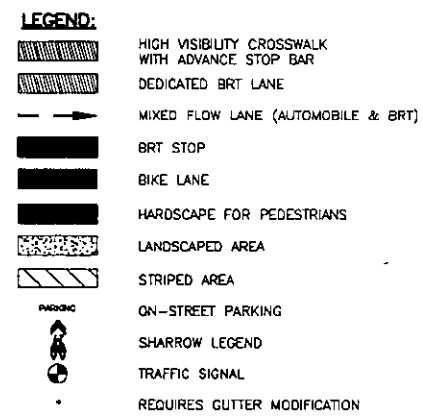
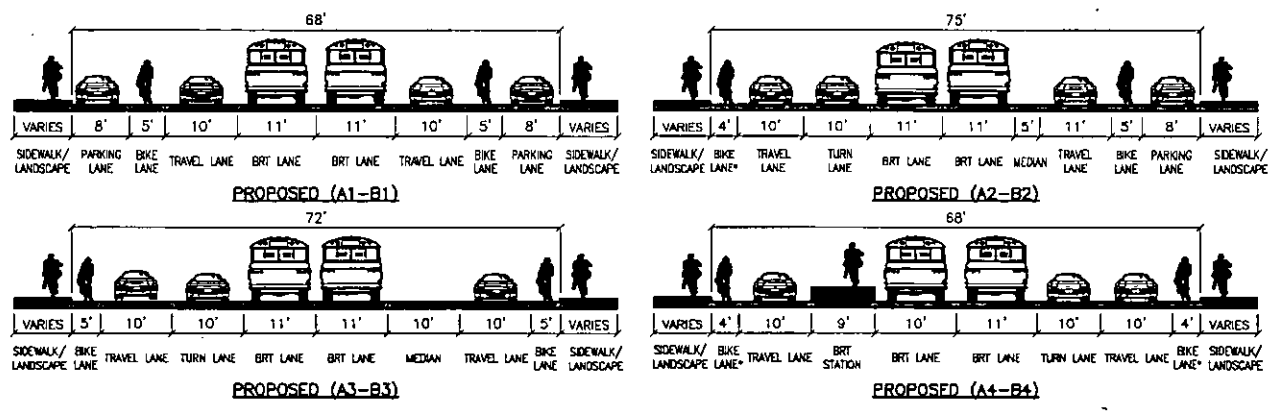
- NOTES:**
1. LEFT-TURN PROHIBITIONS AT:
65th STREET, NORTH STREET,
63rd STREET AND 62nd STREET.
 2. 4-FOOT BIKE LANES REQUIRE GUTTER
MODIFICATION TO 12 INCHES OR LESS.



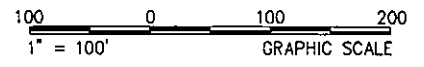
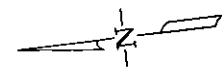


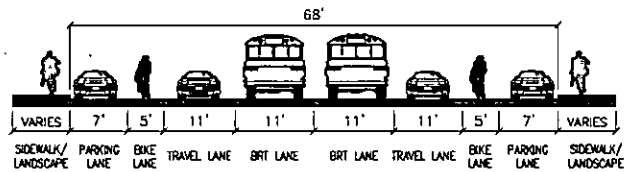
- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 60th STREET, MCAULEY STREET AND 58th STREET.
 - 4-FOOT BIKE LANES REQUIRE GUTTER MODIFICATION TO 12 INCHES OR LESS.



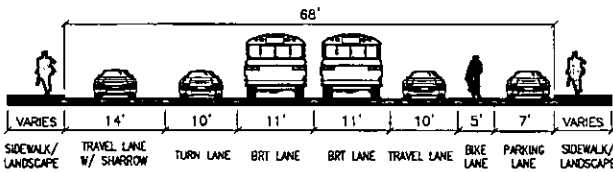


- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 57th STREET.
 - 4-FOOT BIKE LANES REQUIRE GUTTER MODIFICATION TO 12 INCHES OR LESS.

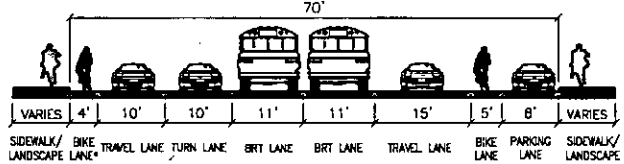




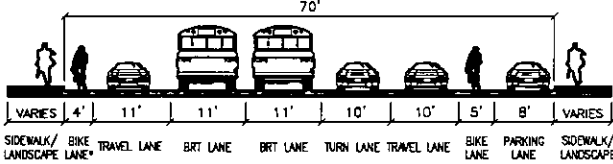
PROPOSED (A1-B1)



PROPOSED (A2-B2)



PROPOSED (A3-B3)

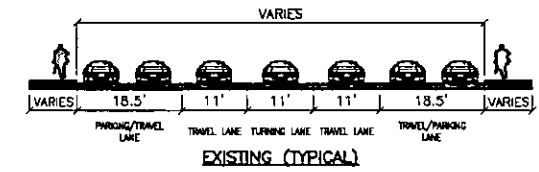
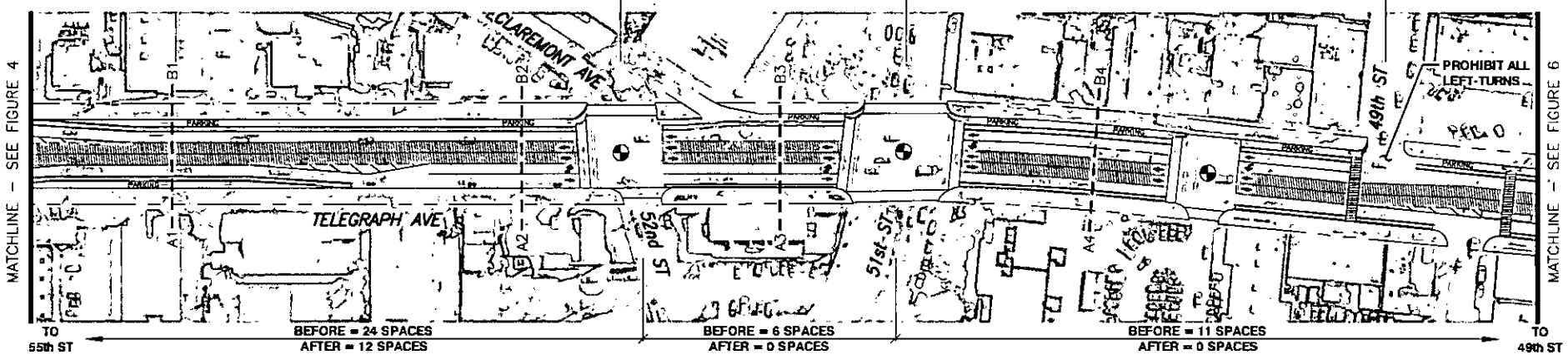


PROPOSED (A4-B4)

LEGEND:

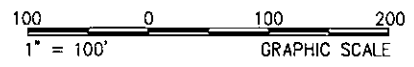
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION

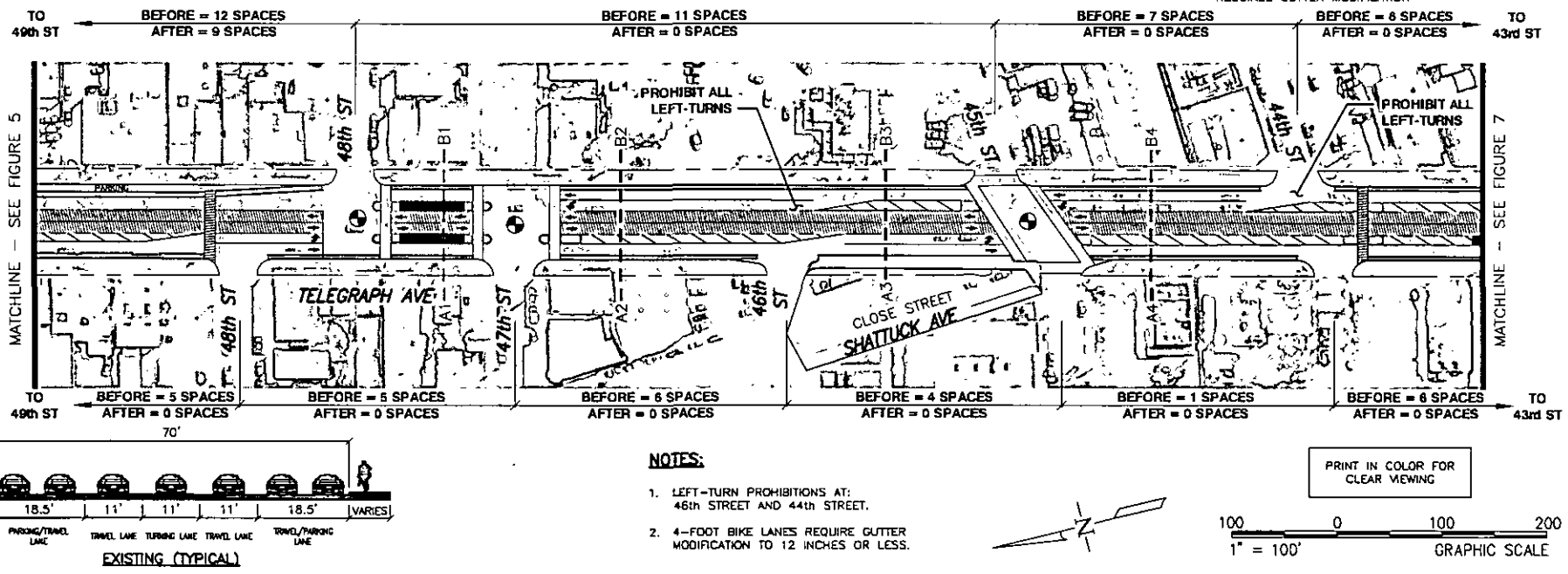
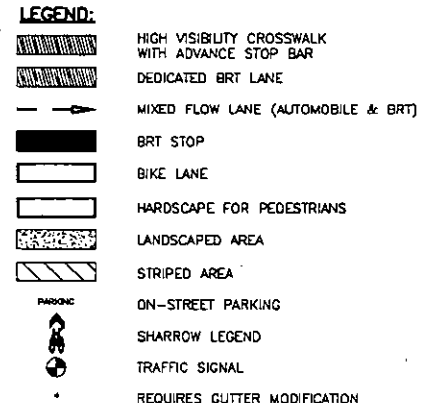
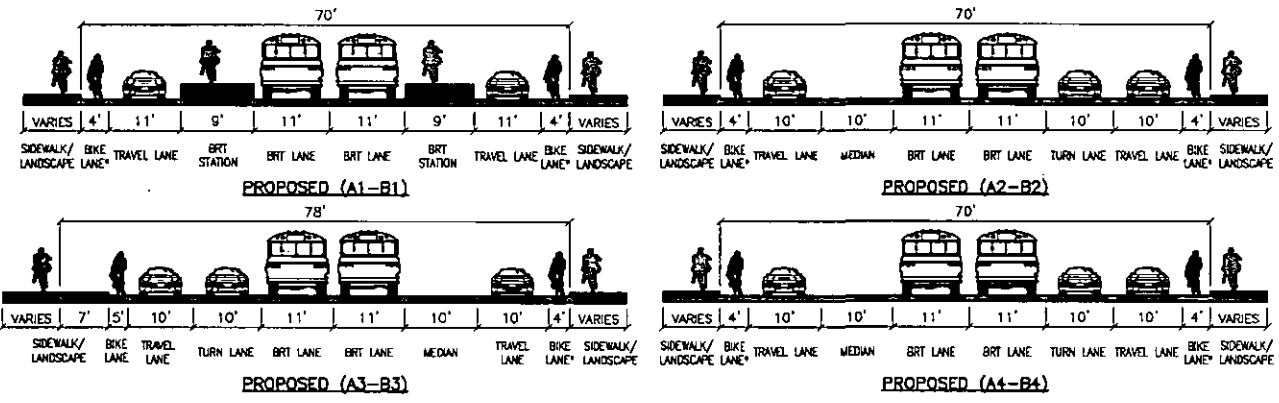
TO 55th ST ← BEFORE = 20 SPACES AFTER = 18 SPACES BEFORE = 0 SPACES AFTER = 3 SPACES BEFORE = 13 SPACES AFTER = 13 SPACES TO 48th ST



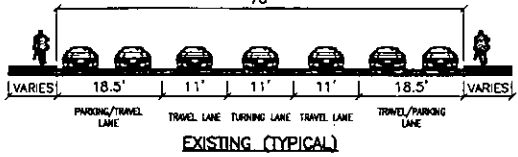
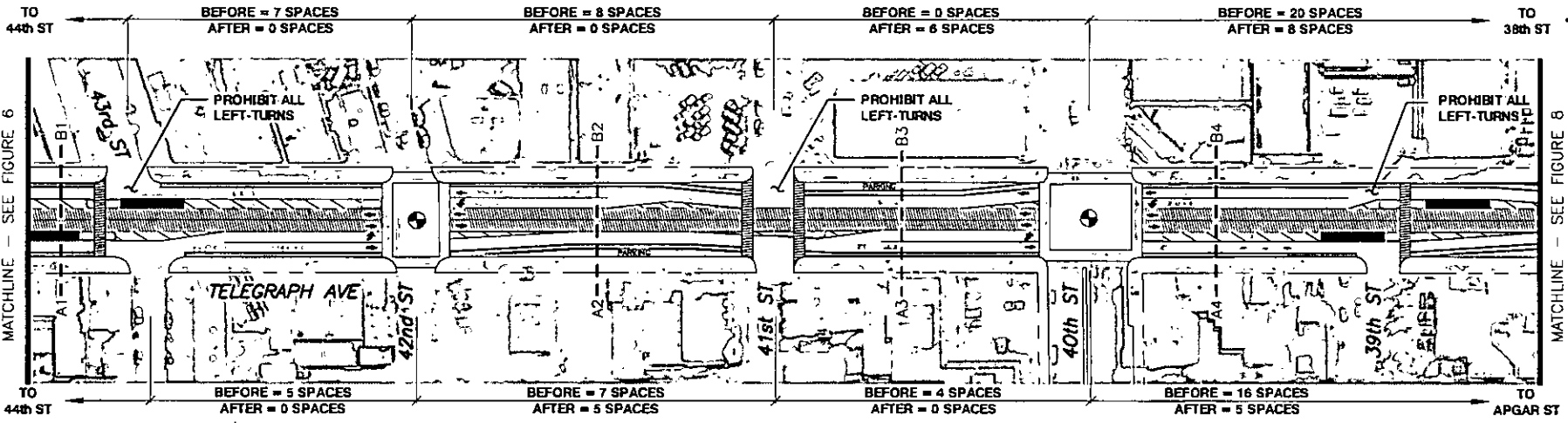
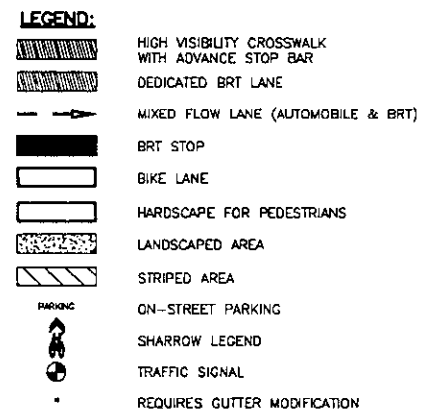
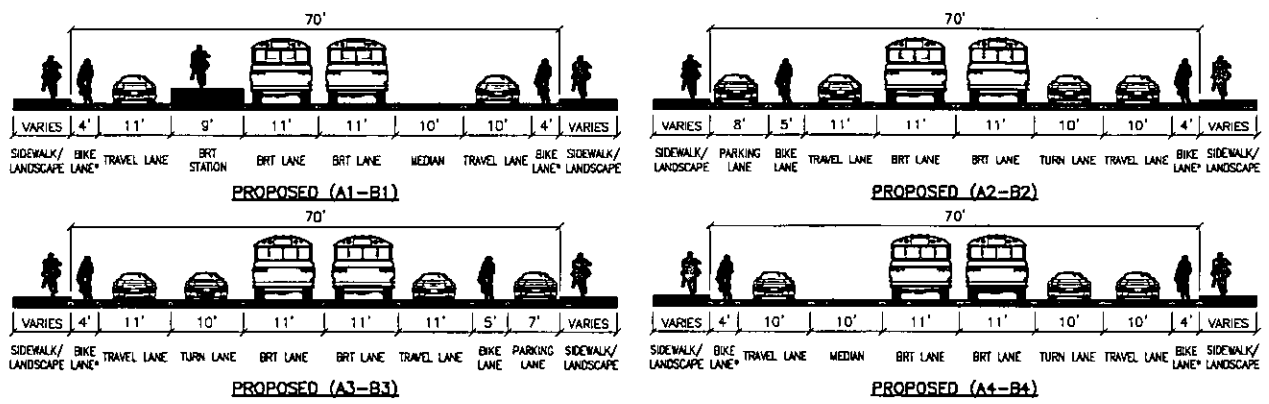
- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 49th STREET.
 - 4-FOOT BIKE LANES REQUIRE GUTTER MODIFICATION TO 12 INCHES OR LESS.

PRINT IN COLOR FOR CLEAR VIEWING



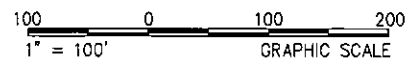
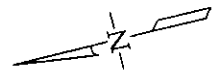


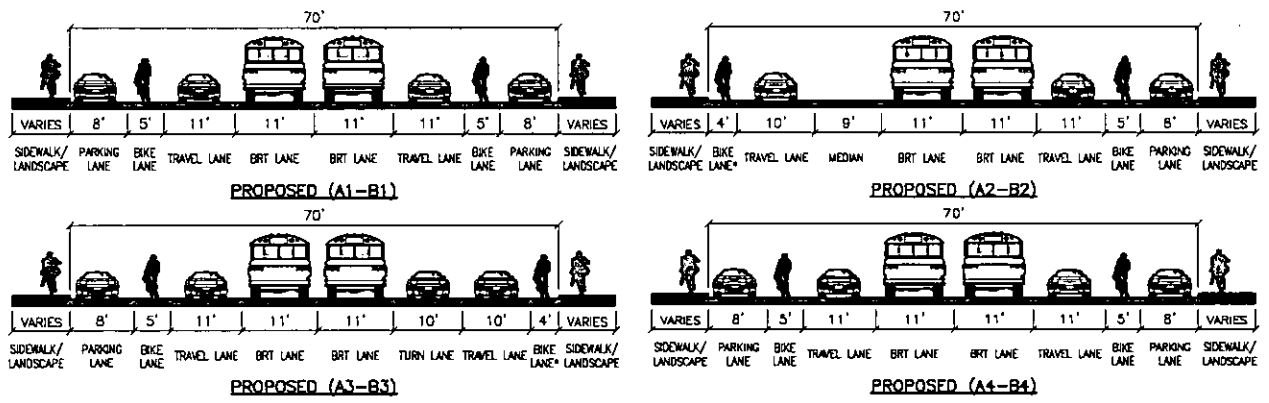
7



- NOTES:**
- LEFT-TURN PROHIBITIONS AT:
43rd STREET, 41st STREET AND
39th STREET.
 - 4-FOOT BIKE LANES REQUIRE GUTTER
MODIFICATION TO 12 INCHES OR LESS.

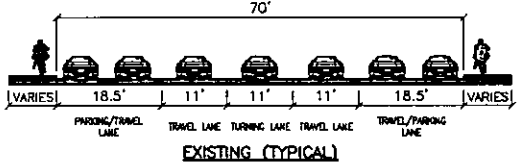
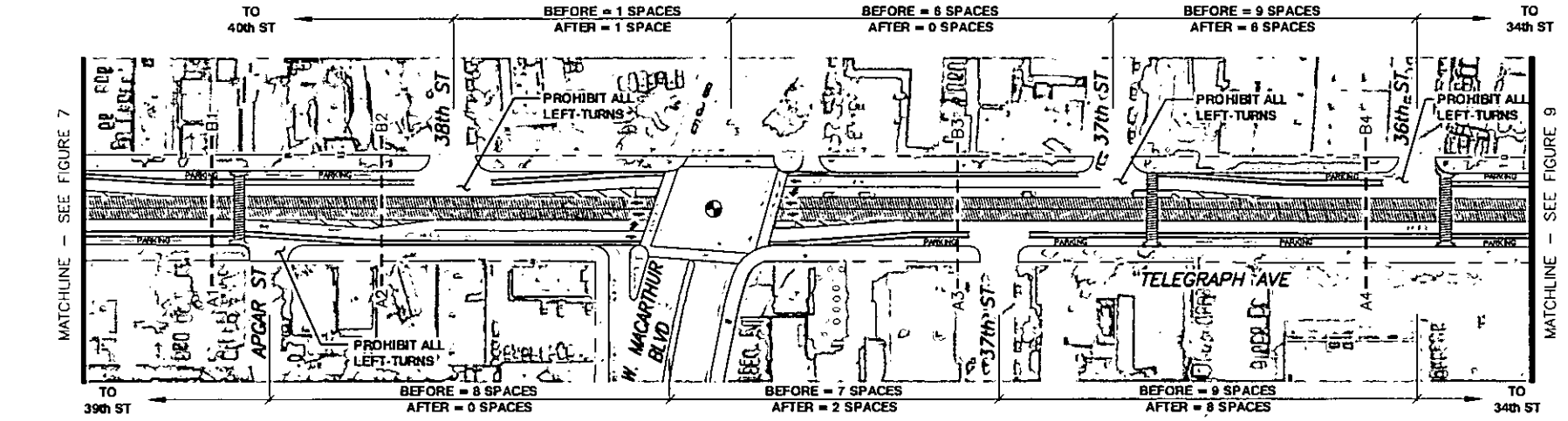
PRINT IN COLOR FOR CLEAR VIEWING



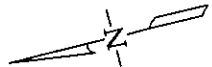


LEGEND:

- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION



- NOTES:**
- LEFT-TURN PROHIBITIONS AT: APCAR STREET, 38th STREET, 37th STREET AND 36th STREET.
 - 4-FOOT BIKE LANES REQUIRE GUTTER MODIFICATION TO 12 INCHES OR LESS.



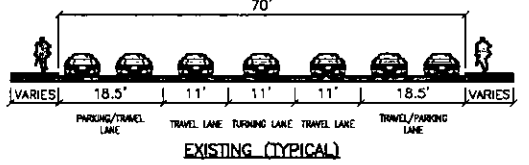
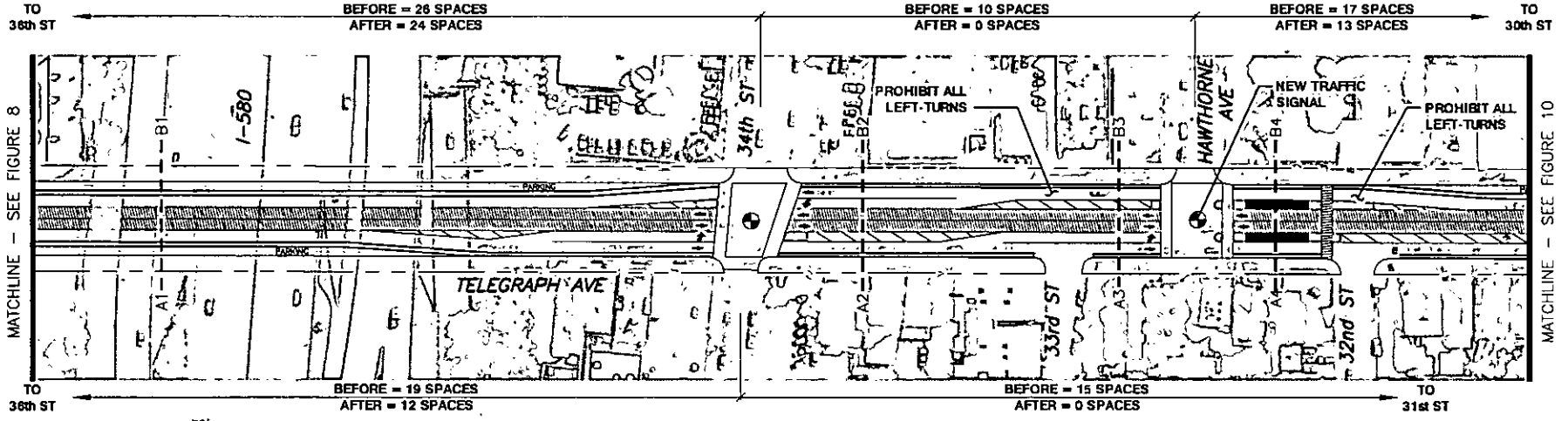
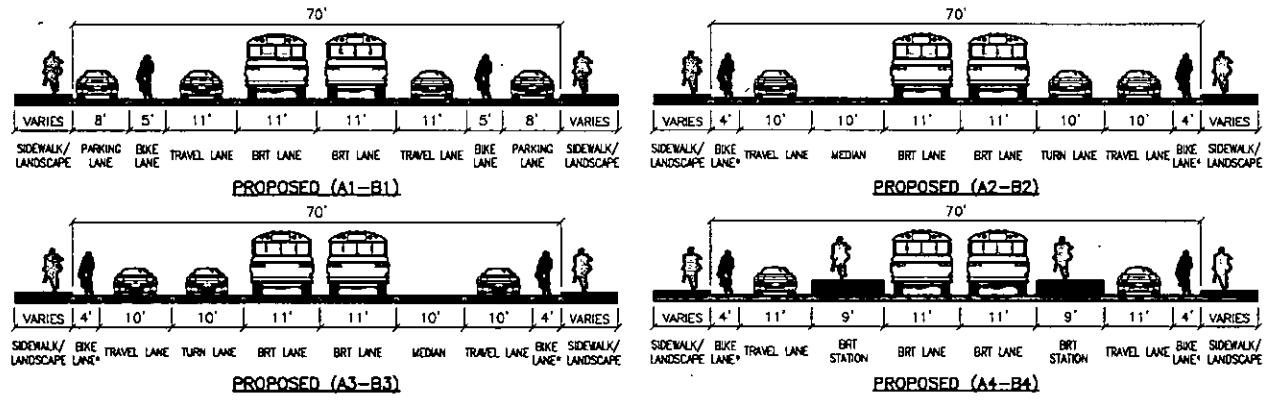
PRINT IN COLOR FOR CLEAR VIEWING

100 0 100 200
 1" = 100' GRAPHIC SCALE

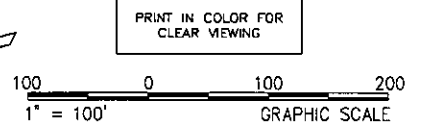
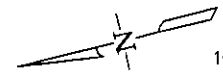
PRELIMINARY
 FOR DISCUSSION ONLY

LEGEND:

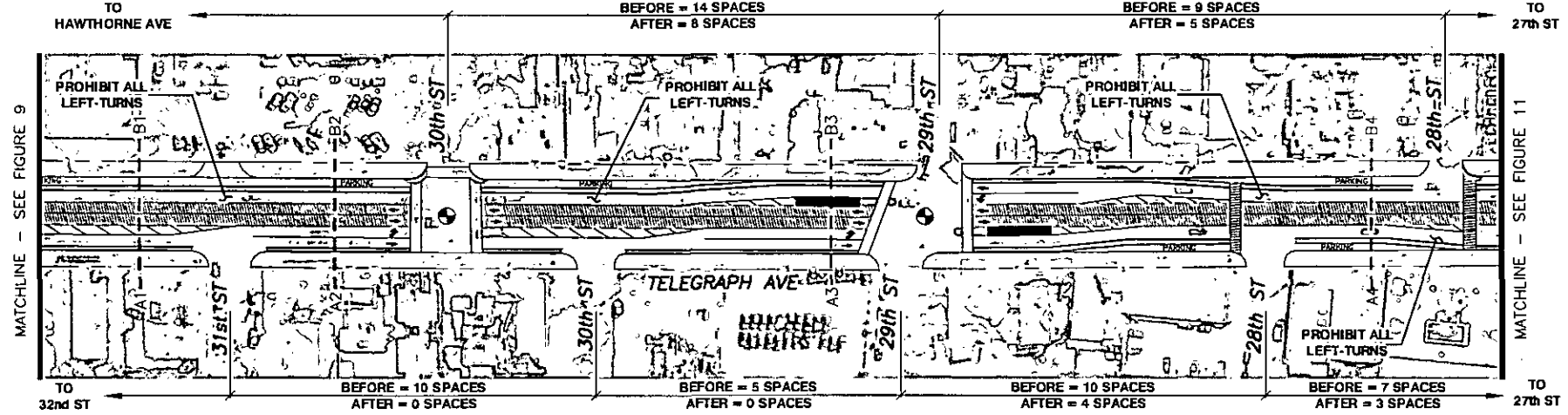
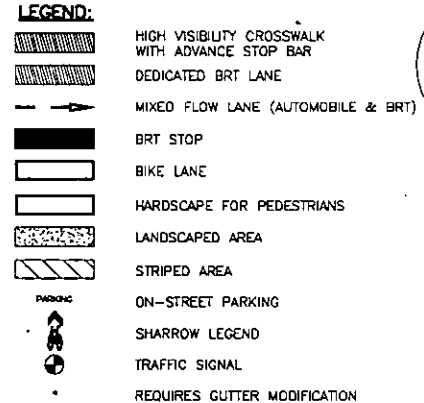
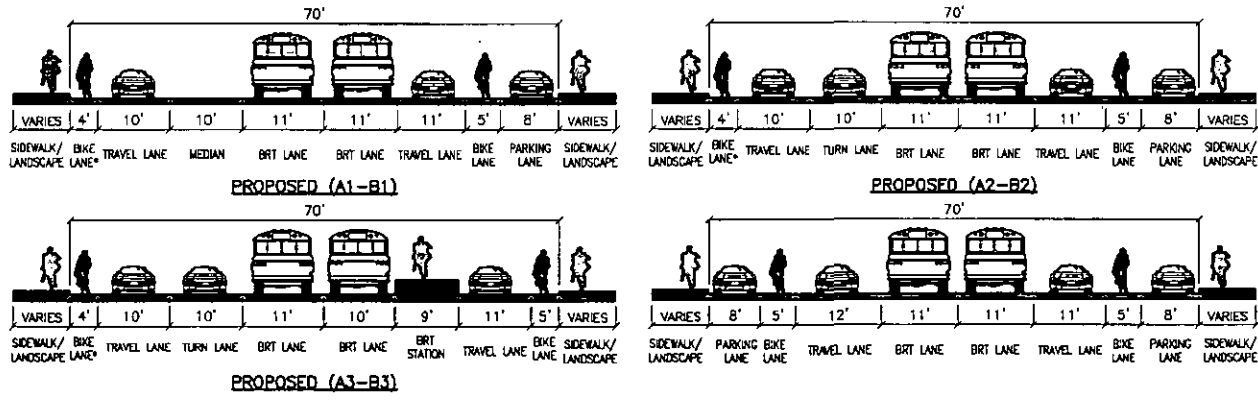
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION



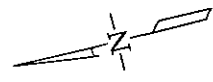
- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 33rd STREET AND 32nd STREET.
 - 4-FOOT BIKE LANES REQUIRE GUTTER MODIFICATION TO 12 INCHES OR LESS.

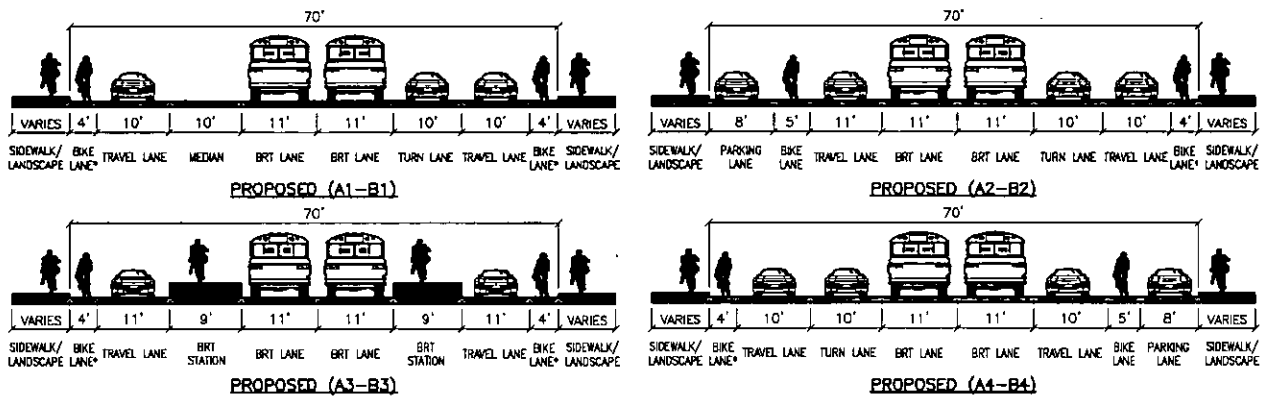


PRELIMINARY
 FOR DISCUSSION ONLY



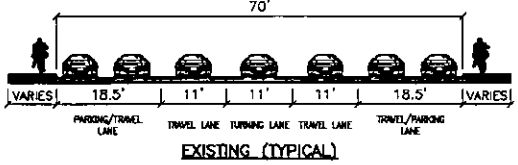
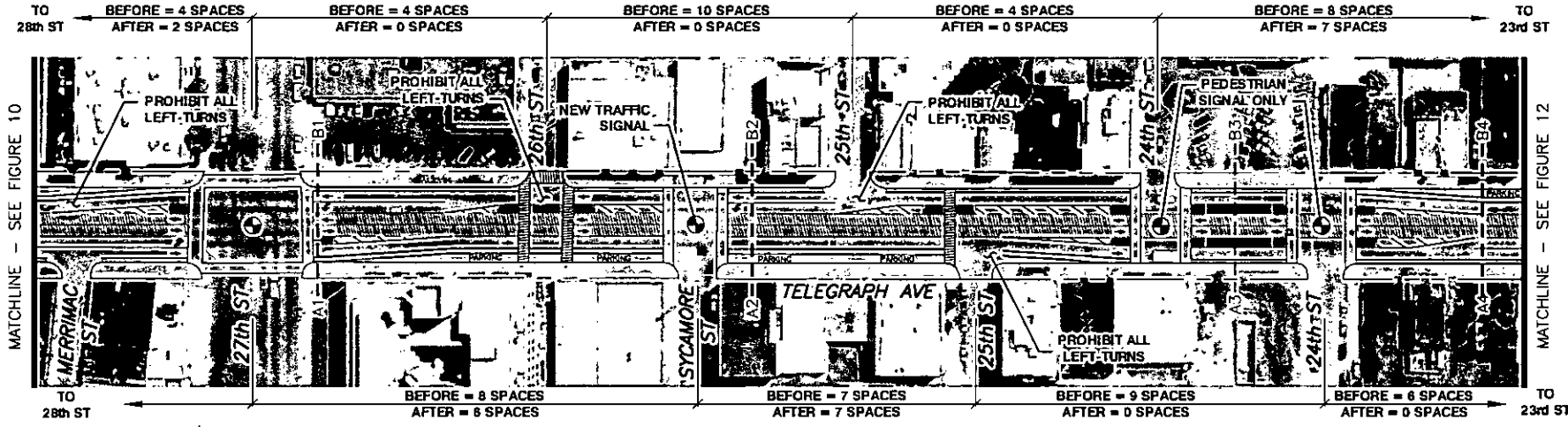
- NOTES:**
- LEFT-TURN PROHIBITIONS AT:
31st STREET, 30th STREET,
MERRIMAC STREET AND 28th STREET.
 - 4-FOOT BIKE LANES REQUIRE GUTTER
MODIFICATION TO 12 INCHES OR LESS.



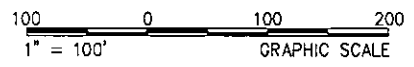
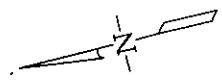


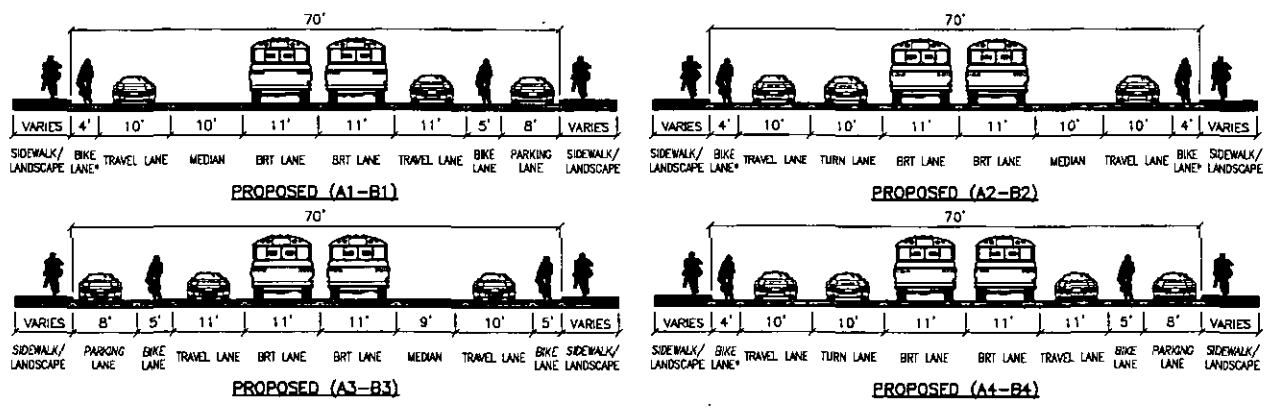
LEGEND:

- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION



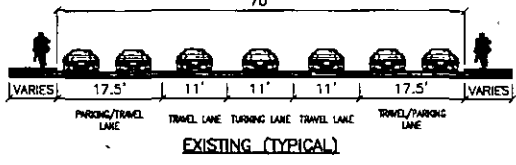
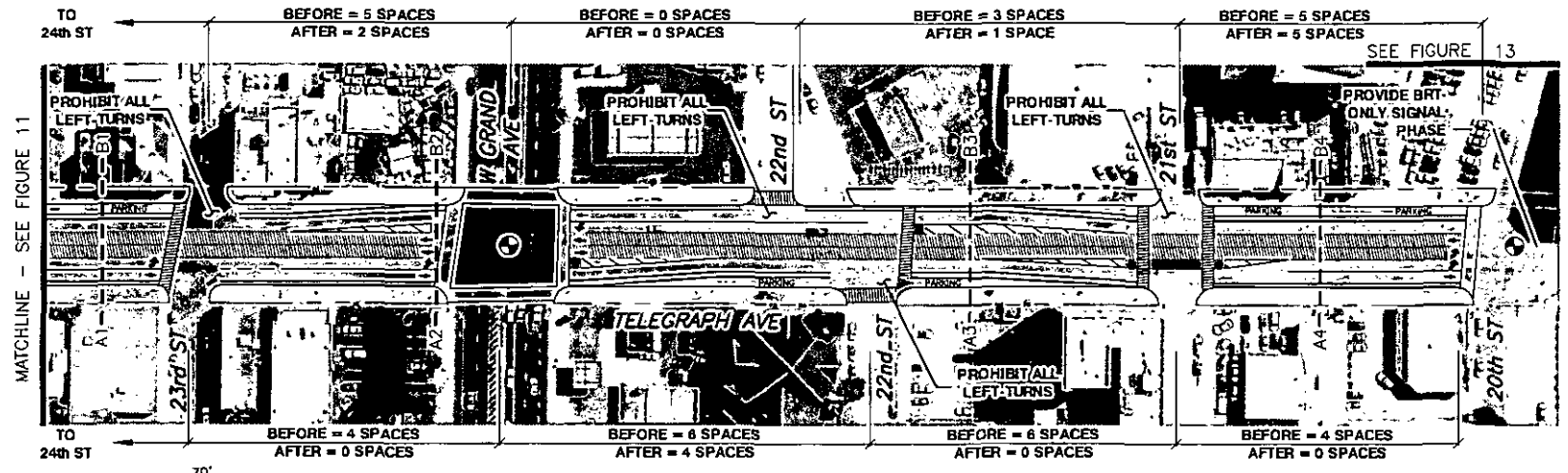
- NOTES:**
- LEFT-TURN PROHIBITIONS AT: MERRIMAC STREET, 26th STREET, 25th STREET AND 24th STREET.
 - 4-FOOT BIKE LANES REQUIRE GUTTER MODIFICATION TO 12 INCHES OR LESS.



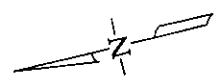


LEGEND:

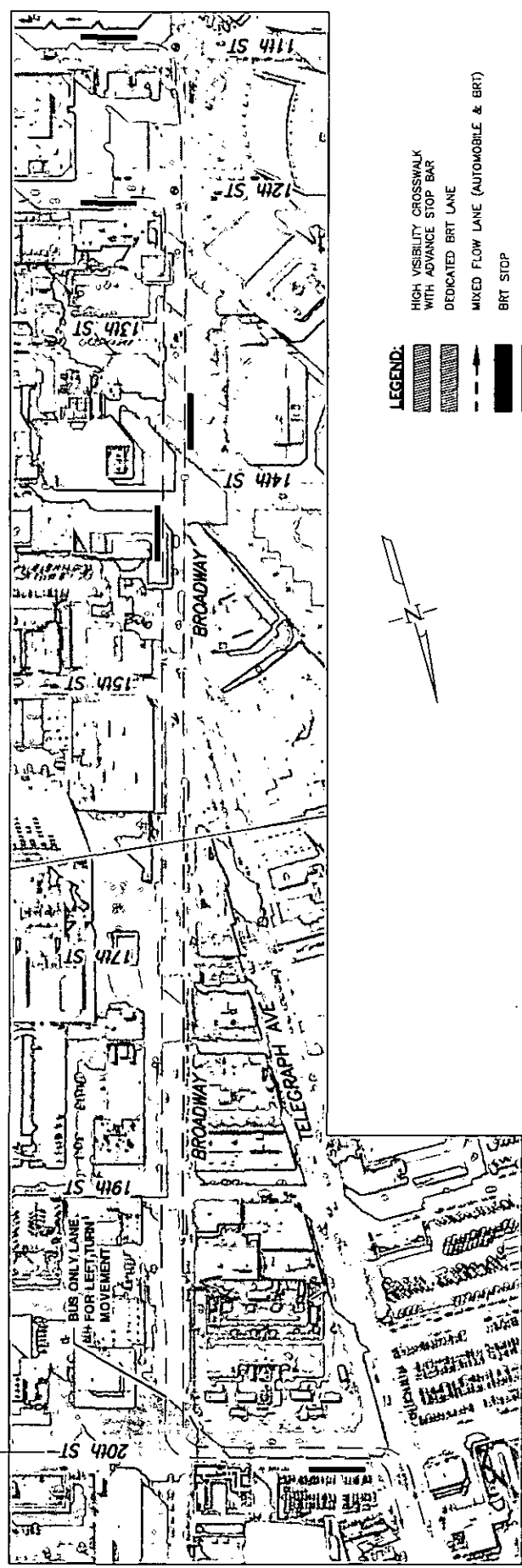
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION



- NOTES:**
1. LEFT-TURN PROHIBITIONS AT:
22nd STREET AND 21st STREET.
 2. 4-FOOT BIKE LANES REQUIRE GUTTER MODIFICATION TO 12 INCHES OR LESS.



NO CHANGE
IN PARKING
TO
11th ST



- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HANDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION

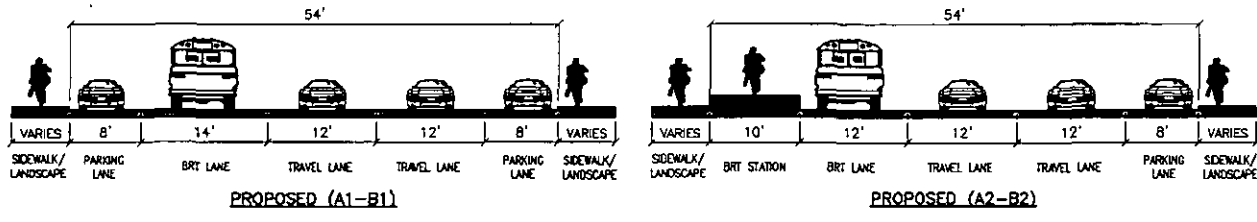


PRINT IN COLOR FOR
CLEAR VIEWING

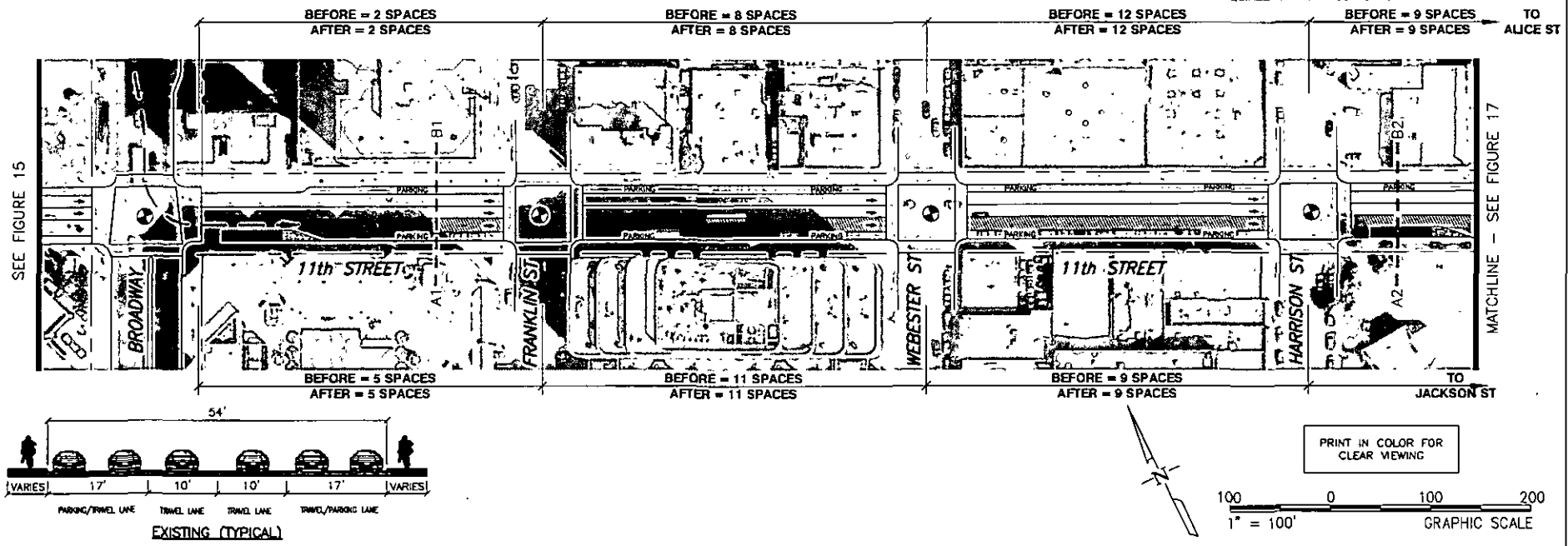


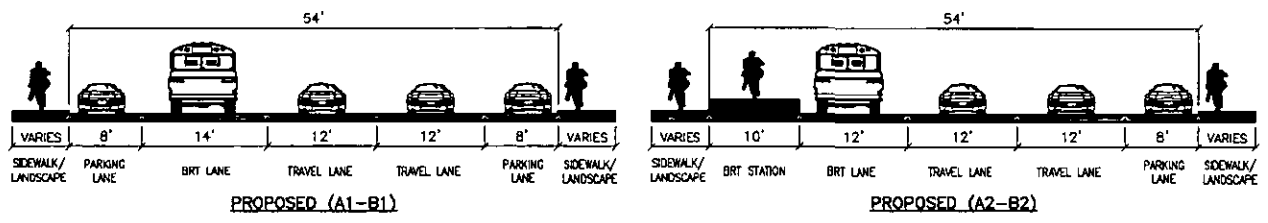
**BUS RAPID TRANSIT FOR OAKLAND
BROADWAY-20th STREET TO 11th STREET**
FIGURE 13

PRELIMINARY
FOR DISCUSSION ONLY

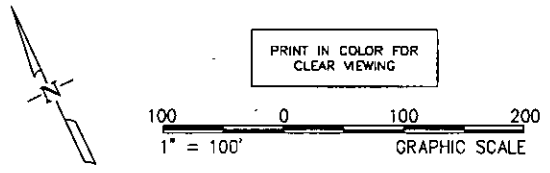
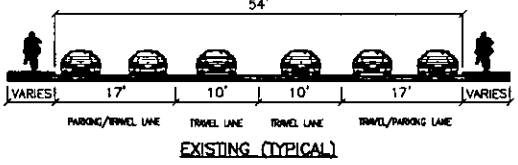
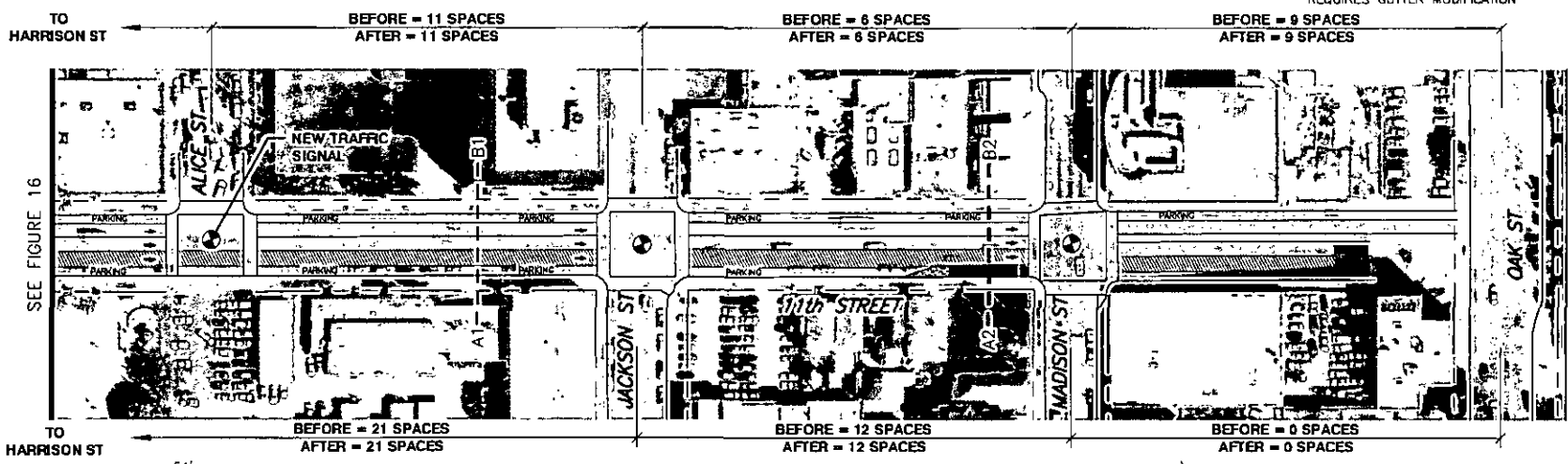


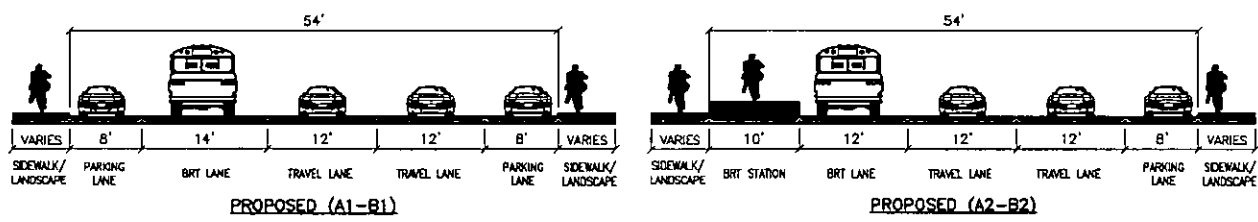
- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION



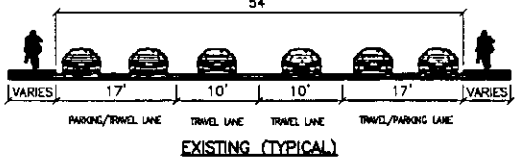
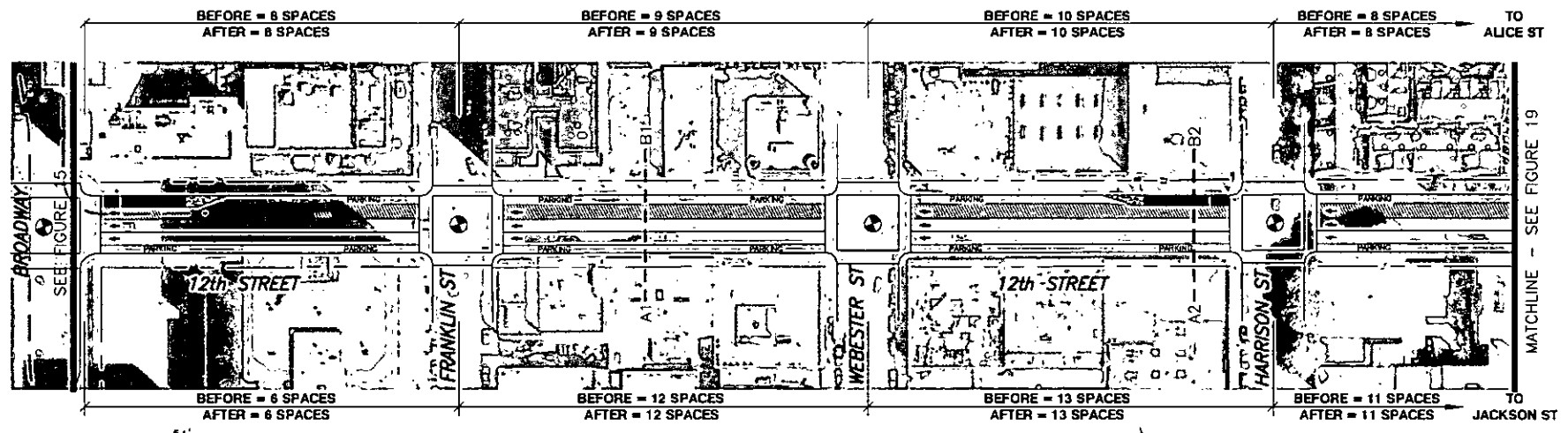


- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION



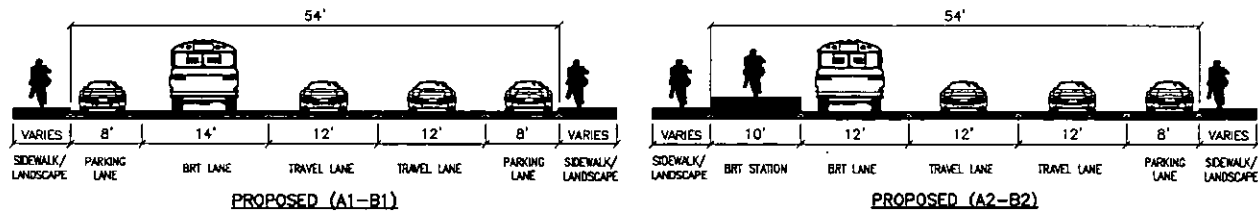


- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GLITTER MODIFICATION

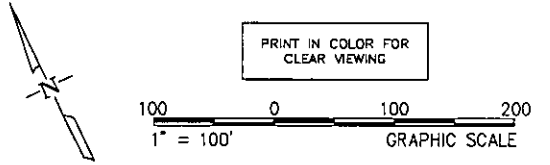
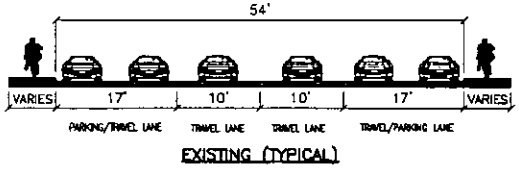
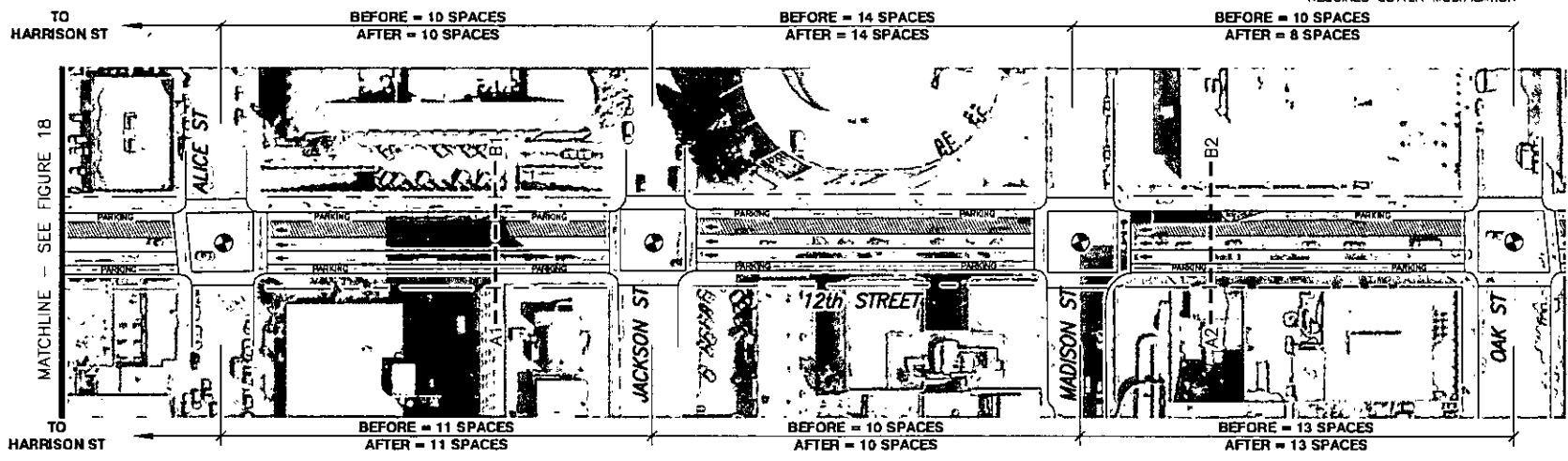


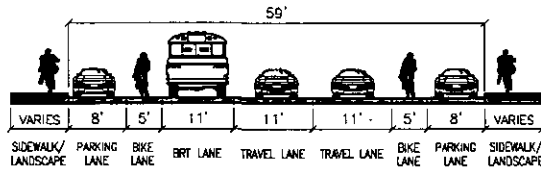
PRELIMINARY
FOR DISCUSSION ONLY

BUS RAPID TRANSIT FOR OAKLAND
12th STREET- BROADWAY TO HARRISON STREET



- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION

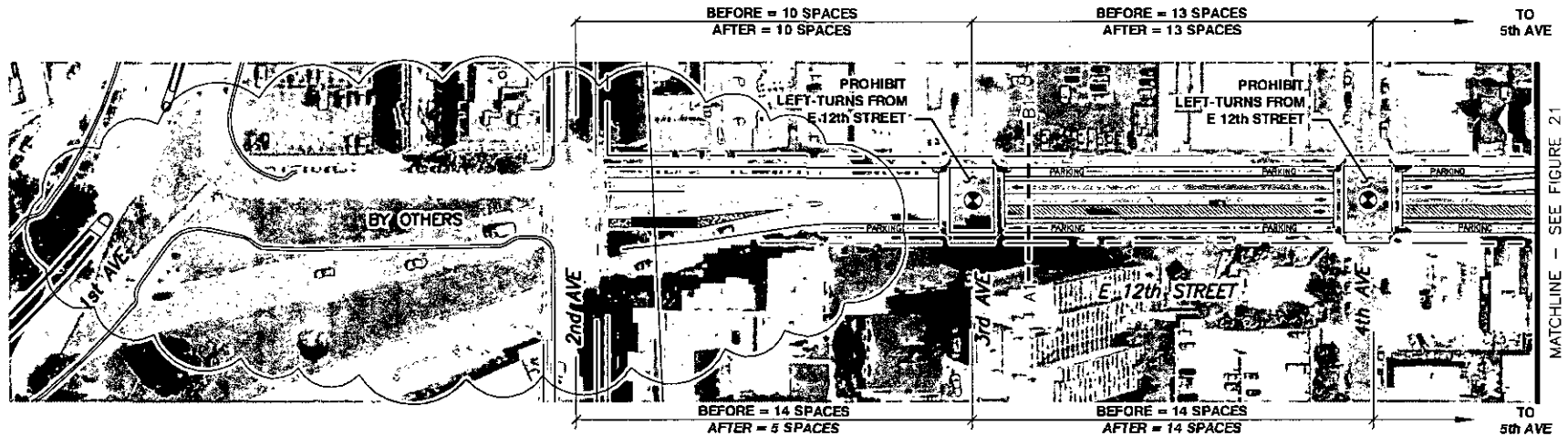




PROPOSED (A1-B1)

LEGEND:

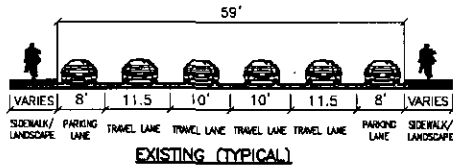
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION















NOTES:

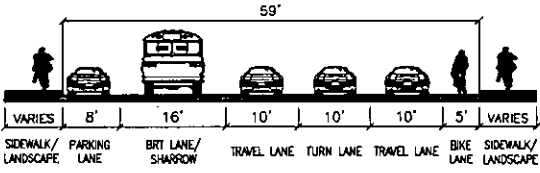
1. LEFT-TURN PROHIBITIONS FROM E 12th STREET AT: 3rd AVENUE AND 4th AVENUE.

PRINT IN COLOR FOR CLEAR VIEWING

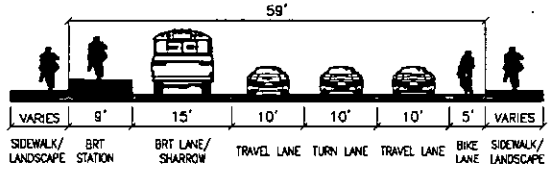


LEGEND:

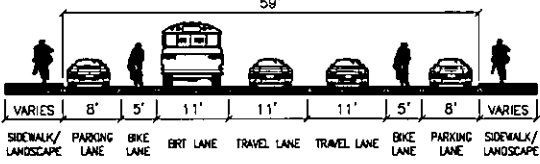
-  HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
-  DEDICATED BRT LANE
-  MIXED FLOW LANE (AUTOMOBILE & BRT)
-  BRT STOP
-  BIKE LANE
-  HARDSCAPE FOR PEDESTRIANS
-  LANDSCAPED AREA
-  STRIPED AREA
-  ON-STREET PARKING
-  SHARROW LEGEND
-  TRAFFIC SIGNAL
-  REQUIRES GUTTER MODIFICATION



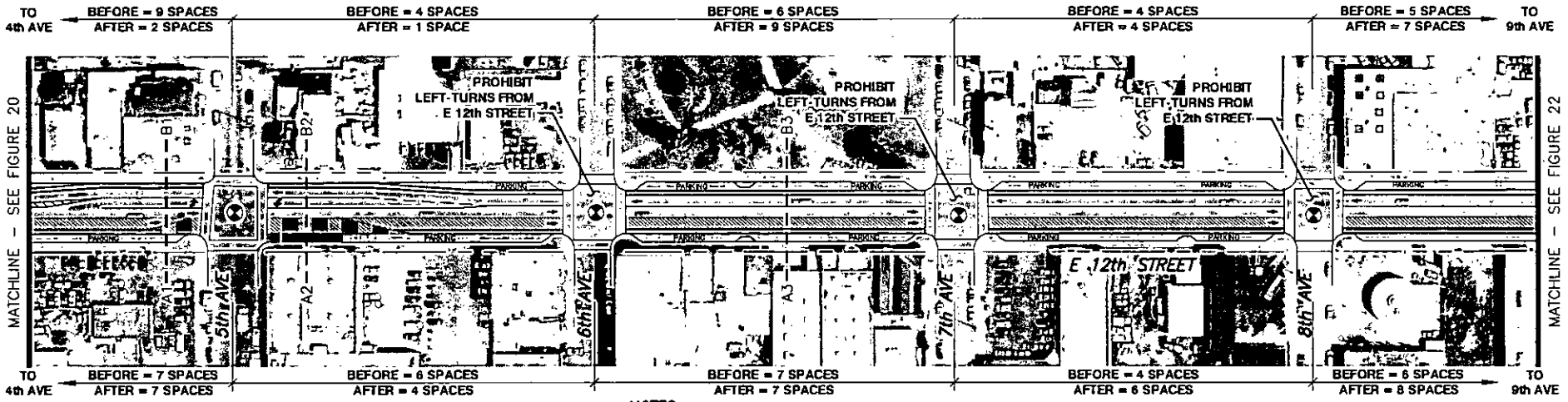
PROPOSED (A1-B1)



PROPOSED (A2-B2)

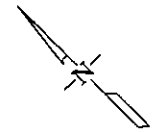


PROPOSED (A3-B3)

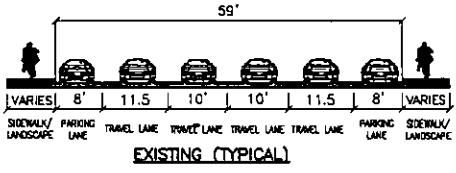


NOTES:

1. LEFT-TURN PROHIBITIONS FROM E 12th STREET AT: 6th AVENUE, 7th AVENUE AND 8th AVENUE.















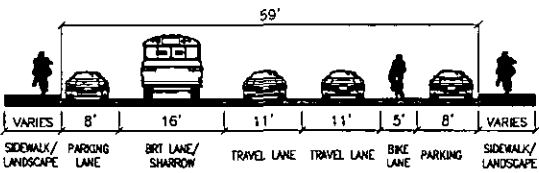
PRINT IN COLOR FOR CLEAR VIEWING



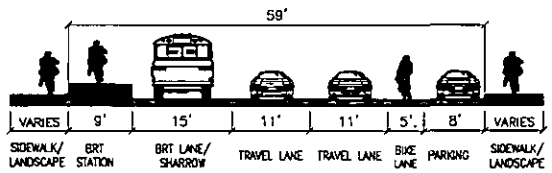
20

LEGEND:

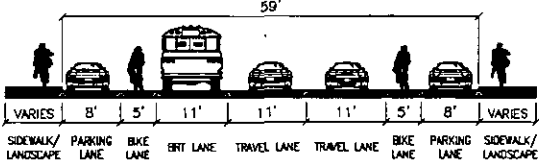
-  HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
-  DEDICATED BRT LANE
-  MIXED FLOW LANE (AUTOMOBILE & BRT)
-  BRT STOP
-  BIKE LANE
-  HARDSCAPE FOR PEDESTRIANS
-  LANDSCAPED AREA
-  STRIPED AREA
-  ON-STREET PARKING
-  SHARROW LEGEND
-  TRAFFIC SIGNAL
-  REQUIRES GUTTER MODIFICATION



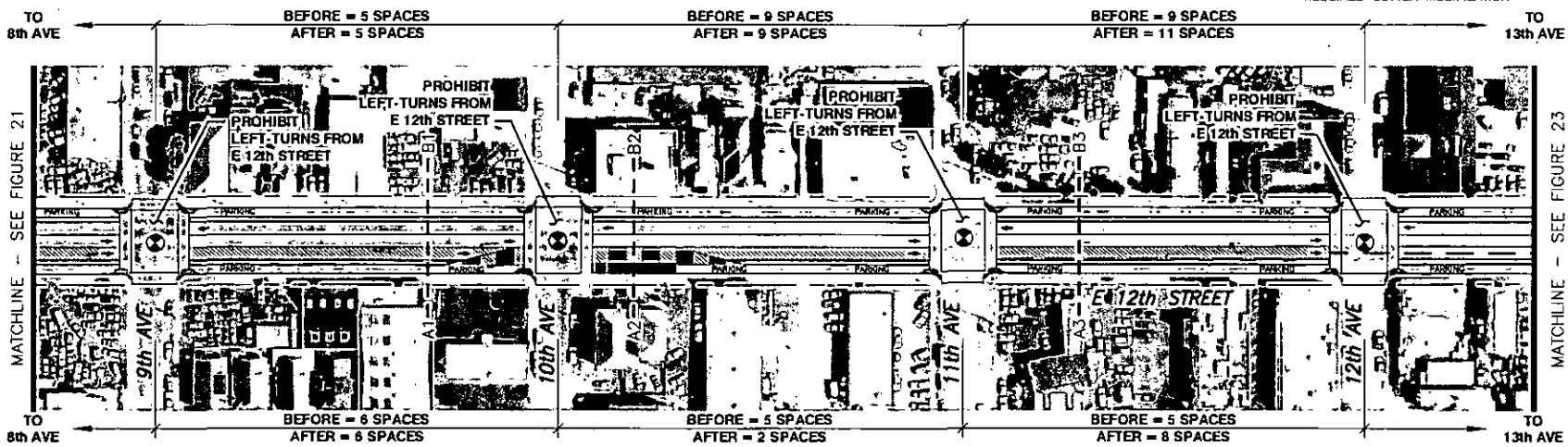
PROPOSED (A1-B1)



PROPOSED (A2-B2)

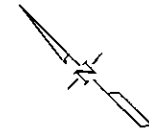
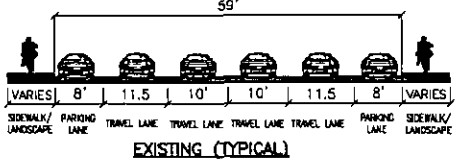


PROPOSED (A3-B3)



NOTES:













1. LEFT-TURN PROHIBITIONS FROM E 12th STREET AT: 9th AVENUE, 10th AVENUE, 11th AVENUE AND 12th AVENUE.



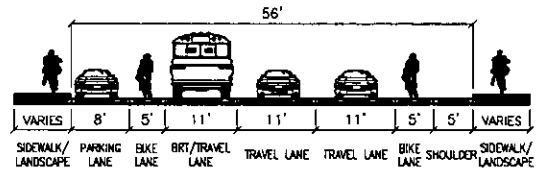
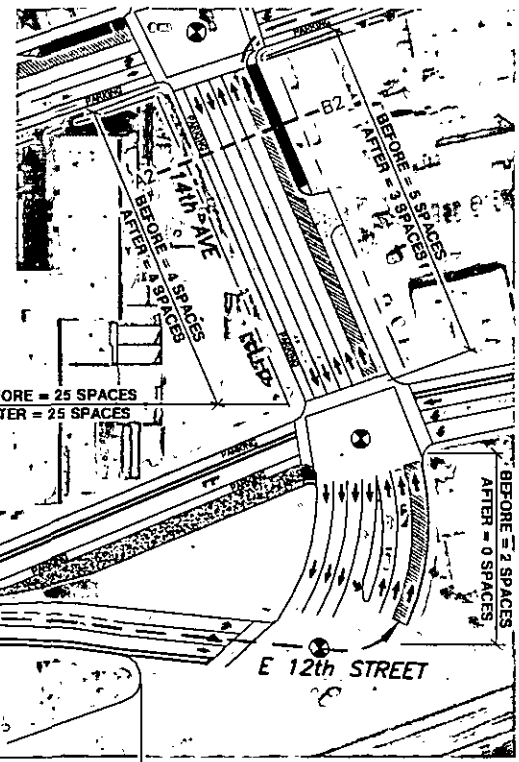
PRINT IN COLOR FOR CLEAR VIEWING

21

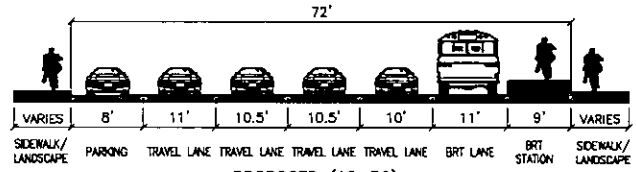
LEGEND:

-  HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
-  DEDICATED BRT LANE
-  MIXED FLOW LANE (AUTOMOBILE & BRT)
-  BRT STOP
-  BIKE LANE
-  HARDSCAPE FOR PEDESTRIANS
-  LANDSCAPED AREA
-  STRIPED AREA
-  ON-STREET PARKING
-  SHARROW LEGEND
-  TRAFFIC SIGNAL
-  REQUIRES GUTTER MODIFICATION

INTERNATIONAL BLVD
SEE FIGURE 27

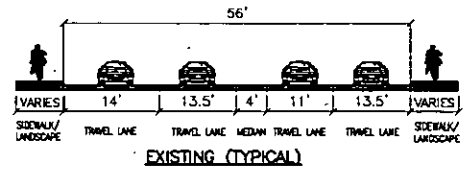
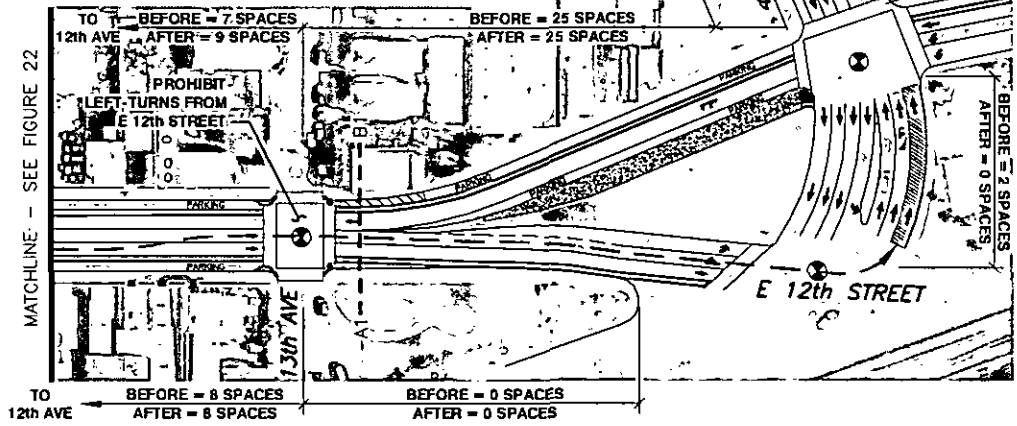


PROPOSED (A1-B1)



PROPOSED (A2-B2)

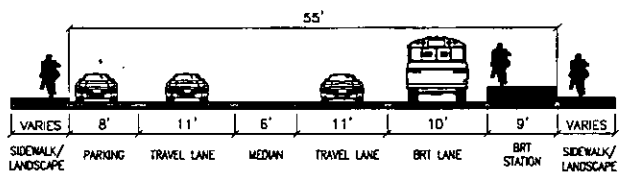
MATCHLINE - SEE FIGURE 22



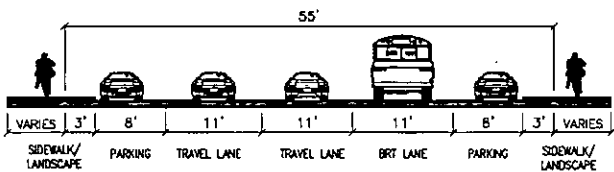
EXISTING (TYPICAL)

PRINT IN COLOR FOR CLEAR VIEWING

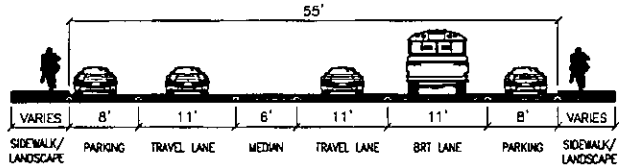




PROPOSED (A1-B1)

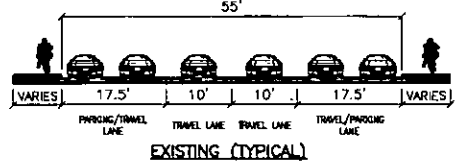
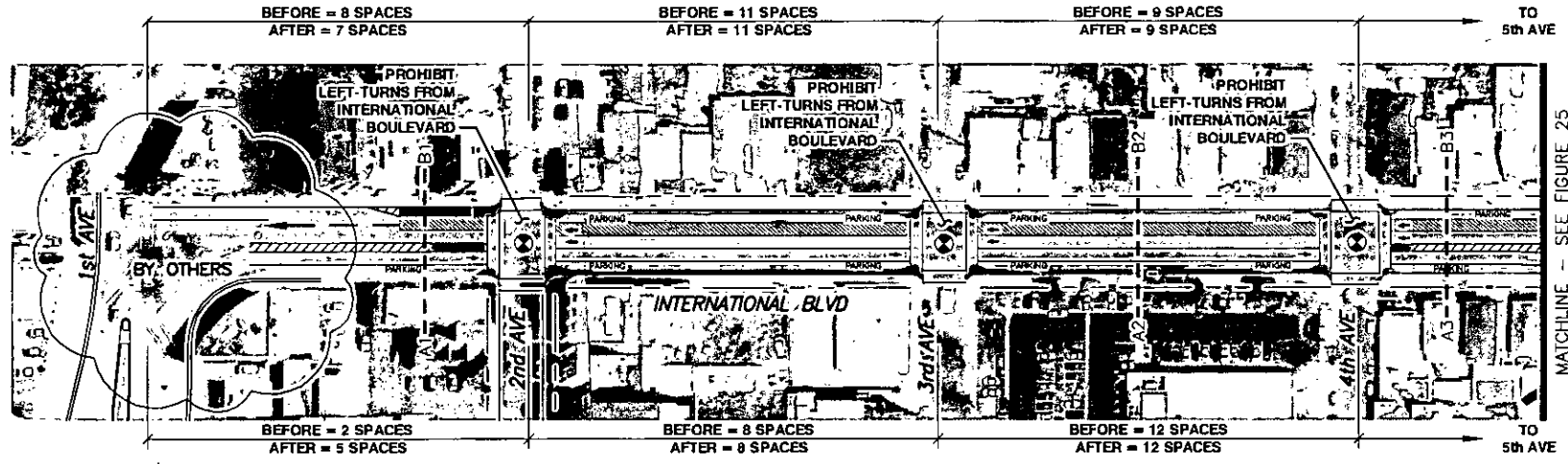


PROPOSED (A2-B2)



PROPOSED (A3-B3)

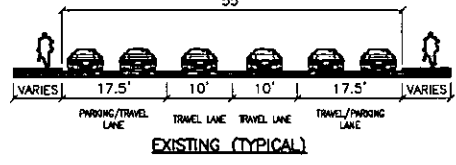
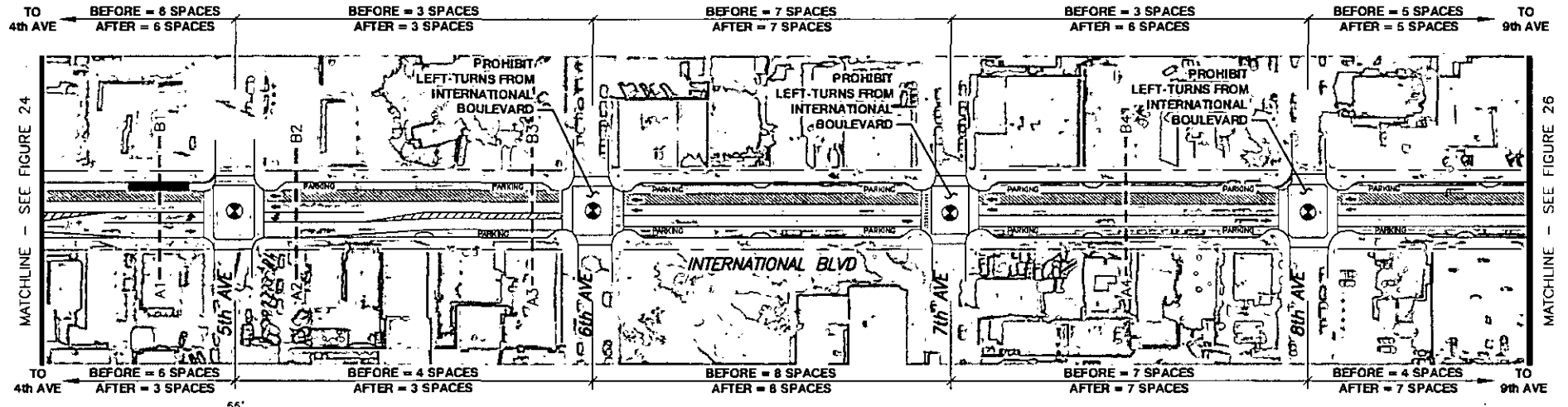
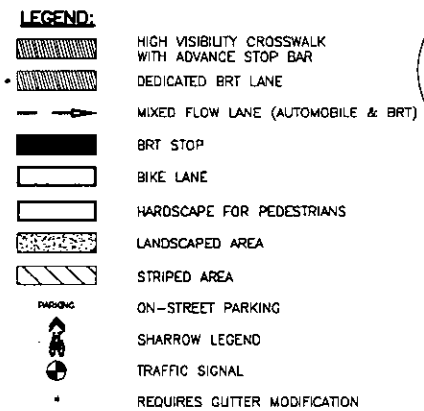
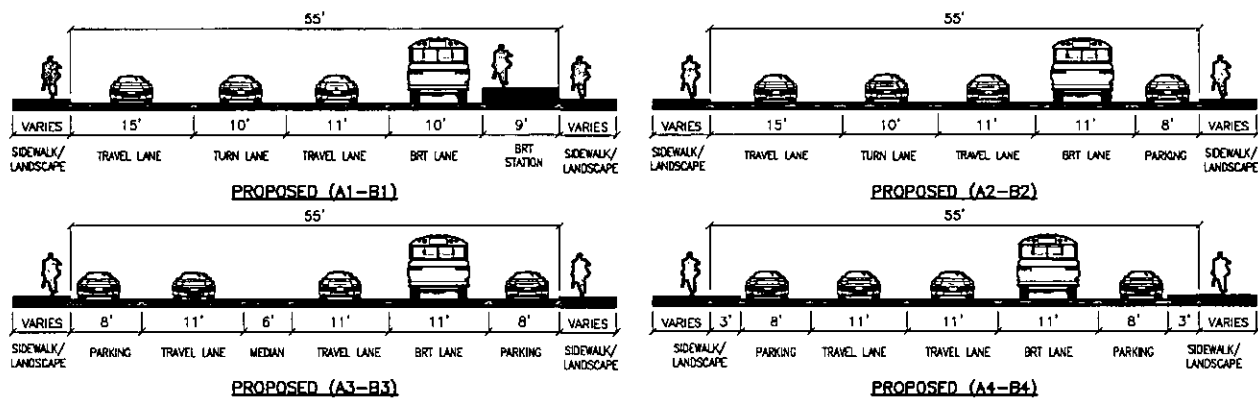
- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION



EXISTING (TYPICAL)

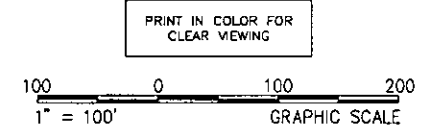
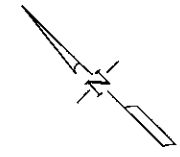
PRELIMINARY
FOR DISCUSSION ONLY

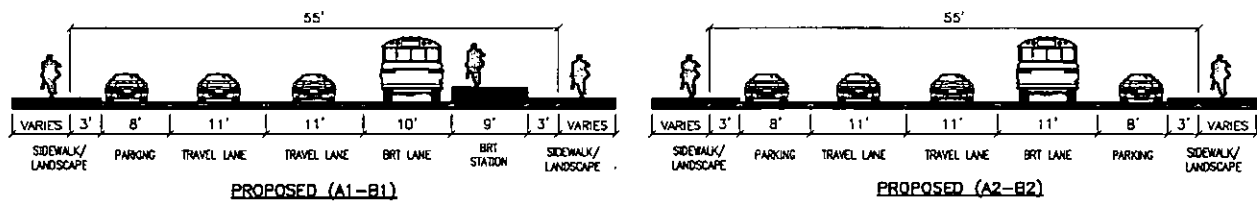
BUS RAPID TRANSIT FOR OAKLAND
INTERNATIONAL BOULEVARD- 1st AVENUE TO 4th AVENUE
FIGURE 22



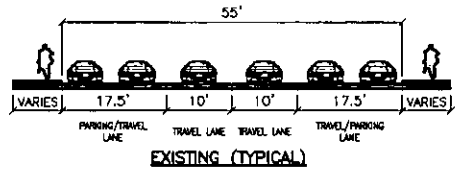
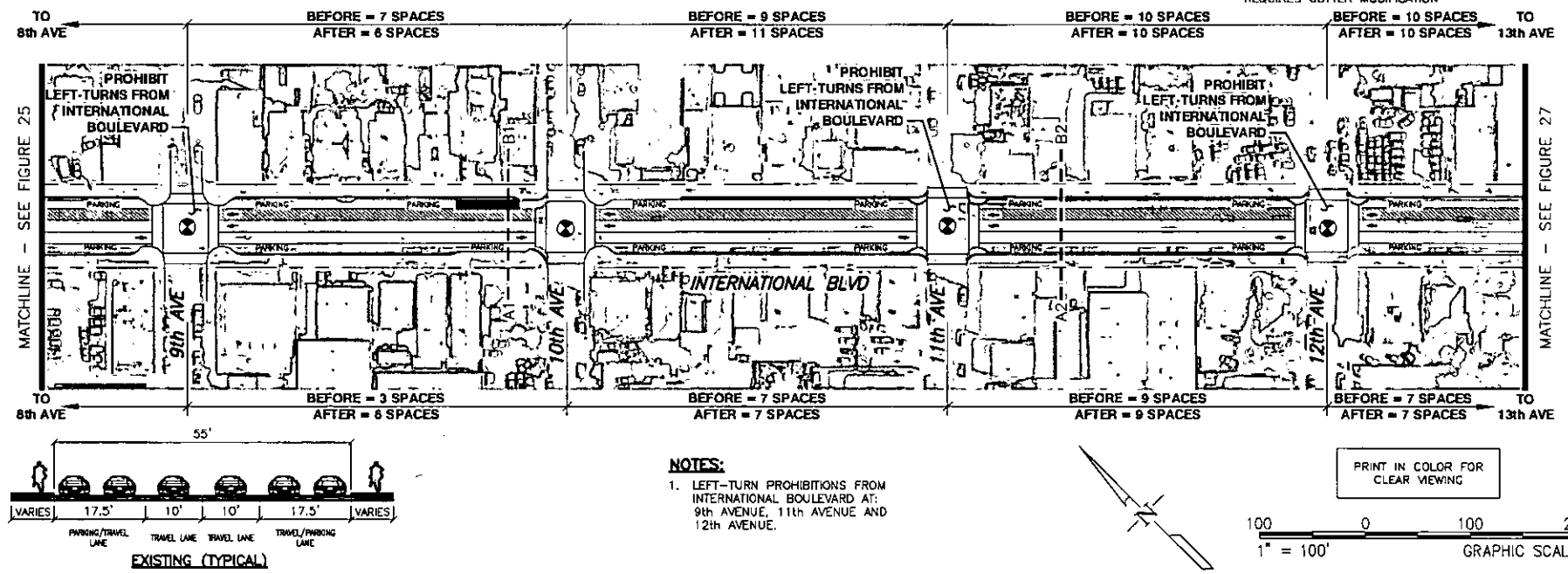
NOTES:

- LEFT-TURN PROHIBITIONS FROM INTERNATIONAL BOULEVARD AT: 6th AVENUE, 7th AVENUE AND 8th AVENUE.

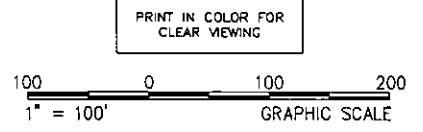
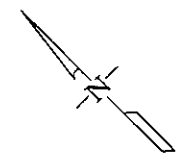




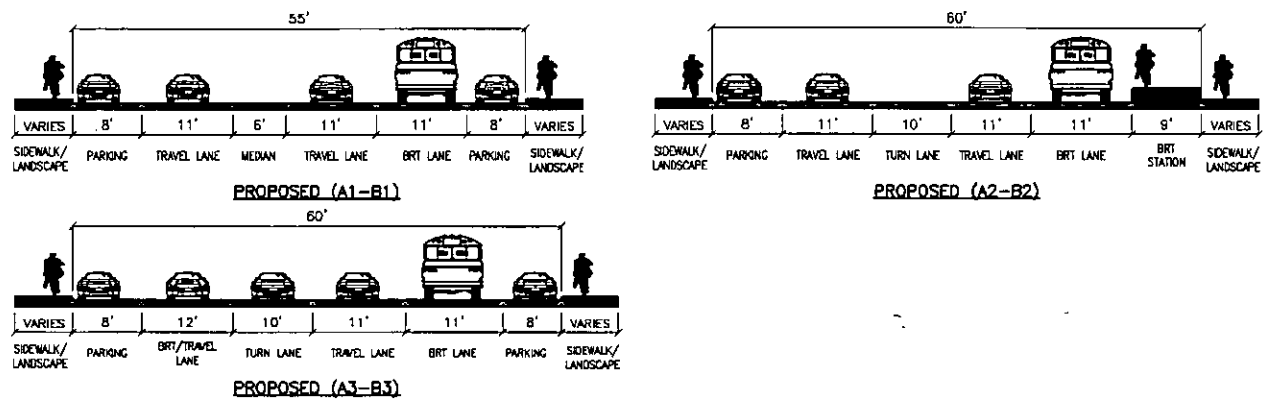
- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION



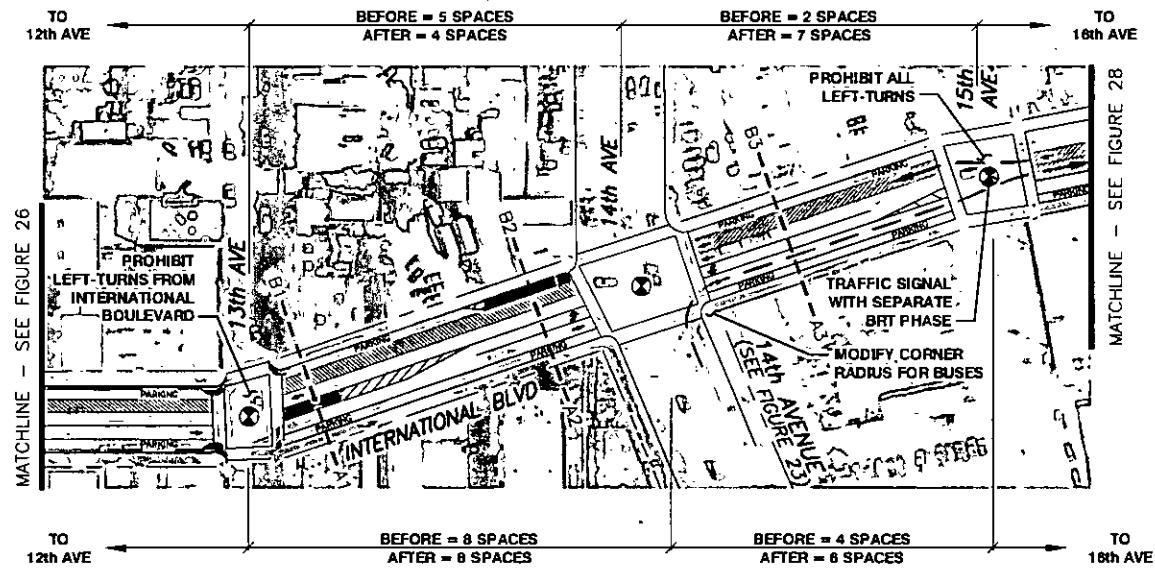
- NOTES:**
- LEFT-TURN PROHIBITIONS FROM INTERNATIONAL BOULEVARD AT: 9th AVENUE, 11th AVENUE AND 12th AVENUE.



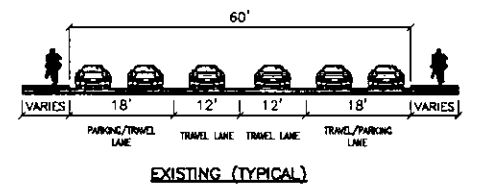
PRELIMINARY
 FOR DISCUSSION ONLY



- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION

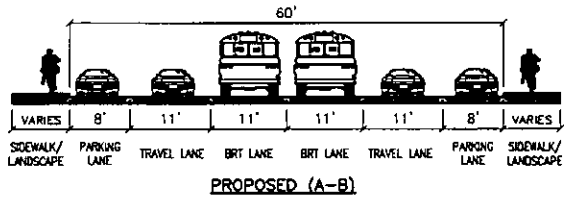


- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 13th AVENUE AND 15th AVENUE.

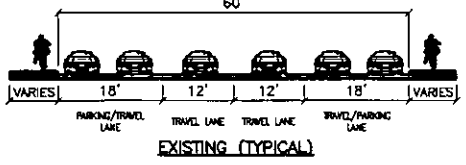
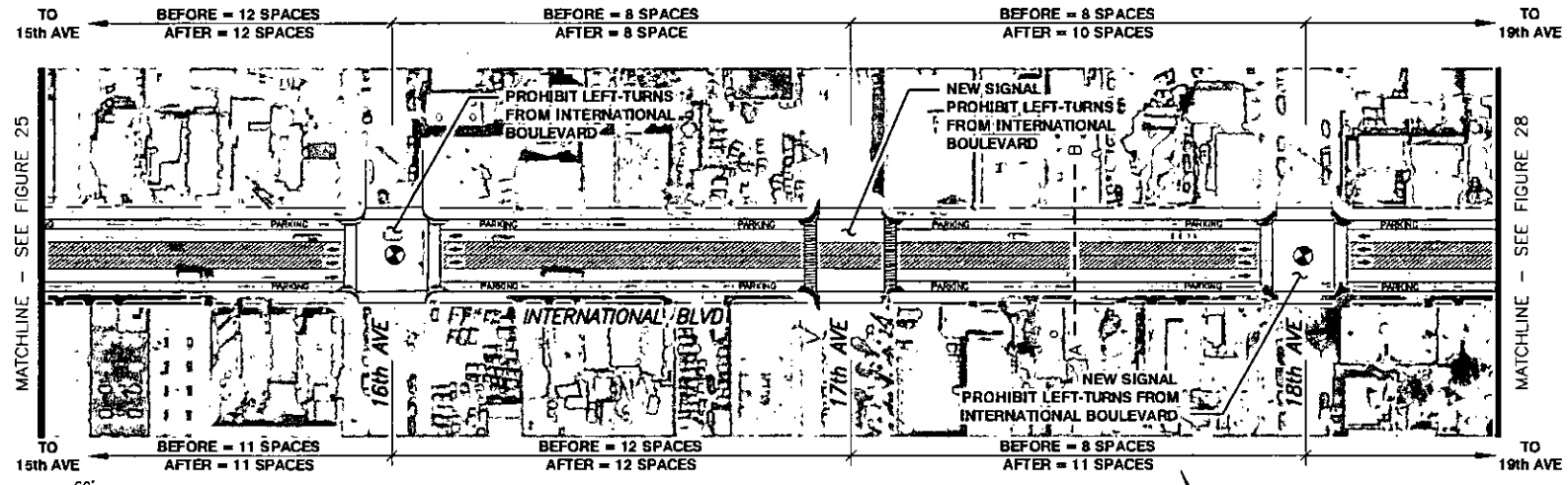


PRINT IN COLOR FOR CLEAR VIEWING



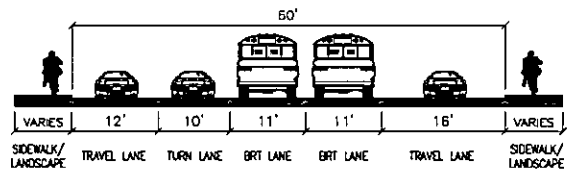


- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION

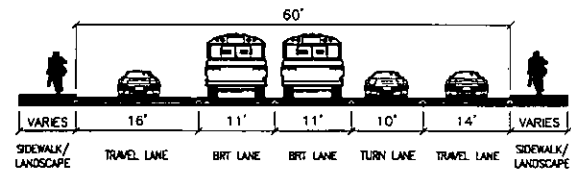


- NOTES:**
1. LEFT-TURN PROHIBITIONS FROM INTERNATIONAL BOULEVARD AT: 16th AVENUE, 17th AVENUE AND 18th AVENUE.

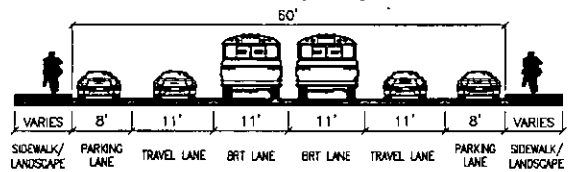




PROPOSED (A1-B1)

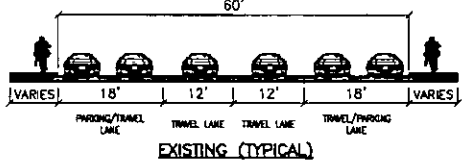
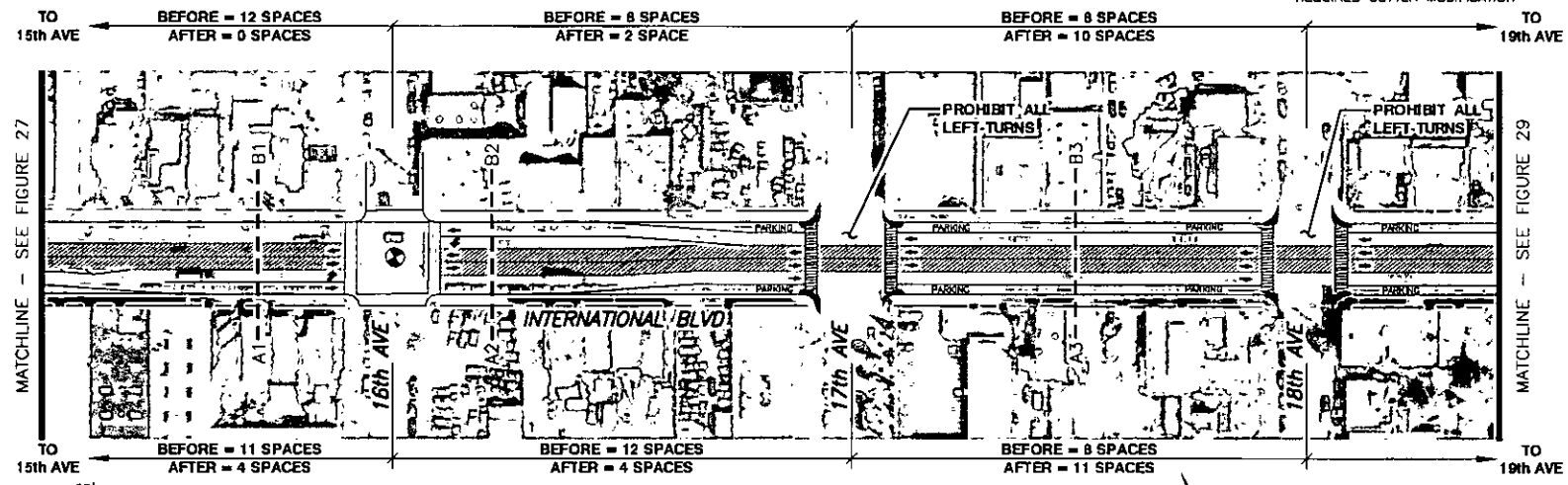


PROPOSED (A2-B2)



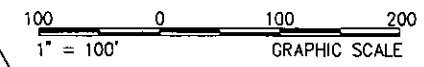
PROPOSED (A3-B3)

- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION

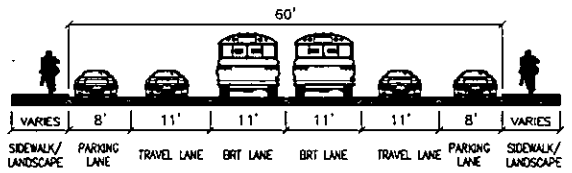


EXISTING (TYPICAL)

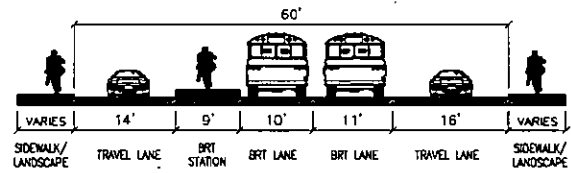
- NOTES:**
1. LEFT-TURN PROHIBITIONS AT: 17th AVENUE AND 18th AVENUE.
 2. REQUIRES A 6-FOOT LANE SHIFT FOR BRT THROUGH SIGNALIZED INTERSECTION AT 16th AVENUE.



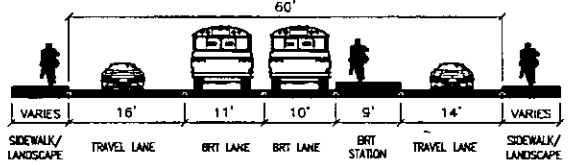
PRELIMINARY
 FOR DISCUSSION ONLY



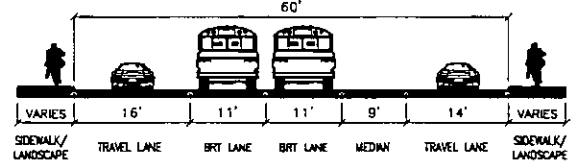
PROPOSED (A1-B1)



PROPOSED (A2-B2)



PROPOSED (A3-B3)



PROPOSED (A4-B4)

LEGEND:

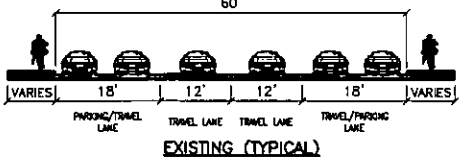
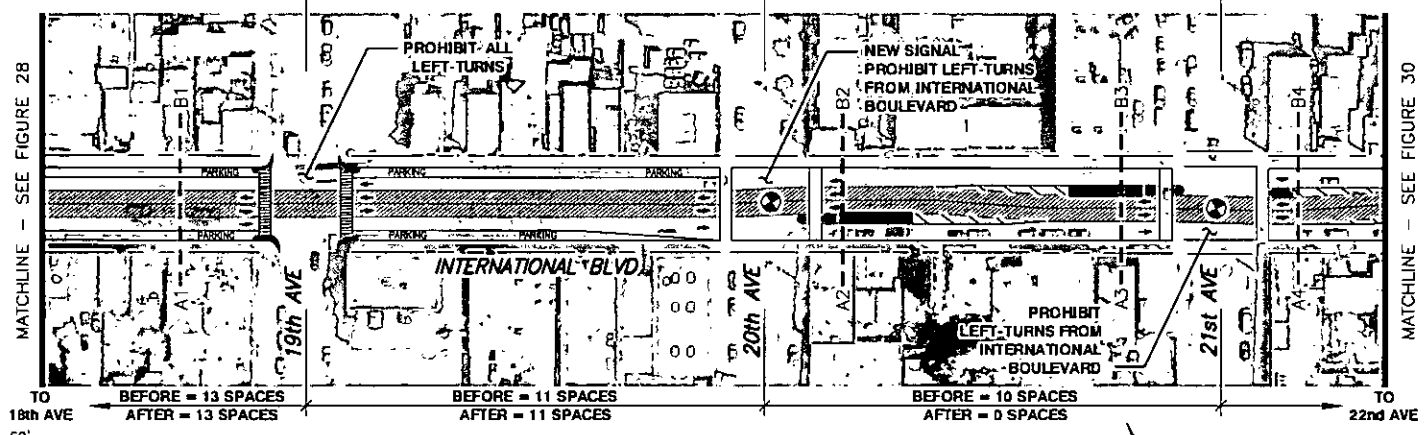
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION

TO 18th AVE ← BEFORE = 12 SPACES AFTER = 12 SPACES

← BEFORE = 12 SPACES AFTER = 15 SPACES

← BEFORE = 13 SPACES AFTER = 0 SPACES

→ TO 22nd AVE



NOTES:

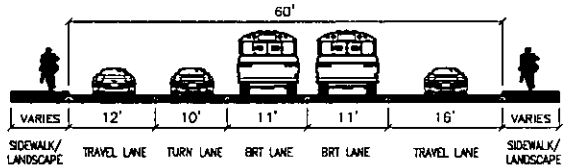
- LEFT-TURN PROHIBITIONS AT: 19th AVENUE, 20th AVENUE AND 21st AVENUE.

PRINT IN COLOR FOR CLEAR VIEWING

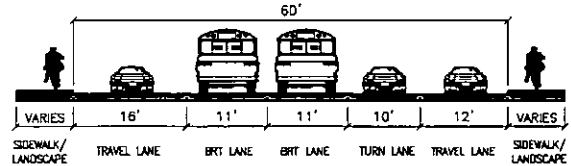
100 0 100 200

1" = 100'

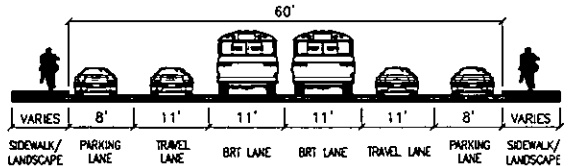
GRAPHIC SCALE



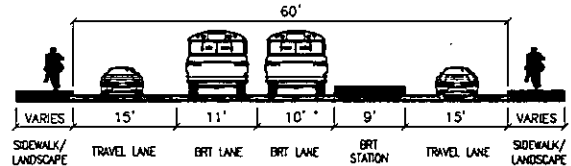
PROPOSED (A1-B1)



PROPOSED (A2-B2)



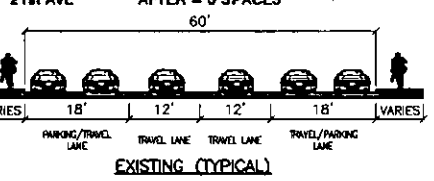
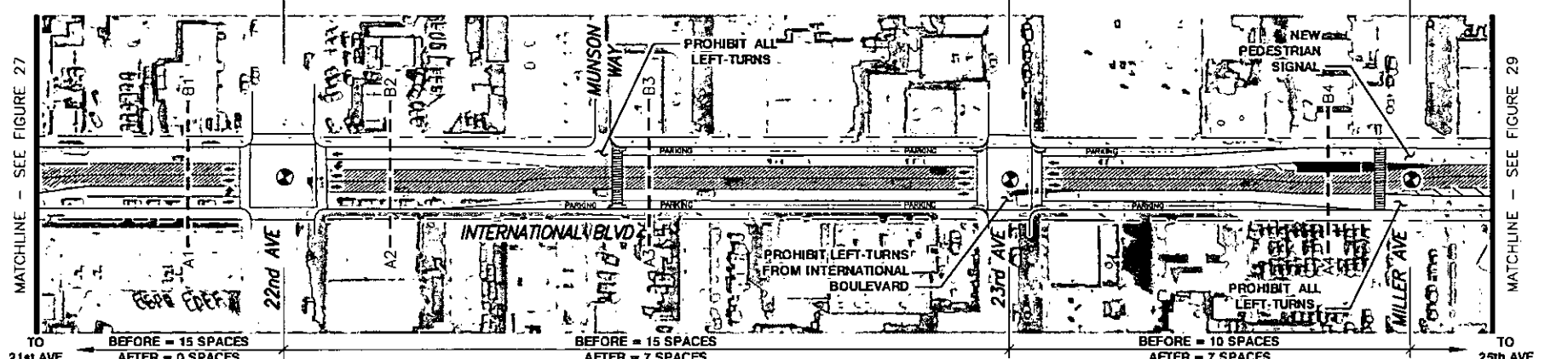
PROPOSED (A3-B3)



LEGEND:

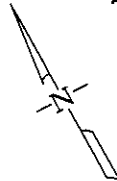
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION

TO 21st AVE ← BEFORE = 5 SPACES AFTER = 0 SPACES BEFORE = 21 SPACES AFTER = 13 SPACES BEFORE = 11 SPACES AFTER = 5 SPACES TO 25th AVE



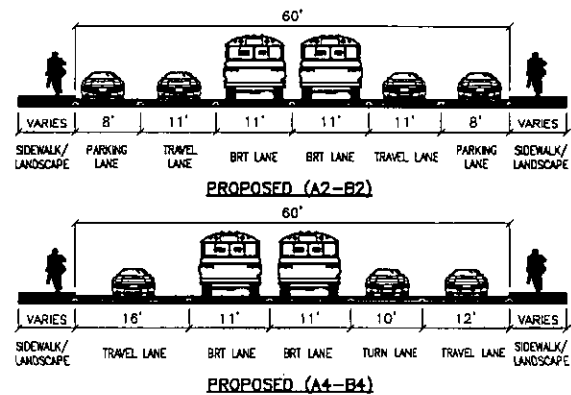
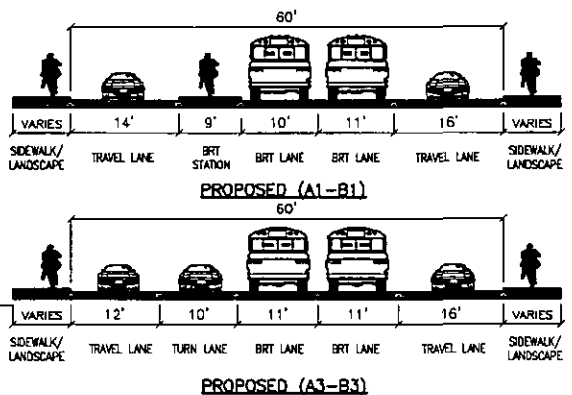
EXISTING (TYPICAL)

- NOTES:**
1. LEFT-TURN PROHIBITIONS AT: MUNSON WAY AND MILLER AVENUE.
 2. LEFT-TURN PROHIBITION FROM INTERNATIONAL BOULEVARD AT: 23rd AVENUE
 2. REQUIRES A 6-FOOT LANE SHIFT FOR BRT THROUGH SIGNALIZED INTERSECTION AT 22nd AVENUE



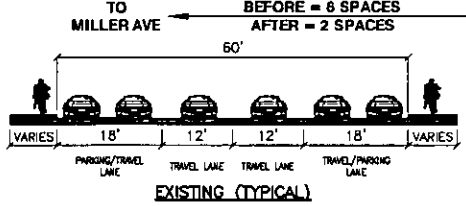
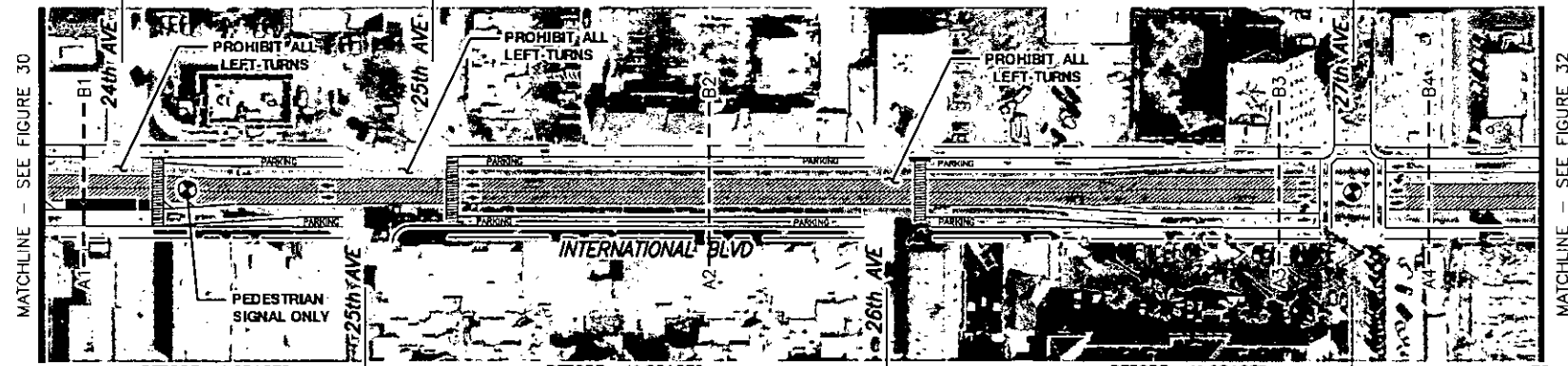
PRINT IN COLOR FOR CLEAR VIEWING

100 0 100 200
1" = 100'
GRAPHIC SCALE

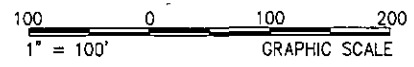


- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION

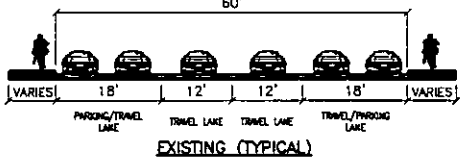
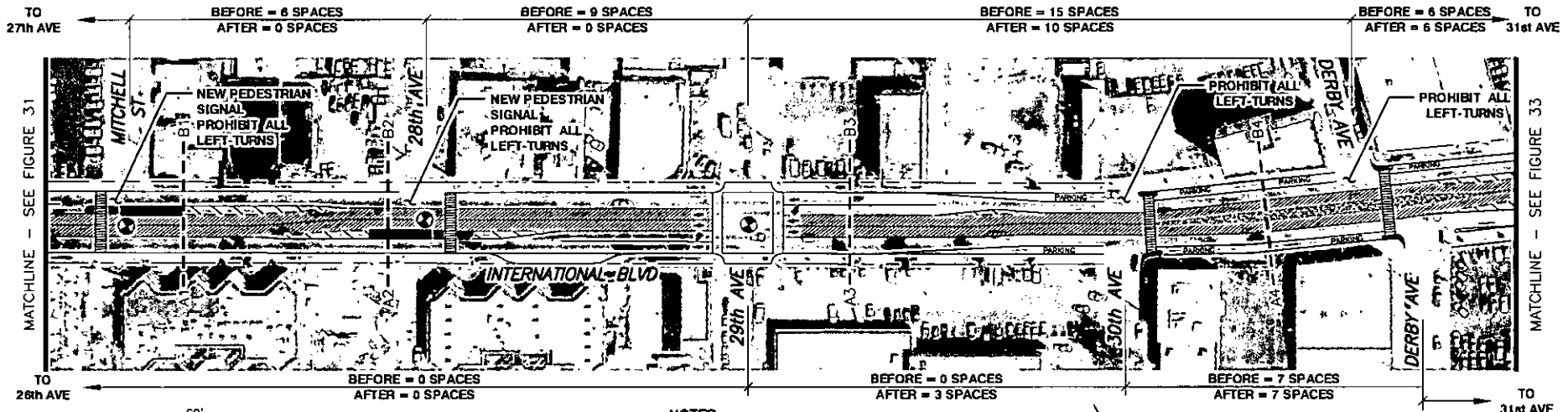
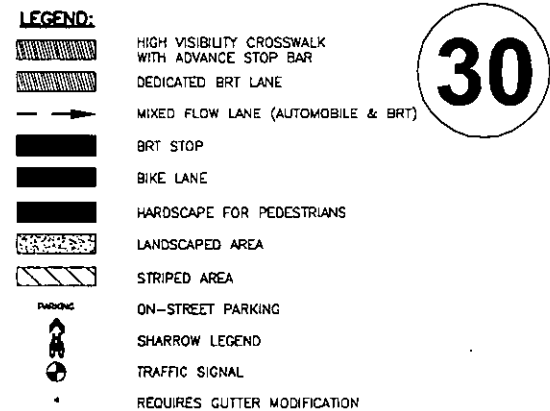
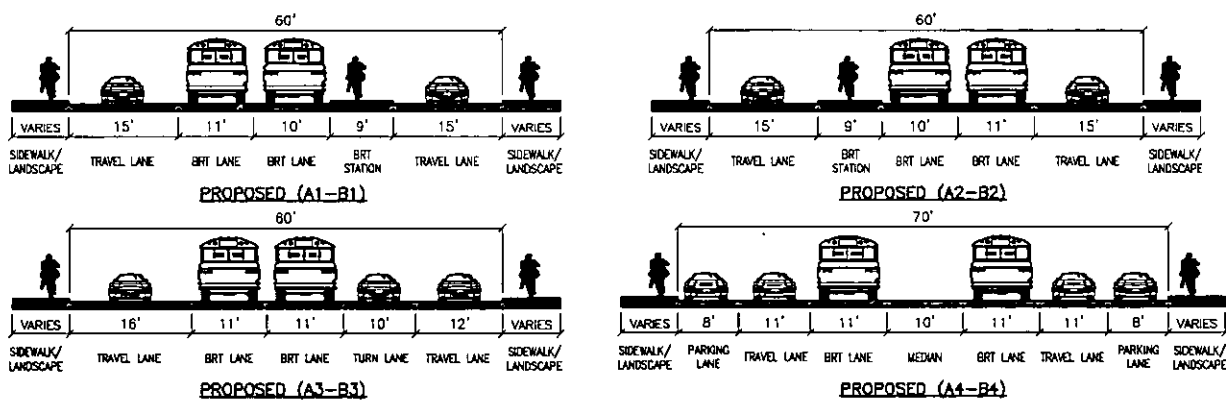
TO MILLER AVE ← BEFORE = 3 SPACES AFTER = 3 SPACES BEFORE = 20 SPACES AFTER = 15 SPACES BEFORE = 4 SPACES AFTER = 0 SPACES → TO MITCHELL ST



- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 24th AVENUE, 25th AVENUE AND 26th AVENUE.
 - REQUIRES A 6-FOOT LANE SHIFT FOR BRT THROUGH SIGNALIZED INTERSECTION AT 27th AVENUE.



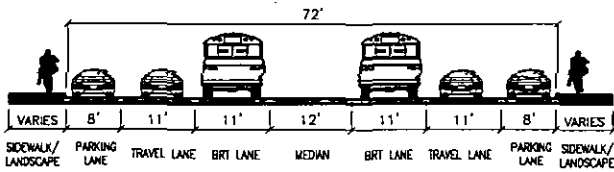
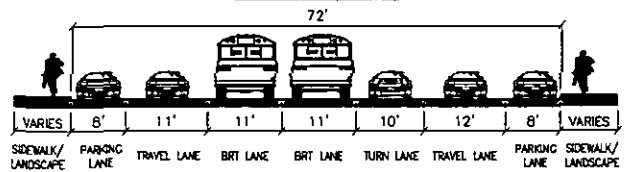
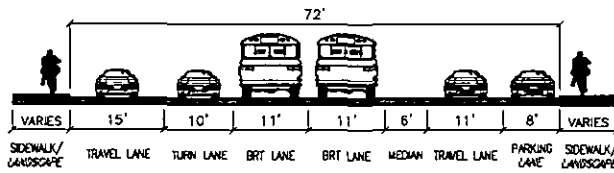
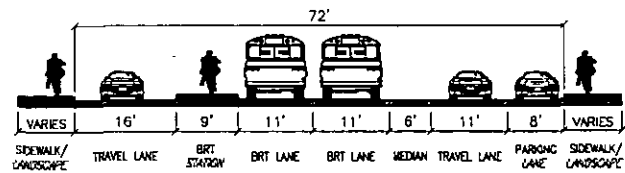
30



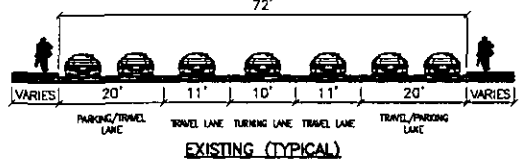
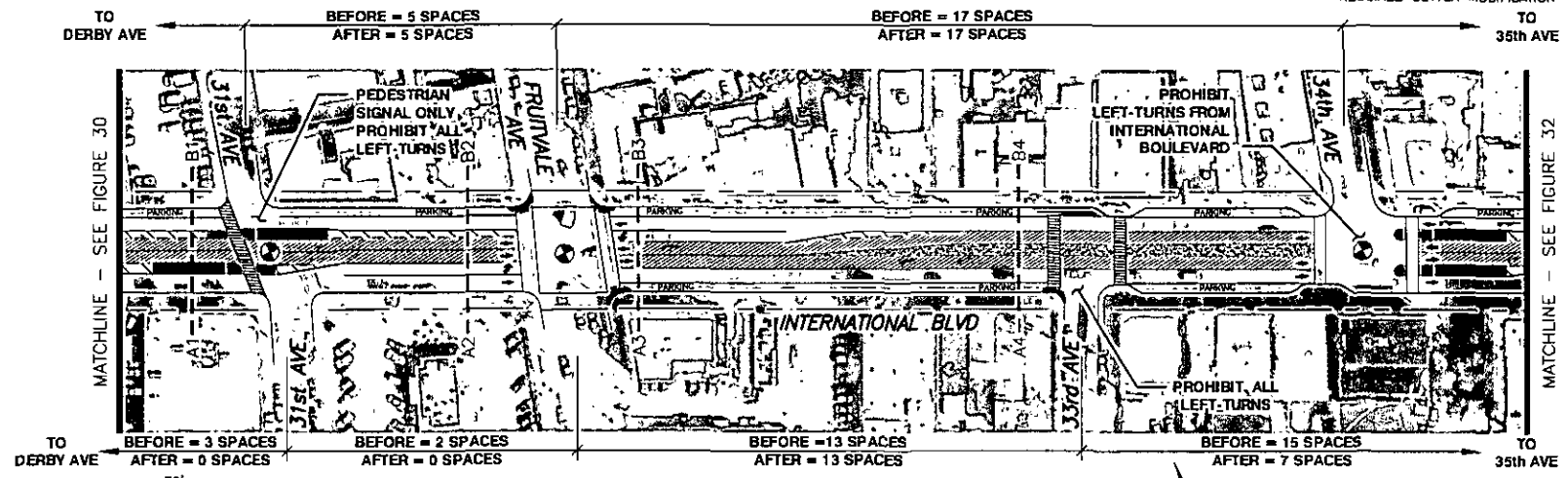
- NOTES:**
1. LEFT-TURN PROHIBITIONS AT: MITCHELL STREET, 28th AVENUE, 30th AVENUE AND DERBY AVENUE.
 2. REQUIRES A 6-FOOT LANE SHIFT FOR BRT THROUGH SIGNALIZED INTERSECTION AT 29th AVENUE.



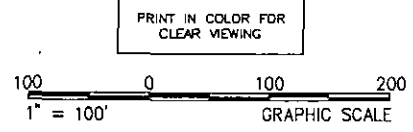
PRELIMINARY
 FOR DISCUSSION ONLY

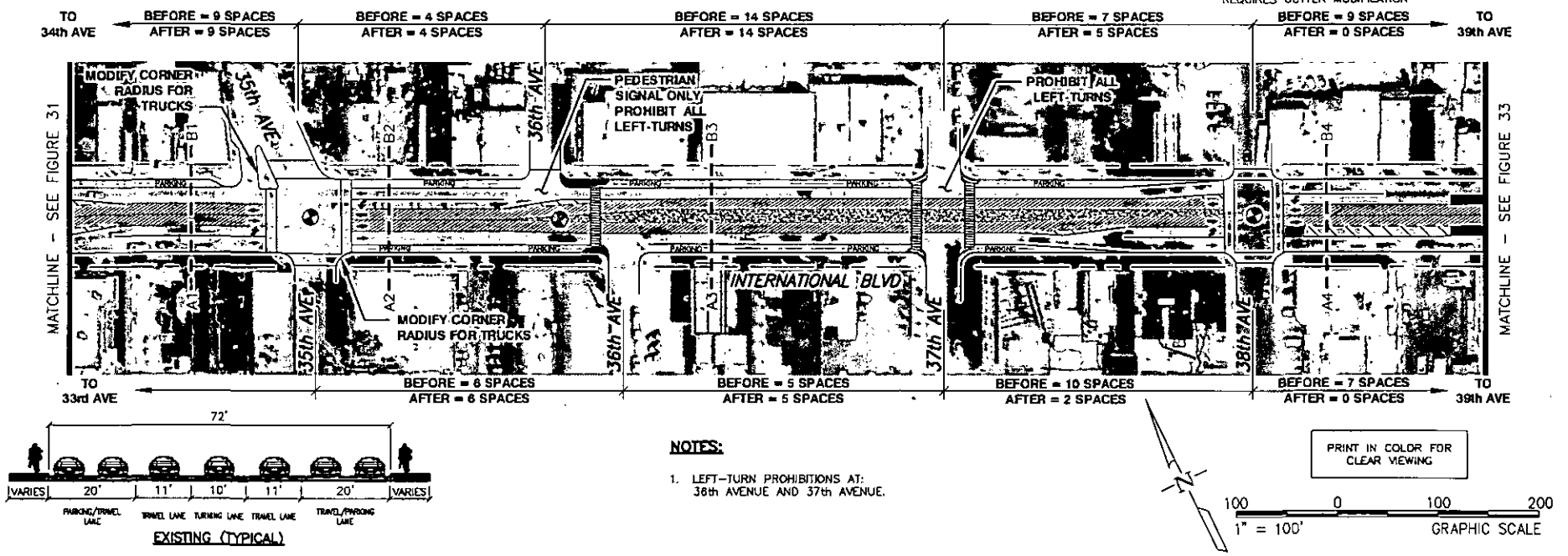
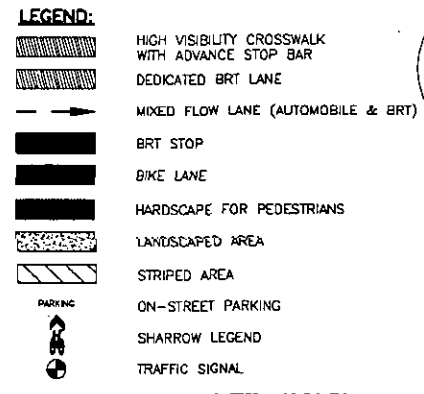
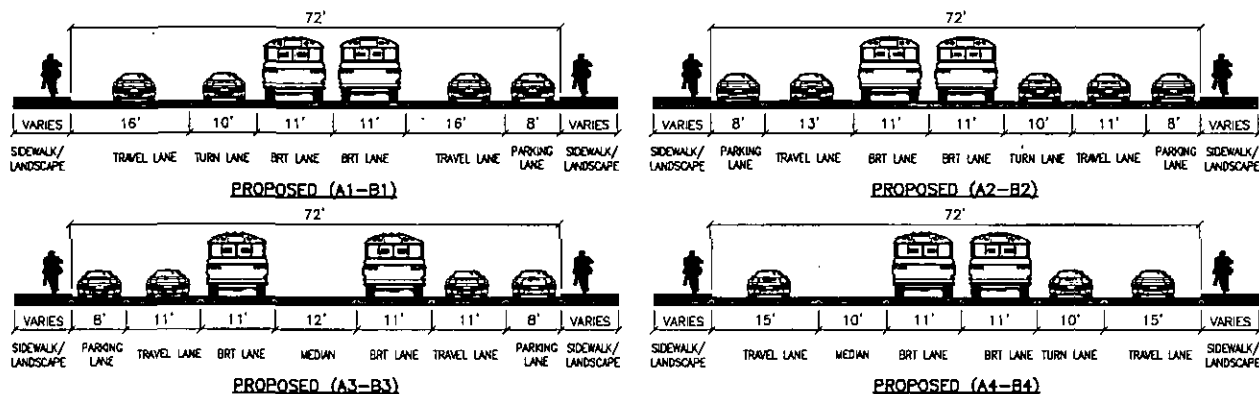


- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION

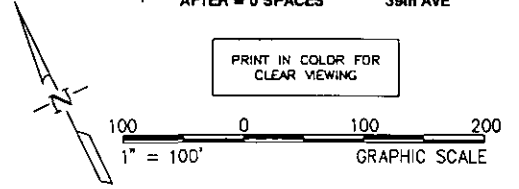


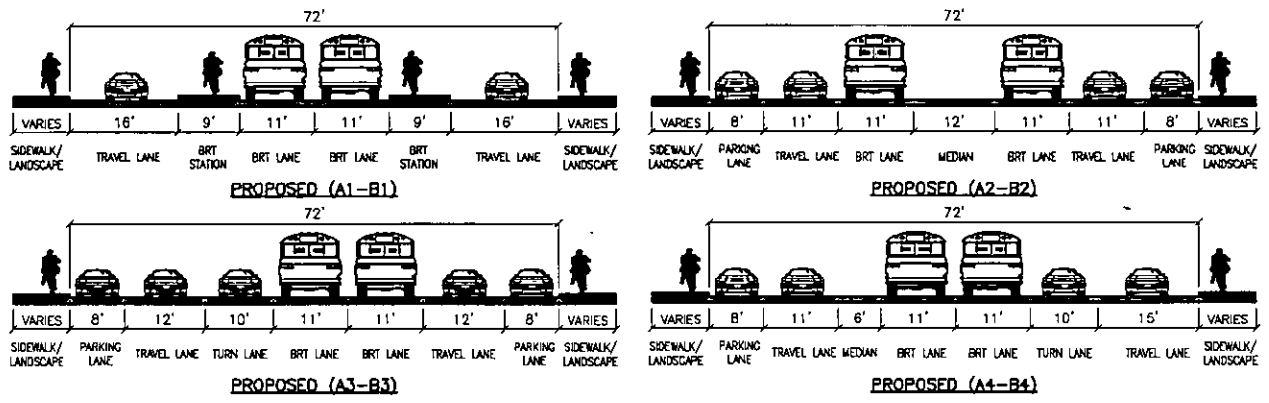
- NOTES:**
1. LEFT-TURN PROHIBITIONS AT: 31st AVE, 33rd AVE AND 34th AVE.
 2. RECONSTRUCT MEDIAN BETWEEN 33rd AVE AND 35th AVE.





NOTES:
 1. LEFT-TURN PROHIBITIONS AT:
 38th AVENUE AND 37th AVENUE.

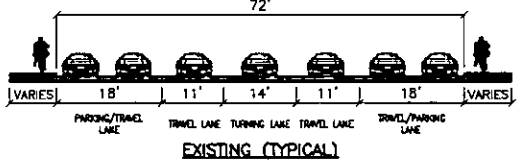
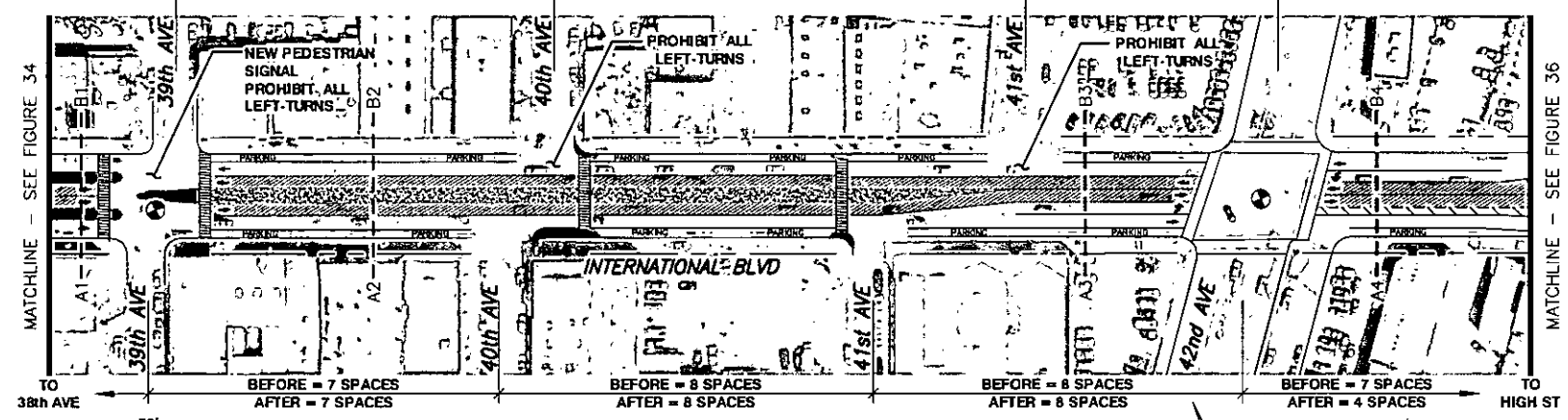




LEGEND:

- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION

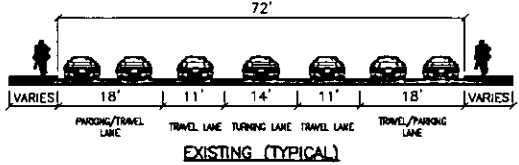
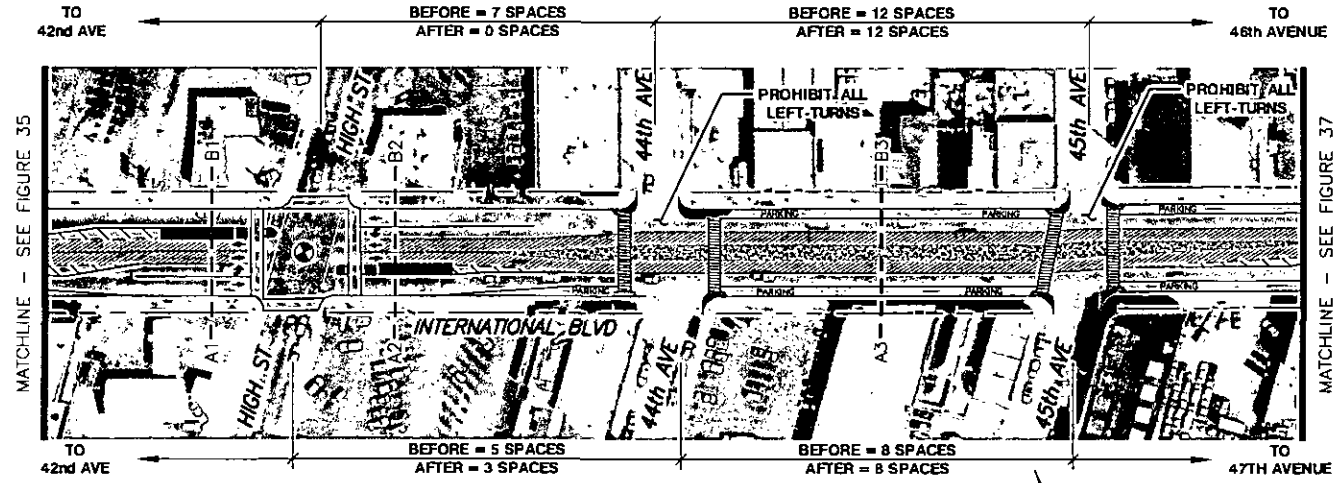
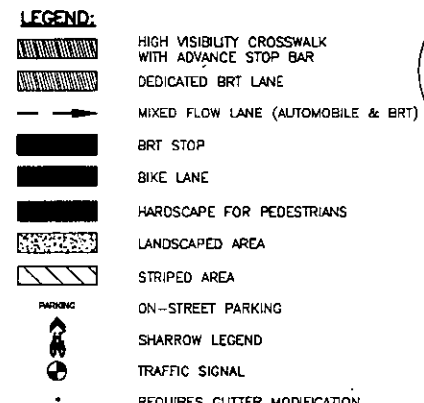
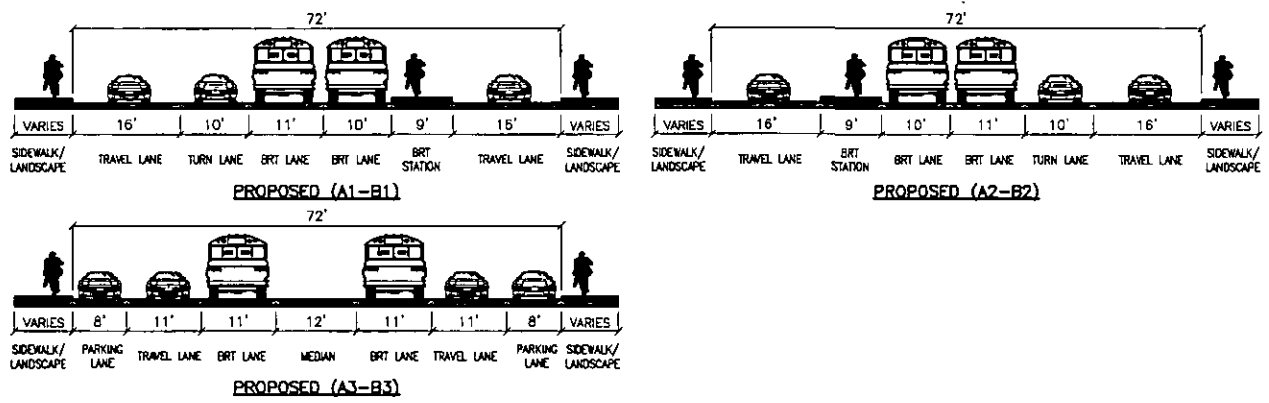
TO 38th AVE ← BEFORE = 10 SPACES AFTER = 10 SPACES BEFORE = 7 SPACES AFTER = 8 SPACES BEFORE = 4 SPACES AFTER = 4 SPACES BEFORE = 4 SPACES AFTER = 0 SPACES → TO HIGH ST



NOTES:
 1. LEFT-TURN PROHIBITIONS AT:
 39th AVENUE, 40th AVENUE
 AND 41st AVENUE.

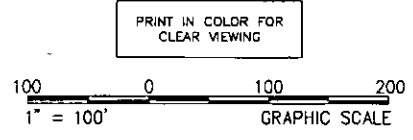
PRINT IN COLOR FOR CLEAR VIEWING

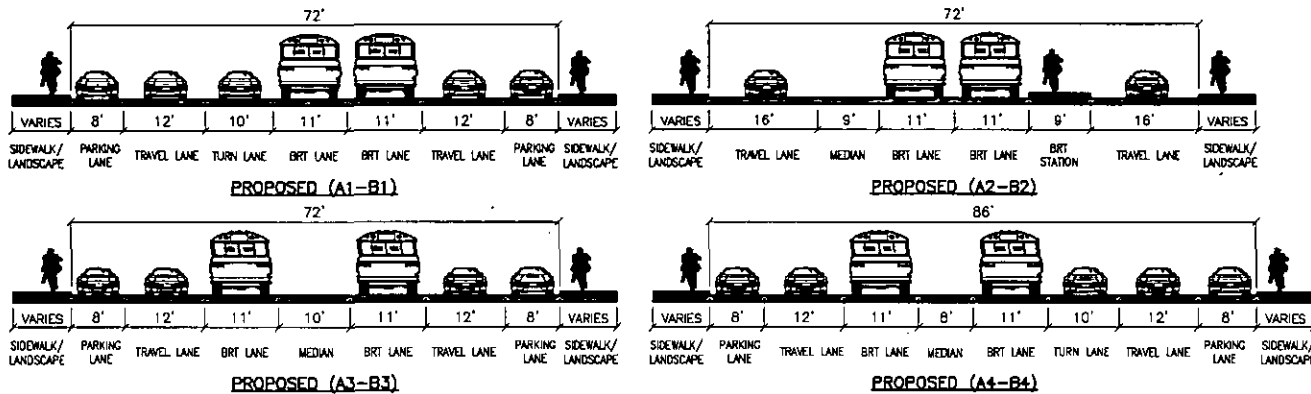
100 0 100 200
 1" = 100'
 GRAPHIC SCALE



NOTES:

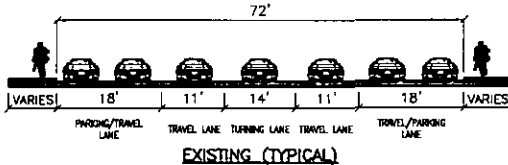
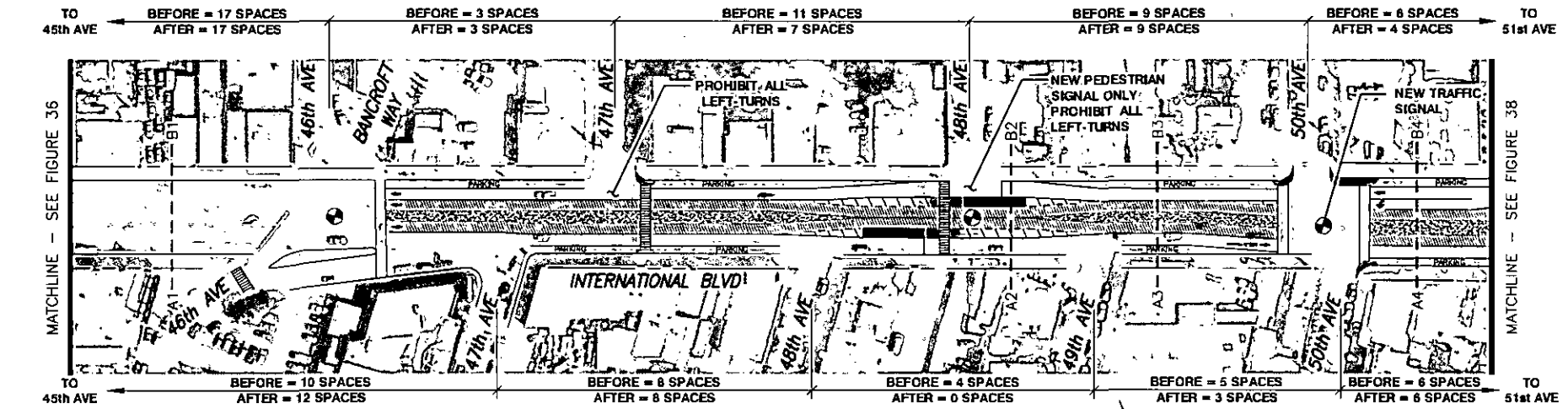
- LEFT-TURN PROHIBITIONS AT:
44th AVENUE AND 45th AVENUE.





LEGEND:

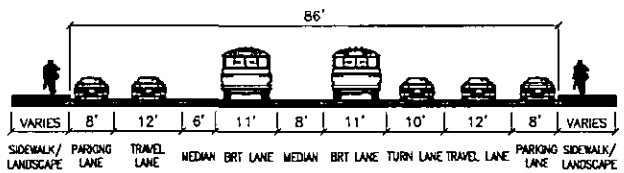
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION



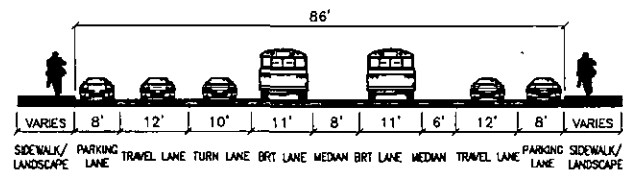
- NOTES:**
- LEFT-TURN PROHIBITIONS AT:
 47th AVENUE, 48th AVENUE AND
 49th AVENUE.

PRINT IN COLOR FOR CLEAR VIEWING

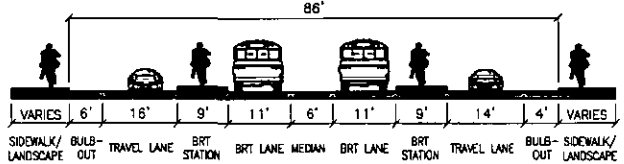
100 0 100 200
 1" = 100'
 GRAPHIC SCALE



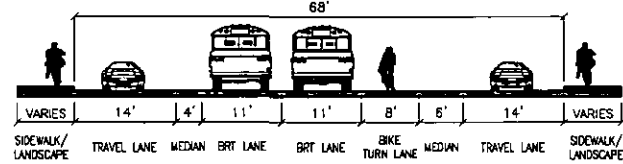
PROPOSED (A1-B1)



PROPOSED (A2-B2)

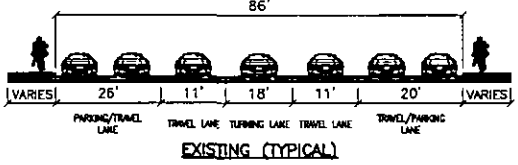
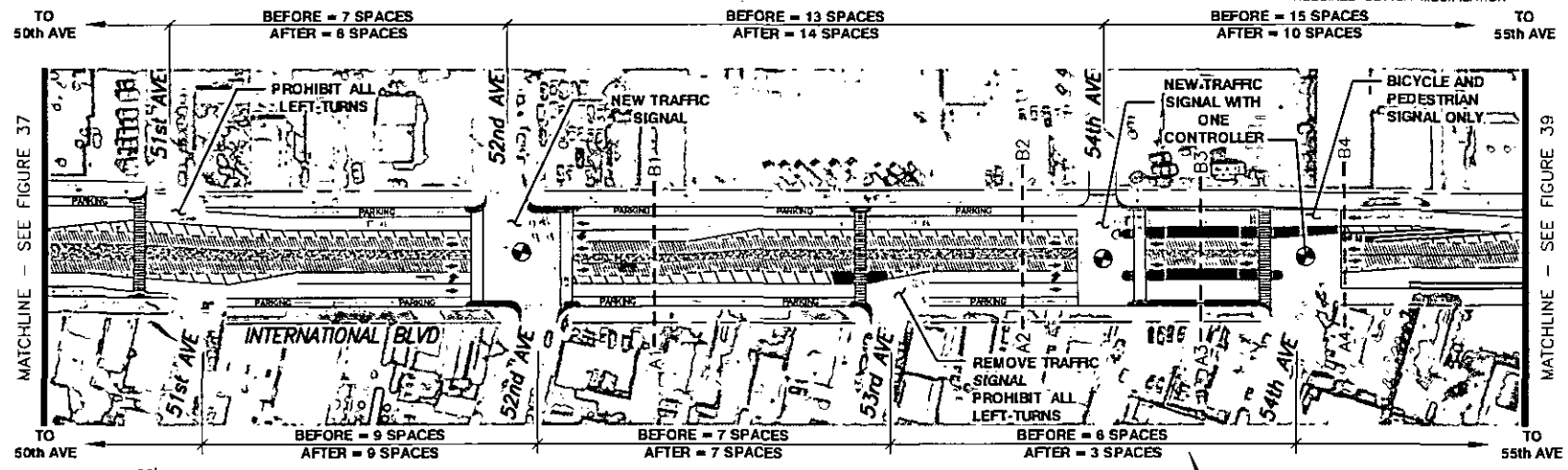


PROPOSED (A3-B3)



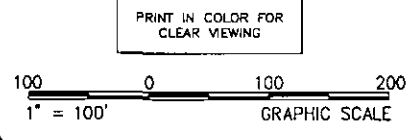
PROPOSED (A4-B4)

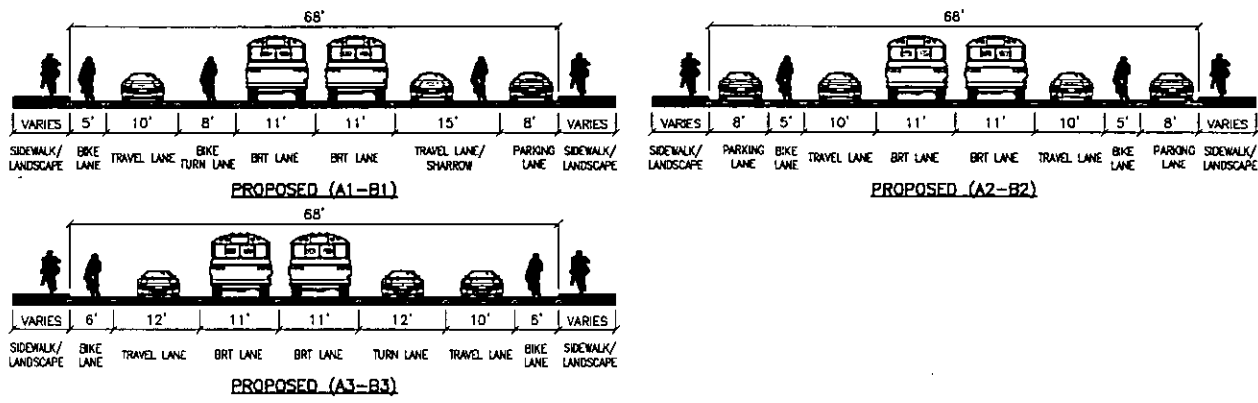
- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION



EXISTING (TYPICAL)

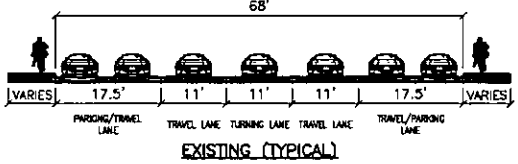
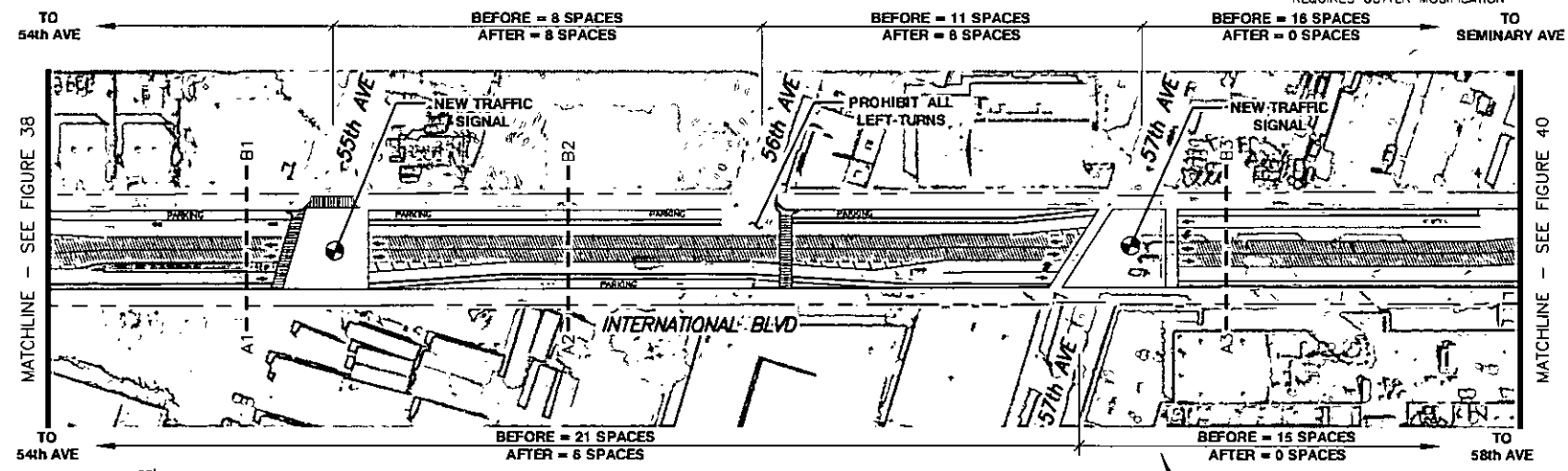
- NOTES:**
1. LEFT-TURN PROHIBITIONS AT: 51st AVENUE AND 53rd AVENUE.
 2. BICYCLE LEFT-TURN ONLY FROM INTERNATIONAL BOULEVARD TO 54th AVENUE.





LEGEND:

- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION

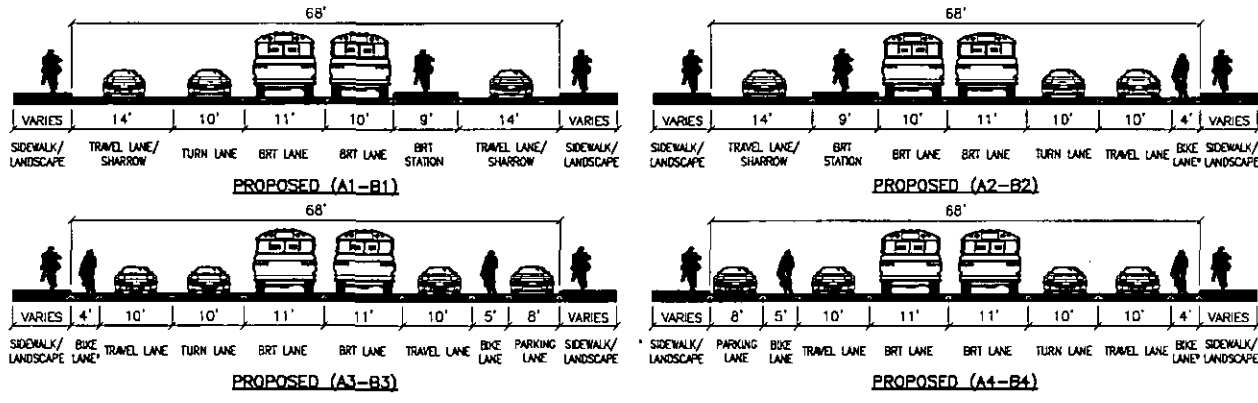


- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 56th AVENUE.
 - BICYCLE LEFT-TURN ONLY FROM INTERNATIONAL BOULEVARD TO 55th AVENUE.

PRINT IN COLOR FOR CLEAR VIEWING

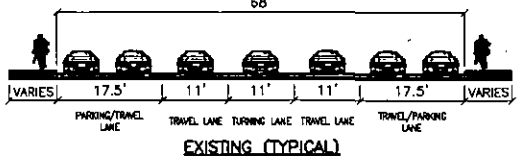
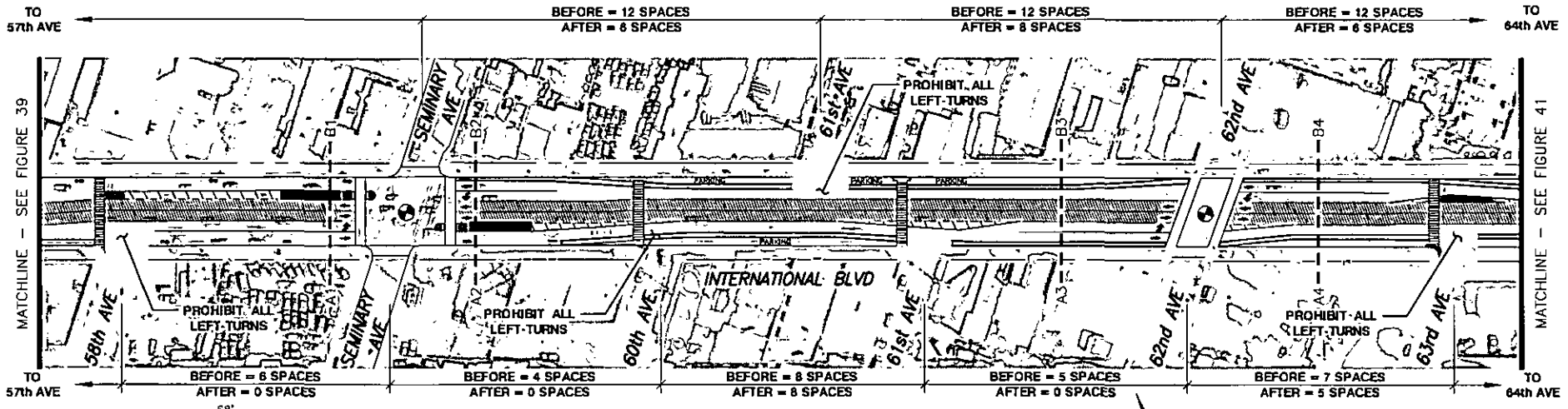
100 0 100 200
 1" = 100' GRAPHIC SCALE

PRELIMINARY
 FOR DISCUSSION ONLY



LEGEND:

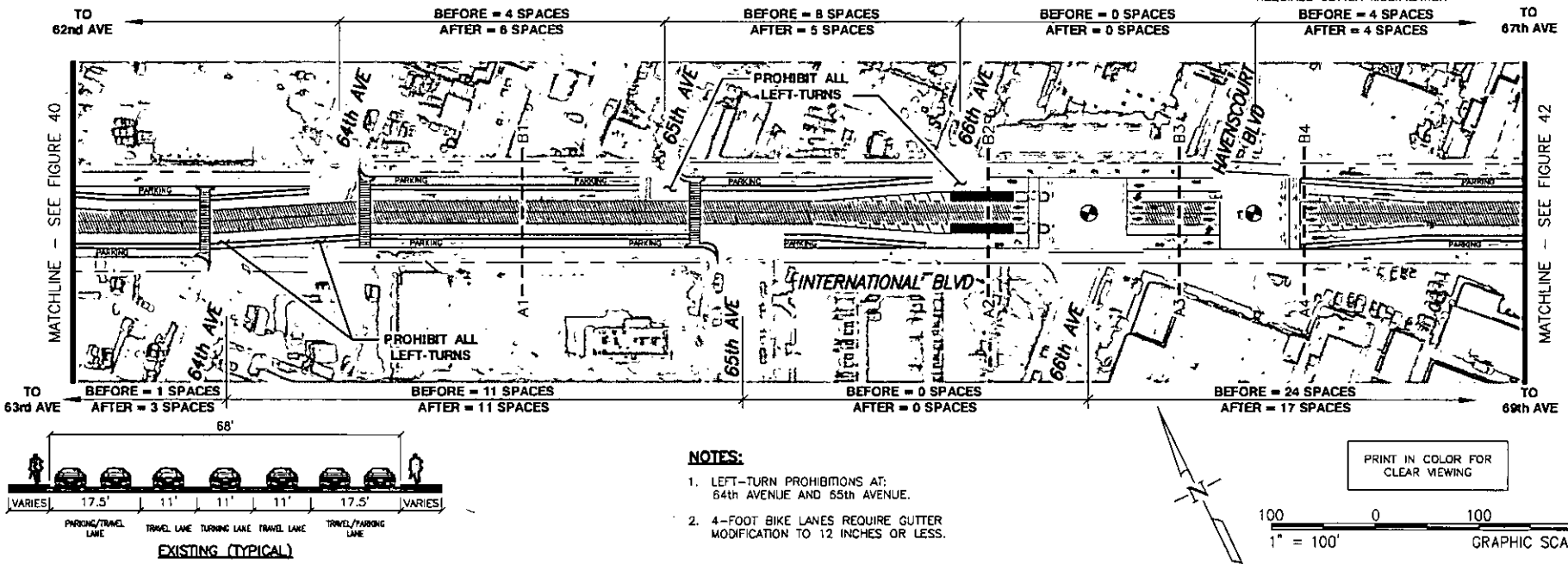
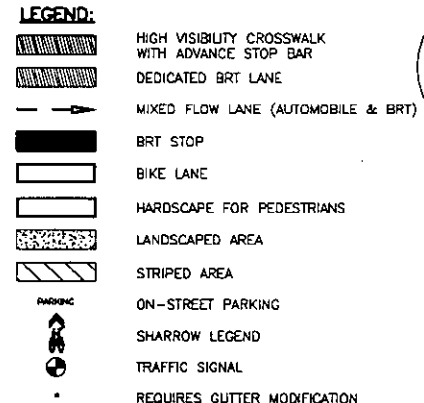
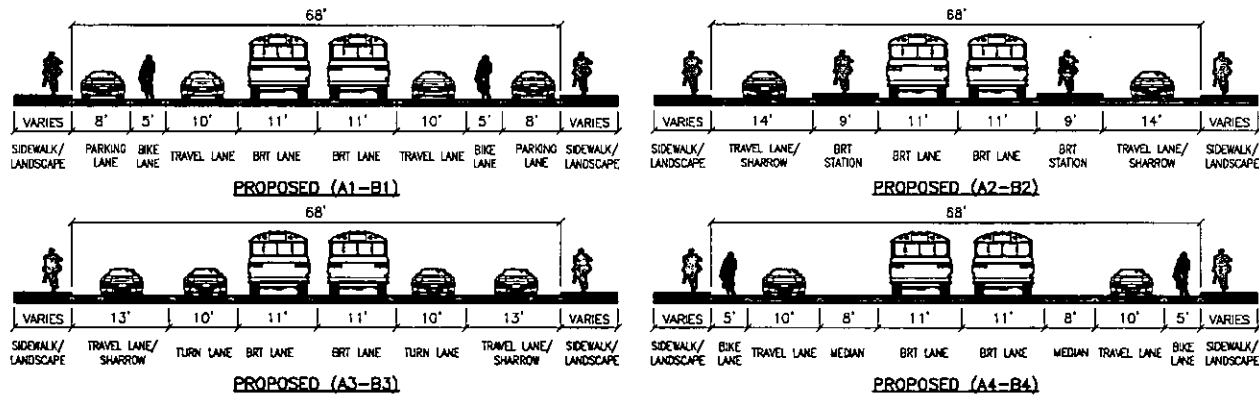
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION



- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 58th AVENUE, 60th AVENUE, 61st AVENUE AND 63rd AVENUE.
 - 4-FOOT BIKE LANES REQUIRE GUTTER MODIFICATION TO 12 INCHES OR LESS.

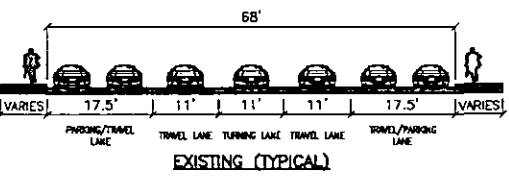
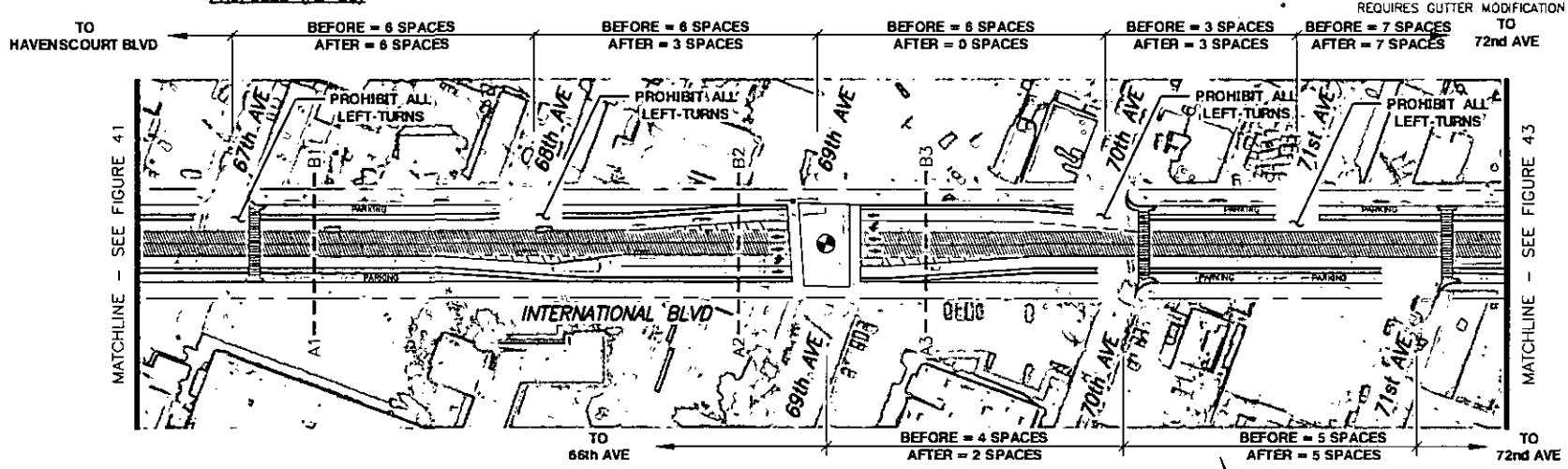
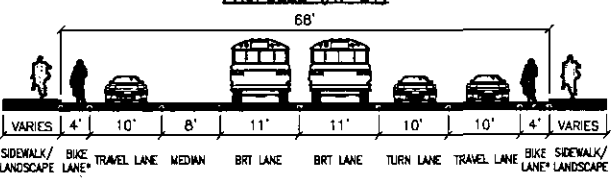
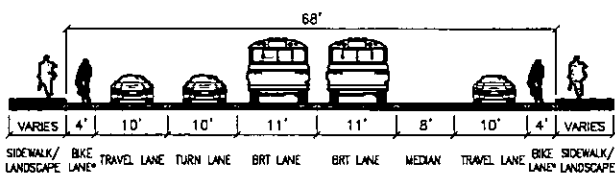
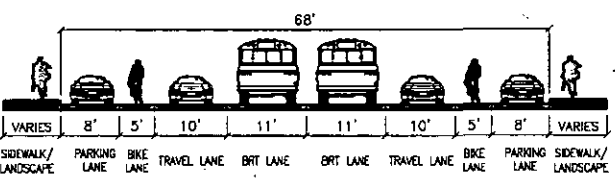
PRINT IN COLOR FOR CLEAR VIEWING

100 0 100 200
 1" = 100' GRAPHIC SCALE



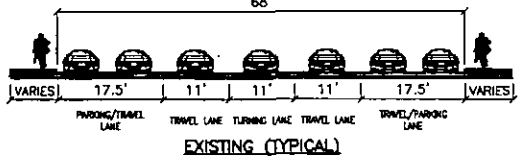
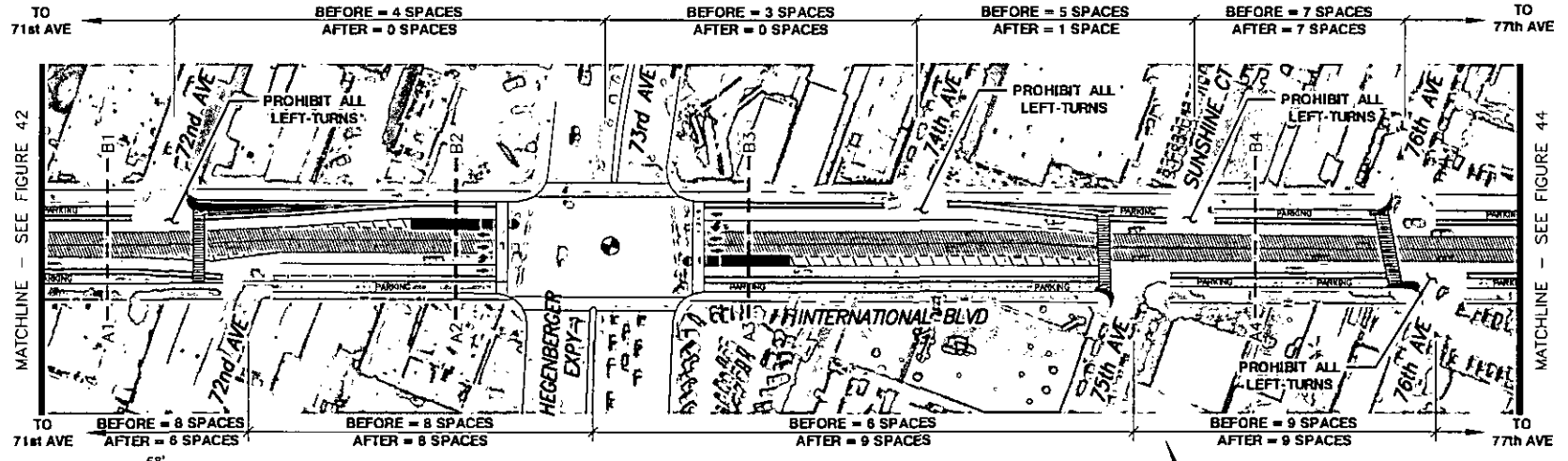
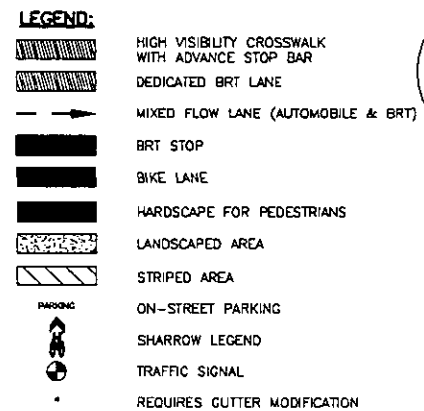
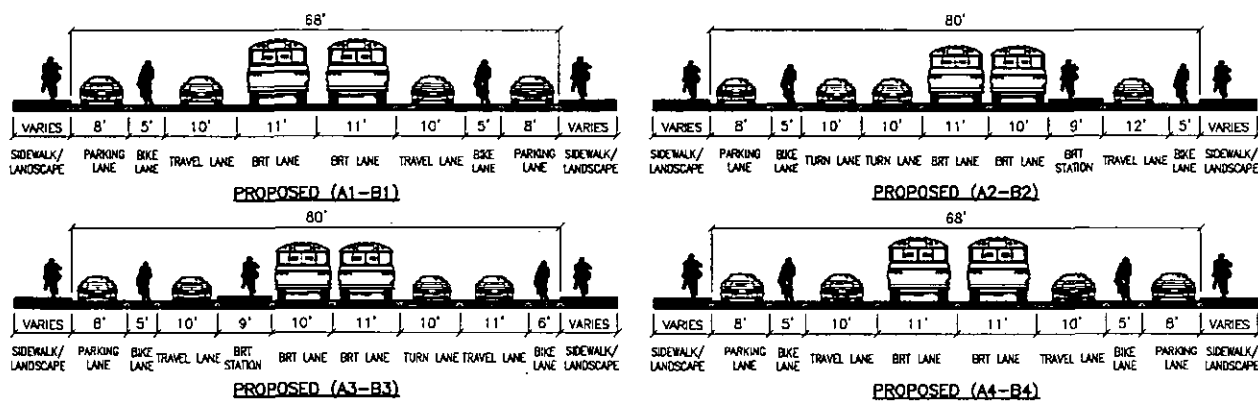
40

- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL



- NOTES:**
- LEFT-TURN PROHIBITIONS AT:
67th AVENUE, 68th AVENUE,
70th AVENUE AND 71st AVENUE.
 - 4-FOOT BIKE LANES REQUIRE GUTTER
MODIFICATION TO 12 INCHES OR LESS.

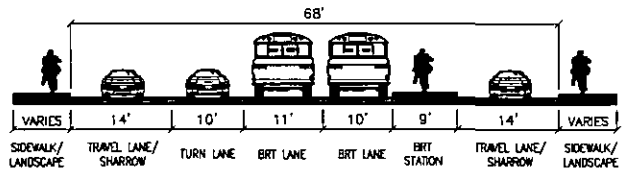




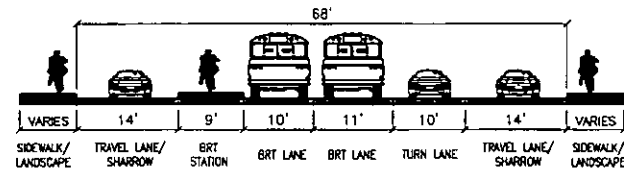
NOTES:

- LEFT-TURN PROHIBITIONS AT:
 72nd AVENUE, 74th AVENUE,
 75th AVENUE, SUNSHINE COURT
 AND 76th AVENUE.

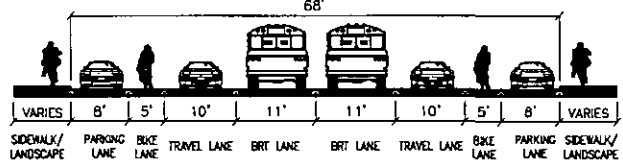




PROPOSED (A1-B1)



PROPOSED (A2-B2)

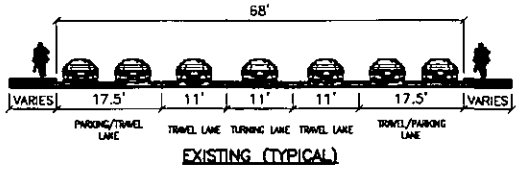
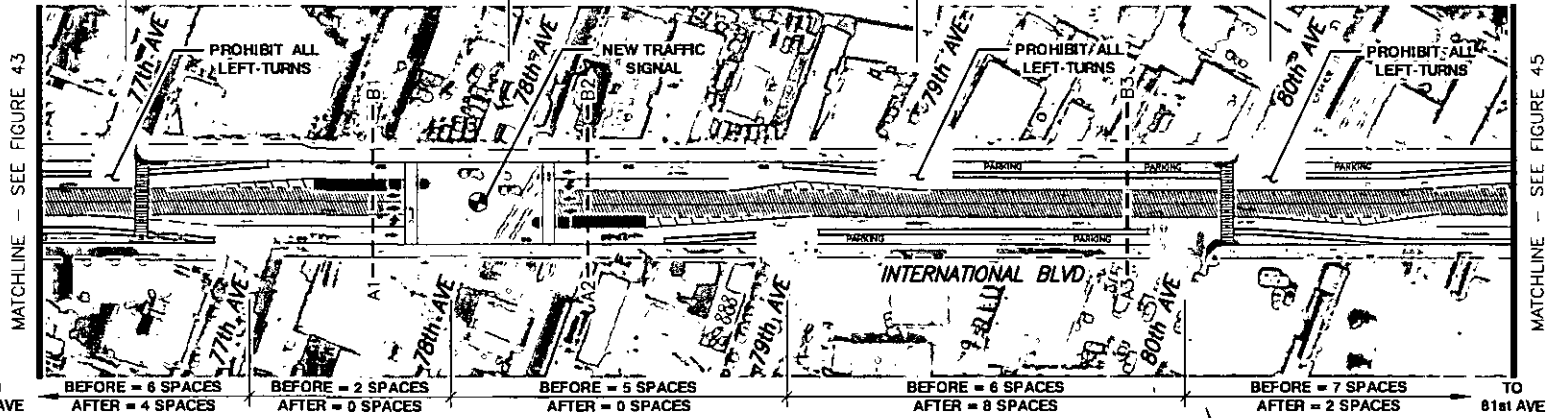


PROPOSED (A3-B3)

LEGEND:

- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL

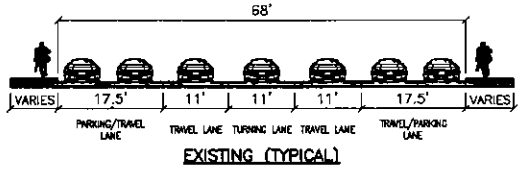
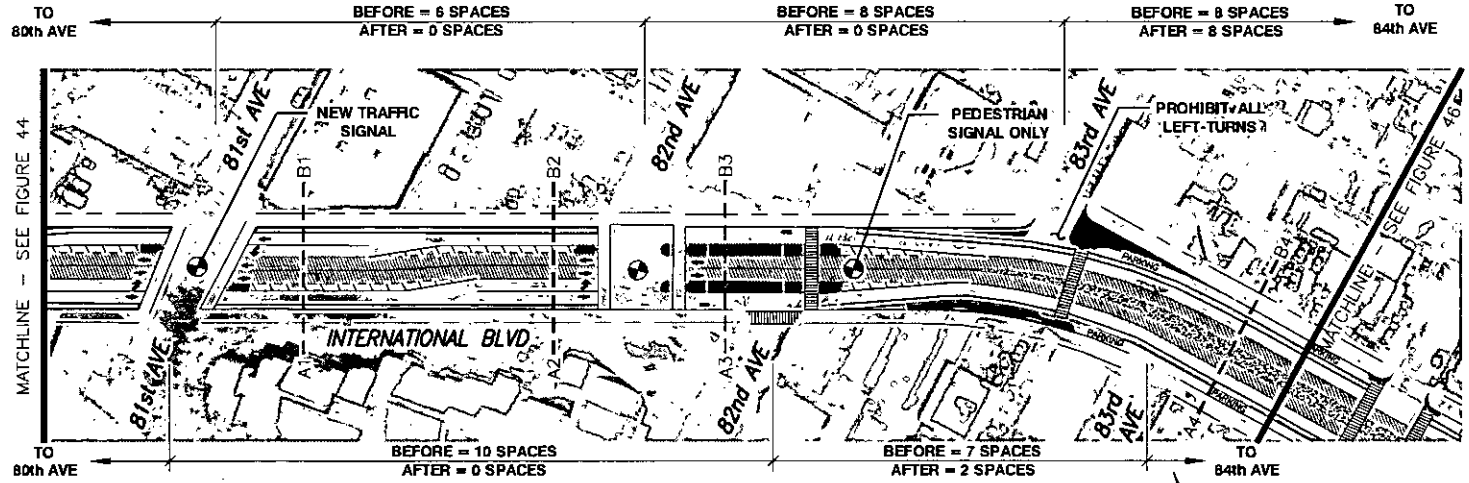
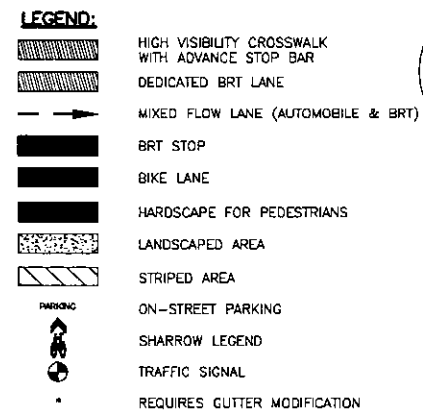
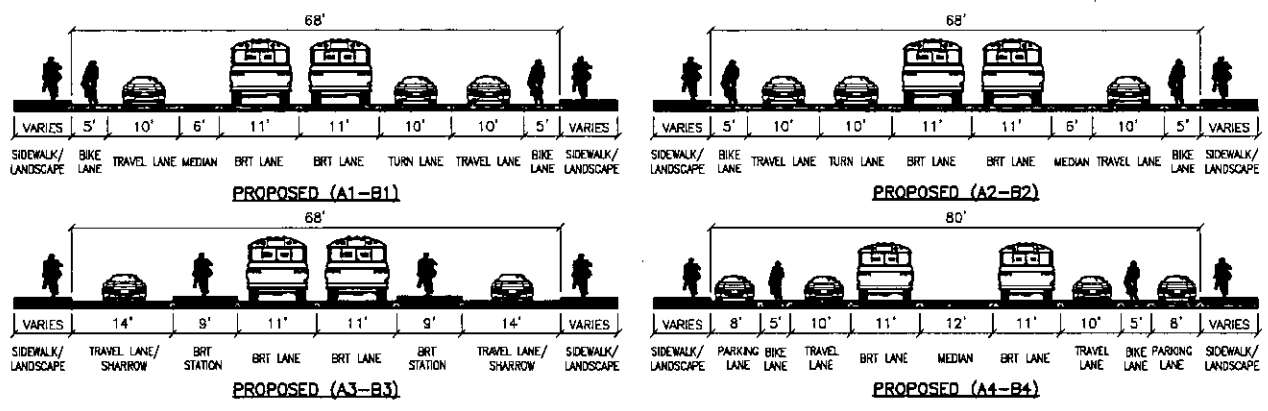
TO 76th AVE ← BEFORE = 2 SPACES AFTER = 2 SPACES BEFORE = 5 SPACES AFTER = 0 SPACES BEFORE = 4 SPACES AFTER = 0 SPACES BEFORE = 5 SPACES AFTER = 5 SPACES BEFORE = 6 SPACES AFTER = 3 SPACES → TO 81st AVE



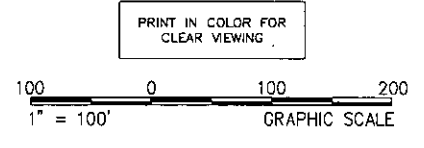
EXISTING (TYPICAL)

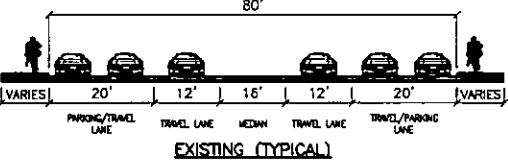
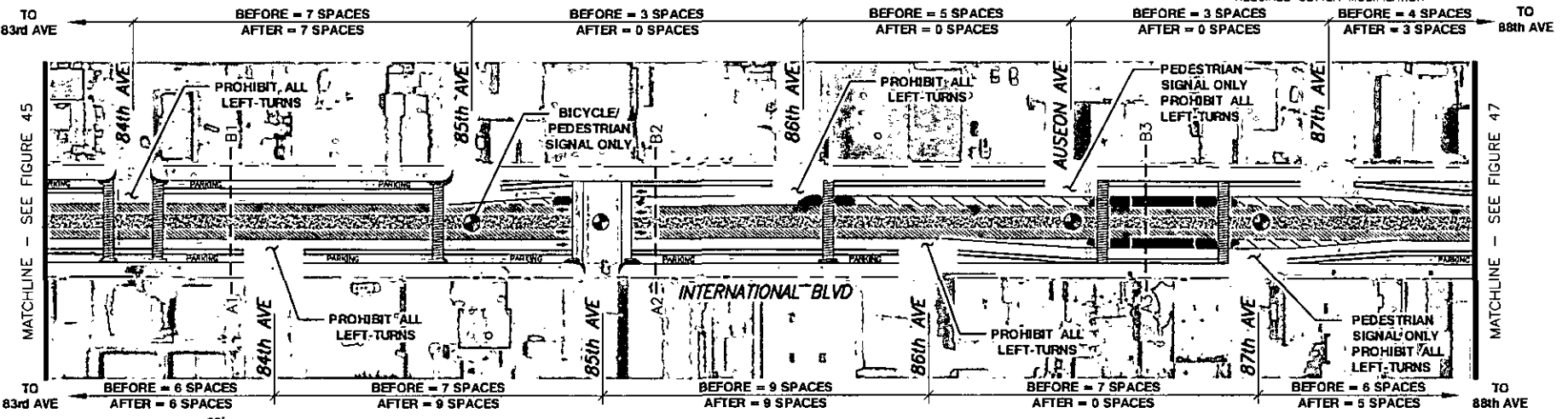
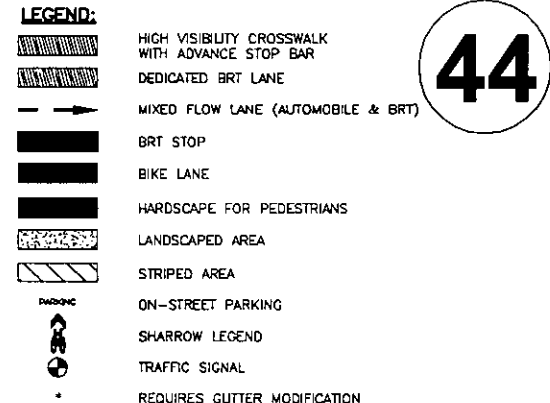
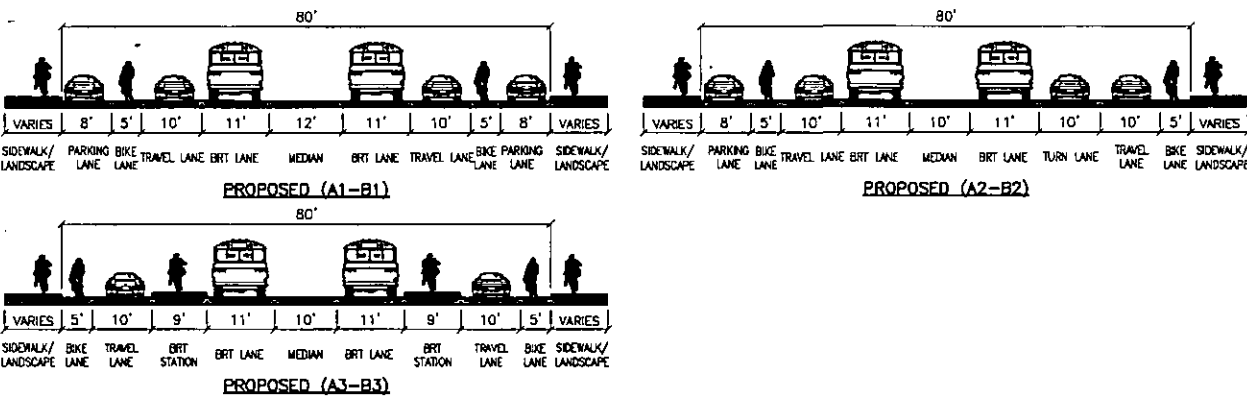
NOTES:
1. LEFT-TURN PROHIBITIONS AT:
77th AVENUE, 79th AVENUE,
80th AVENUE.



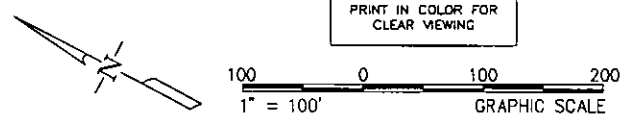


- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 83rd AVENUE.
 - EXISTING 16-FOOT MEDIAN IS REDUCED TO 12 FEET TO ACCOMMODATE 8-FOOT PARKING ZONES. THIS COULD DAMAGE TREES.

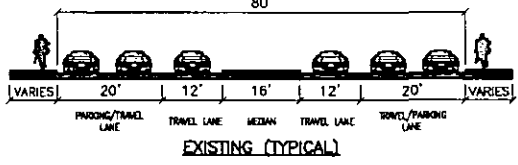
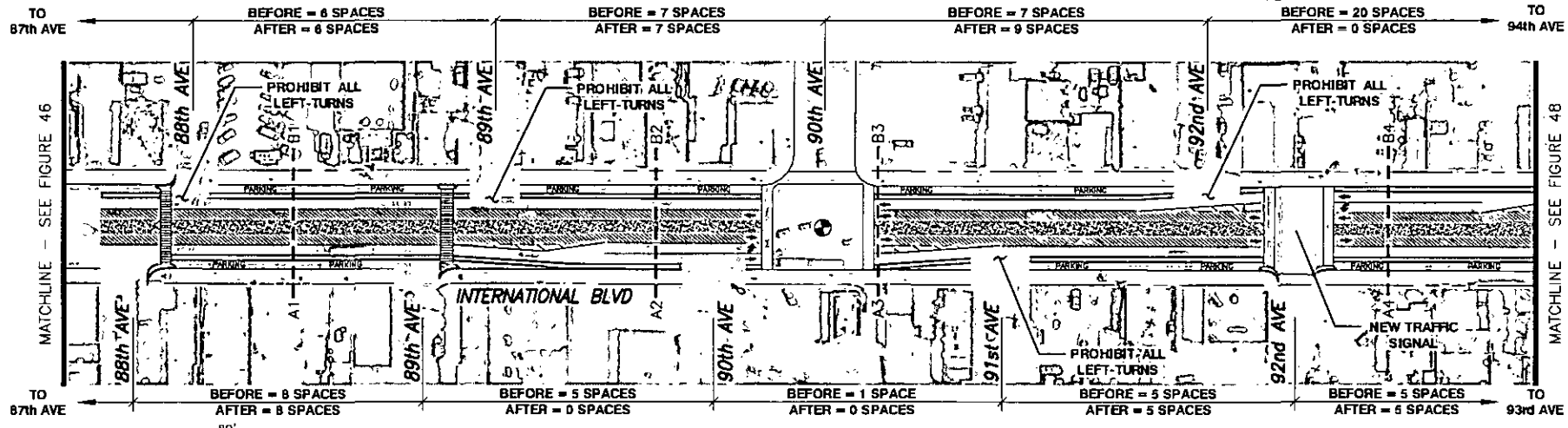
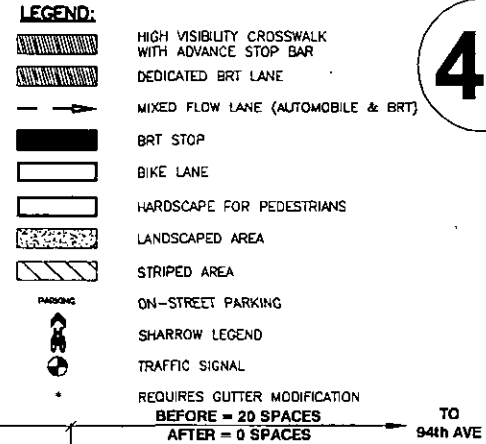
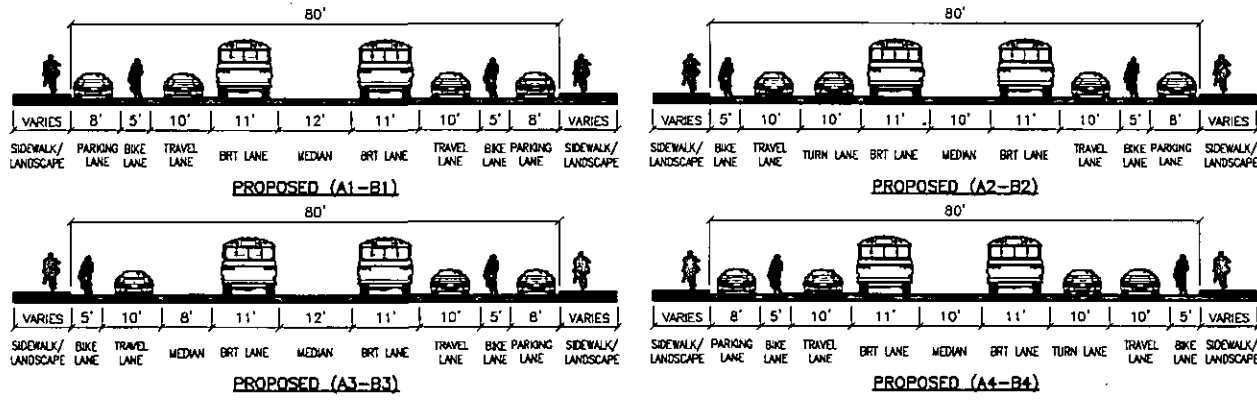




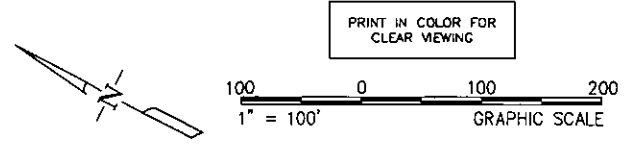
- NOTES:**
1. LEFT-TURN PROHIBITIONS AT: 84th AVENUE, 86th AVENUE, AUSEON AVENUE AND 87th AVENUE.
 2. REPLACE TREES BETWEEN 85th AVENUE AND 87th AVENUE FOR LEFT TURN LANES AND BRT STOPS
 3. EXISTING 16-FOOT MEDIAN IS REDUCED TO 12 FEET TO ACCOMMODATE 8-FOOT PARKING ZONES. THIS COULD DAMAGE TREES.



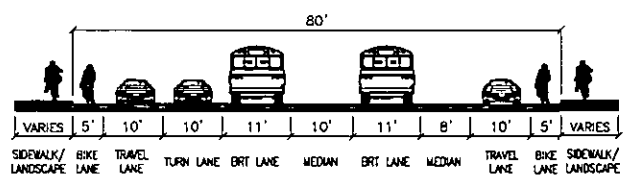
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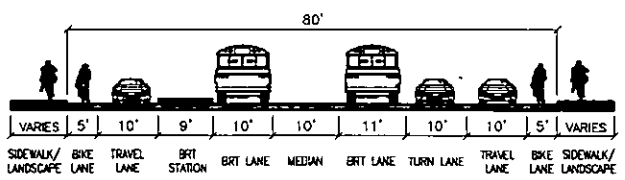
- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 88th AVENUE, 89th AVENUE, 91st AVENUE AND 92nd AVENUE.
 - REPLACE TREES BETWEEN 89th AVENUE AND 95th AVENUE TO PROVIDE LEFT TURN LANES AND BRT STOPS.
 - EXISTING 16-FOOT MEDIAN IS REDUCED TO 12 FEET TO ACCOMMODATE 8-FOOT PARKING ZONES.



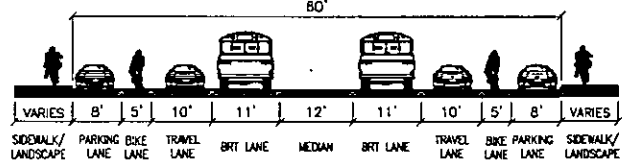
PRELIMINARY
 FOR DISCUSSION ONLY



PROPOSED (A1-B1)



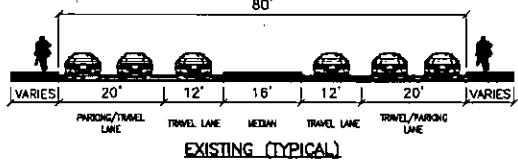
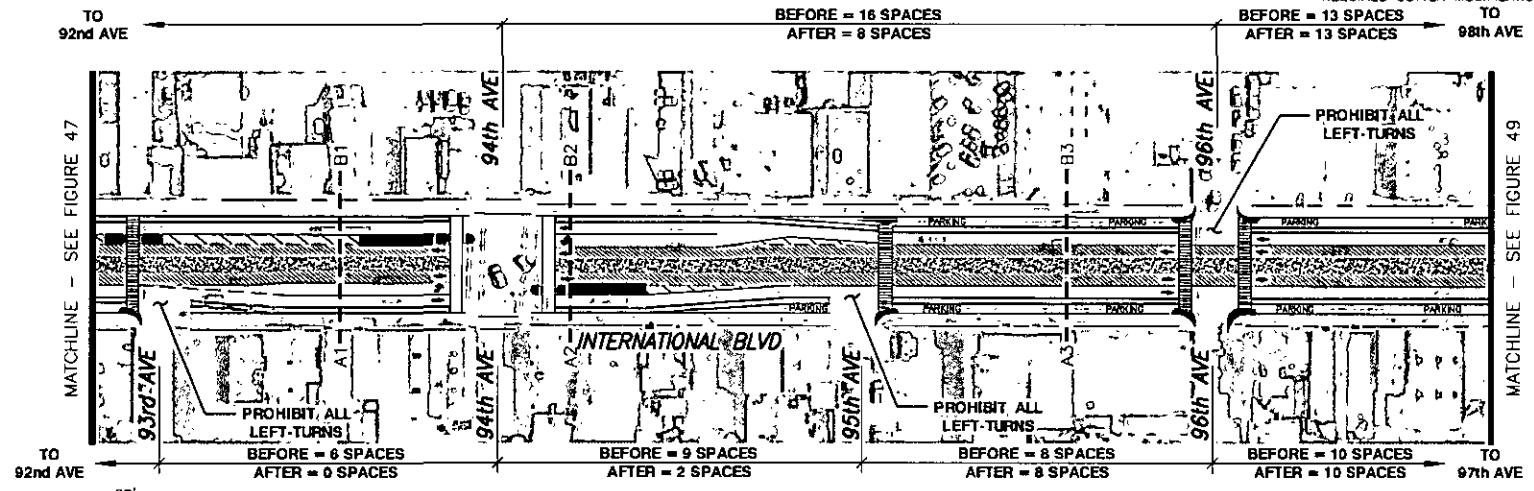
PROPOSED (A2-B2)



PROPOSED (A3-B3)

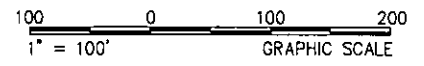
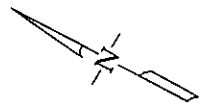
LEGEND:

- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION TO

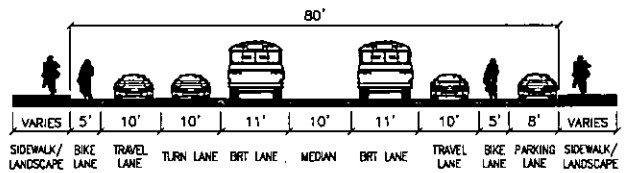


EXISTING (TYPICAL)

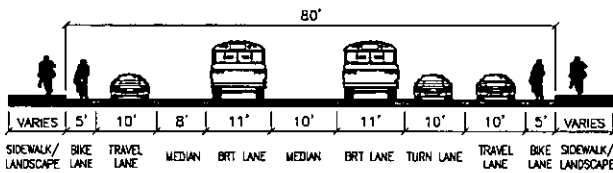
- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 93rd AVENUE, 95th AVENUE AND 96th AVENUE.
 - REPLACE TREES BETWEEN 89th AVENUE AND 95th AVENUE TO PROVIDE LEFT TURN LANES AND BRT STOPS.
 - EXISTING 16-FOOT MEDIAN IS REDUCED TO 12 FEET TO ACCOMMODATE 8-FOOT PARKING ZONES.



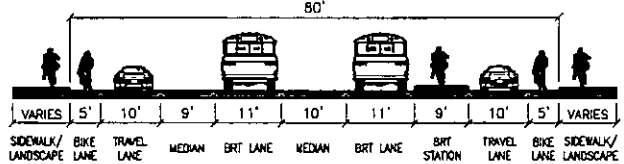
PRINT IN COLOR FOR CLEAR VIEWING



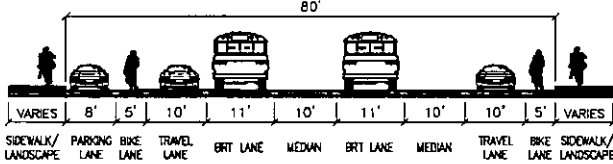
PROPOSED (A1-B1)



PROPOSED (A2-B2)



PROPOSED (A3-B3)

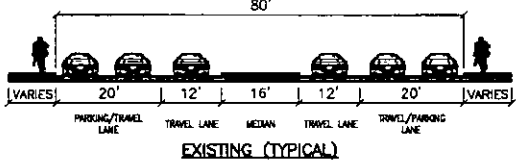
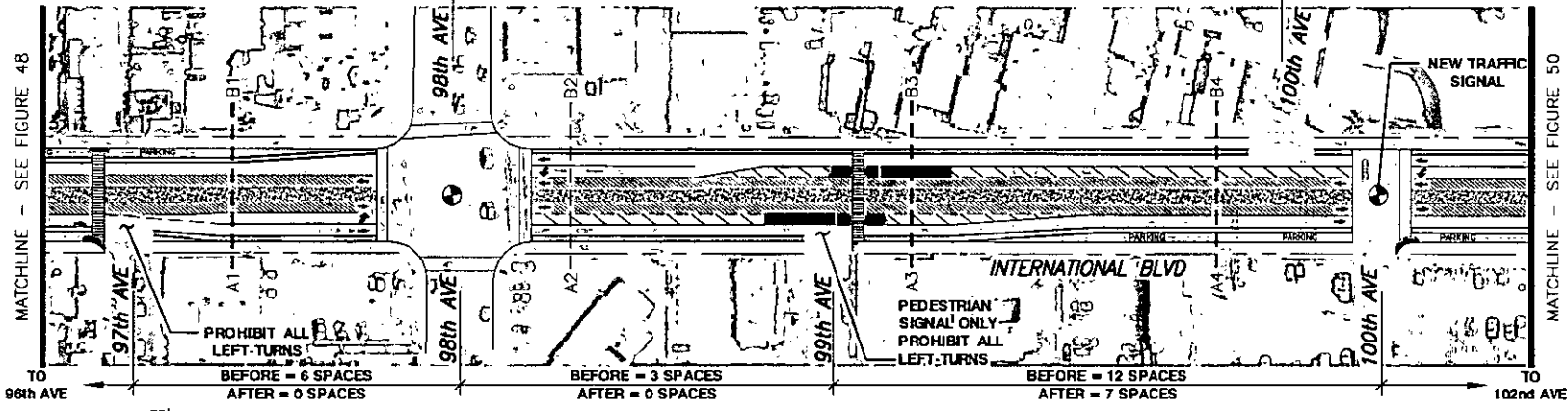


PROPOSED (A4-B4)

LEGEND:

- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION

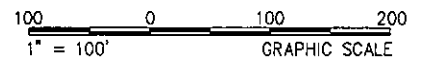
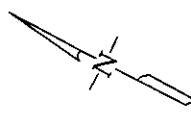
TO 96th AVE ← BEFORE = 14 SPACES AFTER = 0 SPACES → TO 101st AVE



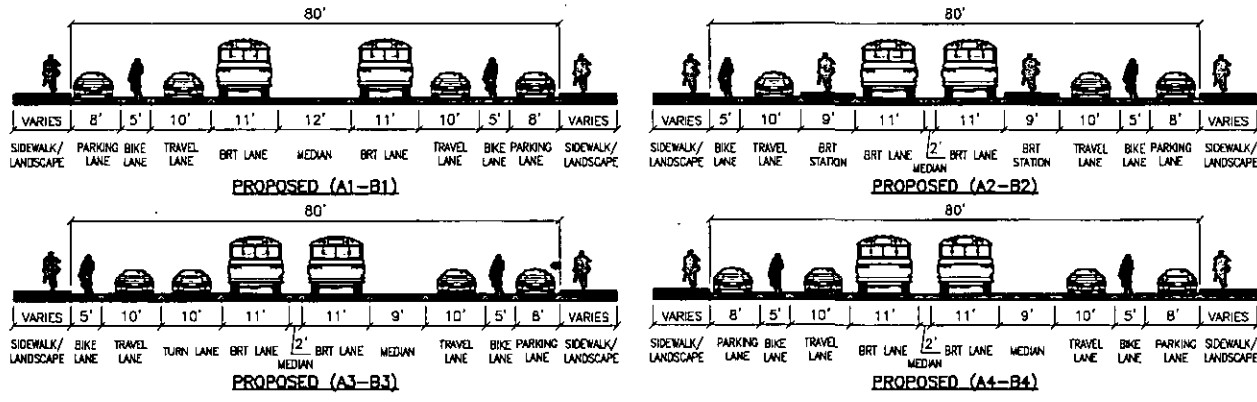
EXISTING (TYPICAL)

NOTES:

1. LEFT-TURN PROHIBITIONS AT: 97th AVENUE AND 99th AVENUE.
2. REPLACE TREES BETWEEN 97th AVENUE AND 100th AVENUE TO PROVIDE LEFT TURN LANES AND BRT STOPS.
3. EXISTING 16-FOOT MEDIAN IS REDUCED TO 10 FEET TO ACCOMMODATE 8-FOOT PARKING ZONES.

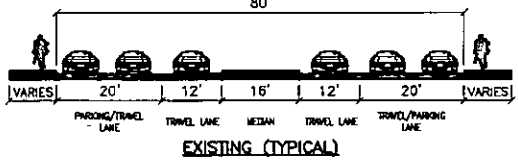
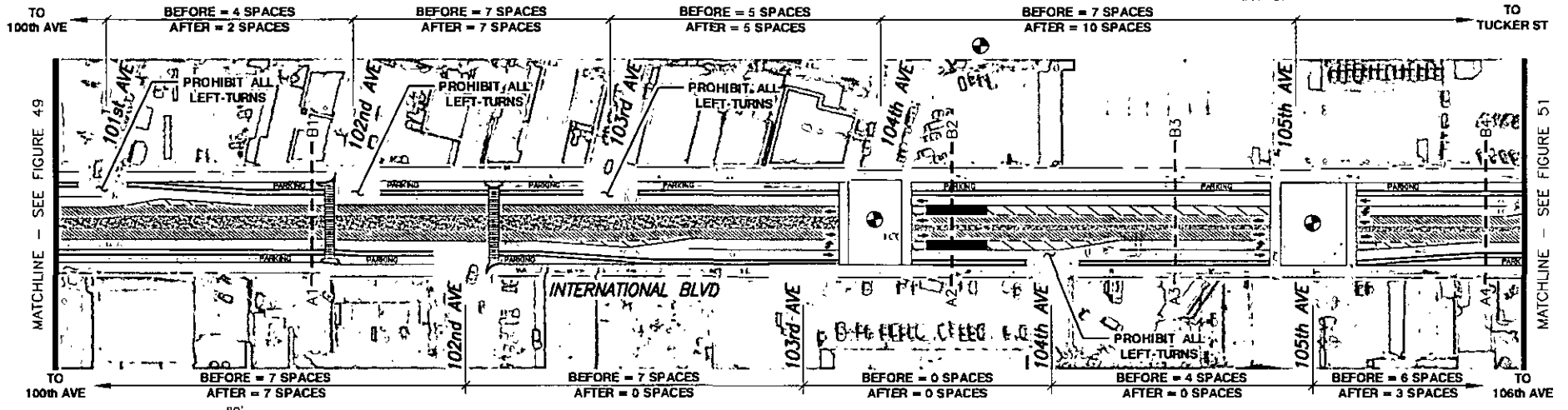


PRINT IN COLOR FOR CLEAR VIEWING

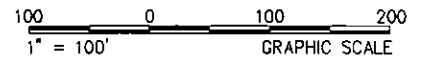
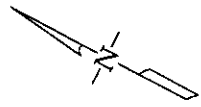


LEGEND:

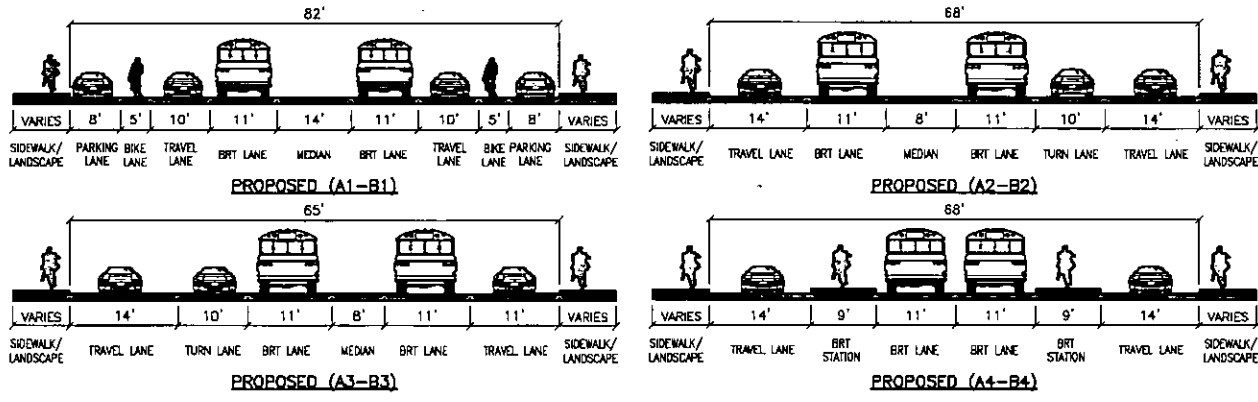
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION



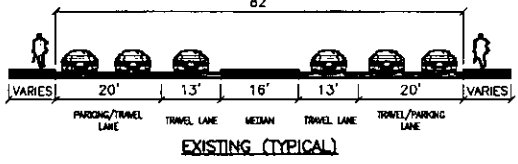
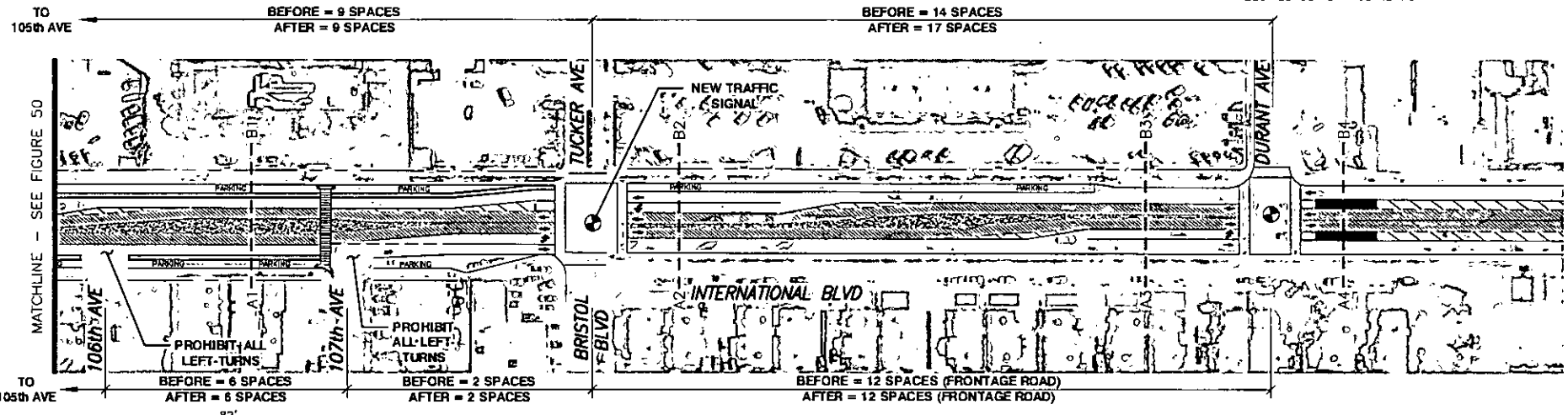
- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 101st AVENUE, 102nd AVENUE, AND 103rd AVENUE.



Jan 28, 2010 10:00 AM
 H:\PROJECTS\2009\1020-2040 Oakland BRT\04\Working drawings\International Fig 47-51\1st Submittal\2010 Fig 46-51.dwg



- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION



NOTES:

- LEFT-TURN PROHIBITIONS AT:
106th AVENUE AND 107th AVENUE.

PRINT IN COLOR FOR CLEAR VIEWING



PRELIMINARY
 FOR DISCUSSION ONLY

Attachment B

Bus Rapid Transit Questions & Comments Oakland's Locally Preferred Alternative

Last Updated: 3/16/2010

Comments collected at public meetings on comment cards:

1

Please build more bus stops with shelters and lights

The new bus should have more seats

The ticket to board the bus should be kept at a low price

2

Please review night time parking issues

Bus stops should have public art

Please make sure that bus stops are kept clean

3

Concerned about access to the Art Center at 23rd and International. Please make sure that there is still parking within one to two blocks because it is not safe

4

Hire security for stops

5

I will enjoy the bus rides

6

We would like to have the shelter put on both sides of the Street at 82nd and International

7

In Temescal:

- (1) Loss of parking is unacceptable without mitigation
- (2) Traffic reduction to one lane is not viable – Mixed flow required approaching 51st N. Bound.
- (3) Bike lanes need to be on Webster route not Telegraph
- (4) Traffic traveling N toward W Bound 24 should be rediverted from Tleg to Shattuck at 46th ST
- (5) Who is studying the other alternatives, nobuild/Rapid+

8

The DEIR state there would additional environmental review before deciding if telegraph could support bike lanes along with BRT. Has that additional environmental study been done? If so, where can I find it? If not, when do you expect it to be released?

9

- 1) Keep local bus service – critically important for current + future (post development) service on Telegraph.
- 2) Mitigate loss of parking. Cars will park up small side streets.
- 3) No L-turns means drivers will over-use small side streets, taking right turns around the block.
- 4) Dedicated lanes bring too much congestion to Shattuck Ave + side streets.
- 5) City must plan for flatlands kids crossing Telegraph (to walk East to Claremont Middle School) – better pedestrian crossing than plan needed. Thanks!

10

This meeting was inadequately noticed no info from Council office

Too costly for what it actually delivers – need shuttles, more coordination with BART, or the lightrail on Broadway.

It's a jobs creation project – other infrastructure improvements deserve priority!! You need to address congestion on other streets.

11

I am a resident of 49th st at telegraph & a daily bus rider from temescal to downtown Oakland.

- Oakland deserves great, reliable transit – I love the reliability element of BRT.
- I'm very excited about BRT along Telegraph / Int'l Ave. I wish the process was quicker though.
- Please provide complete streets in Oakland w/ great transit, walking, biking.
- Am glad an "enhanced rapid bus" alternative is being studied, but I'm concerned about not having dedicated lanes.
- Please consider bike parking at the bus stops.
- To Mitigate any cross-through auto traffic on local roads perpendicular to the route, please please do thorough traffic calming measures – like more speed humps, tree planting, corner bulbouts. Also, please manage parking on side streets for residents by instituting parking permits.

What I like about BRT:

- reliability
- quick boarding
- traffic calming – for pedestrians
- potential bike lane – yes!
- Streets for everyone, not just cars.

12

First, I'd like to state my strong support for alternative 3, the full BRT corridor. Bicycle and public improvements will have positive impacts on my neighborhood, my commute and the value of my home.* I would also urge the city to do (1) relax land use and zoning regulations along the corridor and (2) avoid creating dangerous pinch-points at intersections in order to squeeze in a few extra parking spots.

- Currently under renovation at 40th and Ruby.

13

The City of Oakland needs to repair the underground infrastructure such as the ailing old Sewer System before this Transit project. Most of Oakland's Neighborhoods have Sewer leaks, Leaking Raw Human waste into the Ground!

14

- Need a regional land use plan to support BRT ridership
- Remove impediments to higher density development around transit stops
- Parking mgmt to provide better quality, wayfinding parking spaces.
- Need to address traffic diverted to neighborhoods in meetings w/ mitigation strategy & projections of mode shift.

15

Another alternative must be studied! What the Geary Blvd. BRT study calls Alternative 3 Side BRT. This is priority/dedicated bus lanes in right hand lane in each direction. And maintain local bus service as well as BRT under this option.

16

Who needs this? What is wrong with what we have? Why waste our money? Other than AC Transit, who wants this? The "left turn" solution offered I can't see working during rush hours. Is this really being driven by developer or AC Transit; Because it isn't being driven by riders or the local community Best, can tell were is an example of this really working.

17

So far it looks well worth the effort. I drive Telegraph like many Temescal residents and realize that traffic may be slowed somewhat as the result of the dedicated bus lanes. But given how helpful BRT will be for creating a REAL transit alternative – with frequent, reliable service – and given how critical it is that we drive less (for our climate & our wallets), this minor inconvenience is well worth the while.

18

Alternative Streets – Shattuck, MLK are now have speeders. The PSO are aware of this. Fix the company before building.
Take away parking – Temescal does not have enough parking as it is
Cost – outlandish. When cost of ridership continues to rise
Deliveries will block the single lane so where do the cars go.
How to navigate bike lanes are a big joke – Telegraph main corridor traffic is already bad but to take away 2 lanes will be a nightmare. New toy buses are the worse. Contact the Police regarding the speeders.

19

Great job, it's a thankless position planning & visioning. My only suggestion is to address or estimate how many drivers might become riders & result in less traffic. The EIR may have that detailed data, but it would be nice to acknowledge that possibility. I'm excited about the possibility of BRT.

20

I favor BRT because it would encourage transit use and discourage car use. I favor this for many reasons including that it makes for more liveable communities and reduces climate change.

I am concerned that it sounds like AC Transit is working in isolation. I'd prefer that AC Transit, Bart and other agencies work together.

21

Great job in considering pedestrians, public transit users + bicyclists. It a very forward-thinking plan. Way to go to look forward becoming a city of the future.

22

I support the "Rapid Plus" – middle alternative – to maintain local as well as rapid service, with priority bus lanes as opposed to dedicated Bus Lanes. The EBBRT Project is problematic because (a) it costs too much for what it delivers; (b) removing or losing more then ½ the parking spaces on Telegraph will likely bankrupt local businesses esp. in Temescal. I think AC Transit service could + should be improved without building so much add'l infrastructure. Taking away a travel lane to created a dedicated bus lane is problematic.

23

- The time savings isn't worth the money spent;
- The time savings isn't enough to convert a driver to a transit rider
- The intermediate option should be researched
- Loss of parking is a big concern for Temescal businesses
- Dedicated lanes will add reliability to bus service
- Stops are a bit far apart for elderly/disabled

24

Please don't do this, let Temescal stay vital!

At an Oakland Planning Committee sub-committee discussion of new zoning on Telegraph (18 mos. ago) Chris Peeples spoke for AC Transit. He agreed for a height increase on T to 65ft. he argued that this height is required to create density needed to support BRT. People in neighborhoods along T accept (approve of) a limit of 45ft. If BRT requires 65ft for density, we do not want this. And if he was correct in his assessment, then people in these neighborhoods should be publicly informed.

I have no other opposition to the project.

25

1. Oakland BRT decision should wait until operating results have been obtained more. (Ideally, Geary corridor in S.F.) This will greatly improve the reliability of ridership projections.
2. Transfers between BRT + other bus lines: Very heavy now between 1/1R + 57 now. Possible interference. (Also at Ashby??) --- And Fruitvale: transfers. Also 35th Ave. (to Merritt College)

26

Think about and remember we still pay State and Federal Taxes

1. Emergency vehicles access going + coming important
2. Parking on the street s/b available for visitors to Senior Citizens + handicapped + small business.
3. Street crossing will be worst for seniors and handicapped
4. Seniors, handicapped + children are not able to walk long distances

27

This plan will take away parking It will effect emergency vehicles getting to patients

Safety issues for seniors crossing the street

Distance problem for seniors having to walk a long distance

28

As a long term resident of East Oakland, I am concerned about Parking on International Blvd between 4th avenue + 105th if you eliminate Parking it will affect small businesses as well as seniors who drive.

29

Sr.'s cannot walk 4 blocks bet. BRT stops! Pot holes need to be repaired. Emergency vehicles need more space to do their job quickly! I live at Allen Temple Arms. I am 73 and have a problem cross at 82nd and E. 14th at the present time!

30

What have been discussed are all concerns of senior riders ___ please do not exclude seniors who are suffering with physical disabilities that are powerless are ignored because they cannot ride the BRT are only able to use or ride a car especially on Telegraph Avenue. There are more SENIORS you see struggling are having hard time taking Telegraph buses, etc.

31

Without a computerized and effective control to empty the bus lane in the case of emergency vehicles, I cannot support the Telegraph segment.

32

- This is a Bad Place for Buses.
- Dangerous for emergency vehicles
- " " " Seniors
- Bad for Business + Church Parking
- Expensive
- Fill Potholes By Bus Stops instead.

33

I take buses every day and I think that any improvements for convenience are good. The elements for convenience are:

- 1) The running time of the bus
- 2) the location of bus stops.

34

The time to cross the road, 4-5 minutes, is too long. You've got to make this convenient for the elderly. You must consider the walking time for the elderly.

35

Five minutes to cross the road is too long. It's best to separate into three lanes: fast lane, slow lane, pedestrian lane.

36

- 1) I do not agree that the bus stops should change from 2 blocks to 4 blocks apart. This is less convenient.
- 2) I do not agree with the new reform to raise bus stops in the middle of the road. It's not convenient for the elderly because they need to cross the road in order to get to the stop. You increase the pedestrian inconvenience, especially for the elderly, and you increase danger. I suggest you keep all buses on the sidewalk as current configuration.
- 3) It's not necessary to keep five minute headways every day. You've got to base it upon commute times to adjust the headway times. For the commute time, five minute headways, but for the rest of the time, keep the current headway. Therefore this would save a lot of gasoline.

37

To the person in charge:

- 1) Public transportation in the city has to consider the interests and convenience of people from different social stratifications.
- 2) The price for Rapid has to be higher than the slow buses because they save time, and time is money.
- 3) Road repair and configuration is not the concern of public transit. The purpose is to provide convenient, money-saving public transportation for citizens, and that should be the goal of our reform.
- 4) In the urban center and congested areas, is it possible to consider building a pedestrian cross-over, or an elevated flyover?

38

The reform of the new transit system is good. But it primarily considers how to provide more convenience for healthy people. But for the elderly and the disabled, of whom there are many of us, this is an inconvenience. Bus stop spacing is too far apart. Even some bus stops are going to be established in the middle of the road.

39

At the new bus stops, elderly will not be able to remember where they will get off. And if they pass the stop at which they were supposed to get off, they will need to walk back to get to the stop that they need. That would be difficult.

40

To improve bus transportation routes, this is good. But you've got to first repair the roads, because now many roads are broken and without repair. Therefore the roads cause accidents, not only to pedestrians but to automobiles. Therefore I suggest that Oakland fixes all the broken roads first, and then tries to improve the bus transportation route.

We must also pay attention to improved safety.

41

Improvements shouldn't just consider speed, they must also consider safety. Right now, between the seats on the bus there is no handle for riders to use. When the bus stops suddenly, it is easy for riders to fall down. Especially if the spacing between seats were larger, this would be more dangerous.

Selling tickets at the bus stop is not safe. It is also more expensive.

42

Please, first of all, consider the elderly, weak, disabled and sick riders. Also, please consider emergency services. Your plan completely ignores all of the above. Please also consider the safety issue with buying tickets off-board the buses.

43

I think this plan for buses is not appropriate.

- 1) Poor safety parameters
- 2) Congested transportation
- 3) Not suitable for the elderly
- 4)

I think we should spend this money on improving the roads in Oakland because it's time for the roads to be repaired. If the roads are not repaired or maintained, it will impact the transportation flow for the road.

44

- 1) In order to prevent the dangerous situation from having pedestrian crossing the road, please set up traffic lights at the intersections which would indicate how many seconds are at the intersection. Currently, not all intersections have this.
- 2) Some bus stops already have the Next Bus sign, which is very good. Please consider improving gradually until it is perfect.

(on back) If riders try to cross the road, and if they cannot cross completely, we could set up a median so that they can stand there and wait for the crossing. This would be good for wide roads, but for narrow roads this would not be possible.

45

This whole project seems (is) entirely superfluous! ...also, disruptive and un-necessary!! What on Earth are you thinking! We have BART, we have shuttles (Emeryville, etc, etc) we have the 1R + the 72R, etc,etc – so why can't we just let these things BE enough. This seems to me a ridiculous overkill + a BIG waste of \$(our money), money we voted for on transportation
also, many people will not, no matter what, will not STOP driving!

46

- Left turn pockets must be kept in proposal! This will be key to maintaining traffic flow.
- Bike lanes -> 😊 Glad it is included, will help foster healthier communities.
-> But how will it be successfully incorporated w/o hurting parking issues ~would like to see more on this.

* What is this going to cost the public? – The project funding, the fare prices? (will BRT be more expensive?)

How is the “No Left Turn” street closures/blocks determined?

47

I love the project. Build it soon! Dedicated, and physical separated lanes are a must to make this effective. For example I can beat the 72R on my bike during rush hour. Thank you for providing bicycle lanes as it will make car – bike interactions safer.

Pavement longevity needs to be factored in.

How will the lanes be enforced?

48

This was a good workshop, facilitator was well informed and responsive (and patient). As far as project comments, I thought the suggestion to study using one-way corridors near downtown (Webster & Franklin) was a good one. Also I want to urge AC Transit & City of Oakland to put permeable surfaces wherever possible to prevent stormwater pollution. The facilitator mentioned there was a great opportunity to study creating a common “streetscape” with landscaping along the entire corridor. I would like as much “green” as possible in the medians.

49

I work for a nonprofit developer in Oakland. And currently, we have properties that have bus stops right in front of our doors. Having these stops in front are accessible for our residents, however, these bus stops are also a nuisance to our property because there are more people congregate. And as a result, there are more trash generated, and noise that affect our residents. Often times, our own maintenance staff have to pick up the duty of cleaning the sidewalk where the bus stops are located. If the EBBRT passes, AC Transit & City of Oakland should be accountable to the public on cleaning and maintaining these bus stops. Especially this EBBRT project will be a huge expense and changes to the community. * One point mentioned @ the presentation that the BRT will decrease parking and the number of traffic lanes. In order to educate the community especially “drivers”, the city + AC Transit will have to do more marking and public education to the community about the perks of riding BRT. This will hopefully increase ridership and decrease the number of cars on the road, which will achieve the long term goal of public transportation and help the next generation.

50

(1) I hope that AC Transit can study the potential service benefits of splitting the BRT into an E. Oakland segment and a N. Oakland segment with an overlap downtown. Current AM peak northbound service headways are sometimes as long as 30 or 40 minutes. Splitting the service of the BRT could potentially improve reliability relative to a single services. (2) Please study 2 dedicated bus lanes in each direction in downtown Oakland (3) Please study parallel bike routes for the sections of the BRT that don't have room for bike lanes.

51

Here in St. Louis Bertrand Church we have every day activities beside kids from the school has to cross the Blvd. Can we get a stop light at the 100th Ave. or any other safety passage? Parking for the Merchant what could be resolved?

52

I would like to keep route 1 local service if possible.

53

Urbanists for a Livable Temescal Rockridge Area (ULTRA) is dedicated to creating a livable, authentic community in North Oakland by promoting urban growth that is environmentally sustainable and equitable.

ULTRA would like to propose a BRT alternative to study that would provide faster, more reliable service without removing parking and two lanes of traffic, namely:

Curbside BRT.

Description:

The Rapid Bus stops would be at bulb-outs at the far side of intersections. (See attached plan labeled "BRT-lite.") The bulb-outs mean a bus can save time because it does not need to maneuver to a curb and then get back into the flow of traffic. So, ipso facto, a bus priority lane is created and no parking is lost. To help prevent double parking, every block with some commercial development on it should have a limited time loading zone. By also having local buses, the Rapid Bus stops can be spaced about a half-mile apart. The local only stops would remain at the curb so the Rapid can pass easily. Try to locate Rapid stops where there is some existing activity, stores, coffee shops, etc., so people feel safe and can do something while waiting for the bus. Provide an attractive, comfortable shelter with posted schedules and map, a working real-time information display, and create place-making with trees and special paving.

Advantage of Curbside BRT over present proposal that removes parking and two traffic lanes (see attached plan "BRT w/ Dedicated Lanes" except it is worse than shown because the center platform is 10-ft rather than 7-ft as drawn):

Curbside BRT respects the concept of Complete Streets. It accommodates all modes—pedestrians, bikes, auto and truck vehicles, and buses.

The present proposal is not pedestrian friendly because it removes parallel parking along sidewalks. Such parking serves as a barrier between pedestrians and traffic and is considered an important element in the creation of safe pedestrian friendly streets by New Urbanists like Peter Calthorpe. In addition, having to cross a lane of traffic to catch a bus is a safety hazard. Without parked cars between them and traffic, pedestrians will feel they are walking along a highway, and in this case, a speeding highway because the dedicated lanes create a divided highway which encourages speeding.

The whole Public Realm must be considered. We need public spaces that encourage community interaction. The bulb-outs that create spacious nodes add to a lively streetscape.

Common characteristics between the two proposals:

Level boarding.

Select buses that decrease dwell time and make the riding experience a pleasure. That means replacing the low-aisle Van Hools with true low-floor American buses that do not have entry bottlenecks and treacherous seating.

Procure buses that are energy efficient, and will cut down on air pollution and greenhouse gases such as diesel/electric hybrid buses. Better still, trunk routes are perfect for electric trolley buses, zero emission buses with proven technology.

Provide signal priority and stops that are on the far side of a cross street.

Proof-of-payment (POP) is not advisable. It is used successfully on some rail lines because they have fewer stops. But cheating is too easy on buses so it is used on very few, if any, BRTs in the USA. But use of flash passes and Translink should be encouraged through financial incentives. One city has encouraged the use of Smart Cards by offering free transfers. Within a few weeks most riders were using them.

Further issues:

Split up the 1R route. It is asymmetrical. The East Oakland portion of the route has heavy ridership and probably requires 60-ft buses but only 40-ft buses are needed on Telegraph between downtown Oakland and downtown Berkeley. So the route from East Oakland should follow the old 82 line and end at the West Oakland BART station and the one from downtown Berkeley could have the Oakland Amtrak station in Jack London as its terminus.

The Curbside BRT would be more cost effective because AC Transit would not have to fund the paving and maintenance of a 17 mile two lane roadway!

Comments sent by mail

personal information has been removed to protect the privacy of the commenter

1

I understand the City of Oakland has developed a plan that will eliminate parking on International Blvd. between Hegenberger and 98th Ave. Mr. Williams, there is a senior resident at 82nd Avenue and International Blvd. My Mother lives there, she is 97 year old and I drive her to the doctor and shopping. I have to park on International Blvd. she can not walk very far. So please do not stop the parking on International Blvd.

2

I was informed that there is a proposal to eliminate bus service between Hegenberger Road and 98th Ave. I oppose this idea. It is vital that the residents of East Oakland have a means to get from the Airport area to 98th Ave, also the members of Allen Temple Baptist Church use the bus to get to church. I personally park in the parking lot you are proposing to eliminate. Why?

I am a tax paying member of Allen Temple Baptist Church. Please do not eliminate the service, or the parking lot.

3

Already have installed stoplight control system for the existing rapid bus system. Why do we need more? What has the impact been of that change?

Revising traffic flow on Telegraph is likely to affect College and Shattuck. Has that been considered?

Proposal appear to have a big negative impact on Temescal district parking. Already difficult, side streets are crowded with parked cars.

Right turn lanes at Ashby, Alcatraz, 51st, 40th, & MacArthur will have a big impact.

Telegraph carries heavy traffic, particularly at commute hours. Reducing to one lane will increase traffic problems.

Relates to route 24 – major in and off traffic in morning and afternoon may be developed. What impact on 24 exit to Telegraph in morning commute?

Potential long backup on telegraph in ppm – impact on rte 13?

It seems like this is a 'done deal'. While there is a political process. That does not mean that it has any impact. Have the politicians and AC Transit already agreed on the program? Is this review process just a sham?

Seems that the greater distance between stops will have a big impact on the elderly and handicapped.

How is that factored into your planning?

Comments collected by email to brt@oaklandnet.com

personal information has been removed to protect the privacy of the commenter

1

While as a transit dependent citizen who advocates for better service, I have serious disagreements with the current BRT plan as proposed by AC Transit. As I live one block from Telegraph at Alcatraz, the Telegraph Avenue buses are my route of choice for most trips. The 1R Rapid bus has been a great improvement over previous service levels. Most useful is that with very few stops, it is very quick for errands in downtown Oakland or trips in Berkeley. However, the proposed BRT plan with its "all in one -- no local service pattern" will actually degrade service for most riders either by slowing down the Rapid as it exists or by forcing longer walks to and from the few stops.

The present Rapid only runs during weekday daylight hours as AC recognises that there is NO market for the Rapid during evenings or weekends on Telegraph. Post evening rush hour, ridership is very light thus many stops are skipped resulting in a return from downtown just as fast as the Rapid, merely a randomly different set of stops. Auto traffic in this time frame is also thin, thus no need for curbed off exclusive lanes.

AC Transit recently released a study of the present 1R service with recommendations for improvements that can be done easily and soon.

<http://www.actransit.org/aboutac/bod/memos/6091ef.pdf?PHPSESSID=9547cea1172e5cc109a250e8dc47e1d8>

The study makes clear that the major areas of bus delay are the commercial activity nodes/business districts. which are where a majority of riders board/alight. While the discussed Ticket Vending Machines would certainly speed boarding, an immediately available option at several hot spots is to deploy "rear door loaders". This is long time transit industry program of posting an employee to load passengers thru rear doors while checking for fares. Having riders enter at two points should cut the time in half, thus speeding up the route. Given that AC is not likely to curb off special lanes in downtown Oakland, these other solutions at locations such as 11th & Broadway SB are a much better option. One should note that these loaders can speed other routes at such multi route stops thus speeding up all passing buses.

So, to sum up, I do not support physically separate lanes as an unnecessary waste of money, do not support the all in one express stops only plan, and see little point to full bore "stations" in the middle of the streets.

I should further comment that the most recent proposal for dedicated buses assumes center street platforms requiring entry/exit doors on both sides of the buses. This limits equipment flexibility such that special spares for this service are required rather than simply using a spare from the regular fleet in the event of either maintenance issues, or extra ridership due to some special event.

2

A Letter of Support for the BRT

I have lived and worked in Berkeley and Oakland for over 60 years, retired as an Acting City Traffic Engineer and served 32 years as an Elected Transit Director to AC Transit and BART. During this time the population of the area has decreased but traffic has increased almost 3-fold with a resultant increase in oil consumption, greenhouse gas emissions, congestion, and pollution. Furthermore, Caltrans is constructing a fourth bore for the Caldecott Tunnel which will further increase the amount of traffic in Oakland while cities are in-filling with higher density development.

Cities are now considering the development of Transit Oriented Development (TOD) but most are just in its planning stage. TODs will reduce traffic by providing housing and jobs in walkable neighborhoods, but it will require a well operating transit system to provide mobility.

AC Transit is proposing to build an exclusive lane Bus Rapid Transit (BRT) system that will operate along Telegraph and International Blvd in Oakland, which is projected to provide over 40,000 trips per day. This is equivalent to what two four lane local arterials carry, yet the buses will transport these riders using only two lanes, a ratio of 4 to 1.

RAPID BUS - Currently to enhance service AC operates a Rapid Bus having a signal priority feature, but since the traffic on Telegraph Ave. and International Blvd is getting more congested, buses have not consistently been able to take advantage of the few extra seconds the priority provides due to being queued in mixed-flow traffic.

As traffic increases, the effectiveness of signal priority for Rapid Bus decreases even more to point of essentially having no signal priority. One might say we should then increase the priority time allowing bus passage, but it should not be increased for it will begin to cause the delay of cross arterial traffic as well as affect pedestrian crossings safely.

The current Rapid Bus is also slowed down by the need to pull in and out of traffic to pick up and unload passengers at curbside bus stops. To get back into a mixed flow traffic lane causes a few seconds delay, which adds up to several minutes over the run. As traffic increases this delay will also increase.

Some say the Rapid Bus 1R can be improved with prepaid fare at stops and equal the service of the BRT. However, the 1R will still become more unreliable, operating in the midst of increasing traffic and encountering all the problems described above of not clearing signalized intersections and delays due to the weaving in and out of congested traffic. Due to this unreliability, today one often will wait more than 20 minutes for a 1R which should

operate every 12 minutes.

Because BRT will remove one existing traffic lane in each direction, many people are concerned about an increase in traffic congestion in the remaining mixed flow lanes and that curb parking will be lost in order to provide BRT platforms in the middle of the street.

However - as mentioned - we will have more traffic congestion in the future since existing streets are currently near capacity. Over time Telegraph Avenue and International Blvd will become ever more congested and the existing Rapid Bus will become slower and less reliable.

Others say we already have BART which makes the BRT redundant. If this is so, how many will use BART to go to local destinations along Telegraph or International Blvd? To use BART one is likely to travel well over half mile to access BART's widely spaced stations, which is well beyond the distance one would walk to use transit. What are other ways to access BART? Drive and pay for parking? But parking is limited. Wait and catch the infrequent local bus, pay an extra fare and once at BART wait for the proper train to get to their destination?

THE BRT - BRT stops will be located generally less than 1/3 mile apart and they serve the greatest number of destinations in the East Bay - medical and governmental facilities, businesses, schools, stores, parks and residences - for they are within a half mile of the Telegraph and International Blvd corridors. BRT will provide easy access with frequent reliable service for people along these corridors. Using BART to access these destinations will be more costly and time consuming.

Since BRT will serve this corridor within easy walking distance it is projected to generate a ridership of 40,000 trips a day. And during peak periods the BRT will carry about 3 times the number of people than the adjoining vehicular traffic lanes.

Cities are planning to build TODs along with well functioning, frequent, and reliable transit systems. Sadly however, most of our current transit cannot keep to schedules and is slow in operation since (1) it operates in mixed flow along with the auto and (2) our roads are getting more congested. Should we thwart the effort to build well functioning TODs by restricting the development of well functioning transit system that is more reliable, faster, and convenient? A well functioning TOD needs reliable, frequent, safe, and fast transit providing good mobility.

I have been to Sweden and Japan and seen their well integrated TODs with transit that decreased the need for auto use to a fraction of what we use in the Bay Area. The greenhouse gas emissions (GHGe) per capita from these developments are at least a third of what we produce. Around their transit centers for a block it is strictly pedestrian oriented where there is no car parking.

BRT with exclusive lanes will take full advantage of signal priority, unlike the existing Rapid Bus where its value diminishes as traffic increases. Not only will BRT take full advantage of signal priority providing faster and more reliable service but it will attract many drivers who formerly drove due to their encountering greater traffic and congestion that causes more delays and parking problems.

Recent study showed that using BRT one would travel from Berkeley to Oakland in about 20 minutes. The Rapid Bus even with signal priority will take about 30 minutes and this 30 minutes would be unreliable due to congestion.

GHGe - Then there is another important matter of the need to reduce greenhouse gas emissions (GHGe), which BRT will aid in reducing. Excessive GHGe is causing climate change that is producing dire impacts on our environment such as; temperature changes, rise in sea level, reduction of our water supplies, melting of glaciers - not to mention disastrous global impacts on flora and fauna. Our use of the auto is a major contributor of GHG emissions. BRT can help to reduce these emissions by providing an alternative to auto travel. Not only will the BRT attract former drivers but it will reduce the subsidies needed to operate AC Transit due to its faster service as well as increase revenue with greater number of riders.

In summary, the BRT operating on exclusive lanes can take full advantage of signal priority. BRT will be more reliable, more frequent, faster, and more convenient than the existing service. It will attract several thousand former drivers who will leave their cars at home because of growing congestion. During peak periods the BRT will carrying over 3 times more people than the adjoining vehicle traffic lane, offsetting some of the congestion. It will also lessen emissions of GHGe, due to more people using transit; it will increase fare box revenue due to greater ridership; and it will reduce AC transit's operating cost due to faster turnaround resulting in less public subsidies than the current 1R and 1 local bus.

Therefore Oakland should support the BRT for its maximum length using dedicated lanes, using proof of payment fare collection with off-board payment, raised platforms for level boarding, and signal priority. With a good alignment, future up-grades can be instituted that will allow Bus Rapid Transit operating totally on exclusive lanes.

3

Subject: Objection to BRT Plans on International Blvd, Lower San Antonio District, Oakland

To Whom It May Concern,

I'm writing to alert you of a major problem being created by the BRT plans for the lower San Antonio district of Oakland and for the EastSide Cultural Center, 2277 International Blvd.

The EastSide Cultural Center is located on International Blvd, has cultural event programming for the community 7 days a week, from early morning to late evenings, and has tens of thousands of visitors every year. Our center is the cultural hub of the neighborhood, not to mention a shining example of a successful independent community center that is currently thriving. We have a uniquely diverse range of events, gatherings and workshops that serve all ages and cultures of our neighborhood and all of greater Oakland/Bay Area.

The BRT plans will have a devastating effect on our center, and our neighborhood in general. Every day people use the parking along International Blvd to attend our events, and especially to pick up and drop off attendees, participants, artists, musicians, community groups and youth. This happens from morning to night, 7 days a week. We already suffer from a lack of parking and open public space, and the BRT plans will eliminate what little we do have.

We at the Cultural Center are also working hard to now provide daily programming for neighborhood families and preschool children. In August of 2010 we will be launching a parents playgroup cooperative, which will use the Cultural Center 5 days a week. We will have children ages 0-5 using the space throughout each day. The proximity of fast moving cars to the sidewalk creates a very hazardous environment and will jeopardize our efforts to serve the children of our neighborhood. There is also another preschool nearby located on International that will encounter major safety issues for their young children.

Lastly, we and our fellow business and community members have worked hard to create a neighborhood atmosphere near the center that invites pedestrian traffic. It is essential for us and helps to develop our neighborhood culture. In this vein the city has recognized 23rd Avenue at International as a focal point for commercial revitalization. The BRT plans will create a high speed corridor that prohibits people from slowing down and taking time to notice our center and the other businesses near us. Basically the BRT will make the area around our center a drive-thru that will ruin business prosperity and more importantly the neighborhood culture we and the city have been trying so hard to have flourish.

Thank you for your time and consideration, we will definitely be in contact with you in the very near future,

4

Subject: STOP BRT!!!!

I am not in favor of the RAPID TRANSIST mess you are proposing on Telegraph Avenue because it will:

- . Force all non-bus vehicles into one lane each way
- . Eliminate approximately 50% of the street parking on Telegraph in the Temescal district
- . Prohibit left-turns from over half of the cross streets on Telegraph in the Temescal district
- . Eliminate local bus service on Telegraph and would probably only save approx. 2 minutes for the average rider.
- . Build big concrete "stations" in the middle of the road

5

I oppose any reduction of traffic lanes on Telegraph Avenue and the loss of parking spaces. Instead of adding this rapid bus, why not better serve the routes already in use?

I do NOT support BRT on Telegraph Avenue, which is already bottlenecked, especially in Temescal's burgeoning Gourmet Ghetto.

I do NOT support any loss of traffic lanes.

I do NOT support any parking space loss.

Thank you.

6

Subject: Telegraph Avenue in North Oakland

No BRT on Telegraph Ave.

No dedicated bus lanes!

Keep 2 lanes of traffic each way on Telegraph Avenue!

Stop messing with OUR neighborhood!

7

Subject: Your Proposed BRT Project

As an active member and resident of the Temescal neighborhood, I strongly oppose your misguided and destructive transportation plans for our Temescal District neighborhood by the implementation of BRT.

1) You are attempting to destroy and consequently you will destroy by your proposed elimination of the two lanes of traffic from Telegraph Avenue the commerce generated by many successful businesses which have sprung up as a result of massive personal efforts and great monetary cost over the last few years on Telegraph Avenue in our neighborhood, and which have been successfully promoted and protected by the Telegraph Avenue BID ;

2) you are attempting to destroy and you will consequently destroy commerce and neighborhood quality of life by dedicating those two eliminated traffic lanes for buses only; and

3) your are attempting to destroy and you will consequently destroy commerce and neighborhood quality of life by eliminating approximately 50% of street parking on Telegraph Avenue which will consequently destroy our neighborhood businesses and our neighborhood quality of life by forcing traffic onto neighborhood side residential streets to accommodate the extra volume of traffic which these streets are not designed for. This street parking rightfully benefits the businesses on Telegraph Avenue by staying on Telegraph Avenue. It belongs on Telegraph Avenue.

Your idea is totally wrongheaded and does not benefit our Telegraph Avenue Temescal business neighborhood or the Temescal residents and neither does it benefit the City of Oakland. It seems that project is designed only to benefit AC Transit.

I strongly urge you to scrap this destructive idea.

8

Subject: STOP BRT

I ride the 1 and 18 lines at least once a week, from my home at 45th and Telegraph to my work, near International Blvd and 14th Ave. I adamantly oppose the implementation of AC Transit's Bus Rapid Transit (BRT) plan. The havoc it would create for private autos and everyone else using the Telegraph corridor is well beyond reason, with no great benefit to transit users. It would also make riding a bicycle on Telegraph Ave much less attractive, being hemmed in by long lines of autos and large buses whizzing by. And the idea that the City has no recourse to remove the infrastructure once the plan shows its not useful is beyond gall.

Please stop this plan now.

Oakland, CA 94609

9

Subject: Stop BRT

The traffic congestion on Telegraph Ave. and the cross traffic forced onto my formerly quiet neighborhood street are enough reason to stop BRT.

(94609)

10

To: standnorthoakland@gmail.com

Subject: BRT

I can't thank you enough for dropping your STOP BRT flyer on my Temescal home's doorstep. I had heard nothing about this, and after reviewing various things on the web about it this afternoon, I am thrilled. What a creative proposal to improve public transportation in our city and help the environment.

Your flyer, by the way, is a bit of a downer. More the "politics of nope" than a "politics of hope." My reaction to people who "just say no" is to always look at the other side, and in this case was so excited by the possibilities of Bus Rapid Transit that I have to wholeheartedly support it. To that end, I am cc'ing _brt@oaklandnet.com (mailto:brt@oaklandnet.com) with this comment: Yes to BRT!

11

Subject: Preserve the Temescal Neighborhood

I am a Temescal resident of almost 25 years. I have read a little of what BRT would do to Telegraph Avenue in Temescal. I am very much against any plan that would impede traffic on Telegraph, remove available parking on Telegraph or change local bus service on Telegraph. We are already severely impacted by Bart riders who park their cars in our neighborhood during the week. I do rely on local bus service and I also must use Telegraph as part of my commute to work. I will be glad to sign a petition against these changes.

12

Subject: Telegraph ave. No dedicated bus lines... No parking loss...

This is to express my deep dissatisfaction and concern on the current plan for bus traffic on telegraph Ave. The current plan, involving shutting down one lane to traffic, removing parking and left turn options will adversely affect what is in short, a Oakland success story. The Temescal district has enjoyed a renaissance over the past 4 years and this plan will greatly affect the merchants and proprietors who have made it possible. Further, this plan will likely increase congestion on neighborhood streets like Webster and Shafter that will affect public safety.

Please do not proceed with the BRT.

We will see you on Jan 26th to voice our concerns in person.

13

Subject: NO BRT on TELEGRAPH AVE

I am strongly opposed to the proposed Bus Rapid Transit on Telegraph Avenue. I have lived in the neighborhood for more than 10 years and have worked with others to strengthen the merchants and restaurants along Telegraph. Slowly Telegraph Ave is becoming a destination for folks to stroll, eat, and shop. We enjoy a summer street fair, a regular farmers market, Halloween trick-or-treat, and a winter shop and stroll event. This type of neighborhood activity would be disrupted by the BRT plan. Folks come from other places in the Bay Area to visit Telegraph Ave businesses and need places to park. Reducing parking and prohibiting left turns is definitely not a good idea. The residential streets near Telegraph are generally peaceful with children and pedestrians out and about. Changing the traffic pattern so that more and faster cars use these side residential streets is likely to result in more traffic accidents and it will also make these neighborhoods less desirable places to live.

My family uses the BART and bus system extensively, and while I would like to see a few more buses running during the morning hours, I see no need for BRT. The current ride times are reasonable.

Many people have worked hard to improve Telegraph Ave. and the surrounding neighborhoods. We are beginning to enjoy the fruits of our efforts. The BRT plan is in direct opposition to the kind of neighborhood the Telegraph Area is becoming. Please stop pursuing this misguided plan.

Oakland 94609

14

Subject: Telegraph Avenue Plan

I just learned the details of AC Transit's BRT plan to take over two lanes of Telegraph Avenue for the sole use of your buses. This is an absolutely horrible plan which will have negative impacts on our Temescal neighborhood as well as the entire length of Telegraph towards downtown. There should be no dedicated bus lanes and no parking loss. Left turns should not be prohibited. This is a neighborhood and the left turns are essential to maintain traffic flow and easy access to our homes, and to avoid heavy flow on certain other residential streets. Further, you should not limit local bus service on Telegraph - au contraire! you should increase local bus service. And DO NOT build concrete stations in the middle of the road - what a horrible idea.

Whom are you serving? Apparently, you are not serving us, the people who use and need bus service. Right now, Telegraph Avenue has a good flow of traffic and is convenient for local and cross town travel. Parking is decent which is critical for our merchants and residents. Your plan will drastically and negatively impact these positive aspects of our neighborhood.

Further - you really need to listen to people about the awful Van Hool buses.

15

Subject: BRT

I've ridden AC Transit buses on Telegraph in Berkeley and Oakland for about thirty years. Never has there been any bus more dangerous (for a senior) and uncomfortable to ride than the BRT. In fact, I avoid BRT whenever possible, as do many others (witness the low ridership; I often see near empty BRT lumbering down Telegraph). It's hard for me to believe you know or care how passengers are thrown around inside the BRT trying to grab something to hold onto or sit on. Did you think drivers waited for passengers to clasp something to hold onto or sit onto before driving off? It's fairly obvious to we who ride buses that someone, somewhere, who never rides buses, took a big bribe to authorize such a monstrosity. ~

16

Subject: I oppose BRT on Telegraph avenue in Oakland's Temescal

I am writing to express my opposition to Bus Rapid Transit on Telegraph Avenue between 40th and 51st Streets.

The Temescal neighborhood is fast becoming an Oakland success story, with new restaurants and cafes continuing to open. With all the challenges facing Oakland, and especially in this economy, we need to do all we can to nurture this success by maximizing the charm, walkability, and access to street parking on Telegraph Avenue.

The last thing we need to do is create an opportunity for the buses to go faster in this area. The buses drive at an unsafe speed as it is. A few years ago I was almost run down as a pedestrian by an AC Transit bus when I had the walk light; only another pedestrian, seeing the bus run the red light on the cross street, saved me.

I understand some of the arguments for the BRT; however, the need to nurture this Oakland economic and cultural success story in Temescal far outweighs other needs.

Oakland, CA 94609

17

Subject: supporting BRT

Hi, I'm a District 1 Oakland resident and I wanted to voice my support of BRT via email since I won't be able to attend this week's meetings. I live near 58th and MLK and would happily also take BRT on Martin Luther King, Market, or Adeline Street. Is the route on Telegraph because that's where ridership is heaviest?

18

Subject: no dedicated bus lanes

i am writing to add my voice to the opposition of the proposed AC Transit Plan for BRT on telegraph avenue in oakland.

i live in the temescal neighborhood. i am deeply concerned about the plan's the direct impact on traffic and traffic patterns, congestion, and the re-routing of cars into the residential streets.

i cannot attend the meeting on january 26th and am adding my voice through this email message.

19

Subject: NO DEDICATED BUS LANES/NO PARKING LOSS

I am a small business owner. I have been in busy in Oakland for 7 years. I just moved my office to Telegraph Avenue from 29th and Summit, last November. I moved for several reasons, but the main reason was the parking issue. Anybody and everybody who knows anything about Pill Hill, know that the parking situation is really big problem, it always has been. It has gotten worse over the past few years. There use to be an in-and-out surface parking lot on the corner of 29th and Summit. The owner was leasing the space from the Mercedes Dealership. They decided use the land for their own

purpose and the lot is no longer. Without out that lot, parking became a nightmare for the patients and clients of the businesses on the "Hill". We all thought the parking situation would get bad (worse than it was) but we had no idea how bad. I have had clients more than 20 minutes late because they were driving around looking for a parking space. A lot of my clients made their appointments after 5PM weekdays or on Saturdays, when the parking was a non-issue.

When I made the decision to move my office, I talked it over with my clients. My clients made me promise that I would find a location where the parking would not be a issue. It took me a year and a half to find the perfect space. My new office is on the corner of Telegraph Avenue and North. The parking is somewhat a non-issue. I haven't had one client who was 20 minutes late because they couldn't find parking. All of this would change if AC Transit's plan to take over two lanes of Telegraph for the sole use of their buses.

In this economy, small businesses are suffering more than the big corporations. We can not afford to have one more reason for our clients/customers to find another location for services, etc.

PLEASE DON'T DESTROY SMALL BUSINESSES!!!!!!!!!!!!!!!

20

Subject: Another Family Against Telegraph Ave BRT

Hello,

My family and I have lived in Temescal for over 15 years. We use Telegraph Avenue on a daily basis to get to and from work, shopping, etc. We are solidly against the BRT proposal because:

- * It would cut the number of through traffic lanes by half, thereby doubling commute times.
- * The longer commute times will increase generation of pollution and greenhouse gasses.
- * The proposed loss of parking will be devastating to local businesses.
- * The prohibition of left turns on many cross streets, along with the dedicated bus lanes/elimination of two traffic lanes will force traffic onto side streets were our children play.

Please stop this dangerous and inappropriate BRT plan NOW.

Oakland, CA 9460

21

Subject: Opposed to dedicated Lanes on Telegraph

I am a Resident of the Temescal Neighborhood that will be effected by the proposed taking of public traffic lanes and creating dedicated bus lanes.

I am opposed to the proposal for creating dedicated bus lanes on telegraph avenue.

In my opinion it will disrupt the flow of traffic and have a negative impact on the neighborhood.

If I have a vote as a taxpaying owner resident - I vote no on the issue of dedicated bus lanes on telegraph avenue -- and ask that you find alternative solutions

Oakland, CA 94609

22

Subject: BRT, Yes!

Please support the continued efforts of planning staff to find a viable "Locally Preferred Alternative" (or "LPA") for BRT as soon as possible.

To really address any anticipated impacts, we need to understand how the project would be implemented in detail, on a block by block level. Developing an LPA would be the next necessary step to help us all better understand what specific issues need to be addressed before going forward with BRT, or not. We also need an LPA in place so that, if the city approves of BRT in the future, funding can be sought out and directed toward the project.

As part of a BRT system, dedicated lanes might be able help to keep transit vehicles out of traffic, making transit service fast, frequent, and reliable. BRT stations may be able to create safer, more comfortable places to wait for transit, and proof-of-payment systems, and level, all-door boarding could all work together to make existing transit - and a future BRT system- a viable alternative to driving. However, BRT may also create too much congestion on the corridor, cause "cut-through" traffic into neighborhoods that parallel the route, or may displace parking that may be critical to future. The only way to know for sure is to do a closer study through developing and studying a full-build LPA.

Again, please do everything you can to help develop an LPA so that we can more thoroughly study how BRT might look in the Bay Area, if we choose to implement it.

Emeryville, CA 94608

23

Subject: No dedicated bus lanes. Danger to residents.

Taking two lanes of Telegraph for bus use will ruin our beautiful neighborhoods. Cars, trucks, large vehicles will crowd the local neighborhood streets. There are seven children in our block on Shafter alone. The huge increase of vehicular traffic in our community streets from reducing two lanes of traffic will be a bodily and respiratory hazard to all in Temescal and other communities. I have lived in Temescal for 20 years. I travel on Telegraph every day and I have never experienced a problem from too much traffic. We do not need it; we do not want it. Drop the plan now.

24

please do not eliminate any traffic lanes or parking spots along telegraph avenue for a dedicated bus lane. i travel frequently on telegraph by both bicycle and car and do not think this new plan would be safe.

oakland, 94618

25

Subject: Opposed to current alignment of proposed BRT

I am writing to voice my opposition to the proposed BRT along International Blvd and Telegraph Ave. Why is a fixed alignment public transit route being proposed that will basically mimic an already existing public transit route (BART)? In many cases a lot of the stops for the proposed BRT are at BART stations! How does this help anyone, other than AC Transit slightly increasing it's ridership by pulling a few people off BART? AC Transit should be improving its local bus service in these neighborhoods to better connect to the existing BART stations, not duplicating BART service. I am not opposed to BRT in general, or for Oakland, but I do not support the currently proposed alignment.

Oakland 94602

26

Subject: BRT in the San Antonio neighborhood

Hello BRTcommittee, my name is ~ and I'm a core member of Eastside Arts Alliance where you had a community meeting January 12. I was in attendance at this meeting and was a part of the discussion of the plans and impact of the BRT in the San Antonio neighborhood.

As I described in the meeting January 12, Eastside is a community cultural center that has programming 7 days a week. This programming includes multi-generational community members from various backgrounds engaging in classes, performances, art exhibitions, community forums, film series and conferences. Our space has a lot of foot traffic as well as parents dropping off and picking up youth, production load in and load out of instruments, props and sets. We are building a parent collective as well as developing plans for a park and more public art that is best enjoyed and experienced when walking in this neighborhood. Our programming also is in need of additional parking space to support the capacity of constituents that attend our evening and weekend programming.

The BRT will greatly and negatively affect Eastside Cultural Center and the community we serve. Having only 2 lanes for traffic and no stopping rules will be a huge inconvenience for everyone that comes to our art center. Furthermore the diminished parking spaces will make it even more challenging for lack of parking spaces we already are challenged with.

I understand the BRT is a way to support Oakland's growing population and that the convenience of the rapid line will help people to feel better about catching the bus. I personally catch AC Transit everyday and feel it's deplorable that the City of Oakland makes its citizens stand in filth and squalor while waiting for this public service. There are so many bus stops that are simply disgusting for days and weeks on end with trash and food. There are sticky sidewalks from gum, candy, spilled soda and juice and the heavy foot traffic of the hundreds of people that use the bus stops daily. If we, the citizens get this new BRT service I hope the city does not keep the terrible habit of not keeping all the bus stops clean everyday. My understanding is that the BRT will have more stops. Will that make it harder for the City to keep them all clean? I would like to ask the City of Oakland to currently keep all the bus stops clean and litter free and that will be a way to make people feel better about catching the bus. Please start this now! Moving forward into the future, I hope the lines of the BRT will have a higher standard of cleanliness that what we the citizens of Oakland are subject to now.

I think it's a good idea for the BRT to run down E.12 from 4th Avenue to 14th Avenue. My suggestion is that the BRT continue down East 12th from 14th Avenue through the Fruitvale. I also suggest there be a BRT bus stop on E. 12 and 23rd Avenue to support the people that use the 23rd Ave corridor. Please do plan the BRT line down E.14 through the San Antonio neighborhood, E.12 is a much better route. I thank you for your time and effort to get community input on this project.

27

Subject: STOP BRT on Telegraph Ave

Regarding Telegraph Avenue, please take into your consideration:

NO dedicated bus lanes.

No parking loss.

Spending more money when you have little to gain is not consistent with good management.

Oakland CA 94609

28

Subject: BRT, Yes!

BRT Project Team

Please support the continued efforts of planning staff to find a viable "Locally Preferred Alternative" (or "LPA") for BRT as soon as possible.

To really address any anticipated impacts, we need to understand how the project would be implemented in detail, on a block by block level. Developing an LPA would be the next necessary step to help us all better understand what specific issues need to be addressed before going forward with BRT, or not. We also need an LPA in place so that, if the city approves of BRT in the future, funding can be sought out and directed toward the project.

As part of a BRT system, dedicated lanes might be able help to keep transit vehicles out of traffic, making transit service fast, frequent, and reliable. BRT stations may be able to create safer, more comfortable places to wait for transit, and proof-of-payment systems, and level, all-door boarding could all work together to make existing transit - and a future BRT system- a viable alternative to driving. However, BRT may also create too much congestion on the corridor, cause "cut-through" traffic into neighborhoods that parallel the route, or may displace parking that may be critical to future. The only way to know for sure is to do a closer study through developing and studying a full-build LPA.

Again, please do everything you can to help develop an LPA so that we can more thoroughly study how BRT might look in the Bay Area, if we choose to implement it.

Oakland, CA 94609

29

Subject: BRT Oakland comment

Hi,

I would like to officially voice my family's concerns about the traffic and parking implications of the BRT project along Telegraph in the Temescal neighborhood. I am a supporter of public transportation, bicycling, walking, and all non-personal automobile modes of transportation. I do not own a car and rely on these modes of transportation myself. Therefore, I typically support infrastructure improvement projects that improve these options.

I live on Rich Street, a typically quiet, narrow, one-way street, conducive to neighbors talking and kids playing. The character of the street is part of what attracted us to this area. Since moving here, however, we have found that a ridiculous number of non-residents leave their cars on Rich Street. People leave their cars daily and walk to MacArthur BART, and also leave their cars for extended periods while they are out of town, as there is no street sweeping on Rich Street. We find it very frustrating when this happens, and guests or my wife cannot park their car. Another surprise was that a number of people who do not live here prefer to zoom down Rich Street, rather than using the wider streets surrounding us. This is dangerous for the young children who live on the street.

My concerns with the BRT project are that:

- 1) By eliminating parking on Telegraph, even more cars will seek parking on Rich Street and surrounding neighborhood streets, increasing what on Rich Street is already a nuisance situation.
- 2) To avoid congestion on Telegraph, drivers will use the residential streets in our neighborhood, decreasing the walkability and bikeability of the neighborhood, part of what attracted my family to this area.

Please address these concerns as part of the BRT project, and you will have the enthusiastic support of my family. Perhaps residential permit parking should be implemented on Rich Street. I would support that. Perhaps traffic control gates, like those used in Berkeley, should be installed on streets like 42nd and Webster, to prevent those streets from turning into major through routes.

Any feedback you have will be appreciated.
Oakland, CA 94609

30

Subject: BRT in Oakland

Hi,

I missed the community meeting tonight, but I would like to support the proposal for the BRT. I commute from Downtown Oakland to 101st and International every day, and would definitely take advantage of the BRT. Let me what I can do to show support.

31

Subject: BRT: Please, NO dedicated bus lanes and NO parking loss!

To Whom It May Concern:

I have recently learned about AC Transit's plan to take over two lanes of Telegraph Avenue for the sole use of their buses. While I am a big supporter of mass transit and consider buses a critical element of any mass transit system that is absolutely essential for future sustainability, I strongly oppose the BRT plan.

Our Temescal neighborhood is finally gaining some traction for real improvement. Eliminating street parking and local bus service would reduce access to the heart of our revitalized commercial center and deal a very harmful blow to the positive trends we have been working on for more than a decade--and that have been very slow in coming!!

Eliminating two lanes of traffic from Telegraph would force traffic onto side streets, which would seriously degrade the residential areas of our neighborhood. Prohibiting left-turns from over half of the cross streets on Telegraph in Temescal would negatively impact traffic, which we are already struggling with at peak times of the day.

The benefit of reduced travel time for riders would be small compared to the extreme negative effects on our neighborhood. The cost-benefit for BRT is just not there.

I strongly urge you to reject this plan!

Oakland, CA 94609

32

Subject: Comment on draft BRT route

I have a very specific comment about the draft BRT route (available here: http://www.oaklandnet.com/government/ceda/docs/011210_poa_ebrtp_figures_26_34.pdf). I am very concerned about the replacement of half of the existing median along International between 34th and 35th Avenues.

In the draft proposal, the eastern part of this segment of median will be replaced by two BRT lanes. This is seen at point A1-B1 on page 32 of the draft route. Currently, there is a wonderful median here, with well grown trees and a well used high-visibility cross walk. Additionally, there is an pedestrian "island" on the north-west corner of the intersection of International and 35th Ave.

In the draft route, a large stretch of this median will be torn out, and replaced with bus lanes. Rather than a "high visibility" cross walk, only a normal cross walk would be installed. And the pedestrian island that facilitates pedestrian access across both International and 35th would be removed to allow southbound trucks on 35th to turn westbound onto International.

This will destroy much of the walkability of the area. This walkability is extremely important, as this is the heart of the Fruitvale shopping district. The existing median facilitates pedestrian use of the area by providing a place for pedestrians to wait while crossing International. The pedestrian island provides the same function.

Currently, the walk from the north side of International to the south side is broken into three short segments which encourages people to walk across the street. In the draft plan, pedestrians will be faced by a very long walk across the street. This will discourage people from crossing the street and hence discourage overall pedestrian use of this shopping district. This would be a significant setback as the intersection of 35th and International is really the heart of the Fruitvale retail shopping district.

Moreover, the removal of the well grown trees currently on the median will diminish the overall character of the shopping district. It is well understood that mature foliage is more inviting to pedestrians than concrete streetscapes or streetscapes with low foliage.

I welcome the addition of the additional new median between 36th and 37th, but the beneficial effects of this new median will be dramatically stunted by the break or "pinch" at 35th in the current plan.

Here, I offer a suggestion that would preserve the existing median and also minimize the break between the existing median and the proposed additional median.

I would change the draft route in the following way. I would relocate the westbound BRT stop to a new location on the east side of the intersection, so that both of the BRT stops are located on International between 35th and 36th. If buses with doors on both sides are really going to be used, then this could be accomplished without significant alteration to the current draft plan. The new BRT stop could be located in between the two BRT lanes, in the space currently designated as a sliver of landscaped area and marked with a "traffic signal."

If buses with doors only on the right will be used, then I would propose eliminating the small sliver of landscaped area south of the BRT lanes between 35th and 36th, moving the westbound station slightly to the east (closer to the intersection, to the area currently marked as hardscape, then having the slight rightward curve in the westbound lane occur sooner, then having a companion curve in the eastbound lane. Hence, in the area exactly south of 36th, the eastbound BRT lane would occupy the space currently marked with the "traffic signal." Then, the place where the eastbound BRT lane used to be (where it currently is in the proposed draft, exactly south of 36th) could be used for the relocated eastbound BRT station. This station would be accessible by the proposed high visibility crosswalk over International at 36th.

By moving the eastbound BRT station from the west side of the 35th intersection to the east side of the intersection of 35th and International, we can keep the existing median between 35th and 34th. This is precisely the median that provides the most benefit to the area in terms of pedestrian walkability.

Furthermore, I would propose keeping the pedestrian island discussed earlier and simply prohibiting southbound truck traffic on 35th from turning eastbound onto International. I live in this neighborhood and use 35th every day and I rarely see extremely large trucks making this turn. Even if there are trucks that currently use this turn, they can easily be re-routed. Instead of proceeding south on 35th, they can turn onto Foothill, at 35th and Foothill, and by this way take an alternate route to International.

If this is slightly burdensome to truck traffic, so be it. The changes I have proposed are in defense of the pedestrian walkability of the Fruitvale shopping district. This pedestrian walkability is much more important to the success of retail in this area than saving slight inconvenience to the trucks that service this retail.

Thank you for your time and attention, I hope you will consider my suggestions carefully and I would appreciate a considered response.

33

Subject: no dedicated bus lanes

Hello. I am a concerned citizen living near Telegraph. I am completely opposed to dedicated bus lanes because it would make traffic much worse, prevent street-parking, and completely eradicate bike lanes!

In addition, almost all of the bus drivers drive too fast and recklessly!

~

34

Subject: BRT LPA comments

I am a resident of Oakland and live on upper Telegraph Ave. I am a regular transit rider (both BART & AC).

I attended the community meeting on January 27th at City Hall. The following is in answer to your request for community comments regarding the Oakland Staff Proposal for the Locally Preferred Alternative on AC Transit's proposed BRT project.

1. Specific suggestions that should be studied to build a better-operating project (if built):

a. Split the route. Two routes connecting at the 20th St Transit hub/19th St BART would increase on-time performance. Transferring between BRT vehicles could be easily accomplished by a properly-constructed covered transfer platform.

b. Relocate the route from Broadway to Webster from 20th and 14th/12th where there is less traffic and room for dedicated lanes.

2. Areas that need to be addressed/studied in the EIR:

a. Partial-Build as well as Full-Build and No-Build alternatives.

b. A split-route proposal (see 1.a above)

c. A comprehensive survey of residents and workers within ½

mile of the proposed route regarding their current transit & private vehicle use, and likelihood that they would use BRT. This must include travel patterns (ie. What percentage of their destinations are along the BRT corridor?). Can BRT service them if they travel down International Blvd and then across town to Hegenberger?

d. The traffic study needs to include random surveys of drivers/passengers regarding their travel patterns, and whether their destination or point of origin is within BRT's or AC Transit's reach. For example, a significant percentage of the existing level D-F afternoon traffic along upper Telegraph is composed of commuters to UC Berkeley and Alta Bates who travel Telegraph only to reach the Hwy 24 freeway. Incentives must be proposed to get a significant number of these commuters on BRT to avoid gridlock. Any private developer who proposed to decrease the level of traffic flow as proposed by BRT would be required by the City to implement significant traffic mitigation measures, at significant cost.

e. The traffic study also must include likely traffic shifts to residential side streets in addition to nearby corridors, and the potential effects on pedestrian safety, schools & children, and parks along these neighborhood residential streets. There is already a significant flow of congestion-avoidance traffic through the upper-Telegraph/lower Rockridge neighborhood on weekday afternoons toward the Hwy 24 onramps.

f. the creation of multiple turn lanes off Telegraph at freeway access points needs to be studied

g. The likelihood of Blight along the BRT corridor due to business disruption during construction as well as decreased ease-of-access both during and after construction. The complete removal of parking and LOADING along the entire west side of Telegraph from 40th to 52nd (except for 6 spaces by 42nd) and along the east side of Telegraph from 41st to 48th has a strong probability of significantly affecting the viability of the existing businesses and discouraging future businesses from locating along the corridor.

h.. Emergency vehicle access points to residences and businesses adjacent to the Stations need to be studied and plans altered as needed to provide more than one access point.

i. Comparisons of air pollution levels from traffic/busses/BRT need to be made for all Build-level alternatives. Will the cars and delivery vehicles sitting in a single lane waiting for truncated signal times both along and crossing the corridor create more pollutants than the current mix of cars/delivery trucks, and Rapid-Bus/local busses moving along multi-lane streets? Likely decreases in average single-vehicle pollution levels must be factored into all projections (2025 models, etc).

k. Quality-of-life, health, and potential BLIGHT probabilities to residents along the corridor must be studied regarding the currently-proposed 24 hour-a-day service at 5 minute intervals. Current Rapid-Bus vehicles cause noticeable vibration within residential structures along the corridor when passing over broken surfaces or significant seams in the roadway. Mitigation proposals for vibration (a rubberized roadbed?) and noise (both vehicle and 'stop announcement') reduction need to be made. During evening hours current stop announcements are clearly audible indoors along and adjacent to the corridor.

l. A below-ground infrastructure assessment needs to be completed as part of the EIR. This must include information regarding the likely effects of increased heavy-weight traffic & vibration levels on the severely-aged water and sewer mains, as well as gas mains, buried under the corridor. Oakland has already determined that many of the sewer lines are in need of replacement; the probability of failure due to BRT construction and vehicles needs to be studied and solutions proposed.

35

Subject: BRT draft LPA comments

In conclusion, let me state that I am opposed to the current BRT project, on both environmental and operational grounds. I do not believe that it will actually get people out of their cars, nor reduce pollution. Perhaps more importantly, I do not believe that AC Transit currently has the ability to effectively run & maintain a functional BRT system. Rebuilding ridership and effective management of the current AC Transit system need to be shown before a project of this area-wide significance is undertaken.

36

Subject: BRT Comment Card

I attended the January 12th BRT focus group for the Eastlake neighborhood. It was a very informative session and the consultant team was very engaging. In general, I felt that even though it was supposed to cover the Eastlake neighborhood, no one from that neighborhood attended. A potential reason was that the meeting was held 10 blocks outside the boundary of the neighborhood. Also, I don't know if the Eastlake Merchants Association was informed of the meeting.

My specific comments are as follows:

It is crucial that AC Transit and the City of Oakland create a maintenance and operation agreement between the two jurisdictions so that the public will get effective services. Too often, the riders do not know who to call to report vandalism, trash, incidents of crime because it could be one of two jurisdictions. What ends up happening is that the bus stops suffer from neglect and the nearby property owners are left to shoulder the responsibility of maintaining it. It will be crucial to instill confidence in the service, create a safe environment, maintain a high ridership in order to make the BRT successful and reduce congestion.

AC Transit should attempt to enforce the no left turn areas so that it avoids accidents and delays on the bus route. It should be physically prohibited as well as enforced by the patrol in charge of the BRT service.

Please maintain the Eastlake neighborhood streetscape along E. 12th St & International Blvd. and take cues from the neighborhood when designing the bus stops.

Make clear areas for pedestrian crossings and physically prohibit pedestrians from crossing in an unsafe manner to access the BRT stops. Consider installing Pedestrian Crossing priority signals at the stops to cut down on unsafe jay walking to reach the platform.

Thank you for this valuable process. I believe that the BRT will be a fabulous addition to the International Blvd. corridor that will make life easier for a large number of riders.

37

Subject: Concerns about BRT in the lower San Antonio district

I am writing to voice some serious concerns I have about the BRT plans that run through the lower San Antonio District of Oakland from 14th Avenue to Fruitvale Avenue. I believe that the elimination of parking along International Blvd. in this area will have a huge negative impact on the businesses and residents located along this street.

Issues the City of Oakland should address are:

1. Local businesses along this street already struggle to survive, sustain and grow, and a "no stopping, no parking, no left turns along International Blvd." policy would

probably shut them down. BRT's disregard of existing businesses points to either a blatant lack of research or what seems to be red-lining of an extremely diverse, lower-income neighborhood largely populated by people of color.

2. BRT would make International Blvd. a faster street, endangering neighborhood residents, especially children and elderly who need to cross the street daily. BRT along this route would make the neighborhood less safe by resulting in even less foot traffic and "eyes on the street".

3. Several nonprofit, community-serving organizations will also be impacted. The EastSide Cultural Center (where I am employed), Oakland Ready to Learn, and Cycles of Change, all located at International Blvd. and 23rd Avenue, are reliant on spaces in front of our building which allow parents to pick-up and drop-off their children; equipment, instruments, art to be loaded-in and loaded-out; and students, participants, residents, audience members, elders, families with young children all need to be able to park or pull-up to the building and access the sidewalk. There is also a building at International Blvd. at 25th Avenue that houses many community service organizations which will be similarly impacted.

4. Bicyclists choose International Blvd. as opposed to E. 12th Street because traffic is slower and because there are pedestrians, International Blvd. seems safer.

I would like to propose that BRT run on e. 12th Street instead of International Blvd. The street is already a fast thoroughfare. It is wider, less pedestrians, less businesses that require foot traffic or streetside parking to survive, and it already has several intersections where cars cannot turn left onto the Avenues.

As a twelve year resident of Eastlake who daily takes public transportation and/or bicycles to work on International Blvd. and 23rd Avenue, I am very familiar with this entire route, - the people who ride the buses, the small businesses that are located here, the pace of traffic, where families pull over to stop in at a market, grocery or restaurant, pull in to an auto repair shop, go for services, or attend an event at the EastSide Cultural Center along International Blvd. I also know that the City supports development of small businesses and nonprofit organizations along the 23rd Avenue corridor (International Blvd. runs through the heart of the corridor) - street scaping has been in process for 7 years.

Please do not allow BRT to jeopardize the difficult steps that residents, organizations, and local businesses have made toward building a vibrant, safe and sustainable neighborhood. Do not allow BRT to ignore us!

Oakland, CA 94606

38

Subject: BRT

I live and operate a business on Telegraph. My customers and I are very much opposed to loss of parking and dedicated bus lanes on Telegraph in Oakland.

39

Subject: Telegraph Ave.

I live right off of telegraph ave. near the macarthur bart station. I've recently heard of AC transit's plan. I think its a terrible idea and ask you not to consider it. Telegraph has finally come back to life in part & that success needs to be expanded to other parts of Telegraph. This will not enhance the part that has become successful now nor will it improve any other part of this street. I was born in this neighborhood & grew up here. I moved to east oakland but was constantly back to visit. I have now moved back here permanently. So I know how dead Telegraph Ave. has been and I'm happy that part of it is doing well and hope that will expand to all of it. Do not consider this brt plan, it's not good for traffic. It will force even more people to park on the residential streets off Telegraph, it's hard enough now to be able to park near your house on the street. It's won't improve anything and seems to me it would make things more dangerous for pedestrians. Thanks.

40

Subject: Re: Opposed to current alignment of proposed BRT

Thank you. Bruce Williams (with the City) has responded to most of my comments. Not sure what to do but I would just like it officially noted that I (as an Oakland resident and downtown business owner) oppose the proposed alignment of the BRT. Thanks!

41

I am writing to voice my opposition to the proposed BRT along International Blvd and Telegraph Ave. Why is a fixed alignment public transit route being proposed that will basically mimic an already existing public transit route (BART)? In many cases a lot of the stops for the proposed BRT are at BART stations! How does this help anyone, other than AC Transit slightly increasing it's ridership by pulling a few people off BART? AC Transit should be improving its local bus service in these neighborhoods to better connect to the existing BART stations, not duplicating BART service. I am not opposed to BRT in general, or for Oakland, but I do not support the currently proposed alignment.

Thank you,
Oakland 94602

42

I have a very specific comment about the draft BRT route (available here: http://www.oaklandnet.com/government/ceda/docs/011210_poa_ebrtp_figures_26_34.pdf). I am very concerned about the replacement of half of the existing median along International between 34th and 35th Avenues.

In the draft proposal, the eastern part of this segment of median will be replaced by two BRT lanes. This is seen at point A1-B1 on page 32 of the draft route. Currently, there is a wonderful median here, with well grown trees and a well used high-visibility cross walk. Additionally, there is an pedestrian "island" on the north-west corner of the intersection of International and 35th Ave.

In the draft route, a large stretch of this median will be torn out, and replaced with bus lanes. Rather than a "high visibility" cross walk, only a normal cross walk would be installed. And the pedestrian island that facilitates pedestrian access across both International and 35th would be removed to allow southbound trucks on 35th to turn westbound onto International.

This will destroy much of the walkability of the area. This walkability is extremely important, as this is the heart of the Fruitvale shopping district. The existing median facilitates pedestrian use of the area by providing a place for pedestrians to wait while crossing International. The pedestrian island provides the same function.

Currently, the walk from the north side of International to the south side is broken into three short segments which encourages people to walk across the street. In the draft plan, pedestrians will be faced by a very long walk across the street. This will discourage people from crossing the street and hence discourage overall pedestrian use of this shopping district. This would be a significant setback as the intersection of 35th and International is really the heart of the Fruitvale retail shopping district.

Moreover, the removal of the well grown trees currently on the median will diminish the overall character of the shopping district. It is well understood that mature foliage is more inviting to pedestrians than concrete streetscapes or streetscapes with low foliage.

I welcome the addition of the additional new median between 36th and 37th, but the beneficial effects of this new median will be dramatically stunted by the break or "pinch" at 35th in the current plan.

Here, I offer a suggestion that would preserve the existing median and also minimize the break between the existing median and the proposed additional median.

I would change the draft route in the following way. I would relocate the westbound BRT stop to a new location on the east side of the intersection, so that both of the BRT stops are located on International between 35th and 36th. If buses with doors on both sides are really going to be used, then this could be accomplished without significant alteration to the current draft plan. The new BRT stop could be located in between the two BRT lanes, in the space currently designated as a sliver of landscaped area and marked with a "traffic signal."

If buses with doors only on the right will be used, then I would propose eliminating the small sliver of landscaped area south of the BRT lanes between 35th and 36th, moving the westbound station slightly to the east (closer to the intersection, to the area currently marked as hardscape, then having the slight rightward curve in the westbound lane occur sooner, then having a companion curve in the eastbound lane. Hence, in the area exactly south of 36th, the eastbound BRT lane would occupy the space currently marked with the "traffic signal." Then, the place where the eastbound BRT lane used to be (where it currently is in the proposed draft, exactly south of 36th) could be used for the relocated eastbound BRT station. This station would be accessible by the proposed high visibility crosswalk over International at 36th.

By moving the eastbound BRT station from the west side of the 35th intersection to the east side of the intersection of 35th and International, we can keep the existing median between 35th and 34th. This is precisely the median that provides the most benefit to the area in terms of pedestrian walkability.

Furthermore, I would propose keeping the pedestrian island discussed earlier and simply prohibiting southbound truck traffic on 35th from turning eastbound onto International. I live in this neighborhood and use 35th every day and I rarely see extremely large trucks making this turn. Even if there are trucks that currently use this turn, they can easily be re-routed. Instead of proceeding south on 35th, they can turn onto Foothill, at 35th and Foothill, and by this way take an alternate route to International.

If this is slightly burdensome to truck traffic, so be it. The changes I have proposed are in defense of the pedestrian walkability of the Fruitvale shopping district. This pedestrian walkability is much more important to the success of retail in this area than saving slight inconvenience to the trucks that service this retail.

Thank you for your time and attention, I hope you will consider my suggestions carefully and I would appreciate a considered response.

43

Please support the continued efforts of planning staff to find a viable, BUILT "Locally Preferred Alternative" (or "LPA") for BRT. as possible.

I have lived and in East Bay for over 60 year, worked over 40 years in Public Works and retired as an Acting City Traffic Engineer, plus served 32 years as an Elected Transit Director to AC Transit and BART. During this time the population of inner cities have generally decreased, but traffic has increased about 3-fold within these years, resulted in increased oil consumption, pollution, greenhouse gas emissions, and congestion, Furthermore, Caltrans is constructing a fourth bore for the Caldecott Tunnel and population in East Bay cities will increase because of ABAG's requirement for inner-city development which will further increase traffic.

Because of ABAG's requirement, most Cities are planning more Transit Oriented Development (TOD) along transit centers and corridors to encourage more transit use to reduce traffic. These developments will provide more housing and jobs to be in walkable areas. However local transit has been having difficulties maintaining reliable service because of increased traffic.

AC Transit is proposing to build an exclusive lane Bus Rapid Transit (BRT) system that will operate along Telegraph and International Blvd in Oakland and San Leandro, which is estimated to provide 40,000 trips per day. This is roughly equivalent to what two four lane local arterials carry, yet the BRT buses will be using only two lanes, a ratio of 4 to 1, transporting these riders,

Rapid Bus 1R

Currently AC Transit operates a Rapid Bus 1R utilizing signal priority, but since the traffic on International Blvd is getting more congested, these buses have not consistently been able to take advantage of the few extra seconds the priority provides due to being queued with mixed flow traffic and unable to reach and clear the intersection within the few seconds allocated. As traffic increases further, the effectiveness of Rapid Bus with signal priority will decrease to point of signal priority being useless. Then some say we should increase the priority time to allow for bus passage, but it should not be increased for it will begin to cause the delay of cross arterial traffic as well as affect pedestrian safety in crossing streets.

The Rapid Bus is also slowed down by the need to pull in and out of traffic to pick up and unload passengers at curbside stops. To get back into the mixed flow traffic lane causes a few seconds delay, which adds up to several minutes over the total route and again as traffic increases this delay will increase.

Some say the Rapid Bus1R can be improved with prepaid fare at stops that equal the service of the BRT. However, the 1R will still become more unreliable operating midst of

increasing traffic and will encounter increased described problems of not clearing the signalized intersections due to longer queue and delays due to the weaving in and out of greater congested traffic. Even today, the 1R which is scheduled to operate every 12 minutes but due to its growing unreliability, one often needs to wait more than 20 minutes.

Other Concerns

Also people say we already have BART, which makes the Bus Rapid Transit (BRT) redundant. If this is so, how many will use BART to go to local destinations along International Blvd? To use BART, it is likely one needs to travel well over half mile to access BART's widely spaced stations, which is well beyond the distance most would walk to use transit. So what other ways are there to access BART? Drive to a BART station and park? But one needs to pay for parking and it is limited. Or use the infrequent local feeder bus, pay an extra fare and at BART wait for the proper train to get to ones destination?

Most bus trips are local trips between 1-1/2 to 4 miles, whereas BART trips are longer

Integrated land Development

Many cities currently are planning TODs and greater density along corridor where there exists well functioning, frequent, and reliable operating transit. Sadly however, most of our current local bus transit is and having difficulties keeping schedules since (1) it operates in mixed flow along with the autos and (2) our roads are getting more congested. Should we thwart the effort to build well functioning TODs by restricting the development of well functioning transit system that is more reliable, faster, and convenient than present worsening transit?

I have been to Sweden and Japan and seen TODs that are well integrated with transit that decreases the need for auto use to a fraction of what we currently use in the Bay Area. Since they use transit, their greenhouse gas emissions (GHGe) per capita from these developments are at least a third of what we produce. Around their transit centers for about a block it is strictly pedestrian oriented where there is no car parking.

Bus Rapid Transit (BRT)

Because BRT will take up two existing traffic lanes ? one in each direction - many are concerned about the increase in traffic congestion on the remaining mixed flow lanes plus removal of some curb parking that will be lost to provide BRT platforms in the median of the street.

However - as mentioned earlier - even without BRT - in the near future we will have more traffic and congestion since existing streets are currently near capacity and in a short time International Blvd will become more congested and the existing Rapid Bus will become slower and less reliable and all travel will be affected.

The greatest number of destinations in the East Bay - medical and governmental facilities, businesses, schools, stores, parks and residences - are within a half mile of the Telegraph and International Blvd corridors. And BRT stops will generally be located less than 1/3 mile apart. Therefore, the BRT will provide easy access with frequent service for people to access these destinations along this corridor. Using BART to access these destinations will be more costly and time consuming.

Since BRT will serve this corridor within easy walking distance it is projected to generate a ridership of 40,000 trips a day. And during peak periods the BRT will carry about 3 times the number of people than the adjoining mixed flow lanes.

BRT with exclusive lanes can take full advantage of signal priority. This will not only provide faster service and more reliable service but will attract many drivers who formerly drove due to their encountering greater congestion and more delays, whereas, in contrast the BRT will provide as fast and comparable service. Recent study showed that BRT trip from Berkeley to Oakland would take in about 20 minutes. Whereas, the Rapid Bus even with signal priority will take about 30 minutes and this time would increase and become unreliable due to operating in increased mixed flow and congestion.

Greenhouse Gas emissions (GHGe)

Then there is the important problem on the need to reduce greenhouse gas emissions because if we continue "business as usual" it will accelerate climate change and produce dire impacts on our environment including temperature rise, rise in sea level, more storms, reduce glaciers ? not to mention other disastrous global impacts. And our use of the auto is a major contributor of GHG emissions. For the Bay Region transportation is responsible for half of our emission.

BRT will help to reduce these emissions by providing an good alternative to auto use. Not only will the BRT attract former drivers but it will reduce AC Transit's operating costs due to its faster more reliable service that will increase greater number of riders, increase revenue and lessen the subsidy needed for operation.

Summary

In summary, the BRT operating on exclusive lanes will take full advantage of signal priority. BRT will be more reliable, more frequent, faster, and more convenient than the existing deteriorating service. And BRT will attract several thousand former drivers who will find BRT will provide travel time comparable to driving due to congestion and they will not need to search for parking near their destination. During peak periods the BRT will be carrying over 3 times more people than the adjoining mixed flow lane, offsetting some of the congestion. It will also lessen emissions of GHGe, due to more people using transit. BRT will increase fare box revenue from increased ridership; and it will reduce AC transit-operating cost due to faster operation resulting in less public operating subsidies than the current 1R and 1 local bus.

Conclusion

Therefore San Leandro should support; the BRT to its maximum length using dedicated lanes; with proof of fare payment; collection for off-board payment; raised platforms for level boarding; and signal priority. With a good alignment, future up-grades can be instituted making Bus Rapid Transit operating totally on exclusive lanes.

Again, please help develop an LPA so that we can more thoroughly study how BRT might look, if we choose to implement it.

Berkeley, CA 94707

44

Please support the continued efforts of planning staff to find a viable, BUILT "Locally Preferred Alternative" (or "LPA") for BRT as soon as possible.

To really address any anticipated impacts, we need to understand how the project would be implemented in detail, on a block by block level. Developing an LPA would be the next necessary step to help us all better understand what specific issues need to be addressed before going forward with BRT, or not. We also need an LPA in place so that, if the city approves of BRT in the future, funding can be sought out and directed toward the project.

As part of a BRT system, dedicated lanes might be able help to keep transit vehicles out of traffic, making transit service fast, frequent, and (most importantly) reliable. BRT stations may be able to create safer, more comfortable places to wait for transit, and proof-of-payment systems, and level, all-door boarding could all work together to make existing transit -and a future BRT system- a viable alternative to driving.

However, BRT may also create too much congestion on the corridor, cause "cut-through" traffic into neighborhoods that parallel the route, or may displace critically needed parking. The only way to know for sure is to do a closer study through developing and studying a full-build LPA, including dedicated lanes and stations.

Again, please do everything you can to help develop an LPA so that we can more thoroughly study how BRT might look, if we choose to implement it.

Oakland, CA 94609

45

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Oakland, CA 94609

46

BRT Project Team

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San Leandro, CA 94577

47

BRT Project Team

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Again, please do everything you can to help develop an LPA so that we can more thoroughly study how BRT might look, if we choose to implement it.

Thank you for your time and service.

Berkeley, CA 94703

BRT Project Team

Please support the continued efforts of planning staff to find a viable, BUILT "Locally Preferred Alternative" (or "LPA") for BRT .

To really address any anticipated impacts, we need to understand how the project would be implemented in detail, on a block by block level. Developing an LPA would be the next necessary step to help us all better understand what specific issues need to be addressed before going forward with BRT, or not. We also need an LPA in place so that, if the city approves of BRT in the future, funding can be sought out and directed toward the project.

I have mentioned in the past that a single two-way busway on Telegraph between Bancroft and Dwight Way is possible but have not heard any response to this idea. This will minimize the impact of other vehicle use of Telegraph Ave.

It takes about a minute for a bus even traveling at 12 mph to traverse this section and if the peak headway during peak periods is 5 minutes, I believe it is possible. One may be concerned with buses bunching but if AC has good GPS system that locates where the buses are, by controlling the dwell time at each stop along the route at a minimum specific seconds which is a few seconds longer than all the passengers boarding, bunching could be minimized. With each stop held few seconds beyond the time all passengers board at most stops, then in cases where a stop needs more time for all to board at one stop, dwell time at subsequent stops can be made shorter, making up for the stop that took longer dwell time. This will keep the buses on schedule.

Therefore, at 5 minute headway, with 1 minute for a bus to drive through this section between Bancroft to Dwight Way, the opposing bus will have a 4 minute window to enter this section in the opposite direction. There may be occasions where the opposing bus is considerably off schedule but with the Bancroft/Telegraph stop a major stop where dwell time will be longer, it is also near the beginning of this run, thereby, one could easily adjust to any developing system irregularity of schedule.

As part of a BRT system, dedicated lanes will make transit service fast, frequent, and (most importantly) reliable. BRT with proof-of-payment systems, level all-door boarding and taking full advantage of signal priority could all work together to make transit a viable alternative that will be comparable to driving. It will transport more than three times the riders than the adjoining mixed-flow traffic will carry during peak periods relieving some of the congestion.

However, BRT may also create congestion on the corridor but we will experience congestion in the near future since Telegraph is near capacity plus Cities are building to meet ABAG's requirements of infilling and Caltrans is building the 4th Caldecott tunnel. With increased traffic parking will also increase the demand for parking but there is a question of addressing parking for we need to consider the reduction of the use of the car because of its emission and effect on Climate Change. We need to do a closer study of a full-build LPA, including dedicated lanes and stations which has the potential to address this GHG emission rather than maintaining status quo.

So, please help develop an LPA with maximum use of busway so that we can more thoroughly study how BRT might help reduce the primary emitter of GHG, our automobile.

Thank you for your time and service.

Berkeley, CA 94707

49

BRT Project Team

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However, BRT may also create too much congestion on the corridor, cause "cut-through" traffic into neighborhoods that parallel the route, or may displace critically needed parking. The only way to know for sure is to do a closer study through developing and studying a full-build LPA, including dedicated lanes and stations.

Again, please do everything you can to help develop an LPA so that we can more thoroughly study how BRT might look, if we choose to implement it.

Thank you for your time and service.

Berkeley, CA 94708

50

I am a 20+ year resident of the Temescal Neighborhood and I am opposed to the proposal for creating dedicated bus lanes on Telegraph Avenue.

In my opinion it will disrupt the flow of traffic in and around our neighborhood and have an overall negative impact for both the merchants and residents of our area.

Commuter congestion around 51st and Telegraph is already an issue. Last week after exiting the freeway at 3:10 p.m., I observed the left hand turn lane onto Telegraph and watched only 4 of the 6 cars waiting to turn - complete their left turn towards Berkeley. This happened prior to the commuter rush hour peak and even then 2 cars could not turn - and there are two lanes to turn into. Who thinks for a second that eliminating one lane is even feasible? I am concerned that having less traffic lanes on Telegraph will also cause increased traffic on Shafter Avenue.

Our Temescal Neighborhood has been working hard towards a positive neighborhood renaissance - and less parking and traffic congestion does not support that goal.

If I have a vote as a taxpaying owner resident - I vote NO on the issue of dedicated bus lanes on telegraph avenue -- and ask that you find alternative solutions

Oakland, CA 94609

51

I want to air my complete and utter disapproval for removing two driving lanes on Telegraph Avenue in conjunction with the proposed Bus Rapid Transit. There is no way this will enhance my living experience in Oakland. It will cause massive congestion on this primary thoroughfare connecting Oakland and Berkeley, forcing frustrated drivers to look for alternative routes through my neighborhood. Additionally, it will add 10 minutes to my work commute just to reach the nearby freeway on-ramp.

One of the reasons I've lived in Oakland for the past 30 years is that it is a "user friendly" city. This proposed bus usurpation of public streets for the small minority of people who ride AC Transit is the type of project that will make me move out of Oakland.

This is another example of government not focusing on the needs of its citizens.

52

This is an absolutely ridiculous idea! Streets in Berkeley are always busy, and Telegraph is definitely no exception. Parking is hard enough to find, and even metered parking is difficult to obtain! BRT will be more of a public disturbance than anything if it is implemented. There are already plenty of buses, and the 1 line even has a rapid line (the 1R) that basically travels the same route as the proposed BRT route. BRT is a waste of time and money and completely unnecessary. Just don't do it. Please.

-- Cindy Nguyen.

53

I am writing to make known my disagreement with the plan to place rapid transit buses on Telegraph. This Temescal area is just now recovering from the BART construction of the 60s, any removal of parking for dedicated bus lanes would kill any economic activity in the area. Please find other routes to use for this experiment such as Broadway or San Pablo. With the Kaiser hospital on Broadway it would seem to make sense to use that for an anchor. Anyone traveling to UC Berkeley is on bicycle going down College or Telegraph. Please forward or provide a copy of this message to Jane Brunner letting her know there is no local support for this plan.

Thank you

54

This is a perfect plan to put us out of business and turn Telegraph back into a dreary wasteland.

Oakland, Ca. 94609

55

I am against taking away two traffic lanes on our main street. My sister works in downtown Cleveland and says it's awful. Kathy Doyle Doyle Chiropractic 400 40th St. Oakland, CA 94609

56

BRT Project Team

You will soon be asked to vote on a "Locally Preferred Alternative" (LPA) for Bus Rapid Transit (BRT) for our city. Along with TransForm, I am asking you to please vote in favor of studying a robust BRT system with a maximum number of proposed stations and dedicated lanes (also being called a "full-build LPA"), but in awareness that voting for a full-build LPA is not necessarily a vote in support of BRT.

I am aware that some merchants have begun to express concerns about impacts to parking and that some residents have begun to express concerns about stop-spacing. However, I believe that BRT can be implemented in a way that addresses these issues.

Existing bus stops at popular destinations for seniors and people with limited mobility could and should be improved by locating BRT stations in their place. Shelter, seating, lighting, and other security amenities would be welcomed at these stops as an improvement to existing (or lack thereof) facilities, and could attract even more riders.

The City could also use BRT as an opportunity to improve existing parking conditions, such as implementing a "performance-based pricing" strategy for parking along the BRT corridor. Letting the market determine the cost of premium, on-street parking would lead to increased revenues, 100% of which could be re-invested in the district where the revenues were generated. Those new revenues could then be spent on a local shuttle service (like the Emery-Go-Round), transit passes for local workers (Eco-passes), more lighting, increased security, or other improvements desired by local merchants. Old Pasadena, and Redwood City offer incredible examples of how to do this, as described in Donald Shoup's book "The High Cost of Free Parking".

Increased traffic and other issues have all but eliminated transit reliability while simultaneously increasing maintenance and operations costs. BRT offers a tremendous

opportunity to address these issues. However, without a study of "how much" BRT could be implemented, we cannot know how to proceed.

Again, please vote in favor of studying a "full-build LPA" for BRT, which will then help us determine which configuration, if any, would best serve the community.

Thank you for your time and service to the City.

Richmond, CA 94801

57

BRT Project Team

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I am aware that some merchants have begun to express concerns about impacts to parking and that some residents have begun to express concerns about stop-spacing. However, I believe that BRT can be implemented in a way that addresses these issues.

Existing bus stops at popular destinations for seniors and people with limited mobility could and should be improved by locating BRT stations in their place. Shelter, seating, lighting, and other security amenities would be welcomed at these stops as an improvement to existing (or lack thereof) facilities, and could attract even more riders.

Our region can use BRT as an opportunity to improve existing parking conditions, such as implementing a "performance-based pricing" strategy for parking along the BRT corridor. Letting the market determine the cost of premium, on-street parking would lead to increased revenues, 100% of which could be re-invested in the district where the revenues were generated. Those new revenues could then be spent on a local shuttle service (like the Emery-Go-Round), transit passes for local workers (Eco-passes), more lighting, increased security, or other improvements desired by local merchants. Old Pasadena, and Redwood City offer incredible examples of how to do this, as described in Donald Shoup's book "The High Cost of Free Parking".

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· Again, please vote in favor of studying a "full-build LPA" for BRT, which will then help us determine which configuration, if any, would best serve the community.

Thank you for your time and service to the City.

Kensington, CA 94707

58

BRT Project Team

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I am aware that some merchants have begun to express concerns about impacts to parking and that some residents have begun to express concerns about stop-spacing. However, I believe that BRT can be implemented in a way that addresses these issues.

Existing bus stops at popular destinations for seniors and people with limited mobility could and should be improved by locating BRT stations in their place. Shelter, seating, lighting, and other security amenities would be welcomed at these stops as an improvement to existing (or lack thereof) facilities, and could attract even more riders.

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Again, please vote in favor of studying a "full-build LPA" for BRT, which will then help us determine which configuration, if any, would best serve the community.

Thank you for your time and service to the City.

Oakland, CA 94610

59

BRT Project Team

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Existing bus stops at popular destinations for seniors and people with limited mobility could and should be improved by locating BRT stations in their place. Shelter, seating, lighting, and other security amenities would be welcomed at these stops as an improvement to existing (or lack thereof) facilities, and could attract even more riders.

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Again, please vote in favor of studying a "full-build LPA" for BRT, which will then help us determine which configuration, if any, would best serve the community.

Thank you for your time and service to the City.

Alameda, CA 94501

60

BRT Project Team

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We need the maximum mobility provided by dedicated lanes for a BRT system that will move people and commerce in the future. Concerns about parking limitations are short sighted as we must rely on increased public transportation to move people as single occupancy automobile transit becomes prohibitive.

Again, please vote in favor of studying a "full-build LPA" for BRT, which will then help us determine which configuration would best serve the community.

Thank you for your time and service to the City.

Berkeley, CA 94705

61

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oakland, CA 94612

62

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Berkeley, CA 94702

63

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Berkeley, CA 94709

64

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Again, please vote in favor of studying a "full-build LPA" for BRT, which will then help us determine which configuration, if any, would best serve the community.

If Berkeley is serious about implementing a police to reduce our emissions and fight global climate change then improved transit options such as a full build LPA for BRT should definitely be one of those options.

Thank you for your time and service to the City.

Berkeley, CA 94708

Hello,

I have attached a PDF of my comments regarding Oakland's BRT proposal. Please feel free to contact me if you'd like to discuss them.

Thanks,

65

Oakland, CA 94609

Comments on the Oakland BRT Proposal
Oakland, CA 94609

Overall, this is a great plan, and I am excited to see it implemented. Not only will it improve transit service along the Telegraph and International corridors, but it effectively seizes this as an opportunity to create more traffic - calmed, pedestrian - and bicycle - friendly streets. I hope it can be funded and built quickly. I have a number of more specific comments regarding the draft design. Some of them are corridor - wide concerns, while others are specific to particular locations. As a North Oakland resident, I have focused my attention on the Telegraph corridor. Thank you for considering these suggestions.

Corridorwide:

1. A mountable curb should be provided between BRT lanes and travel lanes to minimize the temptation of illegal entry.
2. Where the bus lane is along the side of the street, the illegal entry problem is likely to be particularly acute; similar bus - only lanes in Washington, D.C. are a joke during rush hour, and buses are left to sit in gridlock like everyone else. Even outside rush hour, the lanes are frequently blocked by double - parked delivery trucks. A solution to this issue

needs to be spelled out. It could be an automated enforcement system (eg cameras on buses) that will provide an adequate incentive not to block the lanes.

Or, could the bus lane be relocated on the outside of the parking lane with a narrow median (for parked car access) between them and separate signals for buses and turning traffic?

3. Shared bike/bus lanes are not ideal, since bikes move at a constant slow speed while buses move faster but stop frequently. The lane will also need to be easily permeable by bikes, which will need to pass stopped buses and also switch lanes to turn left. Rumble strips, for example, are not biker - friendly. Of course, both making the lane permeable to bikes and discouraging illegal use are conflicting goals. Could a bike lane also be separated on the outside of the parking lane, as has been done on 7th Ave. in NYC? Combined with the outside bus lane suggested in #2 above, the order would be: sidewalk, bus lane, bike lane, narrow median, parking lane, travel lanes. Again, this would require separate signal phases for bikes/buses and rightturning traffic.

4. Where possible, larger "striped areas" should be upgraded to landscaped medians to improve aesthetics and reduce stormwater runoff. Ideally, these could be swales or similar "green streets" features.

5. Wherever possible, extend medians to both sides of a crosswalk to create "refuges." This has been done in some areas, like 47th & Telegraph, but not in many others.

6. Many intersections include pedestrian bulb - outs into Telegraph, but many should also extend around corners to shorten distances across the cross - streets (eg 51st St, 27th St.)

7. Make sure all traffic signals are fully bicycle - activated, including turn lanes.

8. Check the BRT plan for consistency with the Bicycle Master Plan so that left turns and crossings of the BRT route are not prohibited on bike routes (example: 41st St.).

9. How will other buses (eg 12, 18) travel along Telegraph? Ideally, accommodations would be made so they can use the BRT lanes, unless the boarding platforms aren't compatible. Otherwise, locations for stops will need to be provided.

Location - specific comments by sheet

Sheet 2

1. 65th: Why is the stop at 65th, rather than Alcatraz? 65th provides no through eastwest pedestrian connectivity, which means fewer people would have a short walk to the stop. A platform on the far side of Alcatraz in each direction also might preserve slightly more parking.

2. At Alcatraz: Add pedestrian bulb - outs where possible at corners to shorten crossing distances.

Sheet 3

1. 61st: Shorten northbound left turn lane, replace with extended hardscape on north side of 60th St. crosswalk and landscaped space.

2. 58th/Racine: a straight pedestrian crossing does not appear possible at the location shown (the curb line looks misaligned from the base aerial, making it appear there is room for a median and slip lane where there is not). Consider eliminating the slip lane or

realigning it to enter Telegraph at closer to a 90 degree angle. This would also minimize bicycle lane conflicts and reduce the overall complexity of the intersection.

Sheet 4

1. Aileen: Extra care is required here because of speeding traffic exiting the freeway. Tighten the curb radius at the northeast corner to reduce pedestrian conflicts with right - turning cars. Also, move the Telegraph crossing to the north side of the intersection and add a curb bulb - out; this will reduce pedestrian conflicts with leftturning traffic trying to beat the light.
2. 56th: If possible, tighten the southeast curb radius.

Sheet 5

1. Claremont: Eliminate the northbound right turn slip lane to reduce pedestrian and bicycle conflicts and create space for a couple more parking spaces. If this would cause too much vehicle delay, instead make sure the continuing bike lane and pedestrian crossing are prominent (other cities have used colored bike lanes, for example).
2. 51st: Add/extend bulb - outs around the corner onto 51st to reduce pedestrian crossing distances and enlarge the narrow corner sidewalks. Build a new median with a refuge area on the west side of 51st St. in place of the double left turn lane that is no longer needed. Extend the 51st St. median on the east side to create a small refuge area.

Sheet 6

1. 48th St.: The BRT stop here is too far from the center of the Temescal commercial area, and should be closer to traffic generators like Walgreens and the Post Office. I recognize there may be too many space demands near 51st due to turn lanes, but it could at least be moved to 49th St.
2. 42nd St. to 49th St.: There is too much wasted space along this stretch in the form of "striped areas," while too many parking spaces are lost. If the BRT stop is moved to 49th and turn lanes are shortened (eg not much traffic turns left at 42nd St.), could more parking be provided? Alternatively, all that striped area could at least be landscaped.
3. 46th: When Shattuck is closed, straighten the 46th St. curb to allow two - way traffic and right turns onto Telegraph.
4. 45th/Shattuck: Add curb bulb - out at southwest corner. Also, I like the idea of closing off the end of Shattuck and adding more sidewalk on Telegraph, but what will happen to that right of way? Will it be landscaped?

Sheet 7

1. 41st: This street is proposed as a bike boulevard on the Bikeway Master Plan, but the BRT proposal does not allow turns to and from southbound Telegraph. Could a bicycle - only left turn lane be put in to resolve the inconsistency?
2. 40th: Bulb - outs and/or refuge areas extending across the sidewalk would help pedestrians cross this wide and busy intersection.
3. 39th: Why is the BRT stop here, and not at 40th St. with platforms at the far sides of the intersection? A stop at 40th would provide better east - west pedestrian access and more convenient BRT rider transfers to the 57, 18, Emery - Go - Round, BART station, etc.

Sheet 8

1. MacArthur: Shorten pedestrian crossing distances by extending medians across all four crosswalks to create pedestrian refuges and adding bulb - outs on MacArthur.

Sheets 11 - 12

1. 27th: Same as for MacArthur, but here the 27th St. medians could also be widened at the intersection to create a larger refuge.

2. 20th, 21st, 23rd, 25th, Sycamore, 26th: Add bulb - outs in parking lanes at crosswalks. There seem to be fewer here than in other sections.

3. Grand: Same as for MacArthur and 27th: refuges, bulb - outs.

67

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Thank you for your time and service to the City.

94611

68

I fully support Bus Rapid Transit throughout Oakland. This cannot occur fast enough.

Thank you for your efforts Jim, Bruce and other staff for making this happen soon.

Best regards,

Oakland

69

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Oakland, CA 94606

Attachment C

East Bay Bus Rapid Transit Project Planning Commission Comments February 17, 2010

The Planning Commission decided that they didn't need to make a collective formal finding regarding the BRT alignment, but they agreed to forward the project on to the Public Works Committee and endorse further study of the project in the Final Environmental Impact Statement/Report. Following is a summary of individual Commissioners concluding comments.

Commissioner Boxer

Commissioner Boxer stated that he wasn't confident making a decision about the BRT, based on the historic role of the Planning Commission and his own expertise. He stated that he hears both sides of the issue on the merits of the project. He noted that there seems to be little opposition on International Boulevard, compared to Temescal and Upper Telegraph, and posited that perhaps International Boulevard is more suitable for this project.

He expressed the concern that "Spending is a zero Sum game now – we've got to be careful who gets money and who doesn't." Generally, he felt that there needs to be a better argument for BRT if it is going to be constructed, given the concern that many people have expressed about project impacts.

Commissioner Gibbs

Commissioner Gibbs raised questions about the impacts on corridor businesses both during and after construction, asked whether staff and consultants were aware of any studies on this subject in other cities, and requested that there should be a study on what would happen in Oakland. He was particularly concerned given the current economic climate.

Commissioner Gibbs expressed concern about the high cost of the project (approximately \$250 million dollars), and wanted assurance that the City of Oakland is not using or foregoing funds that could be better used for other issues. He also expressed concerns over AC's attempt to transfer BRT funds to general operations.

Commissioner Gibbs wants to ensure that the City of Oakland will have control over the design and impacts of the project within its borders, and also that the City should insist that AC will have full responsibility for maintaining its facilities.

Finally, Commissioner Gibbs expressed concern for the loss of local bus service (Replacing the 1 and 1R with the BRT). Although he stated that he does not ride the bus, he was concerned for elderly people who would have to walk further to get to the BRT station.

Commissioner Truong

Commissioner Truong stated that economic times are tough on businesses right now. But she said there is comfort in knowing this potential investment in the BRT by the public will catalyze private investment and help businesses nearby. She feels that Oakland's working families need reliable public transit in tough economic times and this will help. In addition, she stated that this project will be good for the environment.

Commission Chair Huntsman

Commission Chair Huntsman expressed the feeling that the ultimate project should be less than "full BRT" along the whole corridor. He was very concerned about the impacts of the projects on parking, not only for shoppers but for employees as well. In particular, he noted these concerns in Fruitvale and Temescal, where there is currently a large demand for parking.

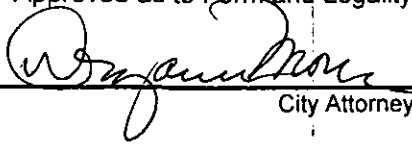
Like some of the other Commissioners, Commissioner Huntsman expressed concerns about the removal of local stops, particularly for people with mobility restrictions.

Finally, he expressed the desire that IF the project is constructed, Oakland should seek to ensure local hiring provisions in construction contracts.

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OFFICE OF THE CITY CLERK
OAKLAND

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Approved as to Form and Legality


City Attorney

OAKLAND CITY COUNCIL

RESOLUTION No. _____ C.M.S.

RESOLUTION ADOPTING OAKLAND'S "LOCALLY PREFERRED ALTERNATIVE" TO BE INCLUDED AND ANALYZED IN THE FINAL ENVIRONMENTAL IMPACT STATEMENT/REPORT FOR THE AC TRANSIT EAST BAY BUS RAPID TRANSIT PROJECT

WHEREAS, in 1998 the AC Transit District ("AC Transit") initiated work on the "Major Investment Study" to closely examine alternatives for transit service on several transit corridors in their service area; and

WHEREAS, in 2000 a Major Investment Study Policy Steering Committee comprised of members from all affected jurisdictions, including the City of Oakland ("City") was convened to provide guidance to the study from a corridor-wide perspective; and

WHEREAS, in 2001 the Policy Steering Committee recommended a preferred route or "Locally Preferred Alternative" (LPA) for a Bus Rapid Transit project that specified the corridor alignment of Telegraph Avenue to International Boulevard/East 14th Street in the cities of Berkeley, Oakland, and San Leandro; and

WHEREAS, Bus Rapid Transit is a mode of transit service that has some or all of the following characteristics: Dedicated Travel Lanes; Level Boarding Platforms; Off-Board Fare Collection; and Real-Time Arrival Signs; and,

WHEREAS, in May 2007, AC Transit in collaboration with the Federal Transit Administration released a Draft Environmental Impact Statement/Report ("Draft EIS/R") for the continued development of the East Bay Bus Rapid Transit Project (Project); and

WHEREAS, in July 2007 the City of Oakland formally submitted comments in response to the Draft EIS/R, with comments focused on route alignment, traffic, parking, economic, construction, roadway maintenance and operational impacts, among other concerns; and,

WHEREAS, AC Transit wishes to complete a Final Environmental Impact Statement/Report ("Final EIS/R") for the Project in order to compete for Federal Transit Administration "Small Starts" Funding; and

WHEREAS, According to Federal Transit Administration rules, AC Transit is required to consider a “Locally Preferred Alternative” adopted by Oakland, to be analyzed in the Final EIS/R for the Project; and

WHEREAS, the City of Oakland’s General Plan *Policy T3.6 Encouraging Transit* calls to “encourage and promote use of public transit... on designated “transit streets”, and *Policy T3.7 Resolving Transportation Conflicts* call for the City to “resolve any conflicts between public transit and single occupant vehicles in favor of the transportation mode that has the potential to provide the greatest mobility and access for people...”; and

WHEREAS, the City of Oakland adopted a Bicycle Master Plan in 2007 that identifies planned bicycle facilities on sections of the proposed Bus Rapid Transit route, and

WHEREAS, City staff has worked with AC Transit staff to refine the Project design to the extent possible, to meet City goals and to implement a project incorporating transit, bicycle, pedestrian and vehicle improvement; and

WHEREAS, in January, 2010, City staff presented a draft preferred design option to the community in a series of public meetings, and in February, 2010, City staff presented the draft preferred design option to the Planning Commission for review and comment; and

WHEREAS, City staff carefully reviewed public comment and concerns and proposed refinements to the proposed design of the Project; and

WHEREAS, the City’s adoption of a “Locally Preferred Alternative” for inclusion and analysis in the Project Final EIS/R is exempt from the California Environmental Quality Act pursuant to, without limitation, CEQA Guidelines section 15262; now, therefore be it

RESOLVED: That the City adopts as its “Locally Preferred Alternative” to be included and analyzed in the Project Final Environmental Impact Statement/Report (“Final EIS/R”) the draft design option presented to the public in January and February, 2010, as modified by staff in March 2010, and attached hereto as “Exhibit A”; and be it

FURTHER RESOLVED: The City requests that AC Transit investigate including left-door loading vehicles in the Project in order to minimize parking impacts associated with construction of stations, especially in Fruitvale and East Oakland; and be it

FURTHER RESOLVED: The City requests that AC Transit include in the Final EIS/R a full analysis of: parking losses and potential mitigations, the impacts of loss of local service on the elderly and disabled, security issues related to off-bus cash payment and increased walk distance to stops, and economic impacts to local businesses during and post-construction; and be it

FURTHER RESOLVED: That the City, in addition to adopting said “Locally Preferred Alternative”, will request that AC Transit fully analyze a “Rapid Bus Plus” option that includes all of the facilities of Bus Rapid Transit but without dedicated bus-only lanes; and be it

FURTHER RESOLVED: The City reserves the right to make changes to the Project at the conclusion of the Final EIS/R, based on the studied impacts and the adequacy of proposed mitigations of these impacts.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20_____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, QUAN, REID, and PRESIDENT BRUNNER

NOES -

ABSENT -

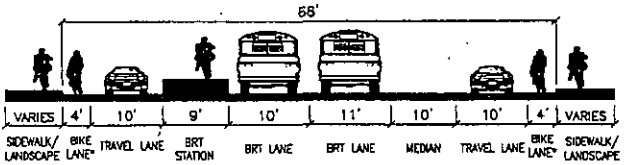
ABSTENTION -

ATTEST: _____

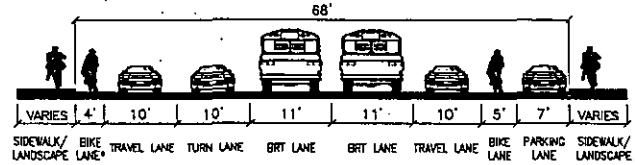
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California

Exhibit A

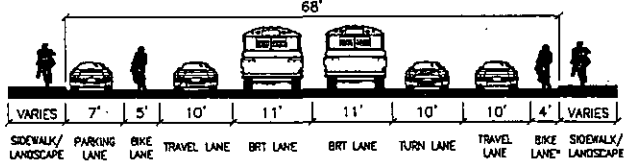
Bus Rapid Transit
“Locally Preferred Alternative”



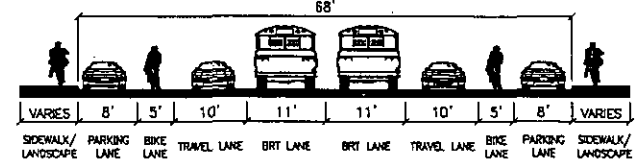
PROPOSED (A1-B1)



PROPOSED (A2-B2)



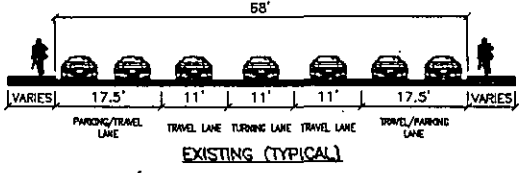
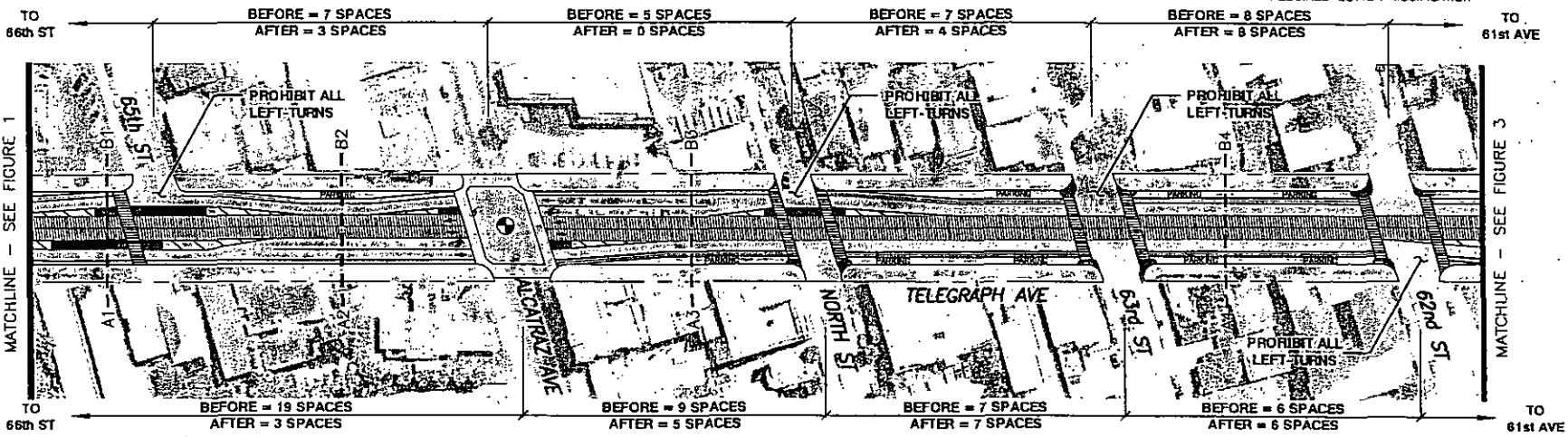
PROPOSED (A3-B3)



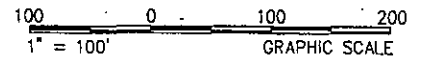
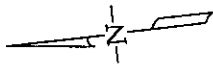
PROPOSED (A4-B4)

LEGEND:

- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION

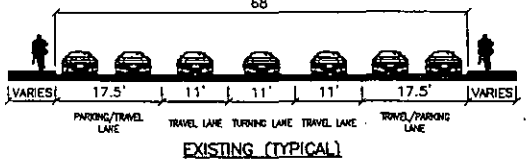
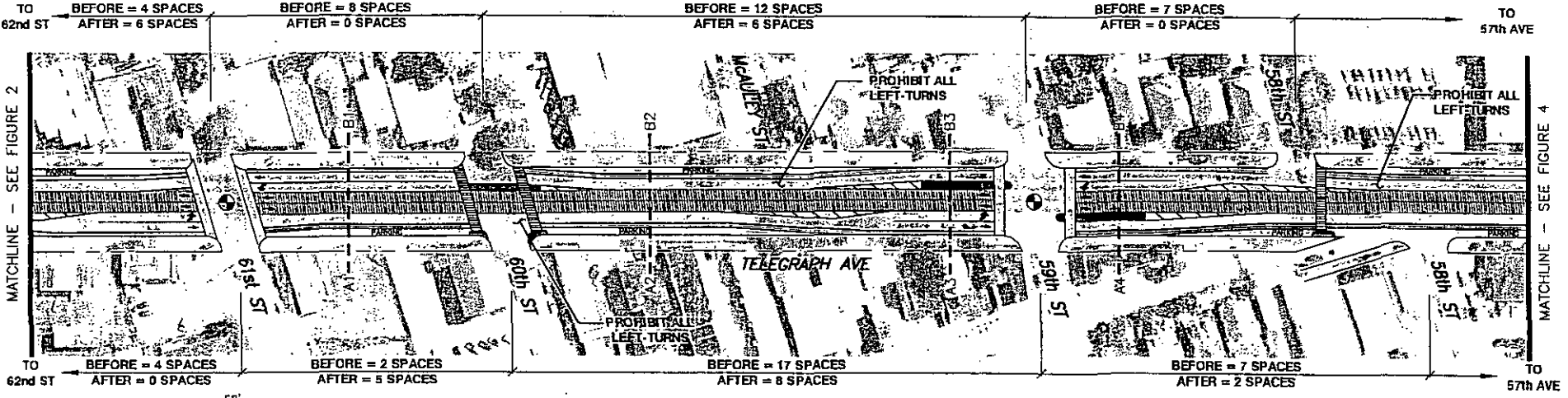
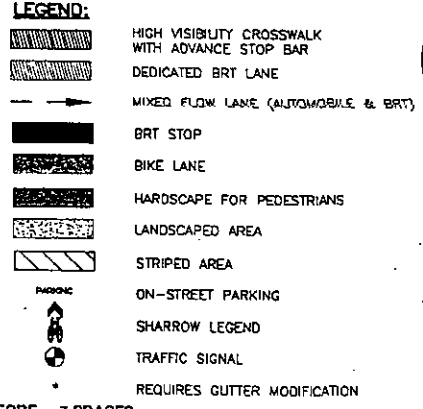
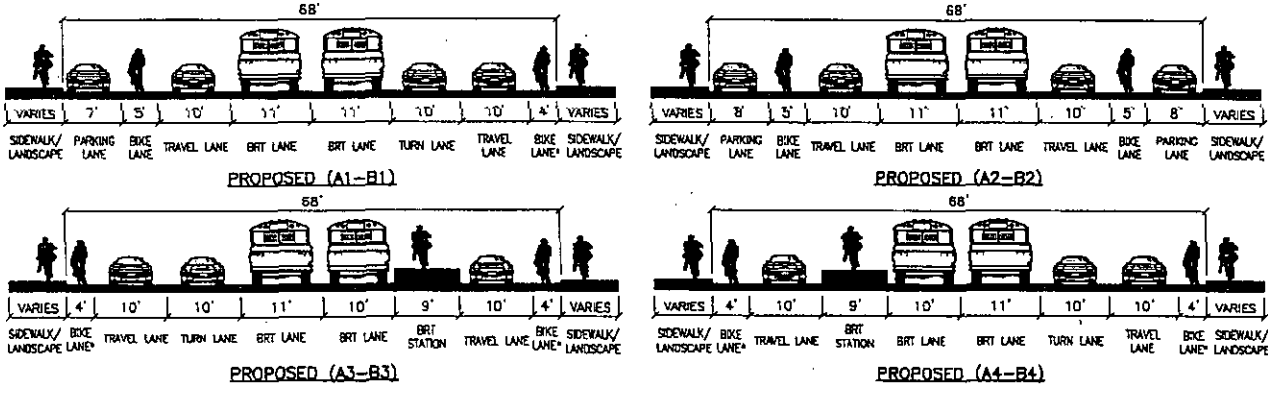


- NOTES:**
- LEFT-TURN PROHIBITIONS AT:
65th STREET, NORTH STREET,
63rd STREET AND 62nd STREET.
 - 4-FOOT BIKE LANES REQUIRE GUTTER
MODIFICATION TO 12 INCHES OR LESS.

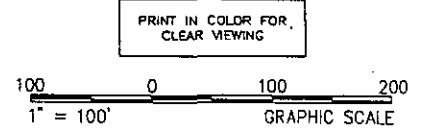
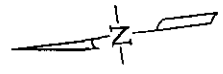


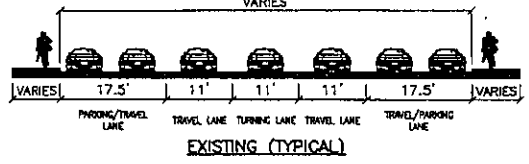
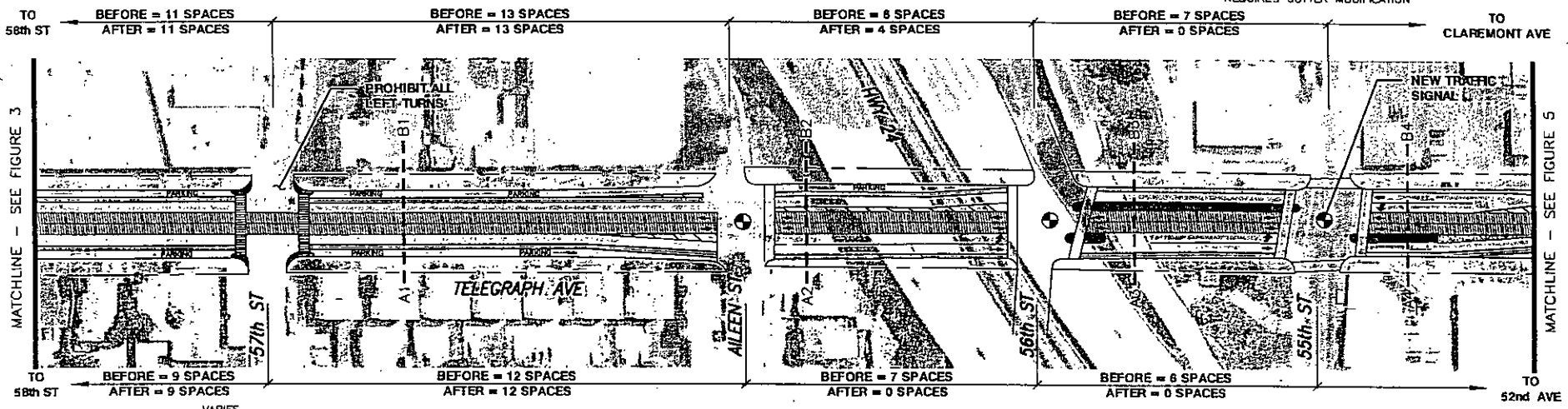
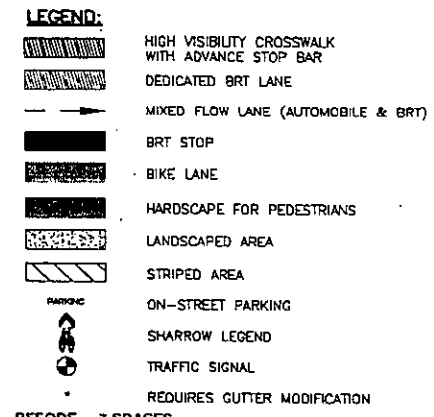
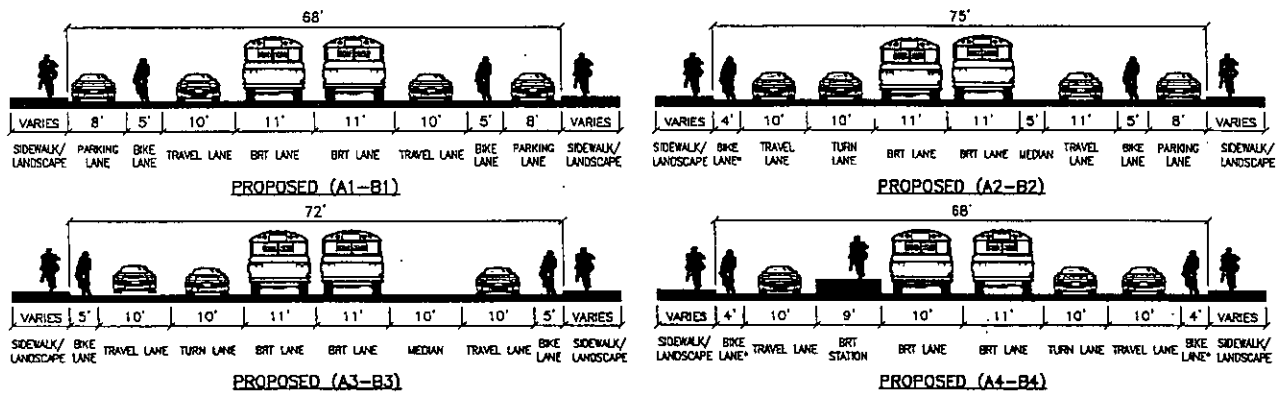
PRINT IN COLOR FOR
CLEAR VIEWING

PRELIMINARY
 FOR DISCUSSION ONLY

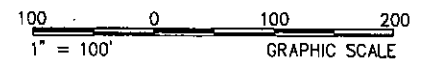
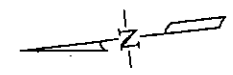


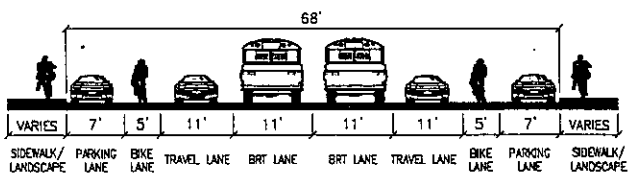
- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 60th STREET, McAULEY STREET AND 58th STREET.
 - 4-FOOT BIKE LANES REQUIRE GUTTER MODIFICATION TO 12 INCHES OR LESS.



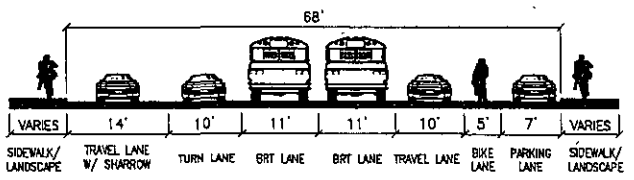


- NOTES:**
1. LEFT-TURN PROHIBITIONS AT: 57th STREET.
 2. 4-FOOT BIKE LANES REQUIRE GUTTER MODIFICATION TO 12 INCHES OR LESS.

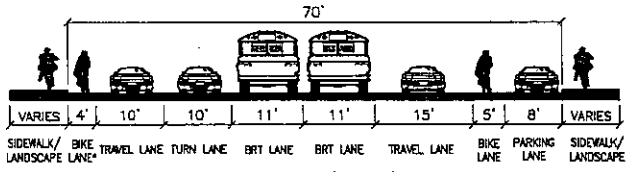




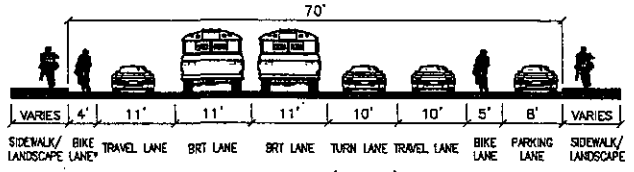
PROPOSED (A1-B1)



PROPOSED (A2-B2)



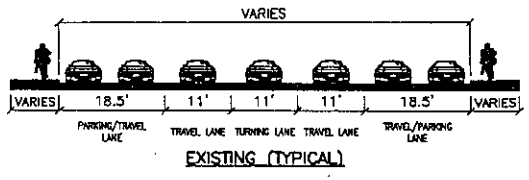
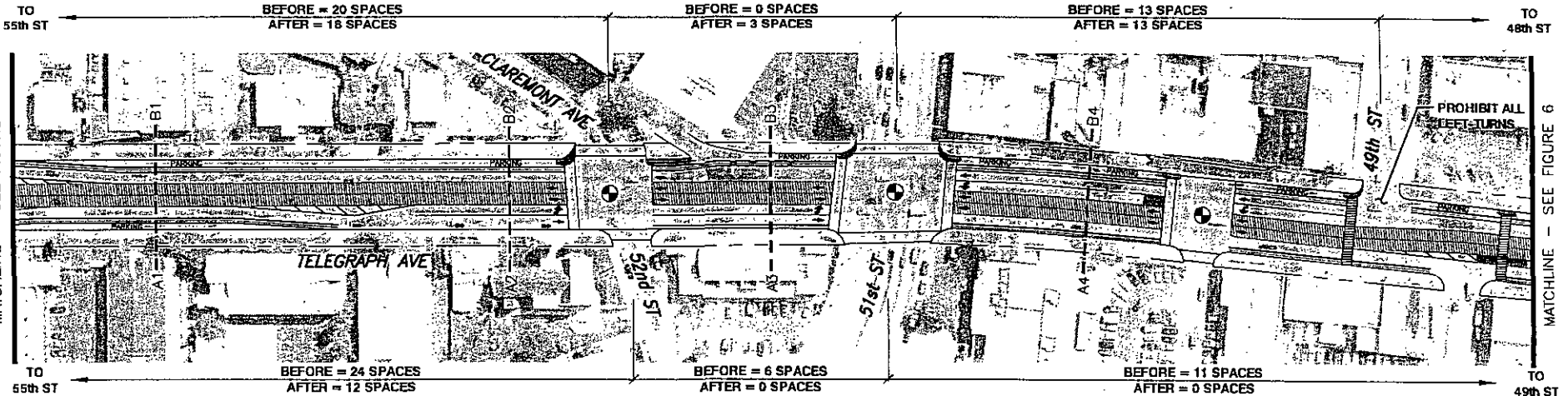
PROPOSED (A3-B3)



PROPOSED (A4-B4)

LEGEND:

- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION



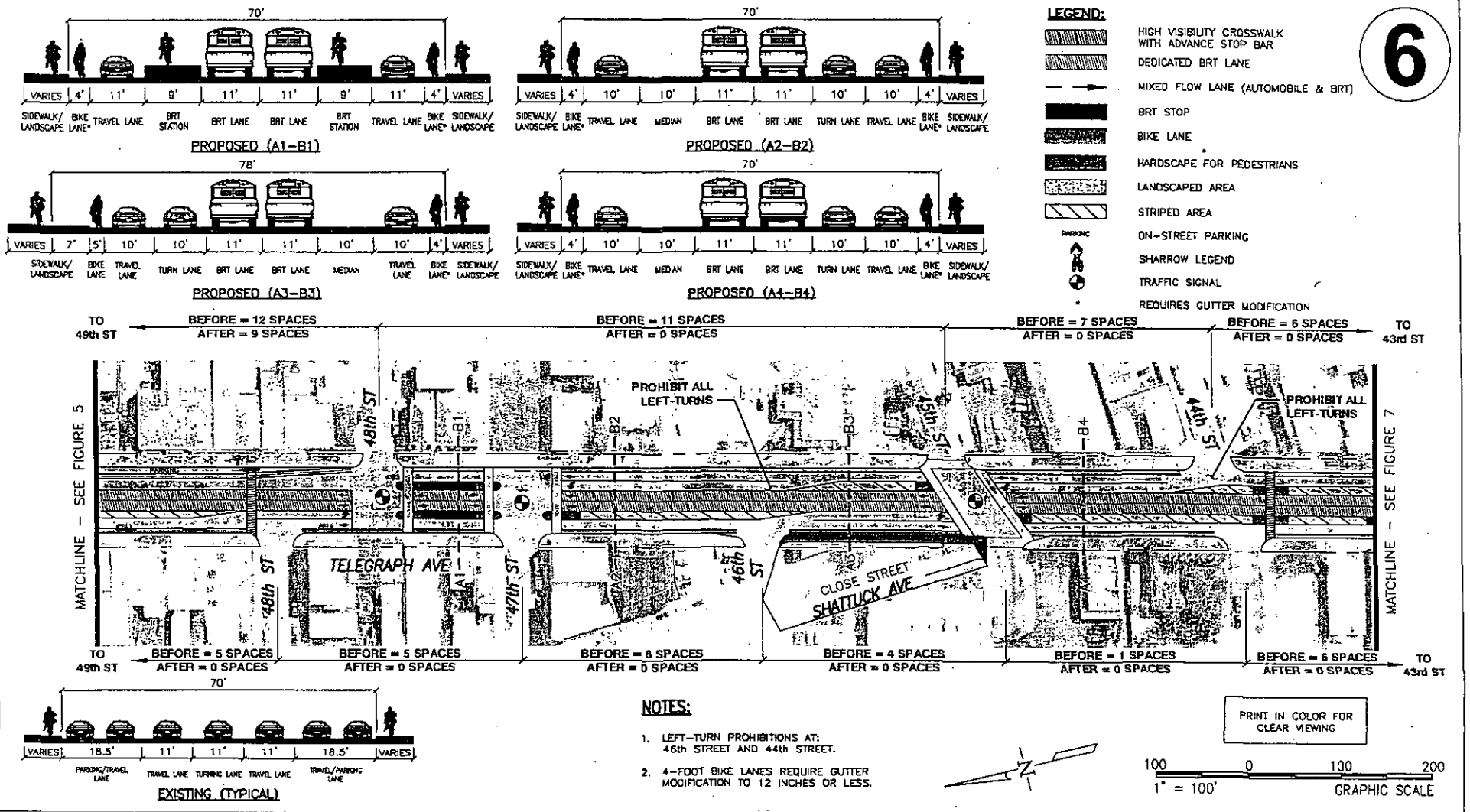
- NOTES:**
1. LEFT-TURN PROHIBITIONS AT: 49th STREET.
 2. 4-FOOT BIKE LANES REQUIRE GUTTER MODIFICATION TO 12 INCHES OR LESS.

PRINT IN COLOR FOR CLEAR VIEWING

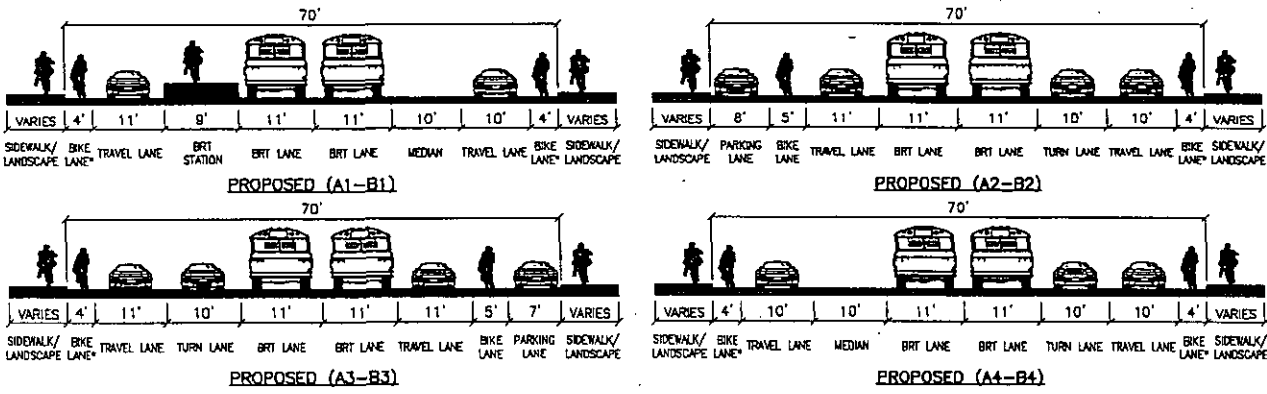


MATCHLINE - SEE FIGURE 4

MATCHLINE - SEE FIGURE 6

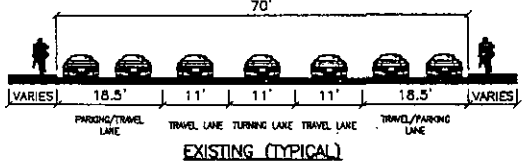
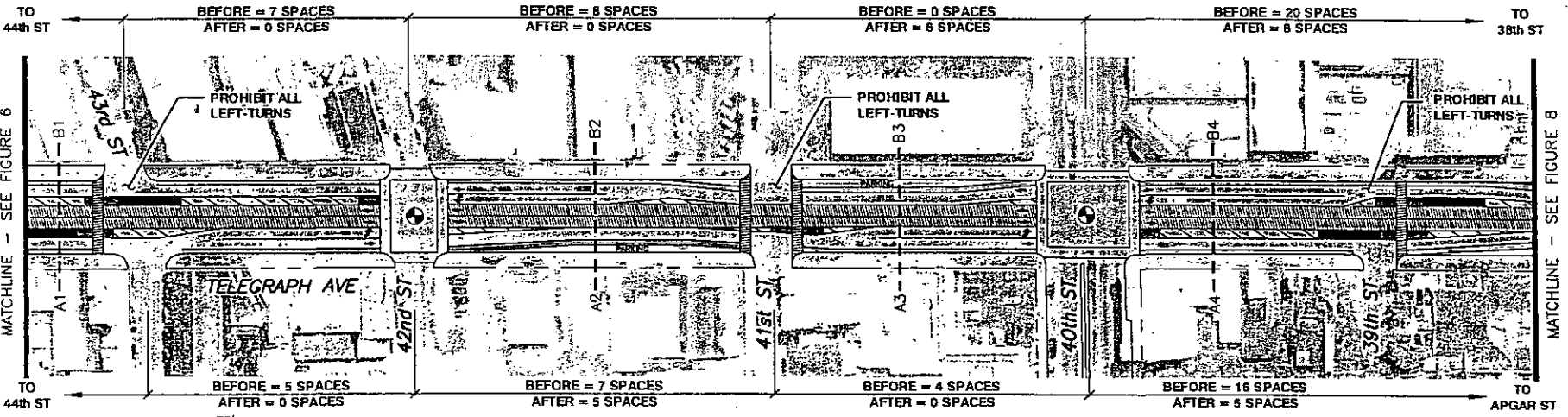


PRELIMINARY
 FOR DISCUSSION ONLY

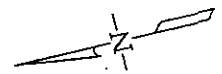


LEGEND:

- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION



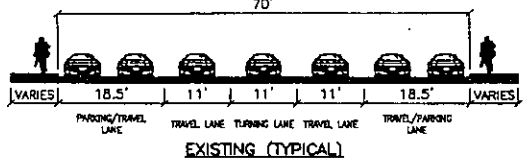
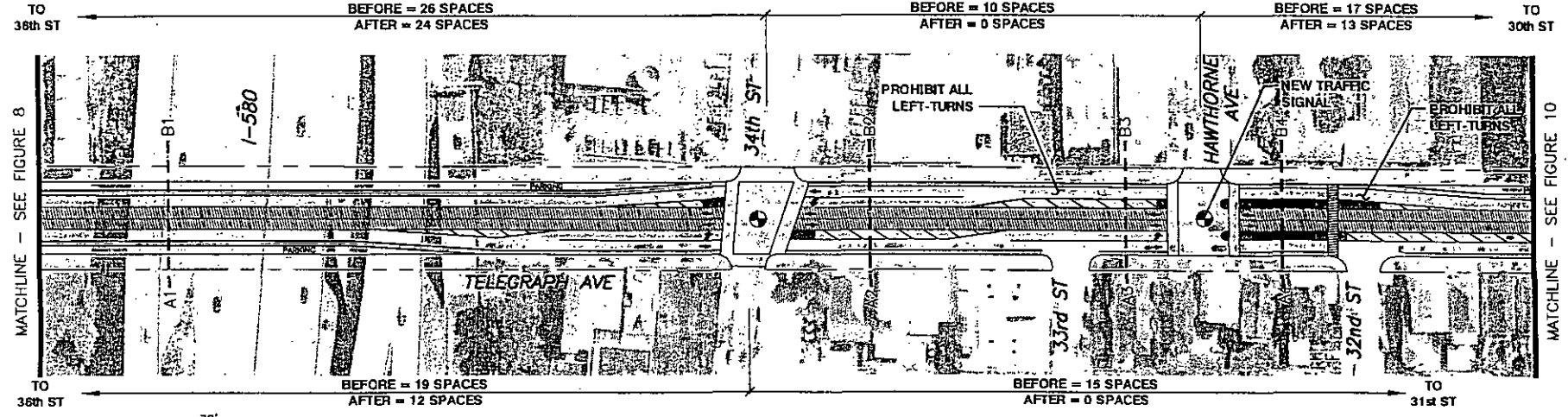
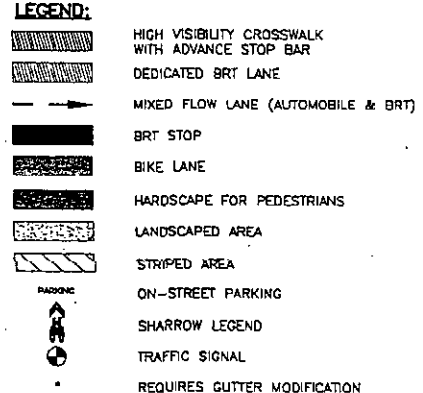
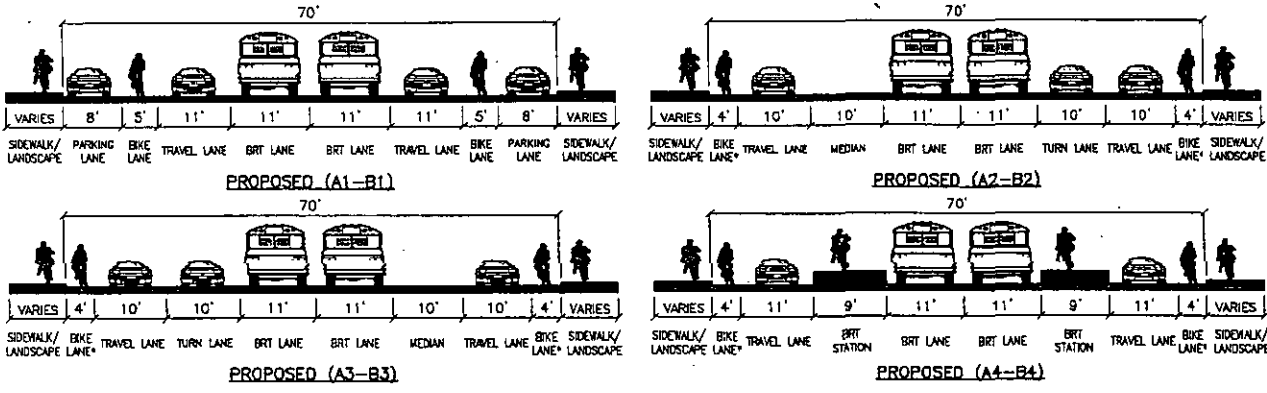
- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 43rd STREET, 41st STREET AND 39th STREET.
 - 4-FOOT BIKE LANES REQUIRE GUTTER MODIFICATION TO 12 INCHES OR LESS.



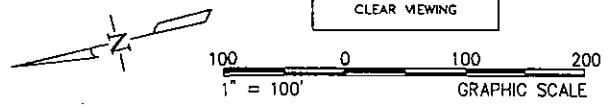
PRINT IN COLOR FOR CLEAR VIEWING

100 0 100 200
 1" = 100'
 GRAPHIC SCALE

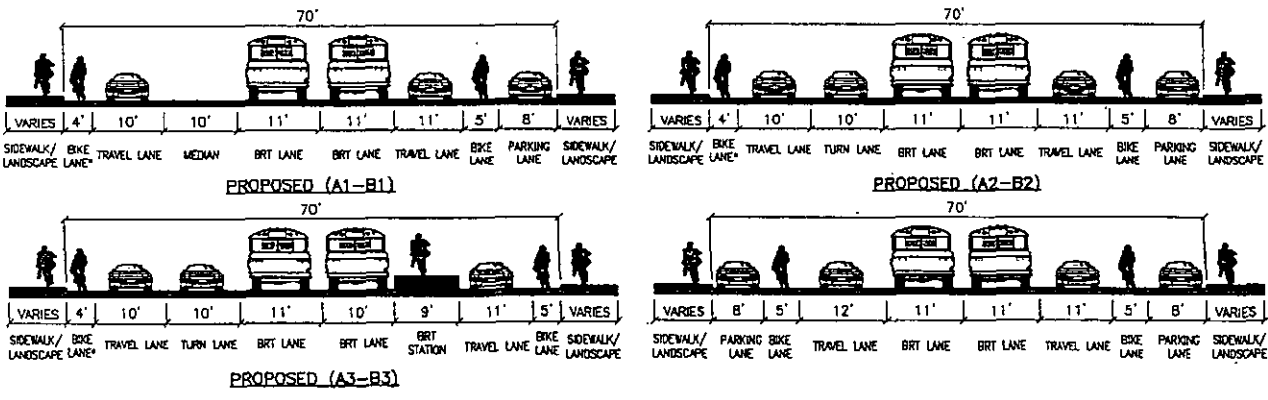
PRELIMINARY
 FOR DISCUSSION ONLY



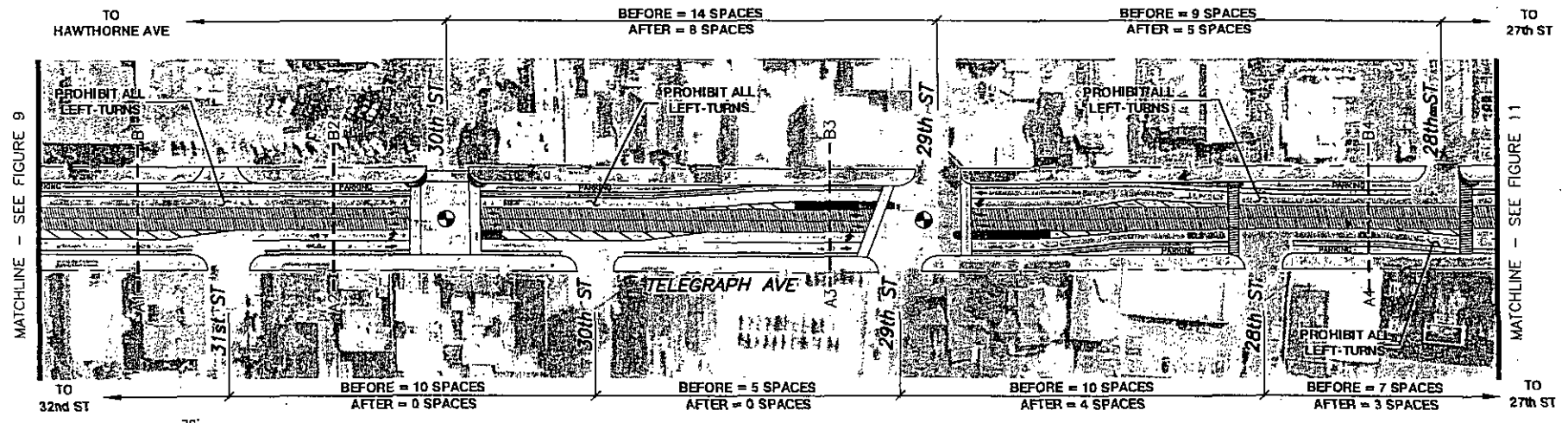
- NOTES:**
1. LEFT-TURN PROHIBITIONS AT: 33rd STREET AND 32nd STREET.
 2. 4-FOOT BIKE LANES REQUIRE GUTTER MODIFICATION TO 12 INCHES OR LESS.



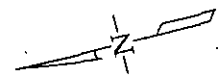
10



- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION



- NOTES:**
1. LEFT-TURN PROHIBITIONS AT: 31st STREET, 30th STREET, MERRIMAC STREET AND 28th STREET.
 2. 4-FOOT BIKE LANES REQUIRE GUTTER MODIFICATION TO 12 INCHES OR LESS.



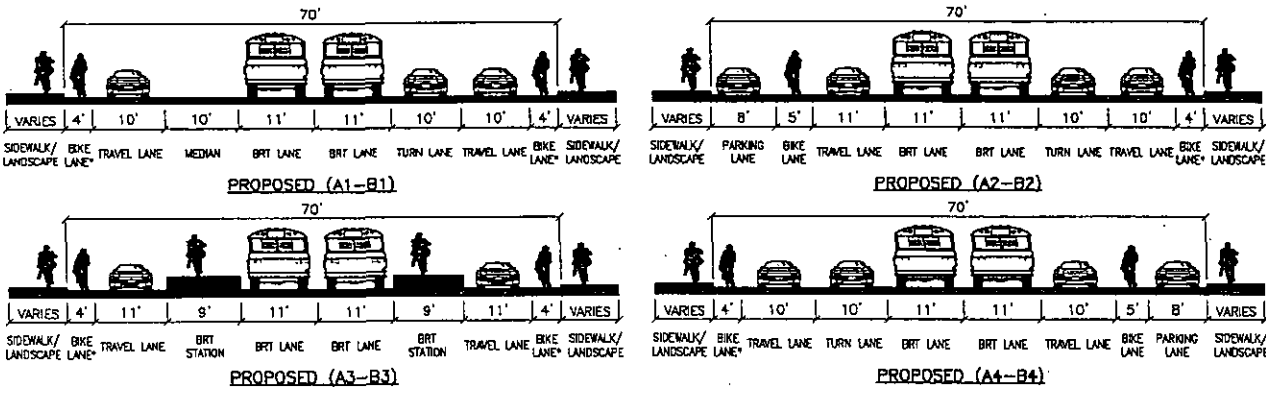
FP
FEHR & PEERS
 TRANSPORTATION CONSULTANTS

PRELIMINARY
 FOR DISCUSSION ONLY

BUS RAPID TRANSIT FOR OAKLAND
TELEGRAPH AVENUE- 32nd STREET TO 28th STREET

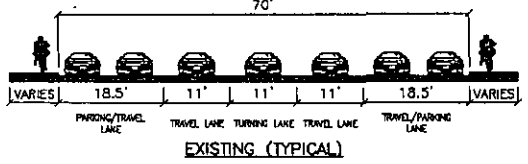
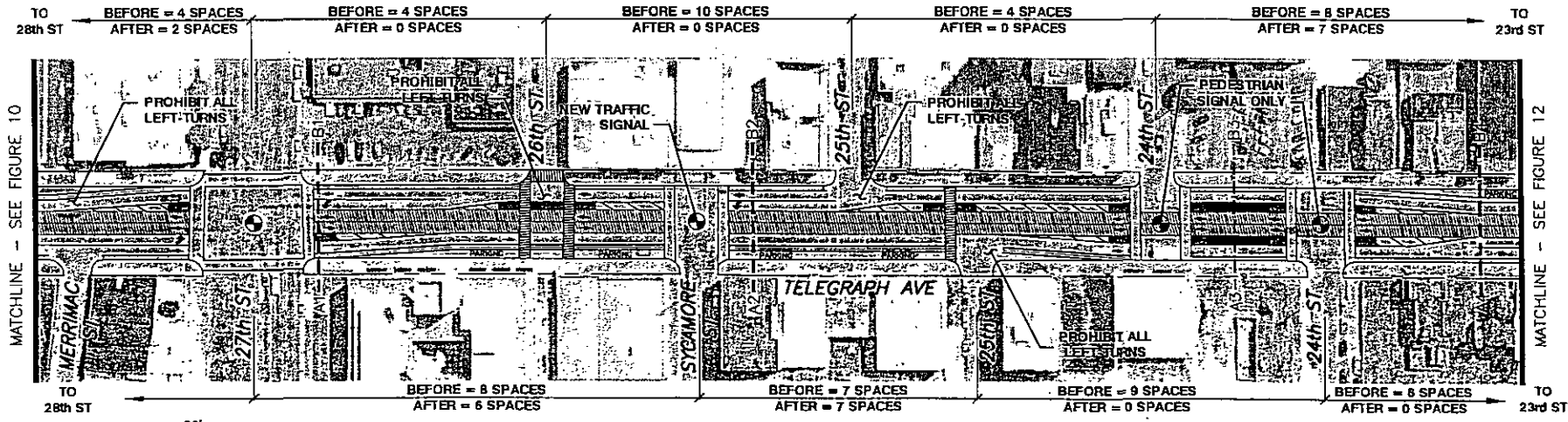
FIGURE 10

Jan 09, 2019 17h
 H:\PROJECTS\1033\1033-2845 Oakland BRT\00\working drawings\Telegraph Pg 1-12\1d Submittal\2843 Telegraph_Pg 01-12.dwg



LEGEND:

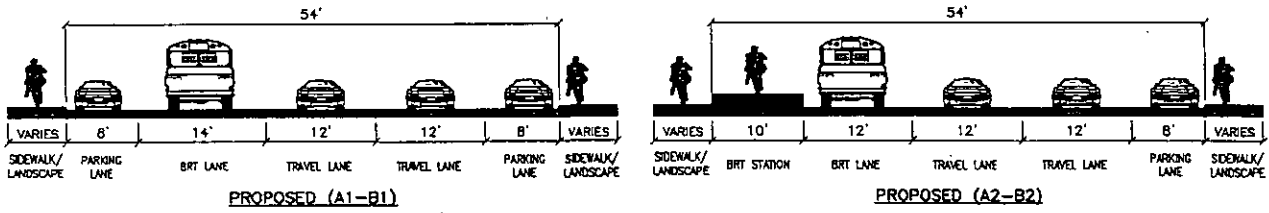
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION



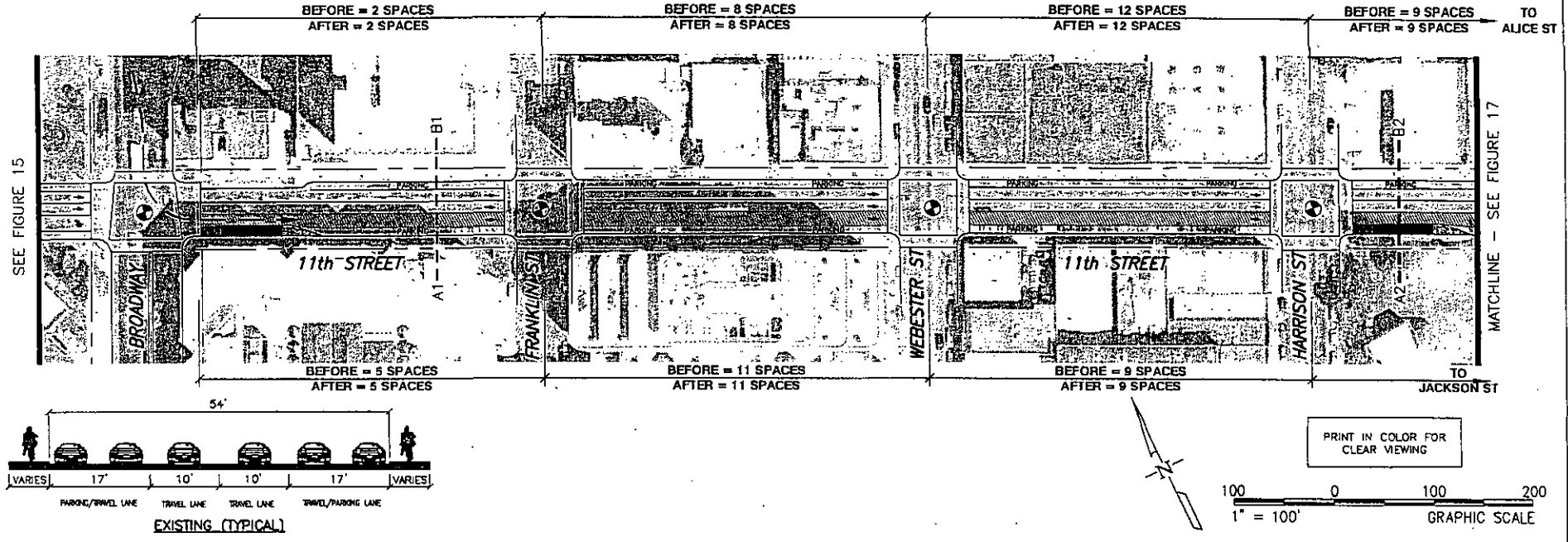
- NOTES:**
- LEFT-TURN PROHIBITIONS AT: MERRIMAC STREET, 26th STREET, 25th STREET AND 24th STREET.
 - 4-FOOT BIKE LANES REQUIRE GUTTER MODIFICATION TO 12 INCHES OR LESS.

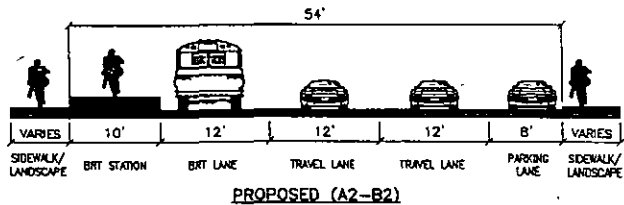
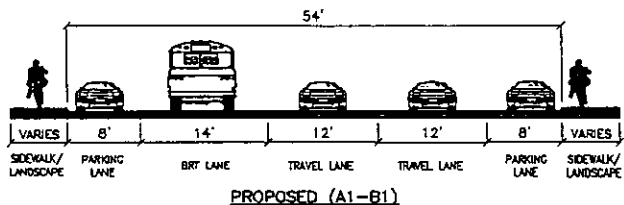
PRINT IN COLOR FOR CLEAR VIEWING

100 0 100 200
 1" = 100' GRAPHIC SCALE

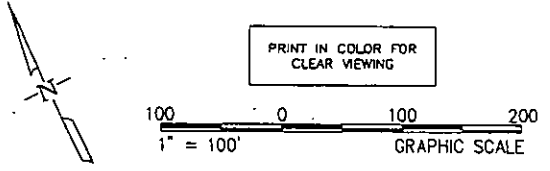
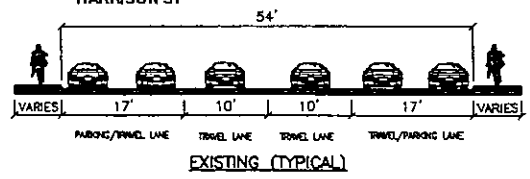
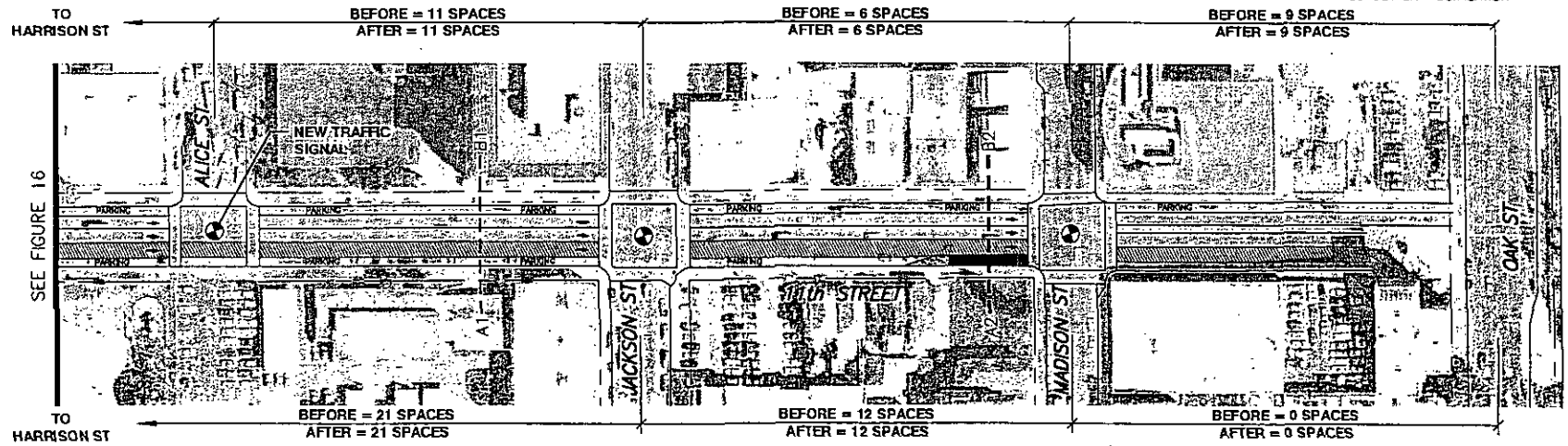


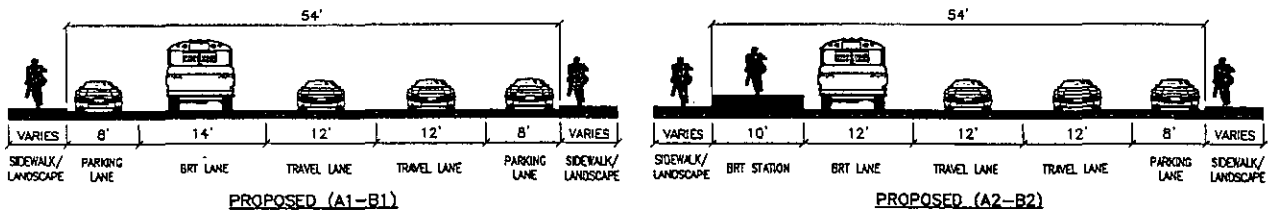
- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION



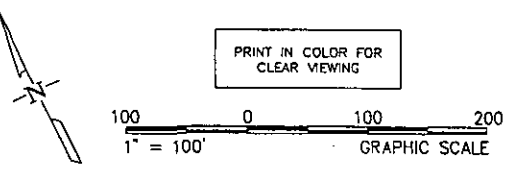
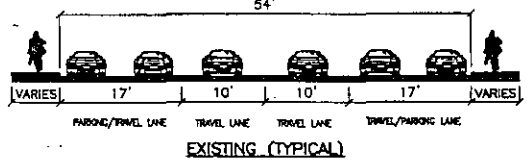
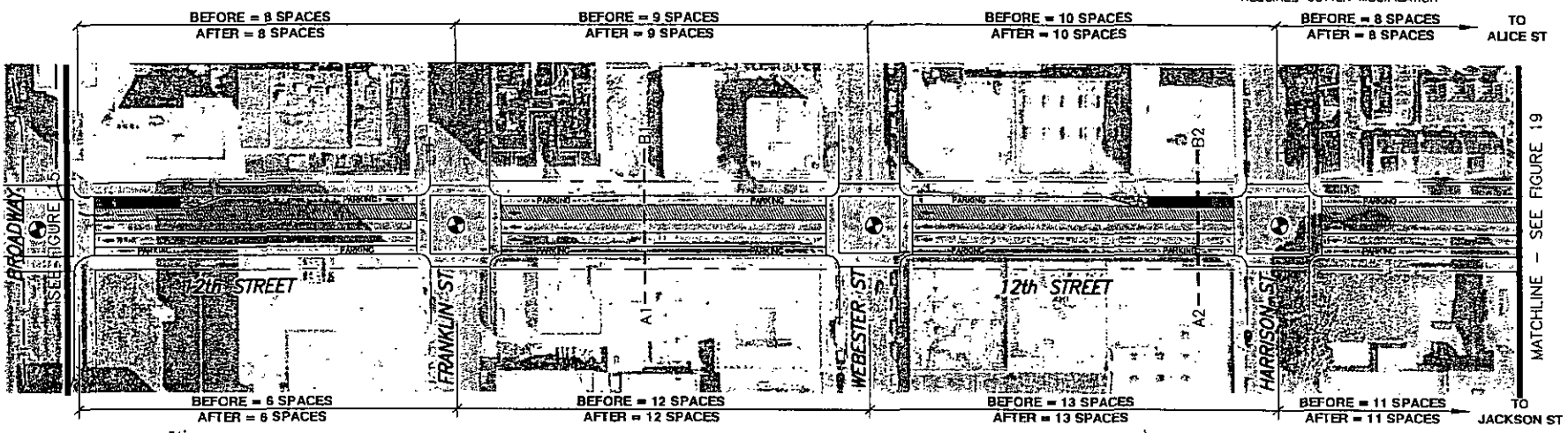


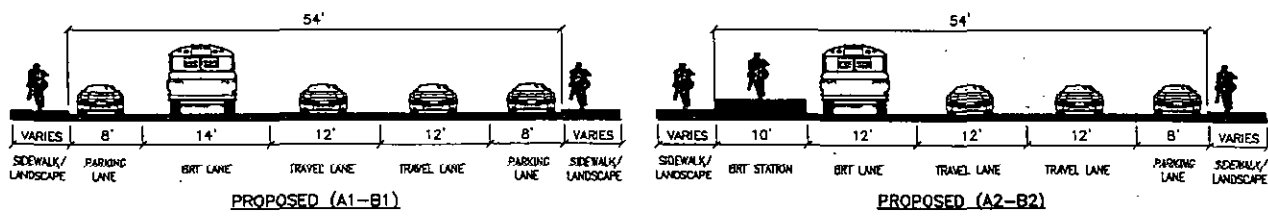
- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION



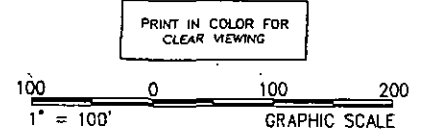
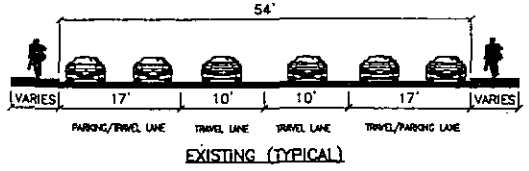
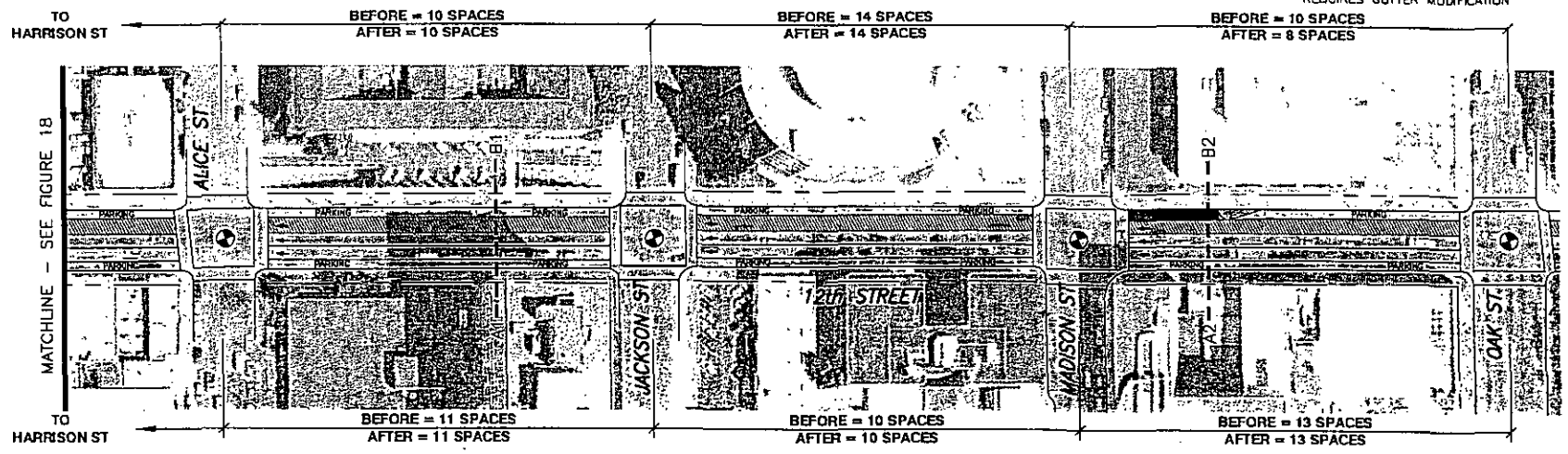


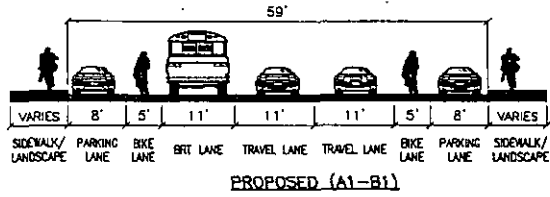
- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES CUTTER MODIFICATION



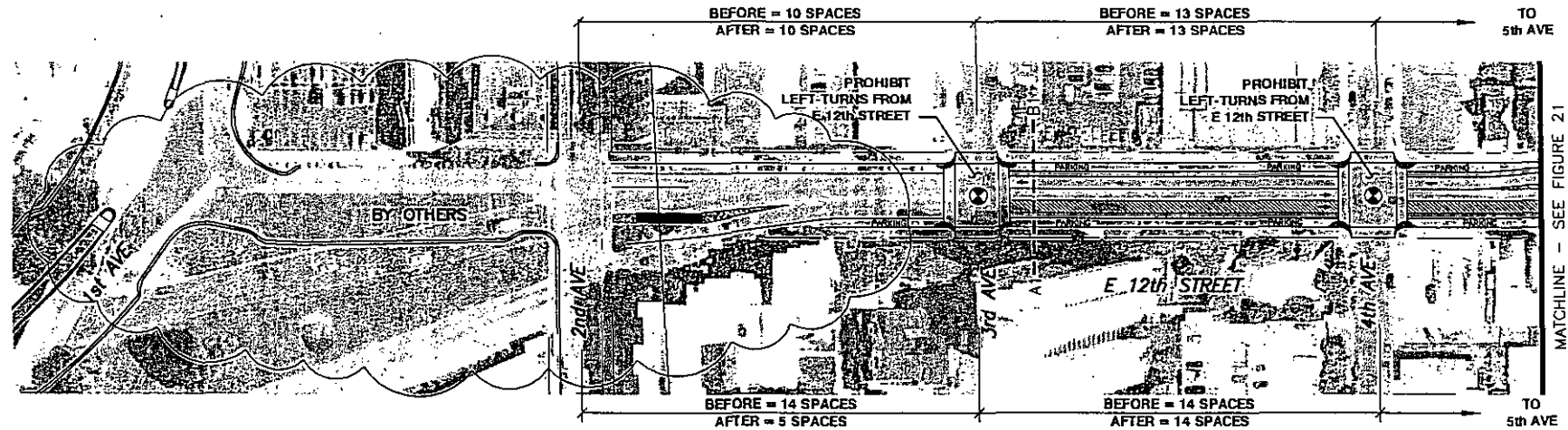


- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION

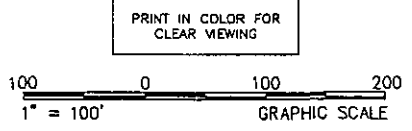
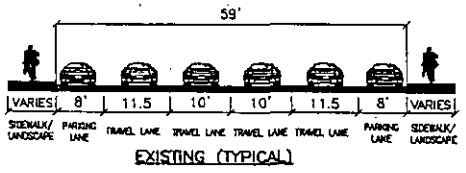




- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION

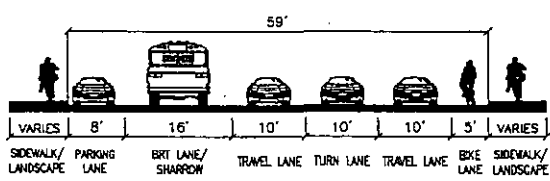


- NOTES:**
- LEFT-TURN PROHIBITIONS FROM E 12th STREET AT: 3rd AVENUE AND 4th AVENUE.

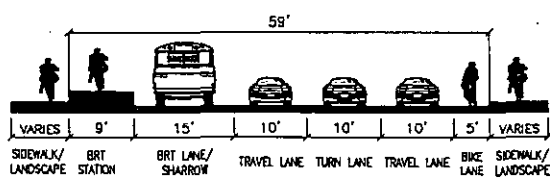


PRELIMINARY
FOR DISCUSSION ONLY

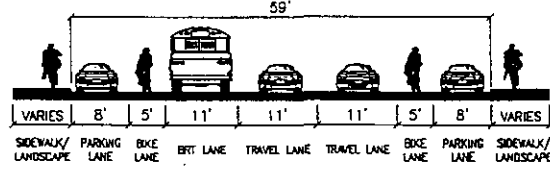
BUS RAPID TRANSIT FOR OAKLAND
E 12th STREET- 1st AVENUE TO 4th AVENUE
FIGURE 16



PROPOSED (A1-B1)



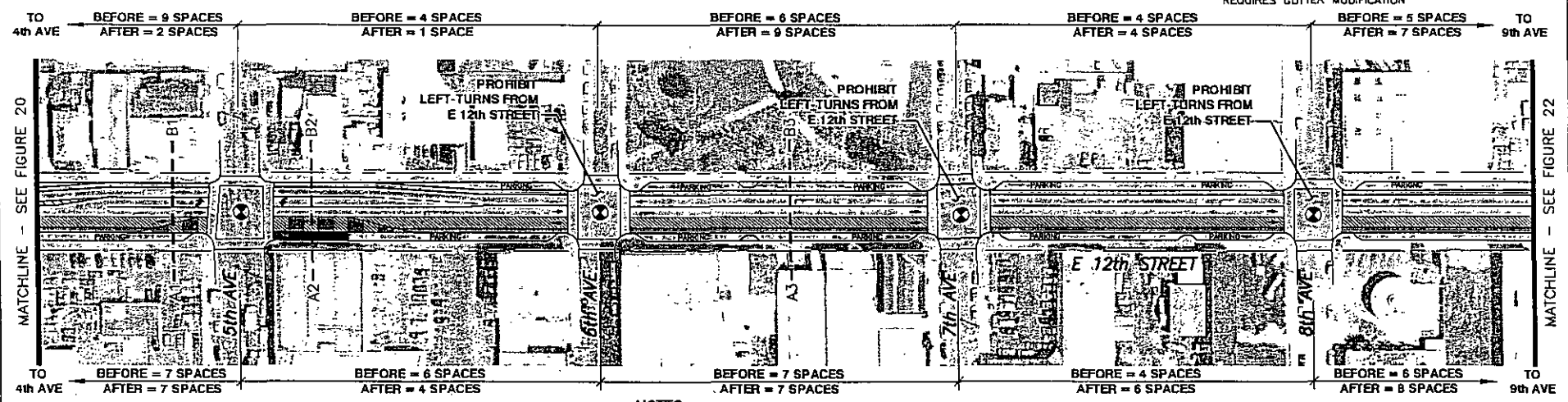
PROPOSED (A2-B2)



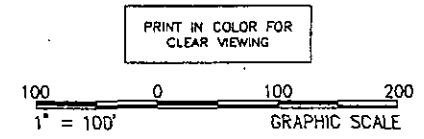
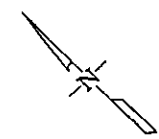
PROPOSED (A3-B3)

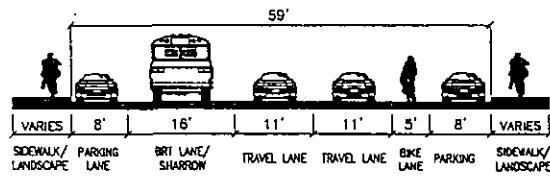
LEGEND:

- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION

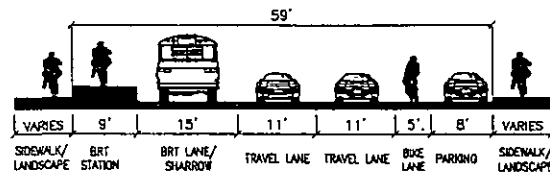


NOTES:
1. LEFT-TURN PROHIBITIONS FROM E 12th STREET AT: 6th AVENUE, 7th AVENUE AND 8th AVENUE.

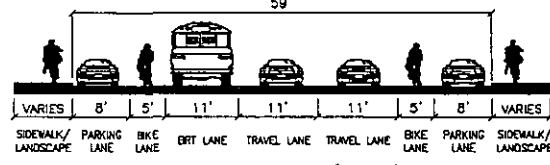




PROPOSED (A1-B1)

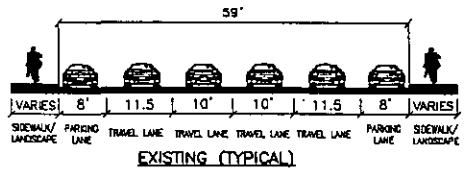
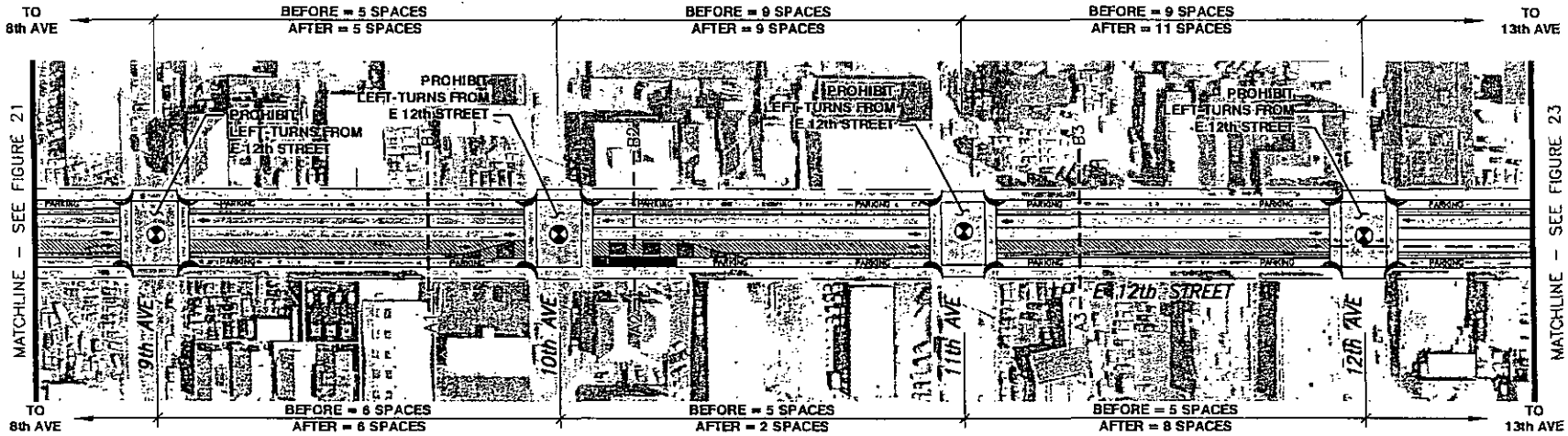


PROPOSED (A2-B2)

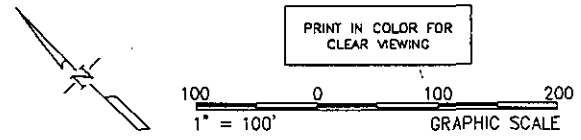


PROPOSED (A3-B3)

- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION

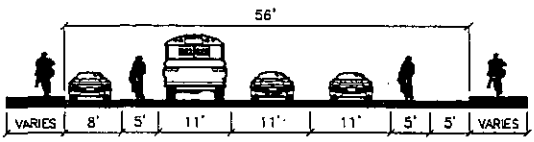


- NOTES:**
- LEFT-TURN PROHIBITIONS FROM E 12th STREET AT: 9th AVENUE, 10th AVENUE, 11th AVENUE AND 12th AVENUE.

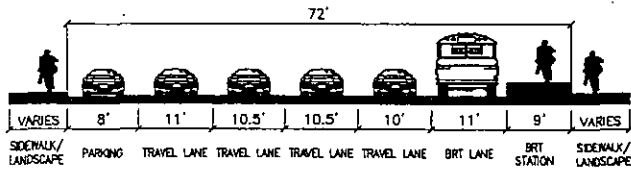


PRELIMINARY
FOR DISCUSSION ONLY

BUS RAPID TRANSIT FOR OAKLAND
E 12th STREET- 8th AVENUE TO 12th AVENUE
FIGURE 20

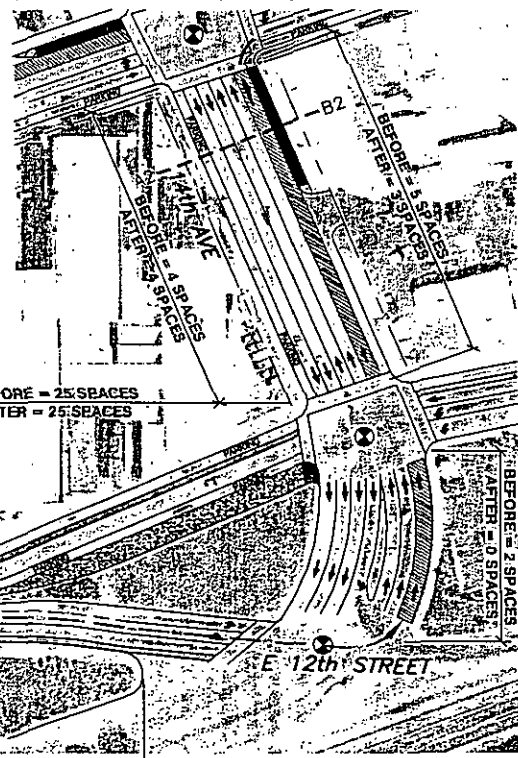


PROPOSED (A1-B1)

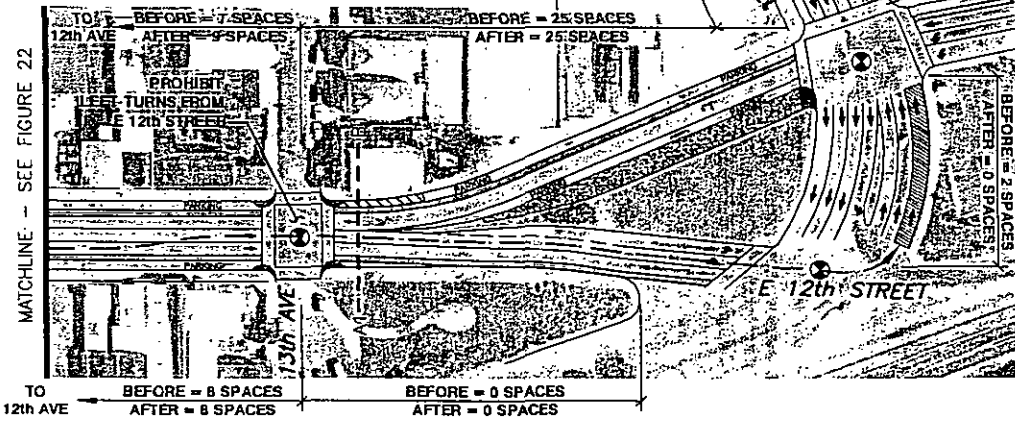


PROPOSED (A2-B2)

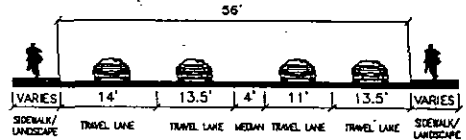
INTERNATIONAL BLVD
SEE FIGURE 27



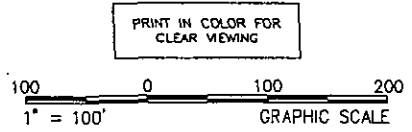
- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION



MATCHLINE - SEE FIGURE 22



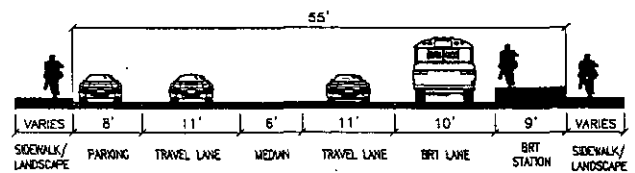
EXISTING (TYPICAL)



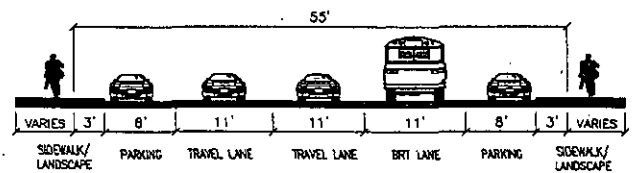
PRELIMINARY
FOR DISCUSSION ONLY

BUS RAPID TRANSIT FOR OAKLAND
E 12th STREET- 12th AVENUE TO 14th AVENUE
14th AVENUE- E 12th STREET TO INTERNATIONAL BOULEVARD

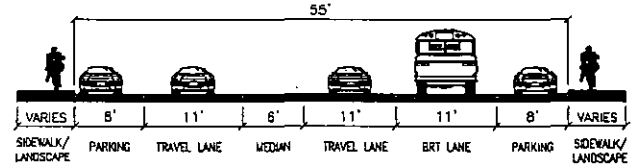
FIGURE 21



PROPOSED (A1-B1)



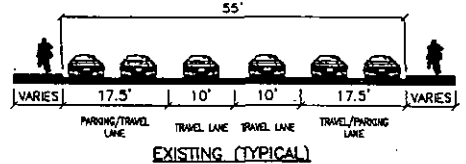
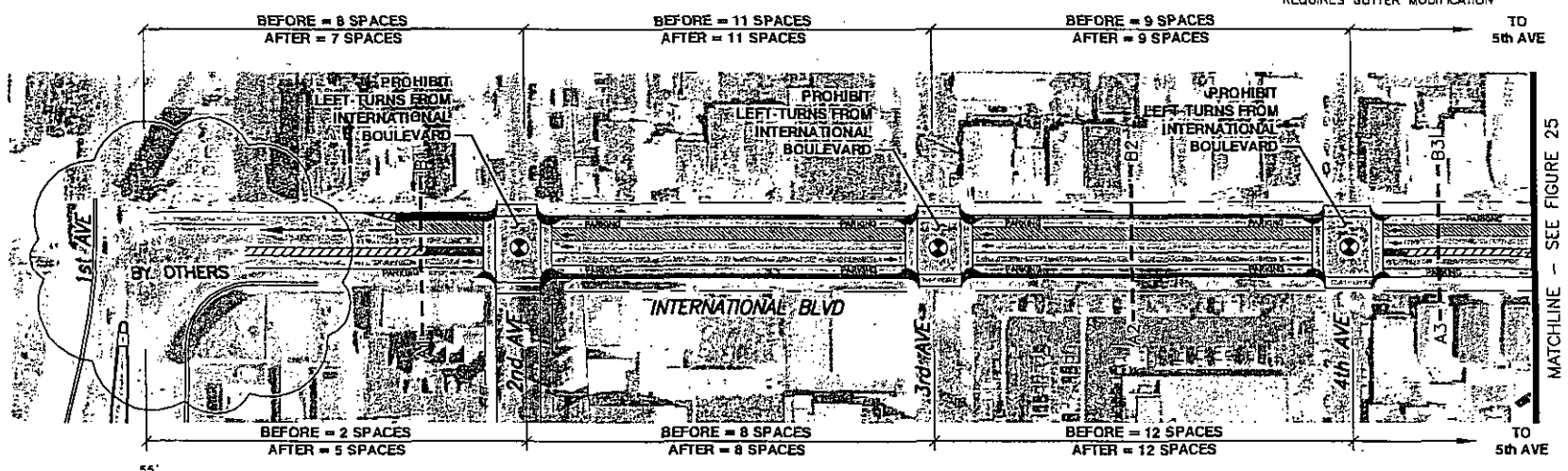
PROPOSED (A2-B2)



PROPOSED (A3-B3)

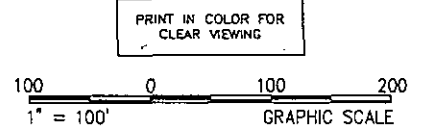
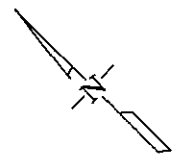
LEGEND:

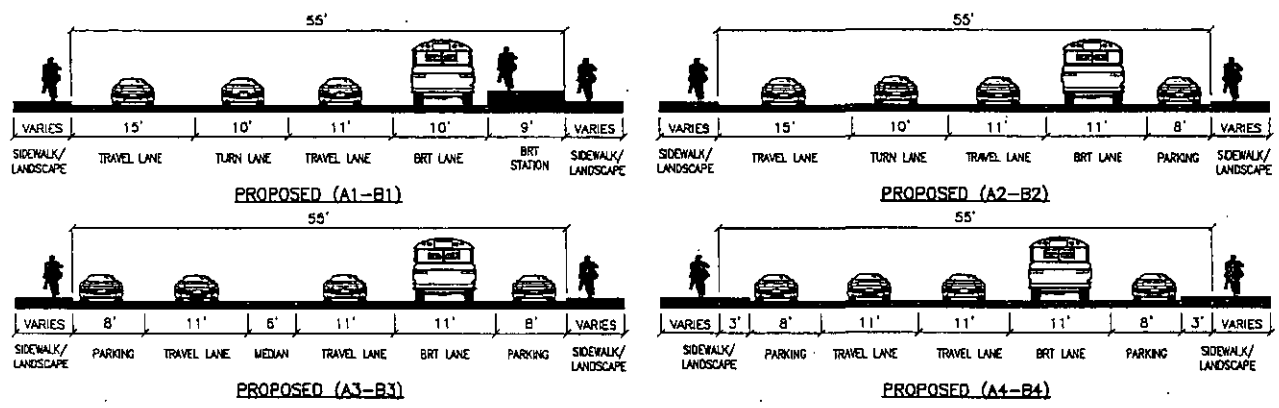
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION



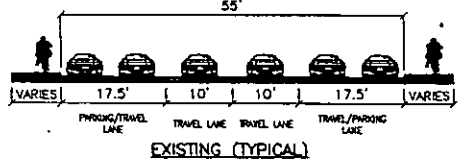
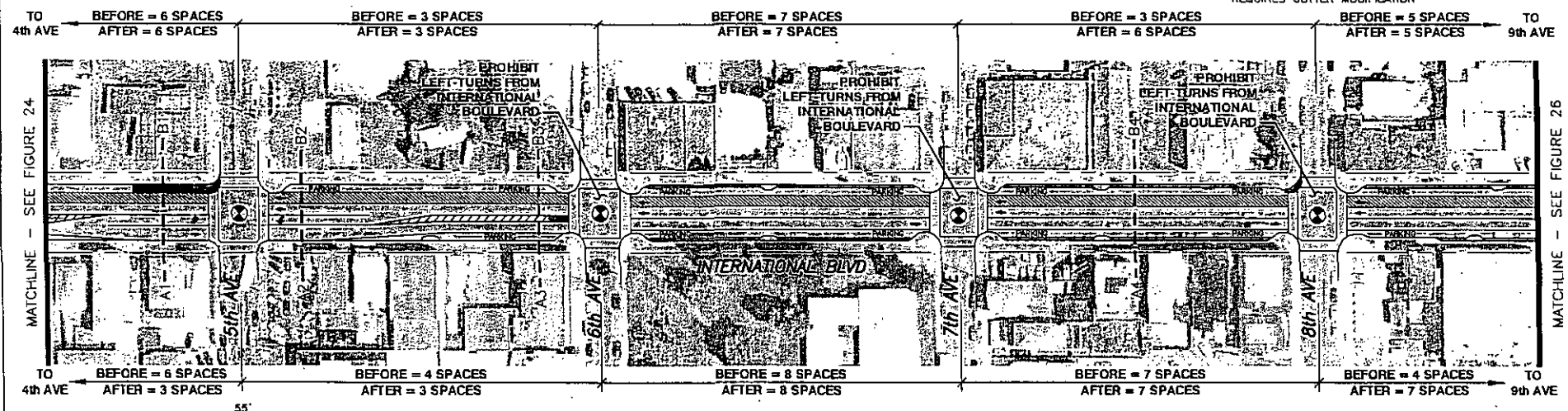
EXISTING (TYPICAL)

- NOTES:
- LEFT-TURN PROHIBITIONS FROM INTERNATIONAL BOULEVARD AT: 2nd AVENUE, 3rd AVENUE AND 4th AVENUE.

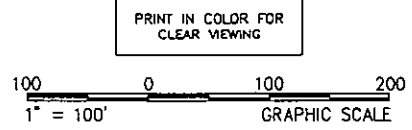
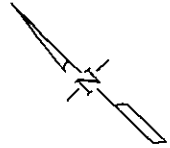


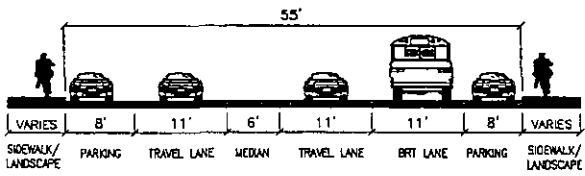


- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION

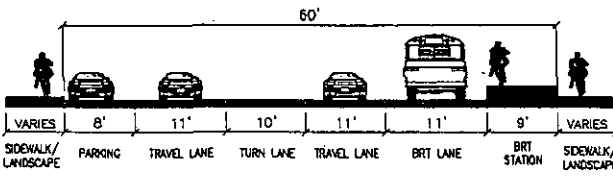


NOTES:
 1. LEFT-TURN PROHIBITIONS FROM INTERNATIONAL BOULEVARD AT: 6th AVENUE, 7th AVENUE AND 8th AVENUE.

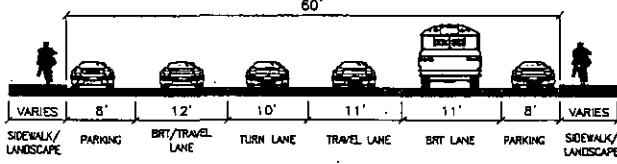




PROPOSED (A1-B1)



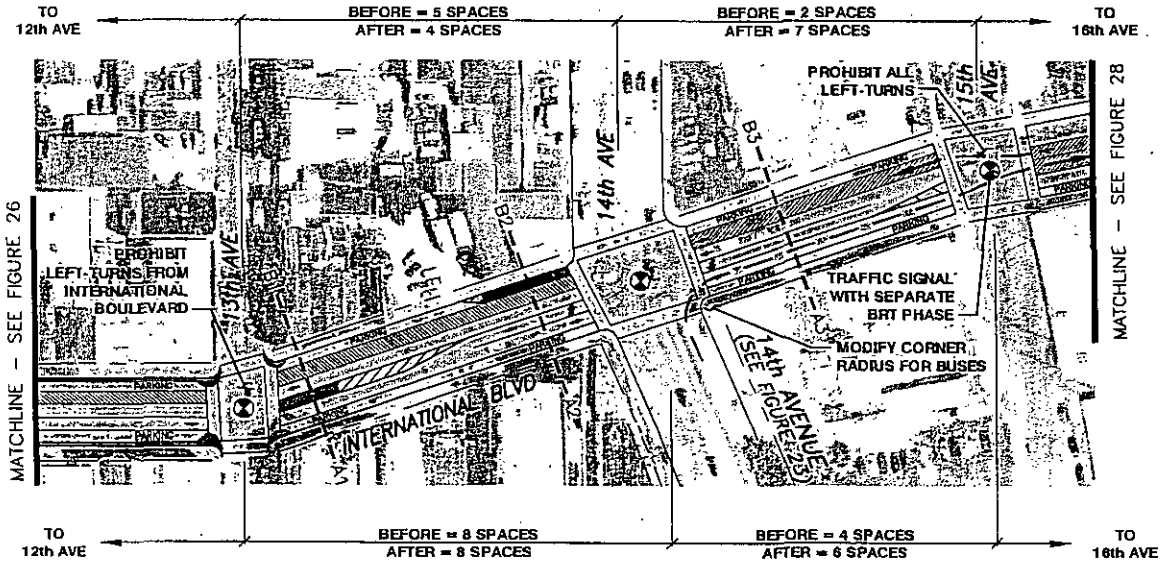
PROPOSED (A2-B2)



PROPOSED (A3-B3)

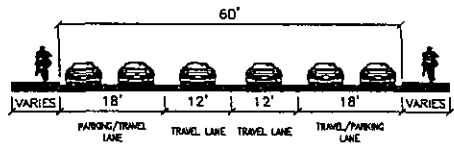
LEGEND:

- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION



NOTES:

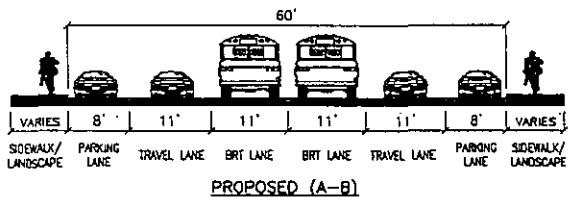
1. LEFT-TURN PROHIBITIONS AT: 13th AVENUE AND 15th AVENUE.



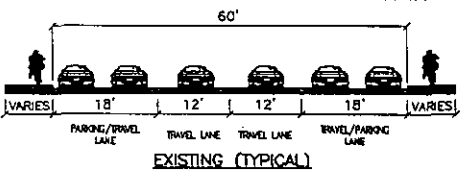
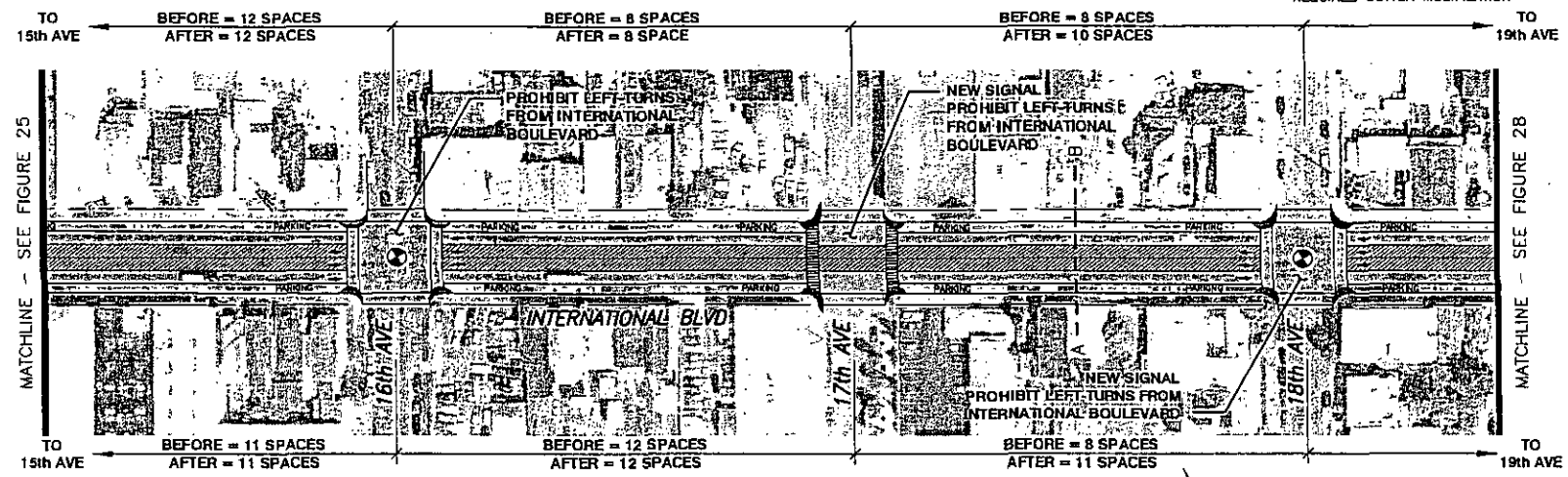
EXISTING (TYPICAL)

PRINT IN COLOR FOR CLEAR VIEWING

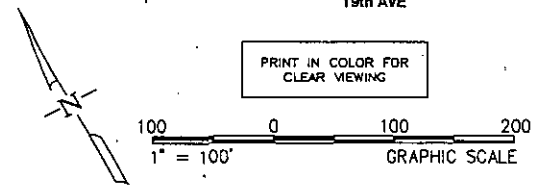




- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION

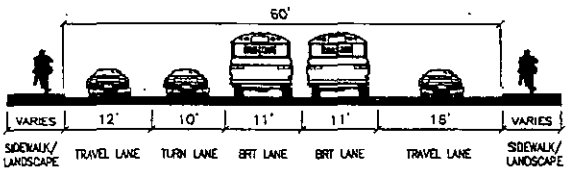


- NOTES:**
1. LEFT-TURN PROHIBITIONS FROM INTERNATIONAL BOULEVARD AT, 16th AVENUE, 17th AVENUE AND 18th AVENUE.

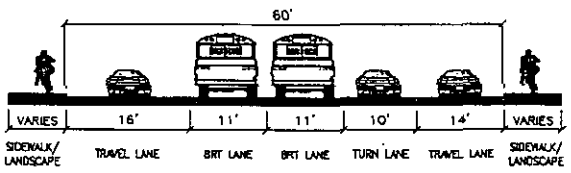


PRELIMINARY
FOR DISCUSSION ONLY

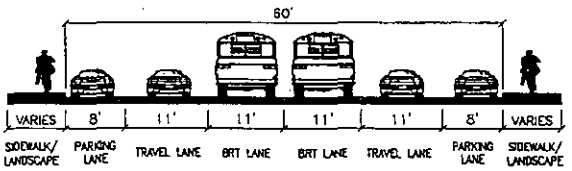
BUS RAPID TRANSIT FOR OAKLAND
INTERNATIONAL BOULEVARD- 15th AVENUE TO 18th AVENUE
FIGURE 26



PROPOSED (A1-B1)



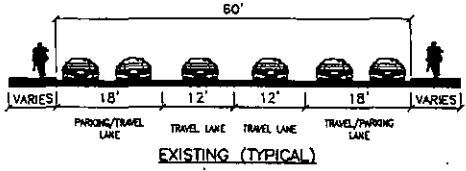
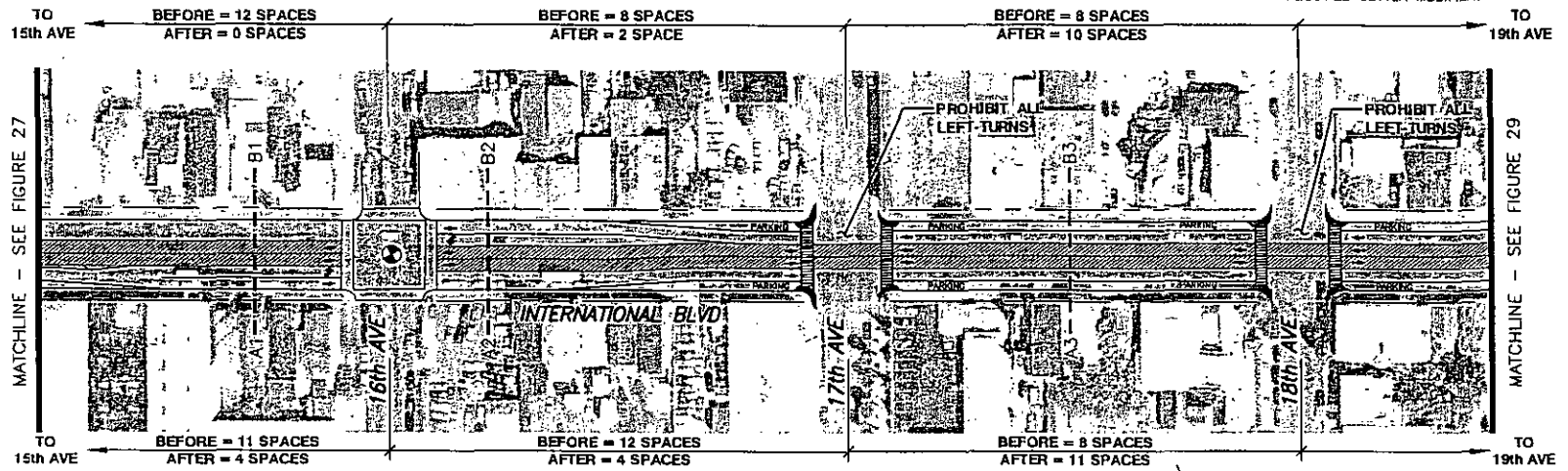
PROPOSED (A2-B2)



PROPOSED (A3-B3)

LEGEND:

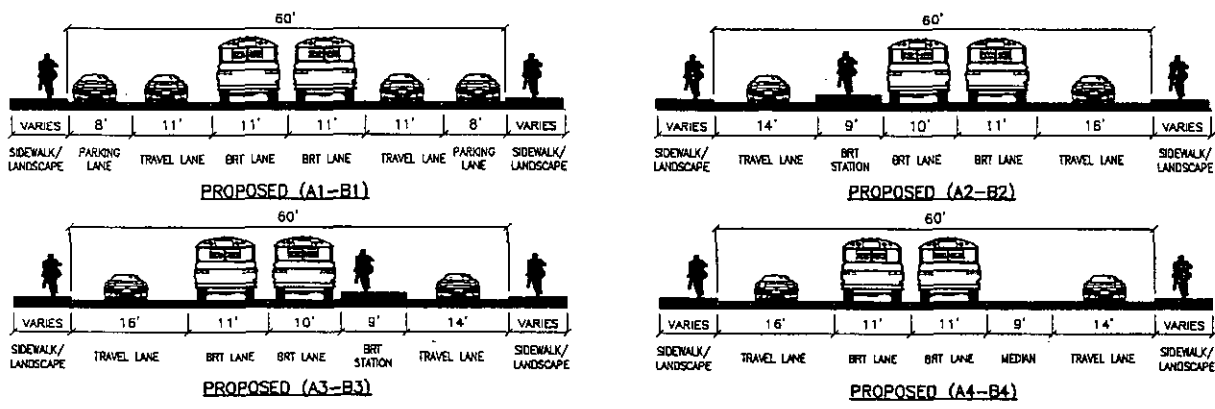
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION



- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 17th AVENUE AND 18th AVENUE.
 - REQUIRES A 6-FOOT LANE SHIFT FOR BRT THROUGH SIGNALIZED INTERSECTION AT 16th AVENUE.

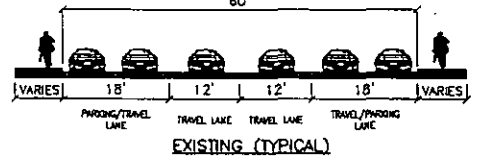
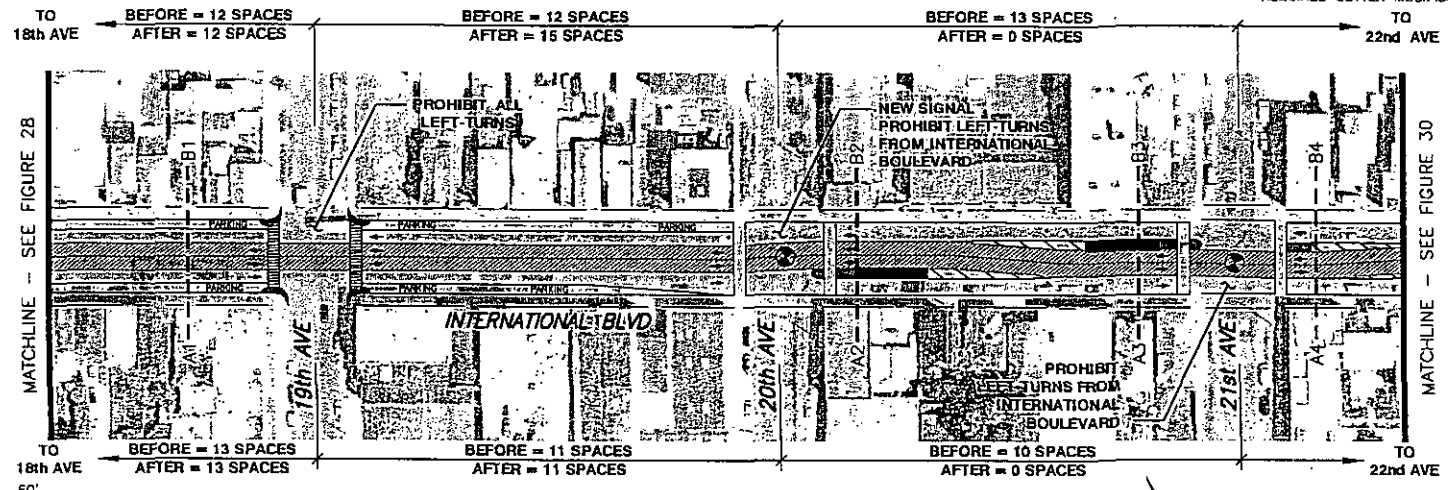
PRINT IN COLOR FOR CLEAR VIEWING

100 0 100 200
1" = 100' GRAPHIC SCALE



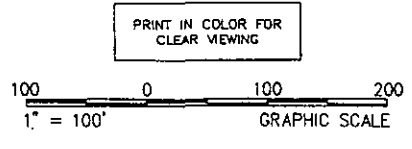
LEGEND:

- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION



NOTES:

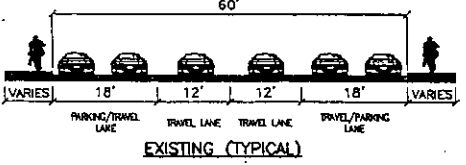
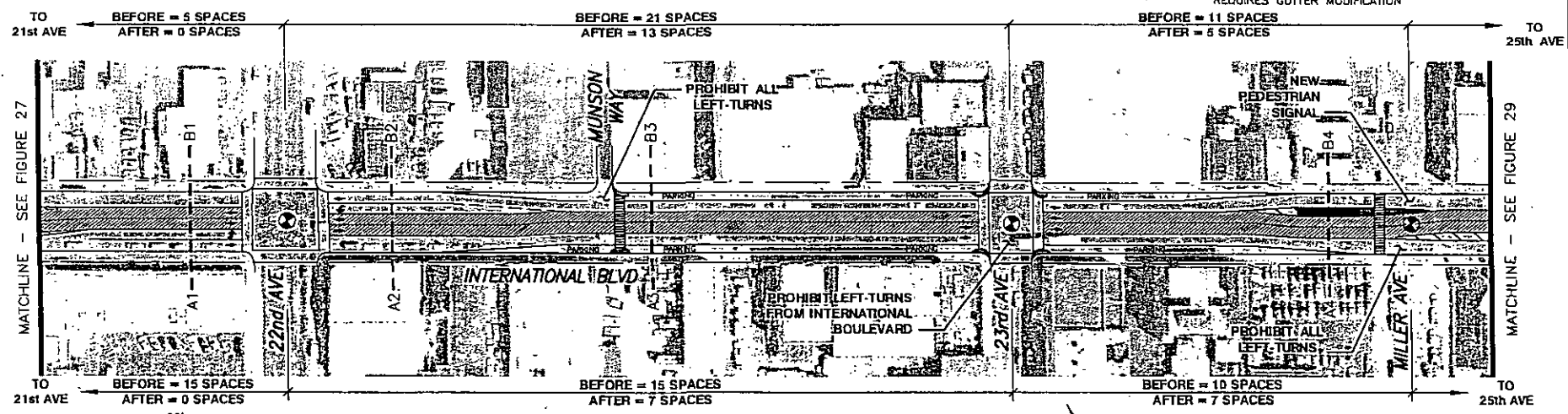
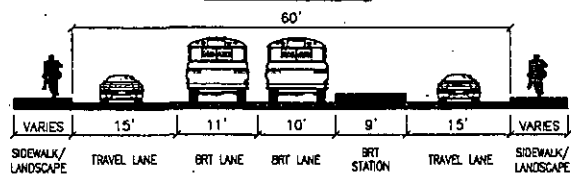
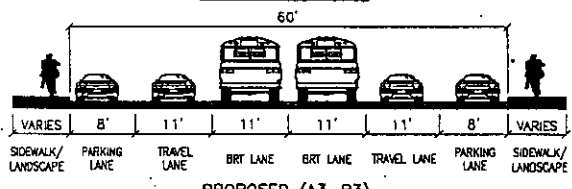
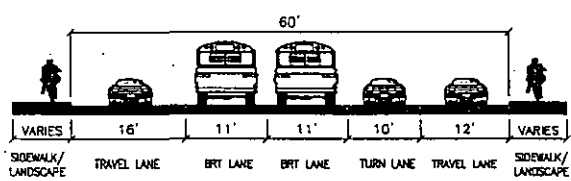
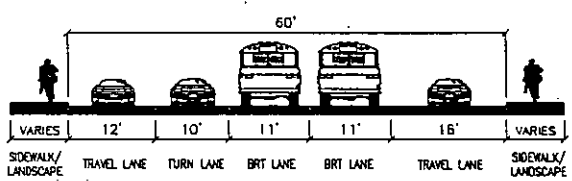
- LEFT-TURN PROHIBITIONS AT: 19th AVENUE, 20th AVENUE AND 21st AVENUE.



PRELIMINARY
 FOR DISCUSSION ONLY

LEGEND:

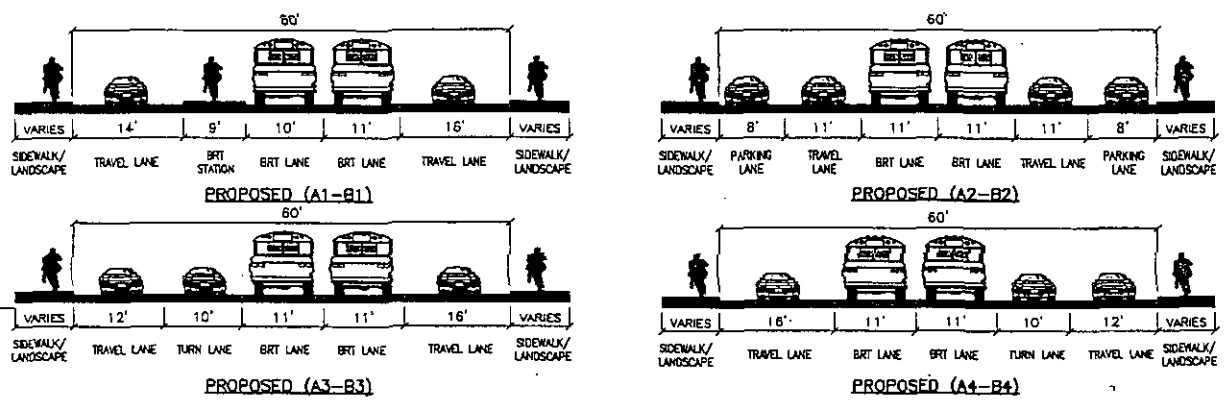
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION



- NOTES:**
- LEFT-TURN PROHIBITIONS AT: MUNSON WAY AND MILLER AVENUE.
 - LEFT-TURN PROHIBITION FROM INTERNATIONAL BOULEVARD AT: 23rd AVENUE
 - REQUIRES A 6-FOOT LANE SHIFT FOR BRT THROUGH SIGNALIZED INTERSECTION AT 22nd AVENUE

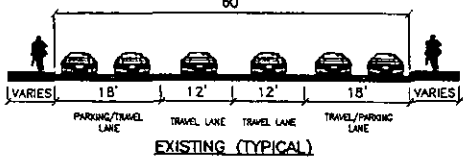
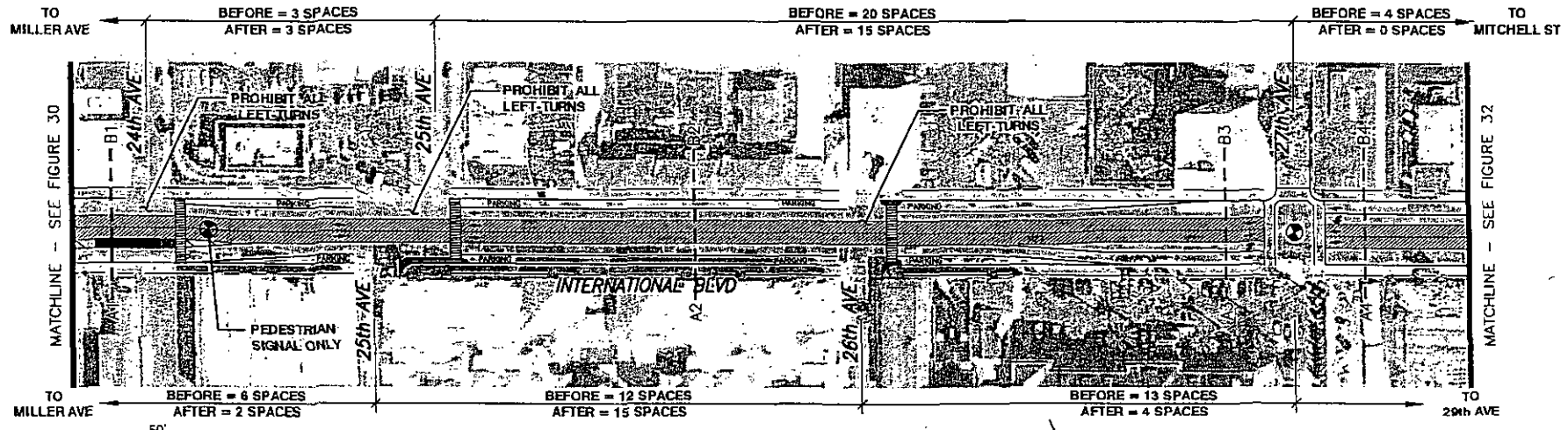
PRINT IN COLOR FOR CLEAR VIEWING

100 0 100 200
1" = 100' GRAPHIC SCALE

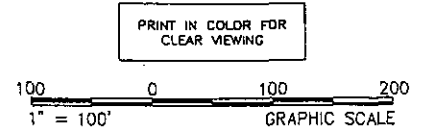
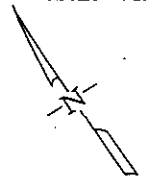


LEGEND:

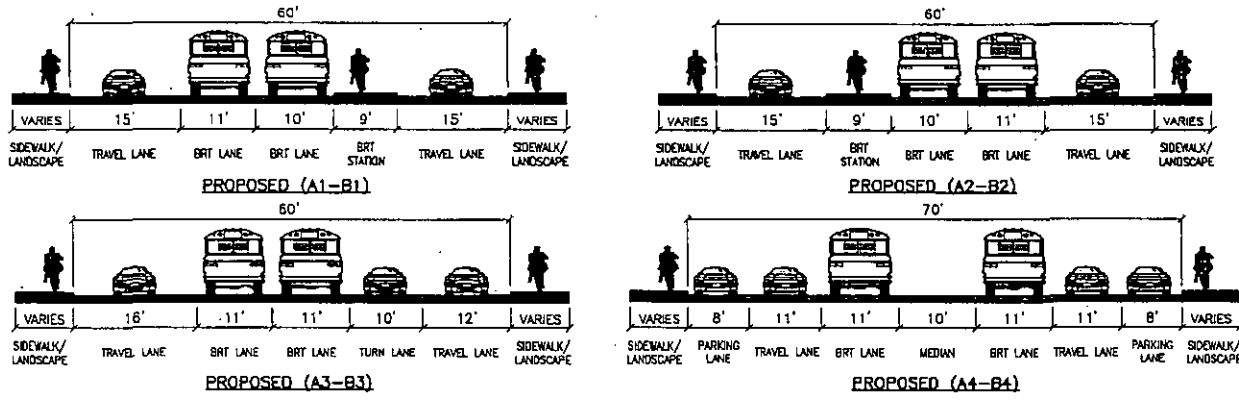
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION



- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 24th AVENUE, 25th AVENUE AND 26th AVENUE.
 - REQUIRES A 6-FOOT LANE SHIFT FOR BRT THROUGH SIGNALIZED INTERSECTION AT 27th AVENUE.



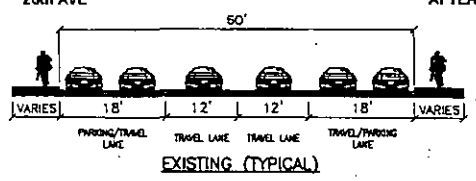
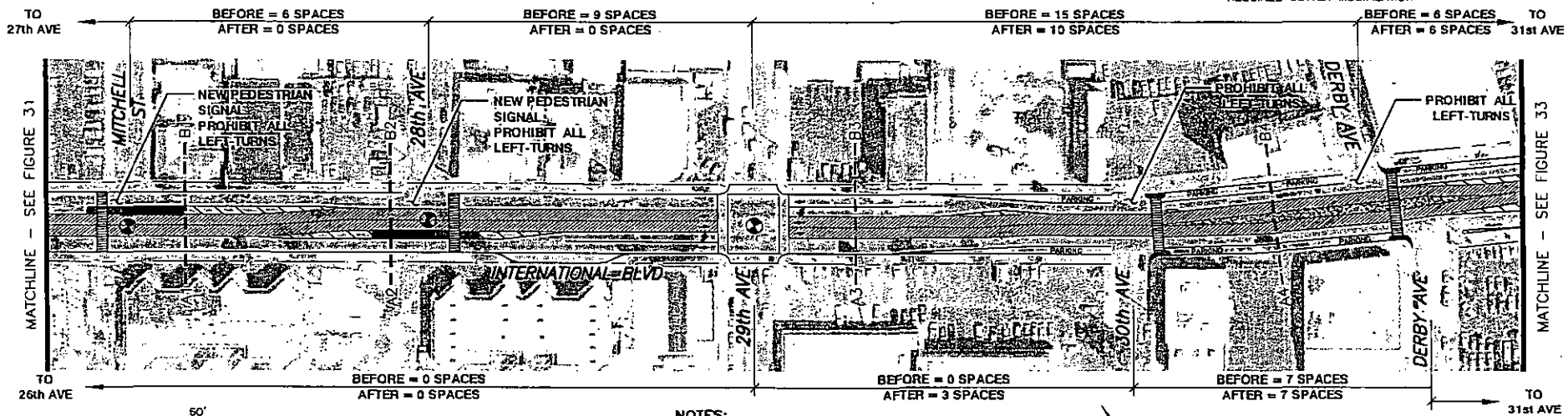
30



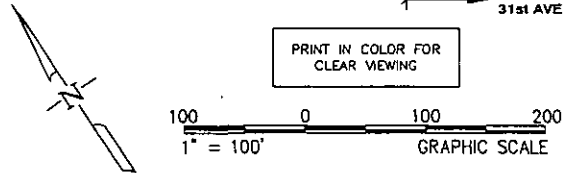
LEGEND:

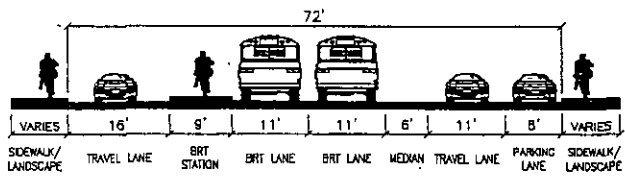
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION

PARKING

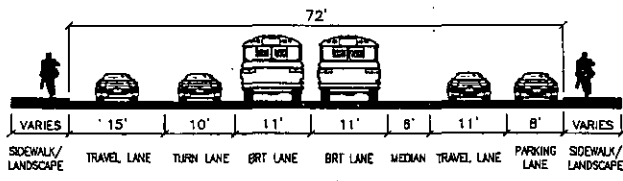


- NOTES:**
- LEFT-TURN PROHIBITIONS AT: MITCHELL STREET, 28th AVENUE, 30th AVENUE AND DERBY AVENUE.
 - REQUIRES A 6-FOOT LANE SHIFT FOR BRT THROUGH SIGNALIZED INTERSECTION AT 29th AVENUE.

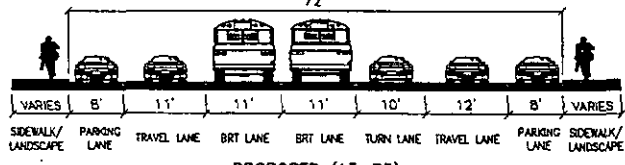




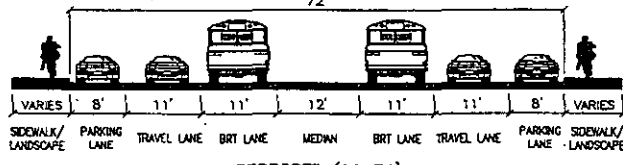
PROPOSED (A1-B1)



PROPOSED (A2-B2)



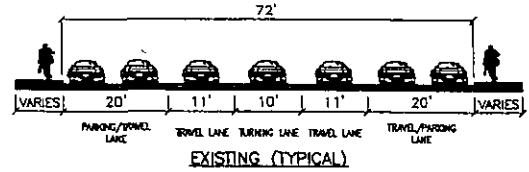
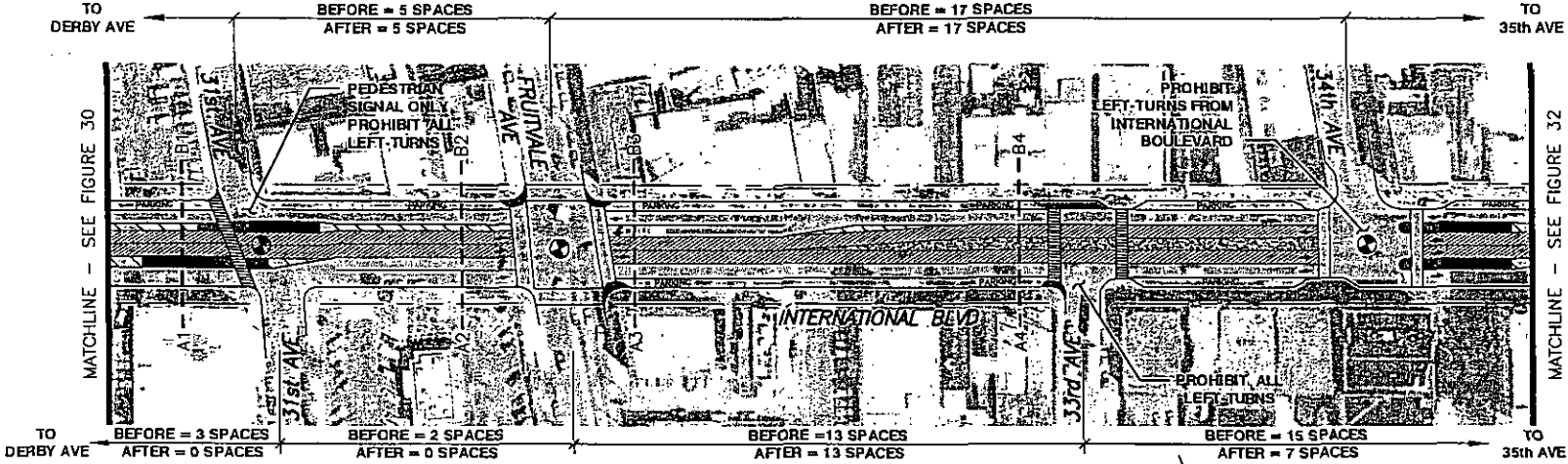
PROPOSED (A3-B3)



PROPOSED (A4-B4)

LEGEND:

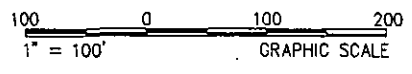
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION

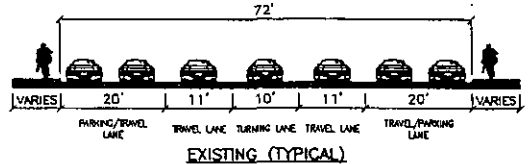
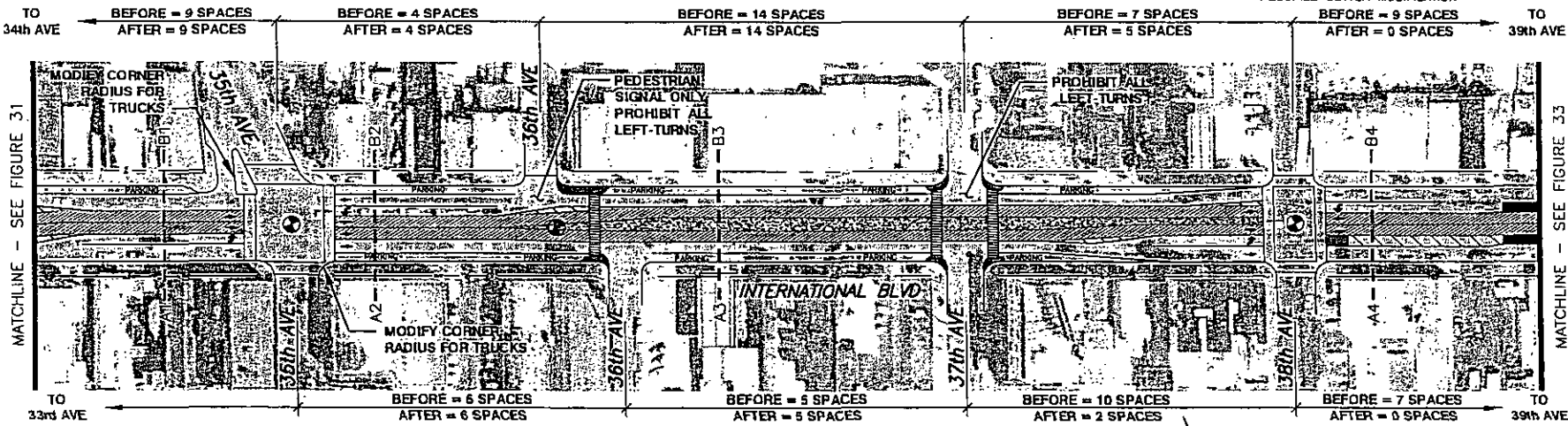
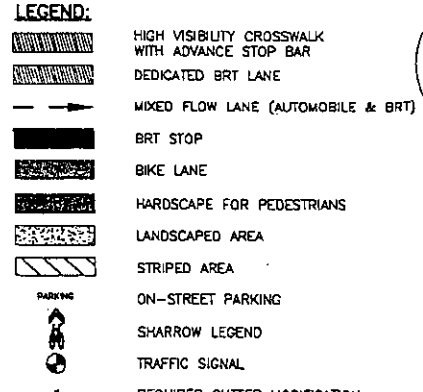
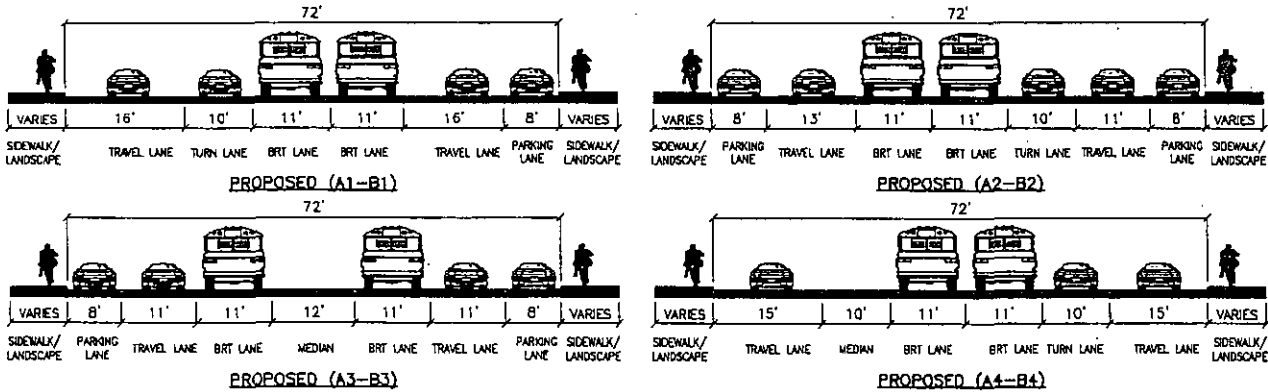


NOTES:

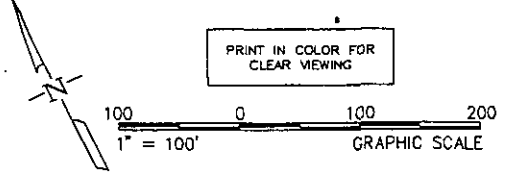
1. LEFT-TURN PROHIBITIONS AT: 31st AVENUE, 33rd AVENUE AND 34th AVENUE.
2. RECONSTRUCT MEDIAN BETWEEN 33rd AVENUE AND 35th AVENUE

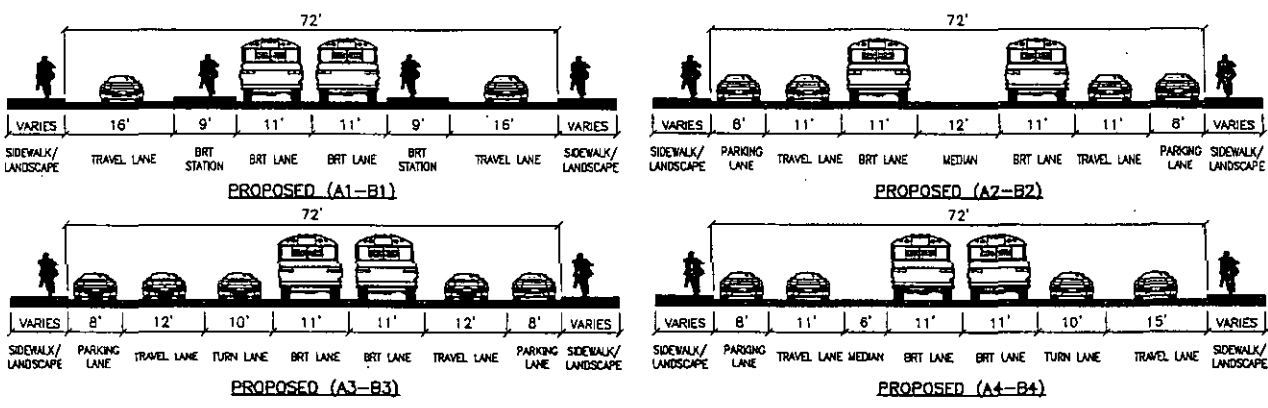
PRINT IN COLOR FOR CLEAR VIEWING



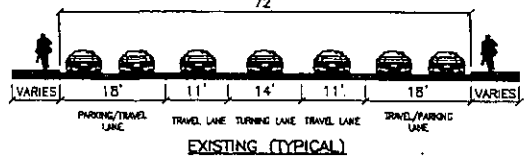
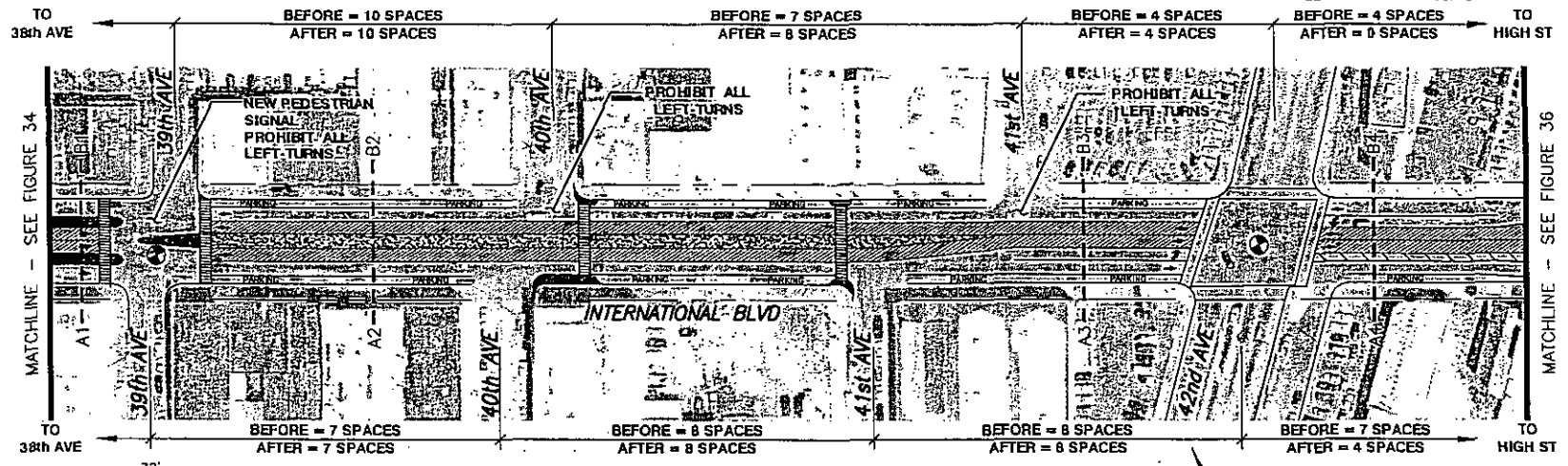


NOTES:
 1. LEFT-TURN PROHIBITIONS AT:
 36th AVENUE AND 37th AVENUE.

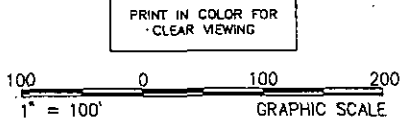


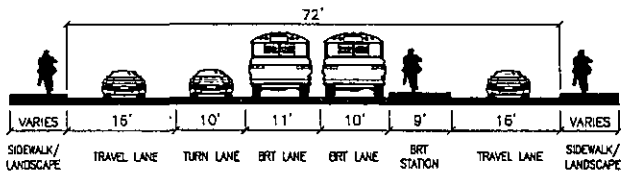


- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION
 - BEFORE = 4 SPACES AFTER = 0 SPACES

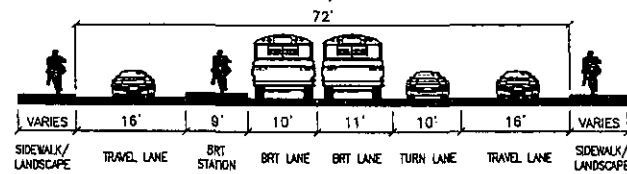


- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 39th AVENUE, 40th AVENUE AND 41st AVENUE.

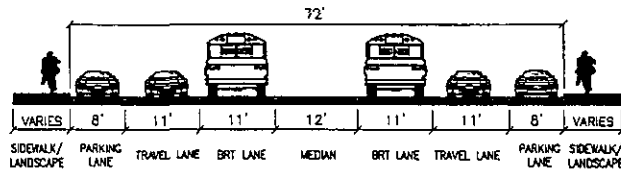




PROPOSED (A1-B1)



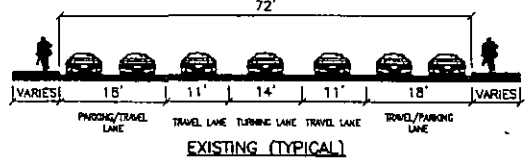
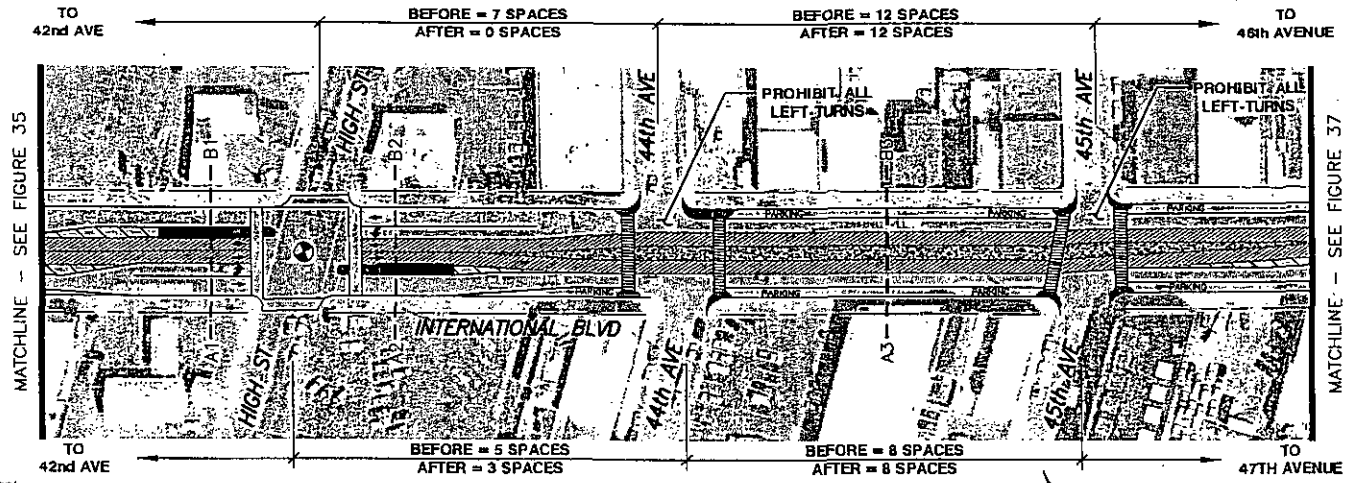
PROPOSED (A2-B2)



PROPOSED (A3-B3)

LEGEND:

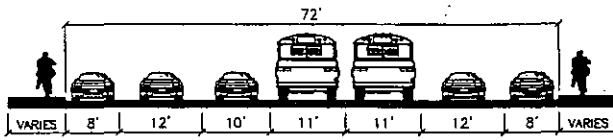
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION TO



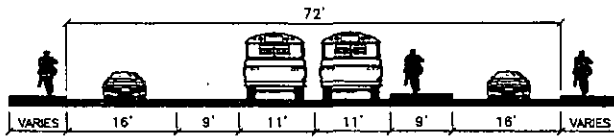
EXISTING (TYPICAL)

NOTES:
 1. LEFT-TURN PROHIBITIONS AT:
 44th AVENUE AND 45th AVENUE.

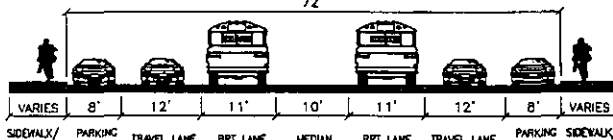
PRINT IN COLOR FOR CLEAR VIEWING



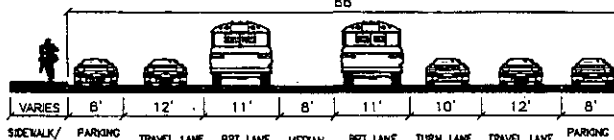
PROPOSED (A1-B1)



PROPOSED (A2-B2)



PROPOSED (A3-B3)



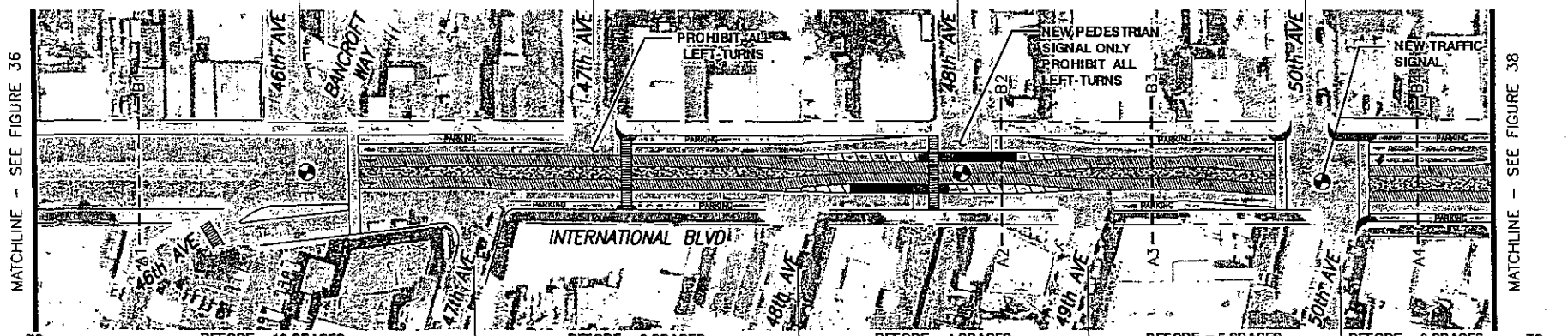
PROPOSED (A4-B4)

LEGEND:

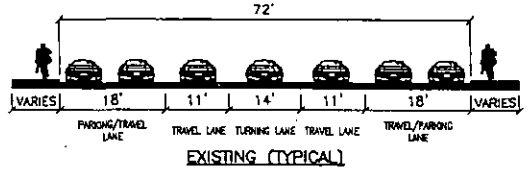
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- PARKING

REQUIRES GUTTER MODIFICATION

TO 45th AVE BEFORE = 17 SPACES BEFORE = 3 SPACES BEFORE = 11 SPACES BEFORE = 9 SPACES BEFORE = 8 SPACES TO 51st AVE
 AFTER = 17 SPACES AFTER = 3 SPACES AFTER = 7 SPACES AFTER = 9 SPACES AFTER = 4 SPACES

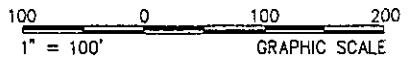


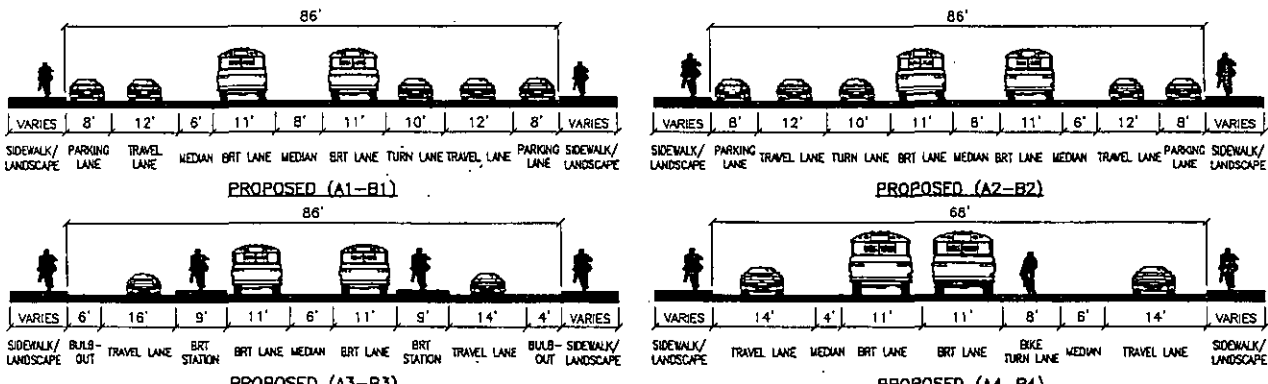
TO 45th AVE BEFORE = 10 SPACES BEFORE = 8 SPACES BEFORE = 4 SPACES BEFORE = 5 SPACES BEFORE = 8 SPACES TO 51st AVE
 AFTER = 12 SPACES AFTER = 8 SPACES AFTER = 0 SPACES AFTER = 3 SPACES AFTER = 6 SPACES



NOTES:
 1. LEFT-TURN PROHIBITIONS AT:
 47th AVENUE, 48th AVENUE AND
 49th AVENUE.

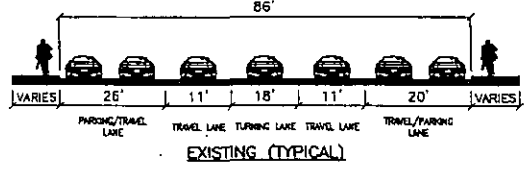
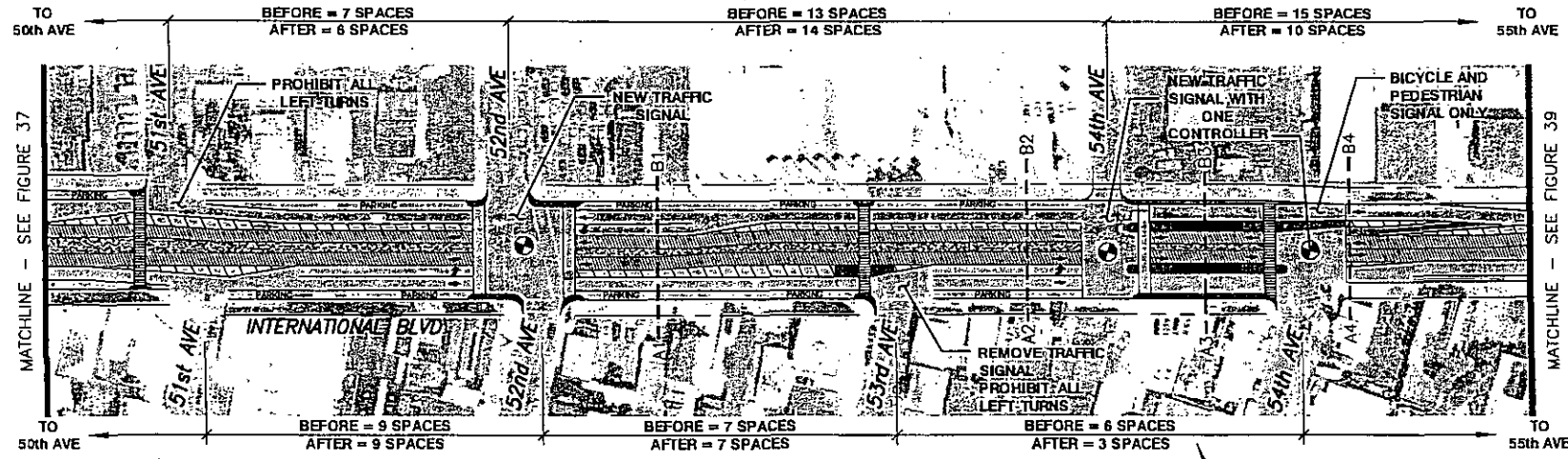
PRINT IN COLOR FOR CLEAR VIEWING



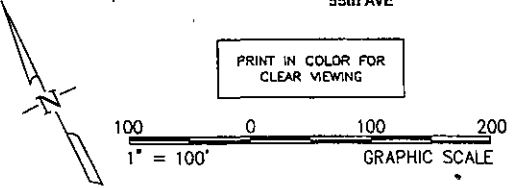


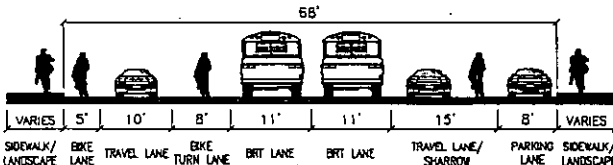
LEGEND:

- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION

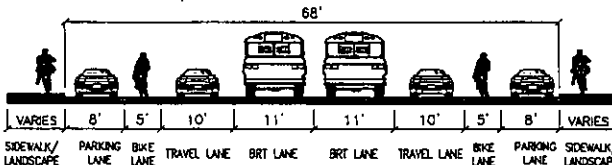


- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 51st AVENUE AND 53rd AVENUE.
 - BICYCLE LEFT-TURN ONLY FROM INTERNATIONAL BOULEVARD TO 54th AVENUE.

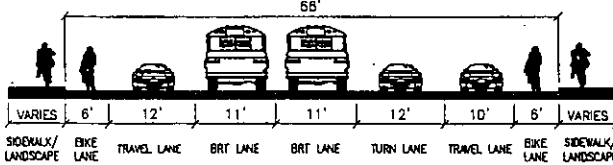




PROPOSED (A1-B1)

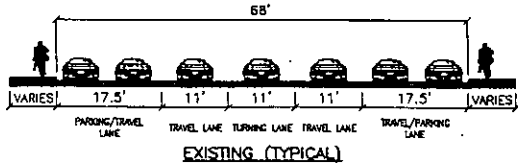
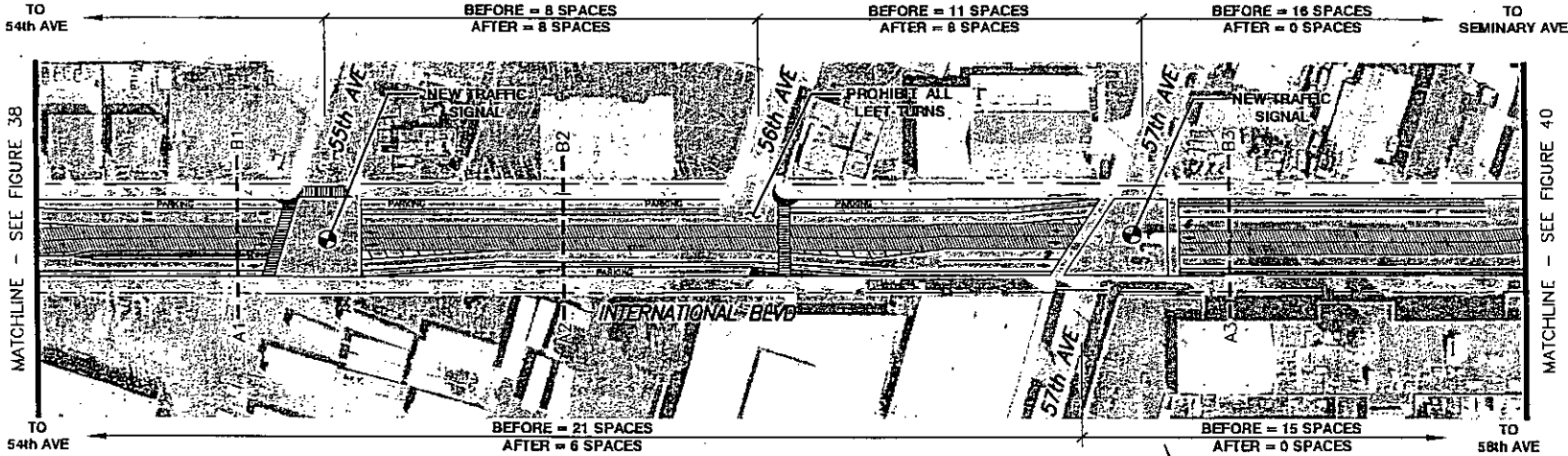


PROPOSED (A2-B2)



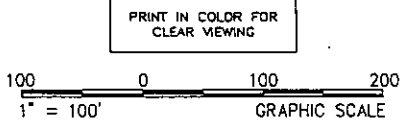
PROPOSED (A3-B3)

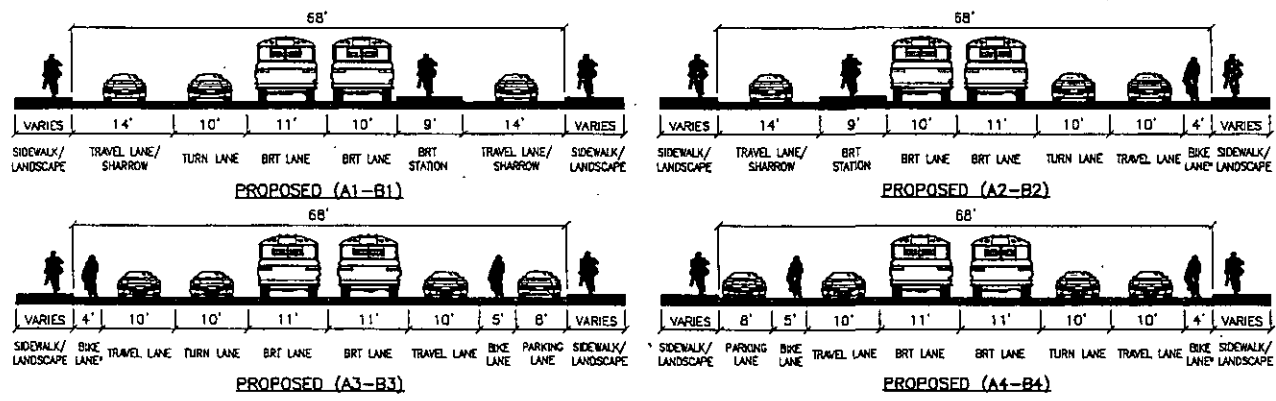
- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION



EXISTING (TYPICAL)

- NOTES:**
1. LEFT-TURN PROHIBITIONS AT: 55th AVENUE.
 2. BICYCLE LEFT-TURN ONLY FROM INTERNATIONAL BOULEVARD TO 55th AVENUE

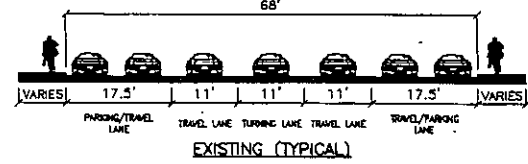
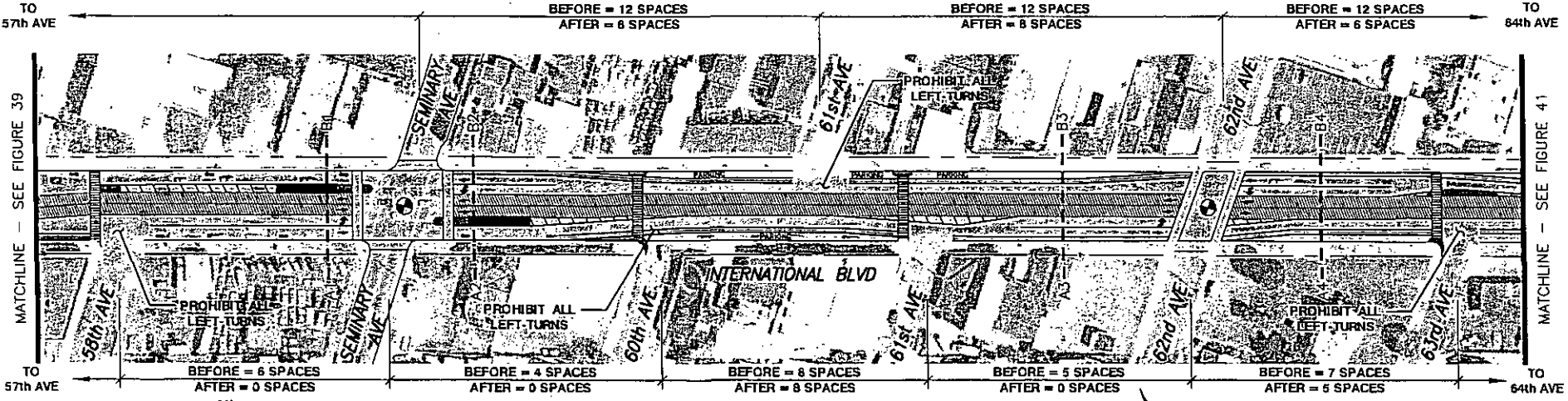




LEGEND:

- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL

REQUIRES GUTTER MODIFICATION

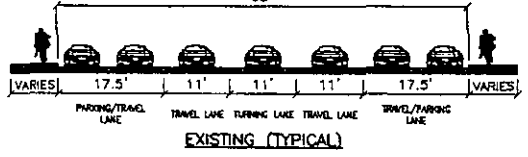
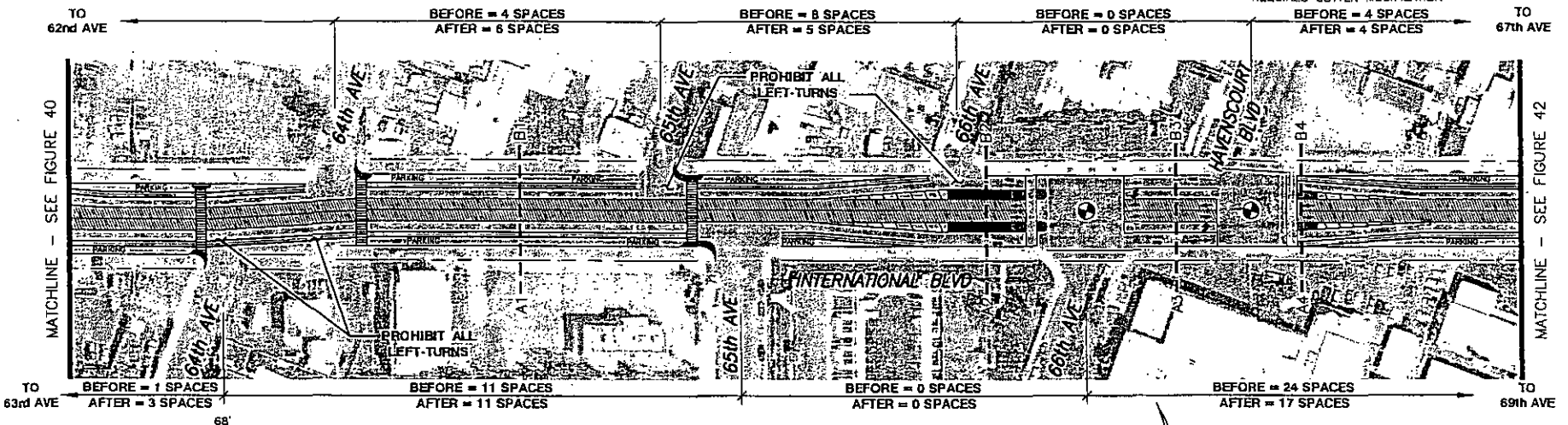
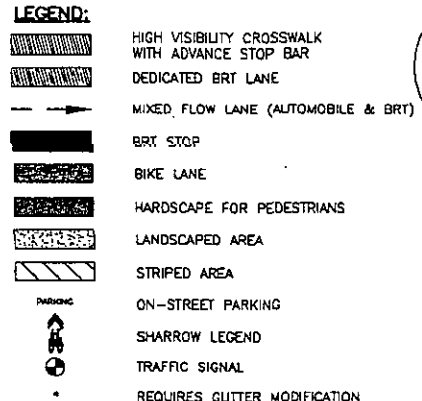
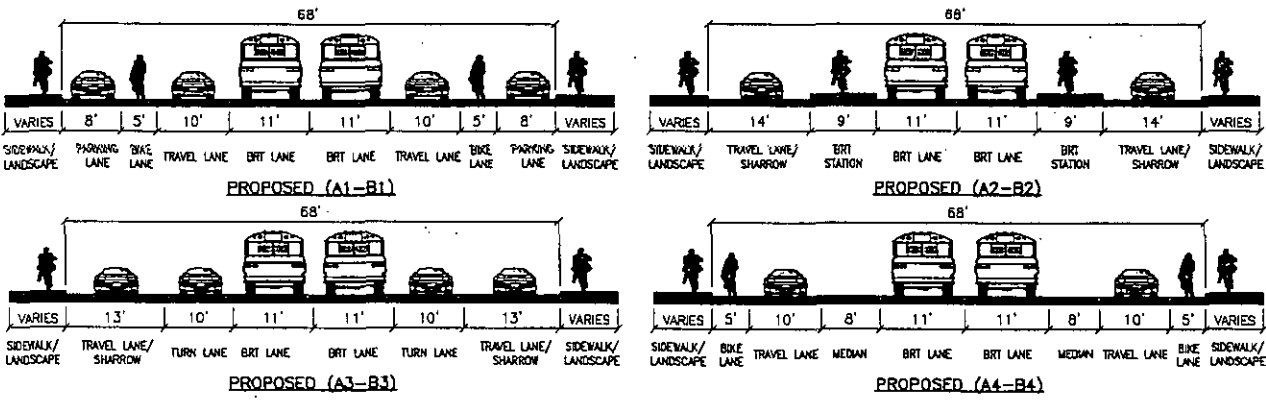


- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 58th AVENUE, 60th AVENUE, 61st AVENUE AND 63rd AVENUE.
 - 4-FOOT BIKE LANES REQUIRE GUTTER MODIFICATION TO 12 INCHES OR LESS.

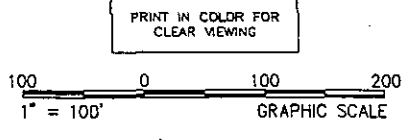
PRINT IN COLOR FOR CLEAR VIEWING

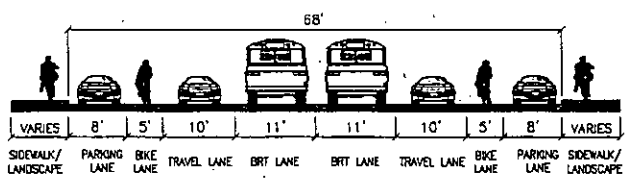
100 0 100 200
1" = 100' GRAPHIC SCALE

PRELIMINARY
 FOR DISCUSSION ONLY

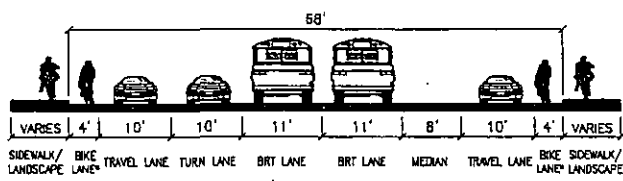


- NOTES:**
1. LEFT-TURN PROHIBITIONS AT: 64th AVENUE AND 65th AVENUE.
 2. 4-FOOT BIKE LANES REQUIRE GUTTER MODIFICATION TO 12 INCHES OR LESS.

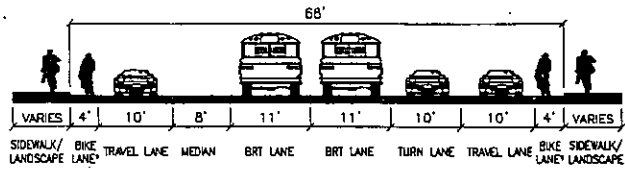




PROPOSED (A1-B1)

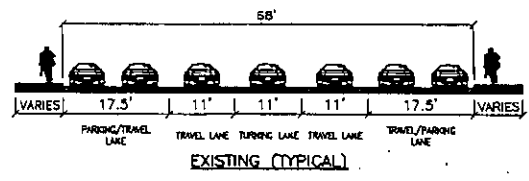
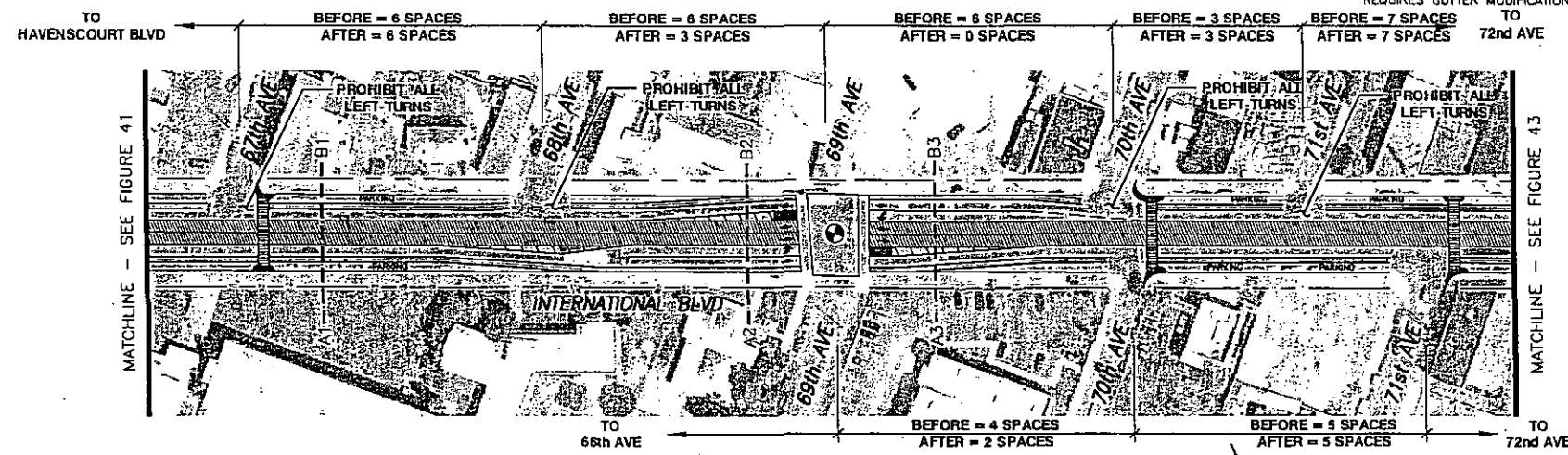


PROPOSED (A2-B2)



PROPOSED (A3-B3)

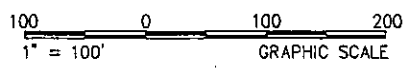
- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION

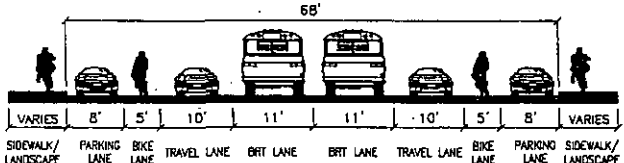


EXISTING (TYPICAL)

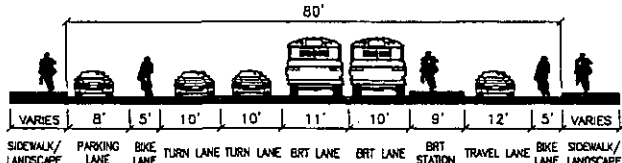
- NOTES:**
- LEFT-TURN PROHIBITIONS AT:
67th AVENUE, 68th AVENUE,
70th AVENUE AND 71st AVENUE.
 - 4-FOOT BIKE LANES REQUIRE GUTTER
MODIFICATION TO 12 INCHES OR LESS.

PRINT IN COLOR FOR CLEAR VIEWING

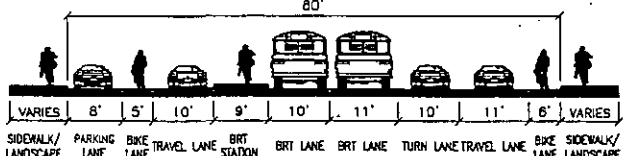




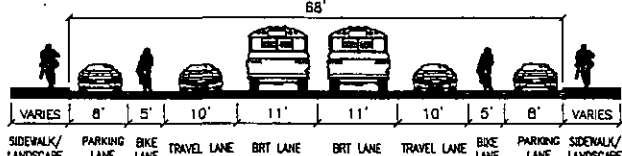
PROPOSED (A1-B1)



PROPOSED (A2-B2)



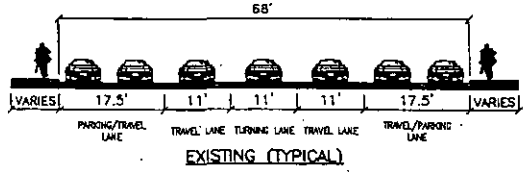
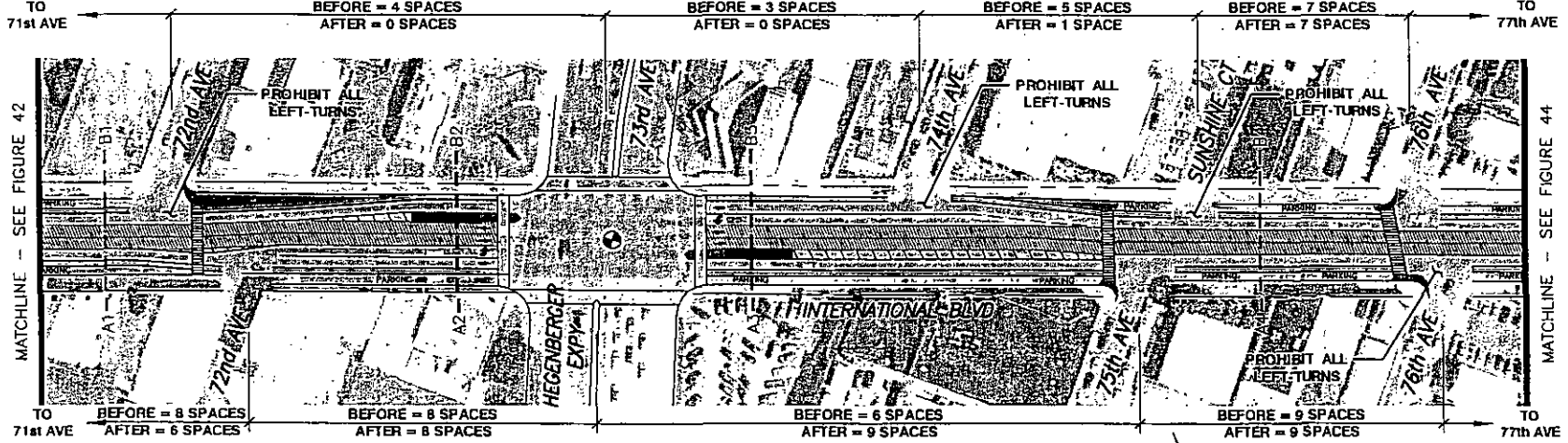
PROPOSED (A3-B3)



PROPOSED (A4-B4)

LEGEND:

- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION

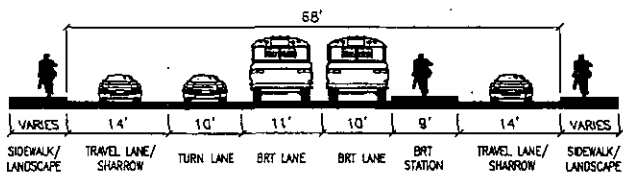


NOTES:
 1. LEFT-TURN PROHIBITIONS AT:
 72nd AVENUE, 74th AVENUE,
 75th AVENUE, SUNSHINE COURT
 AND 76th AVENUE.

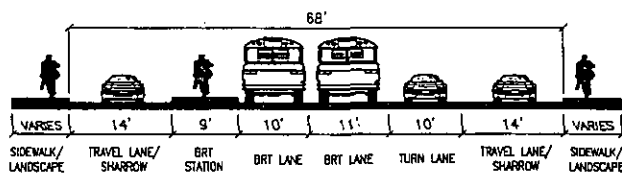
PRINT IN COLOR FOR CLEAR VIEWING

1" = 100'

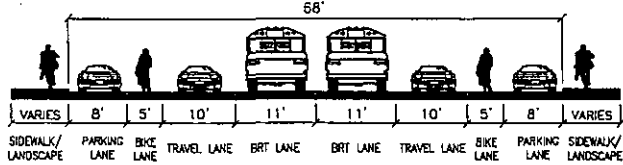
GRAPHIC SCALE



PROPOSED (A1-B1)



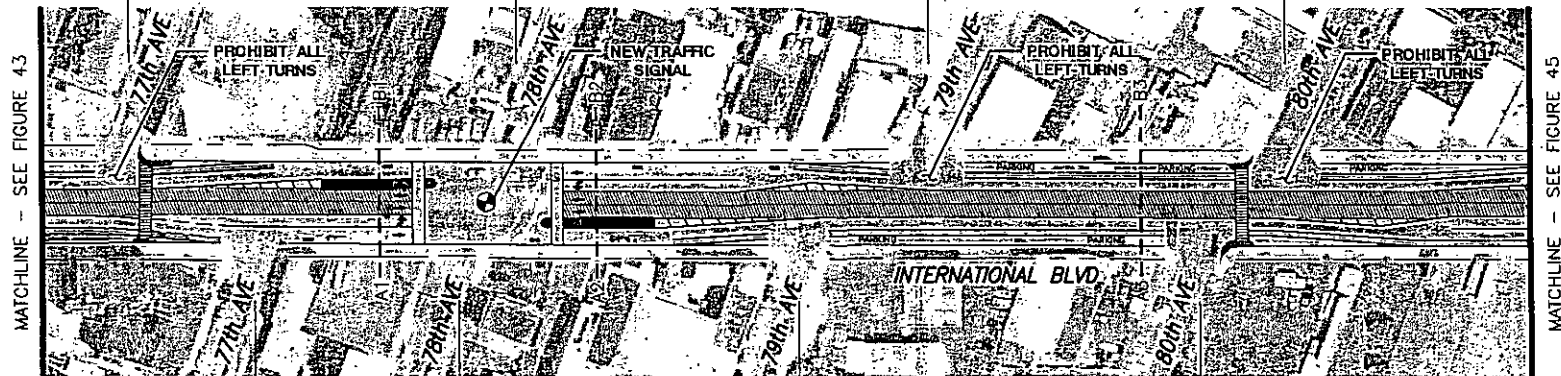
PROPOSED (A2-B2)



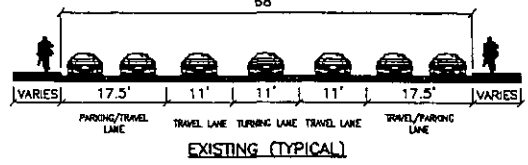
PROPOSED (A3-B3)

- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL

TO 76th AVE ← BEFORE = 2 SPACES AFTER = 2 SPACES BEFORE = 6 SPACES AFTER = 0 SPACES BEFORE = 4 SPACES AFTER = 0 SPACES BEFORE = 5 SPACES AFTER = 5 SPACES BEFORE = 6 SPACES AFTER = 3 SPACES → TO 81st AVE

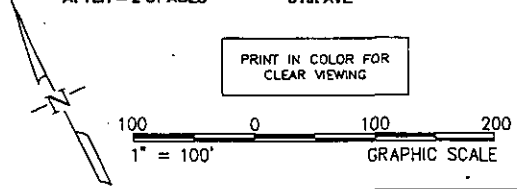


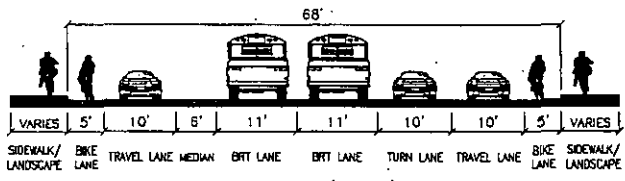
TO 76th AVE ← BEFORE = 6 SPACES AFTER = 4 SPACES BEFORE = 2 SPACES AFTER = 0 SPACES BEFORE = 5 SPACES AFTER = 0 SPACES BEFORE = 6 SPACES AFTER = 6 SPACES BEFORE = 7 SPACES AFTER = 2 SPACES → TO 81st AVE



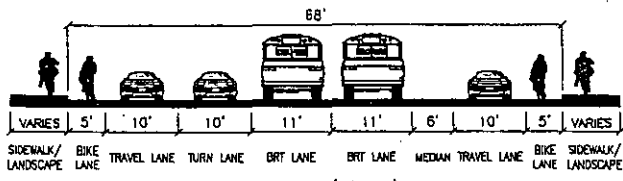
EXISTING (TYPICAL)

- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 77th AVENUE, 79th AVENUE, 80th AVENUE.

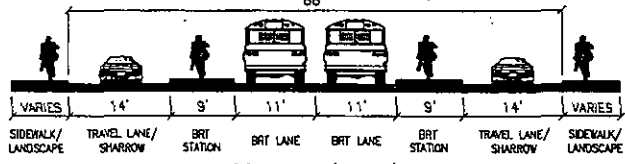




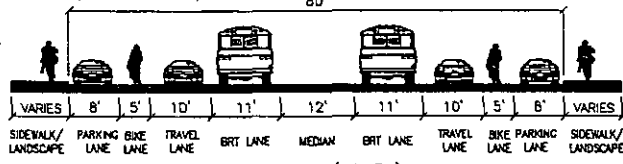
PROPOSED (A1-B1)



PROPOSED (A2-B2)

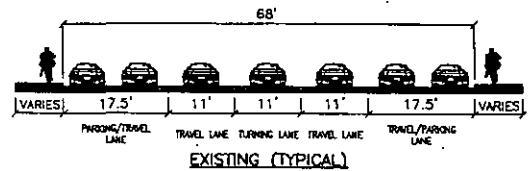
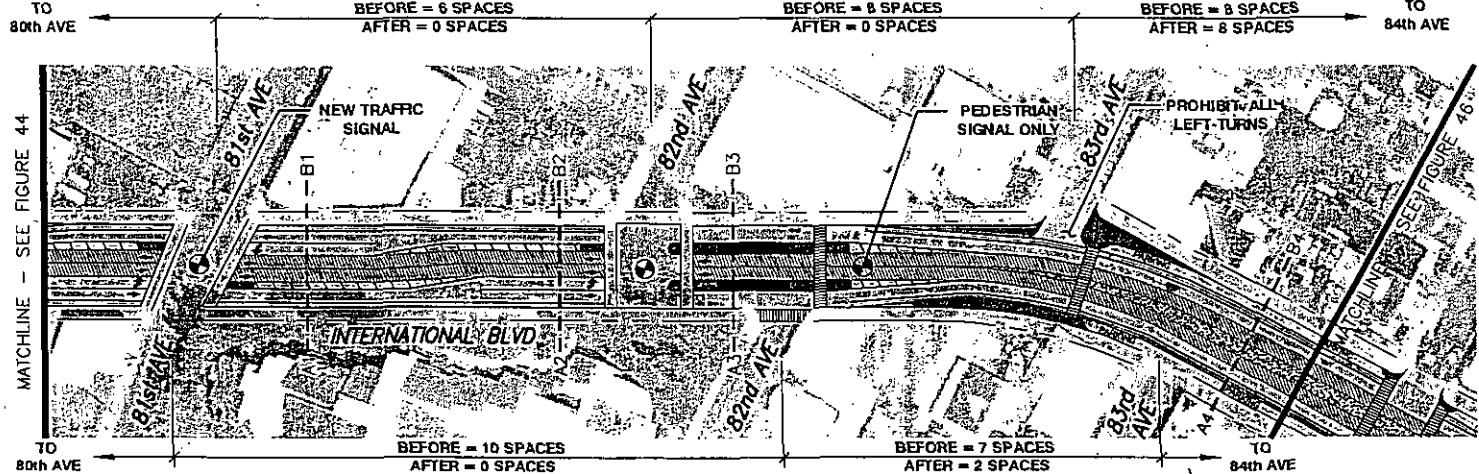


PROPOSED (A3-B3)



PROPOSED (A4-B4)

- LEGEND:**
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
 - DEDICATED BRT LANE
 - MIXED FLOW LANE (AUTOMOBILE & BRT)
 - BRT STOP
 - BIKE LANE
 - HARDSCAPE FOR PEDESTRIANS
 - LANDSCAPED AREA
 - STRIPED AREA
 - ON-STREET PARKING
 - SHARROW LEGEND
 - TRAFFIC SIGNAL
 - REQUIRES GUTTER MODIFICATION



EXISTING (TYPICAL)

NOTES:

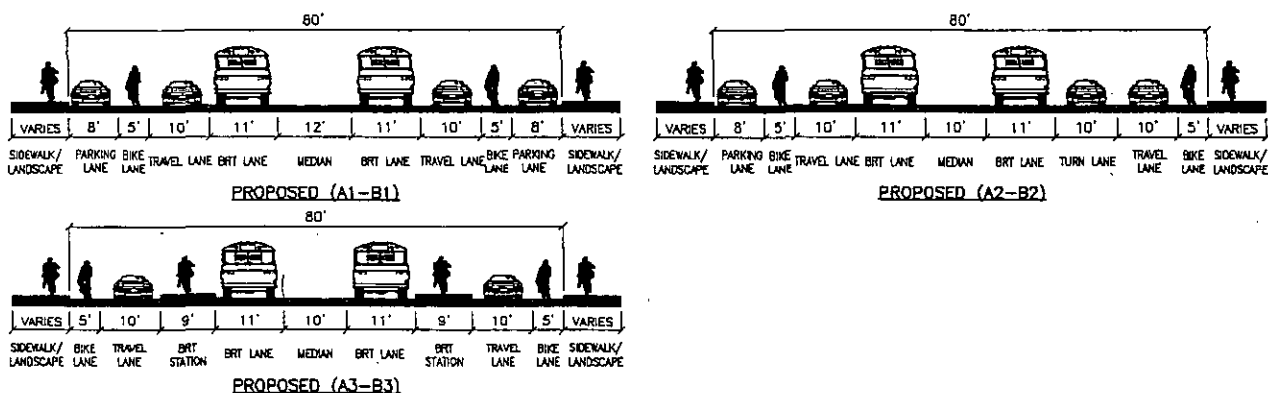
1. LEFT-TURN PROHIBITIONS AT: 83rd AVENUE.
2. EXISTING 18-FOOT MEDIAN IS REDUCED TO 12 FEET TO ACCOMMODATE 8-FOOT PARKING ZONES. THIS COULD DAMAGE TREES.

PRINT IN COLOR FOR CLEAR VIEWING



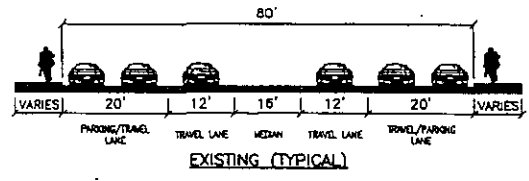
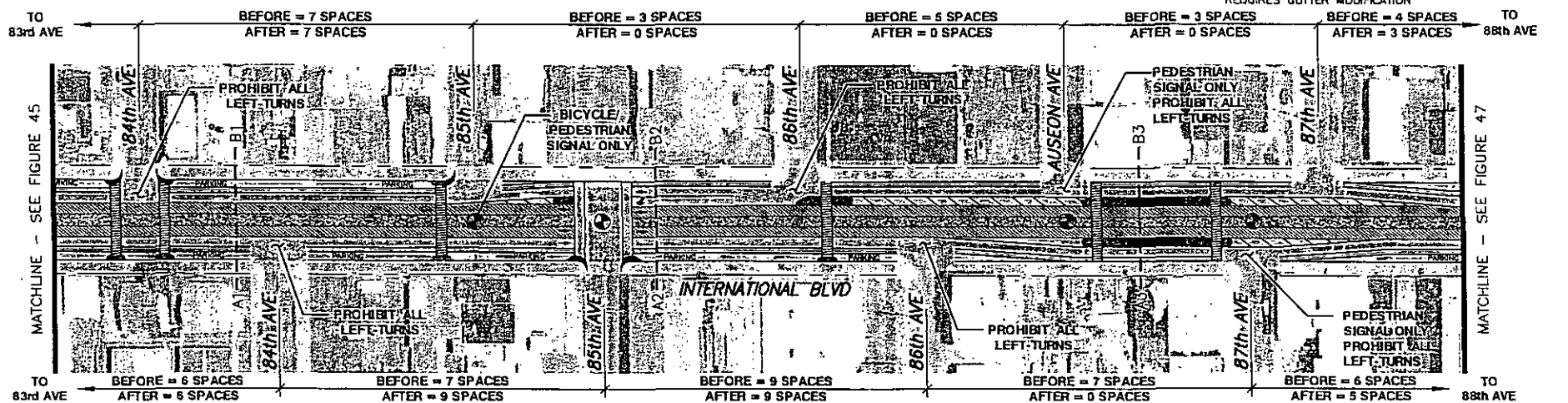
PRELIMINARY
FOR DISCUSSION ONLY

BUS RAPID TRANSIT FOR OAKLAND
INTERNATIONAL BOULEVARD- 80th AVENUE TO 83rd AVENUE



LEGEND:

- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION

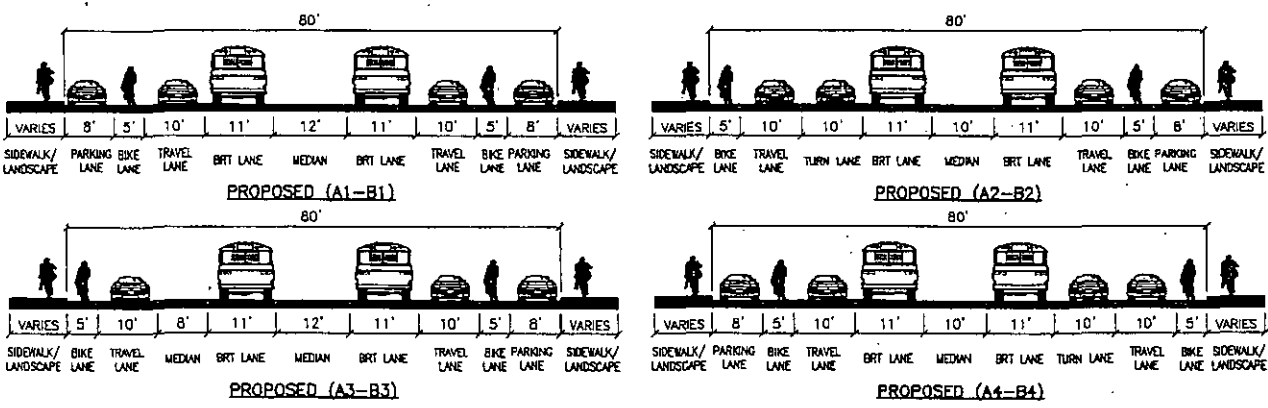


- NOTES:**
1. LEFT-TURN PROHIBITIONS AT: 84th AVENUE, 86th AVENUE, AUSEON AVENUE AND 87th AVENUE.
 2. REPLACE TREES BETWEEN 85th AVENUE AND 87th AVENUE FOR LEFT TURN LANES AND BRT STOPS
 3. EXISTING 16-FOOT MEDIAN IS REDUCED TO 12 FEET TO ACCOMMODATE 8-FOOT PARKING ZONES. THIS COULD DAMAGE TREES.

PRINT IN COLOR FOR CLEAR VIEWING

100 0 100 200
 1" = 100' GRAPHIC SCALE

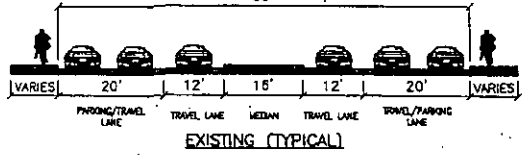
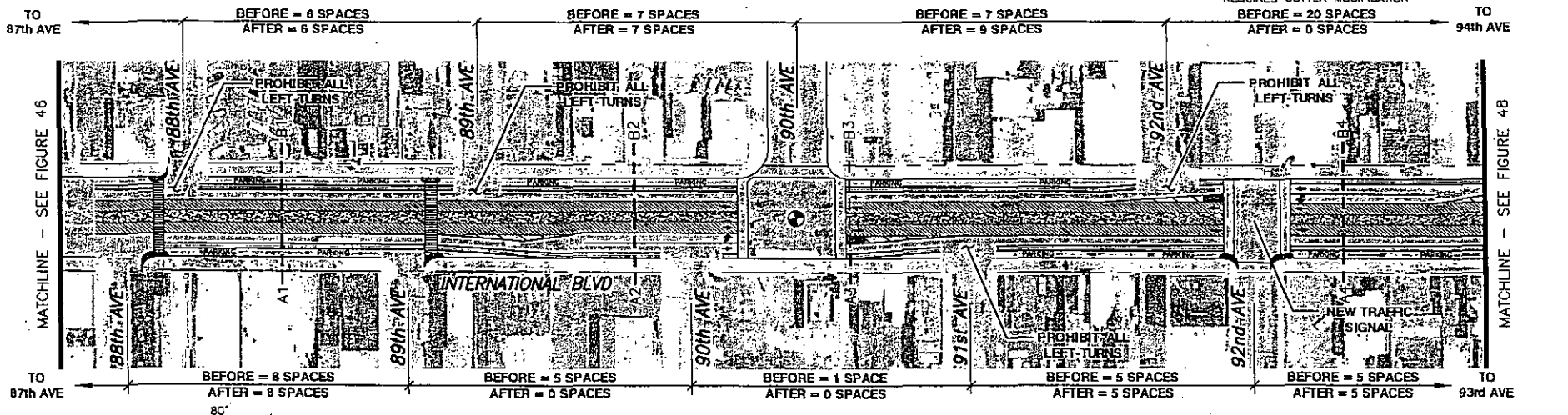
PRELIMINARY
 FOR DISCUSSION ONLY



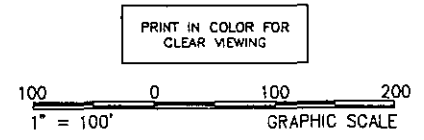
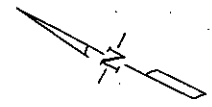
LEGEND:

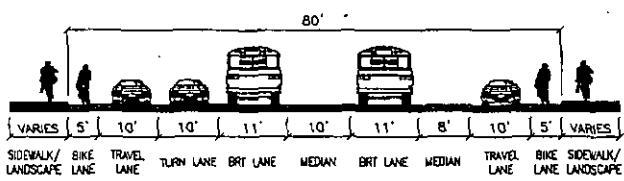
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION

BEFORE = 20 SPACES
AFTER = 0 SPACES

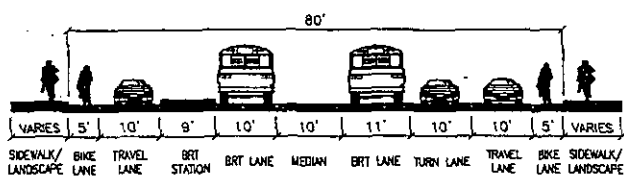


- NOTES:**
1. LEFT-TURN PROHIBITIONS AT: 88th AVENUE, 89th AVENUE, 91st AVENUE AND 92nd AVENUE.
 2. REPLACE TREES BETWEEN 89th AVENUE AND 95th AVENUE TO PROVIDE LEFT TURN LANES AND BRT STOPS.
 3. EXISTING 16-FOOT MEDIAN IS REDUCED TO 12 FEET TO ACCOMMODATE 8-FOOT PARKING ZONES.

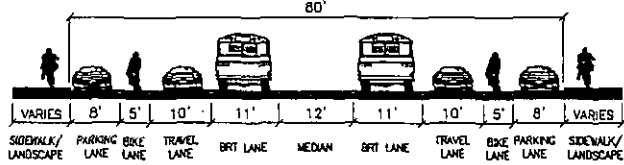




PROPOSED (A1-B1)



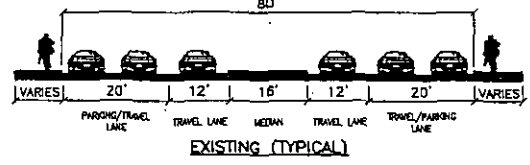
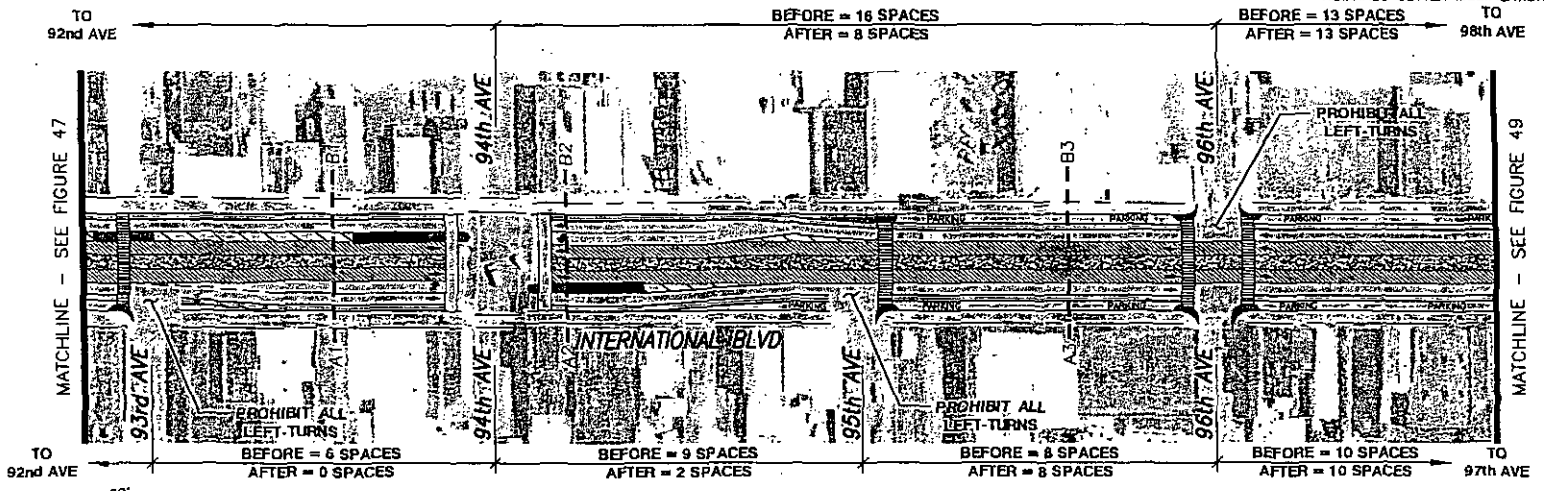
PROPOSED (A2-B2)



PROPOSED (A3-B3)

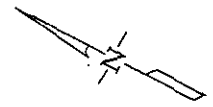
LEGEND:

- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION



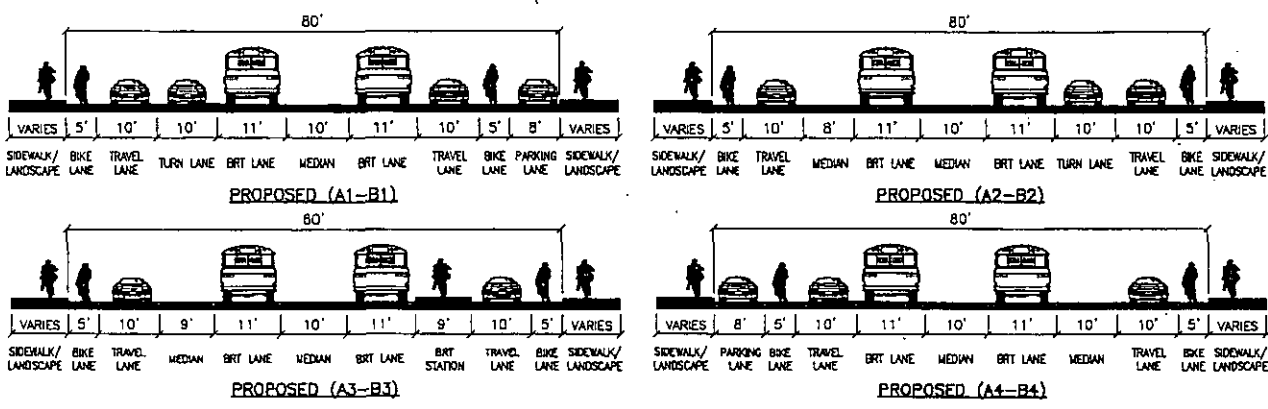
EXISTING (TYPICAL)

- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 93rd AVENUE, 95th AVENUE AND 96th AVENUE.
 - REPLACE TREES BETWEEN 89th AVENUE AND 95th AVENUE TO PROVIDE LEFT TURN LANES AND BRT STOPS.
 - EXISTING 16-FOOT MEDIAN IS REDUCED TO 12 FEET TO ACCOMMODATE 8-FOOT PARKING ZONES.



PRINT IN COLOR FOR CLEAR VIEWING

100 0 100 200
1" = 100' GRAPHIC SCALE



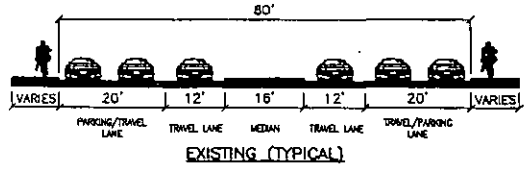
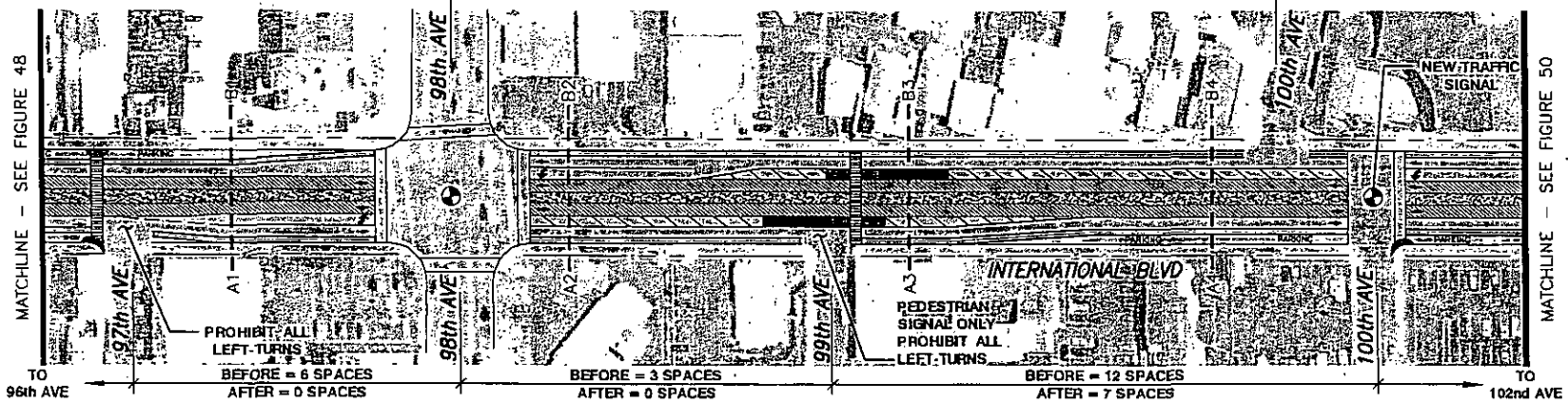
LEGEND:

- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION

TO 96th AVE

BEFORE = 14 SPACES
AFTER = 0 SPACES

TO 101st AVE

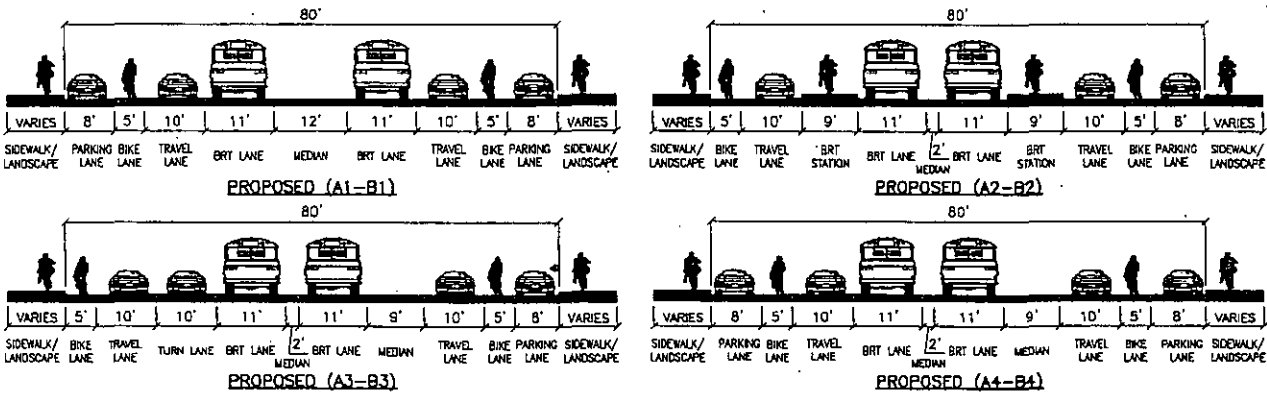


- NOTES:**
- LEFT-TURN PROHIBITIONS AT: 97th AVENUE AND 99th AVENUE.
 - REPLACE TREES BETWEEN 97th AVENUE AND 100th AVENUE TO PROVIDE LEFT TURN LANES AND BRT STOPS.
 - EXISTING 16-FOOT MEDIAN IS REDUCED TO 10 FEET TO ACCOMMODATE 8-FOOT PARKING ZONES.

PRINT IN COLOR FOR CLEAR VIEWING

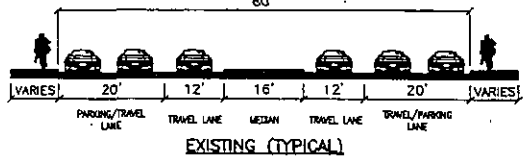
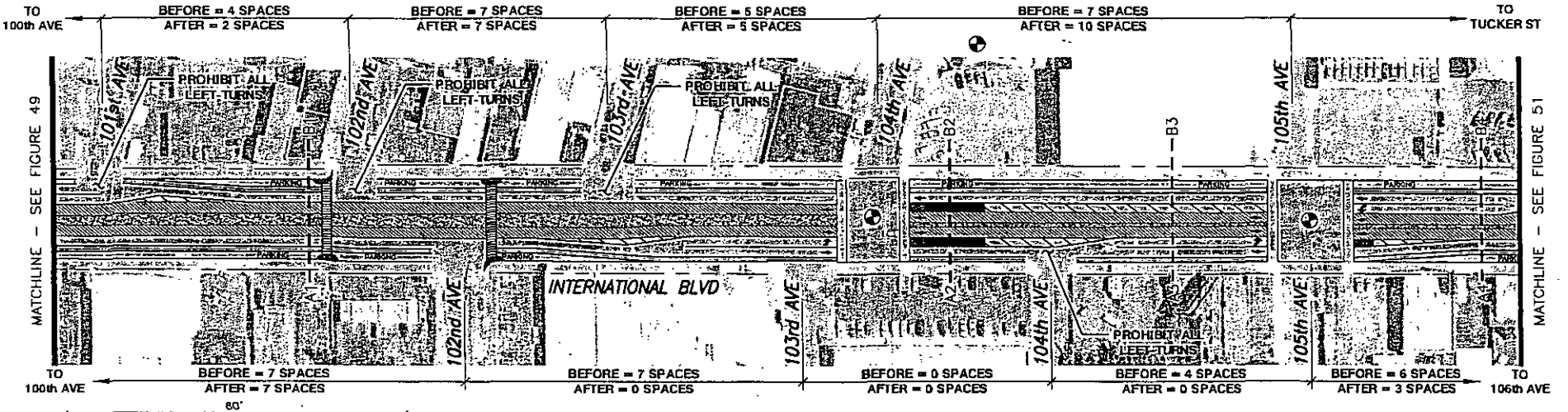
100 0 100 200
1" = 100' GRAPHIC SCALE

PRELIMINARY
 FOR DISCUSSION ONLY

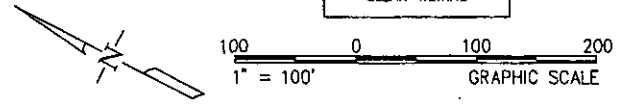


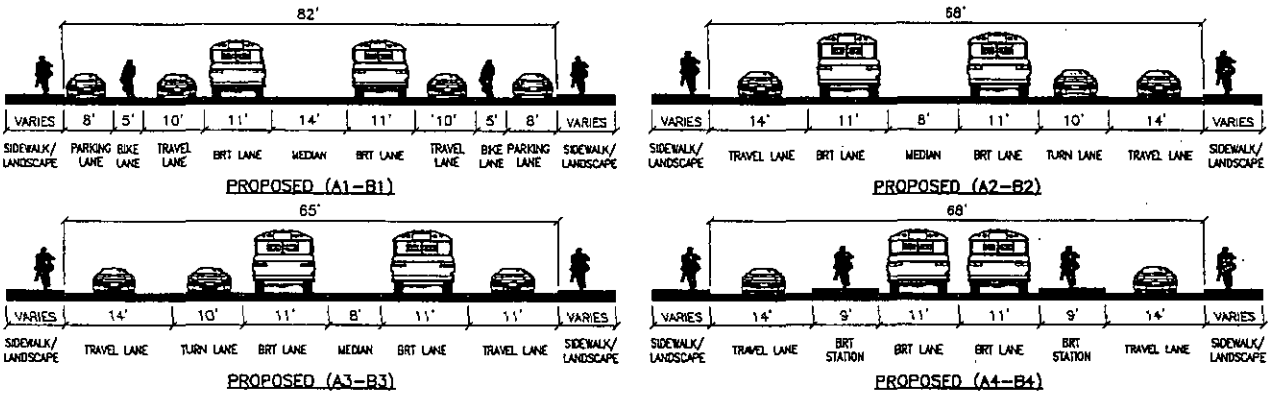
LEGEND:

- High visibility crosswalk with advance stop bar
- Dedicated BRT lane
- Mixed flow lane (Automobile & BRT)
- BRT stop
- Bike lane
- Hardscape for pedestrians
- Landscaped area
- Striped area
- On-street parking
- Sharrow legend
- Traffic signal
- Requires gutter modification



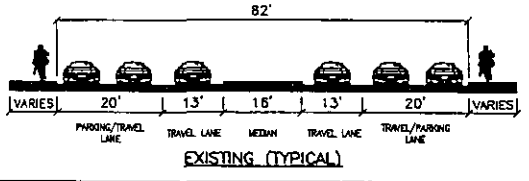
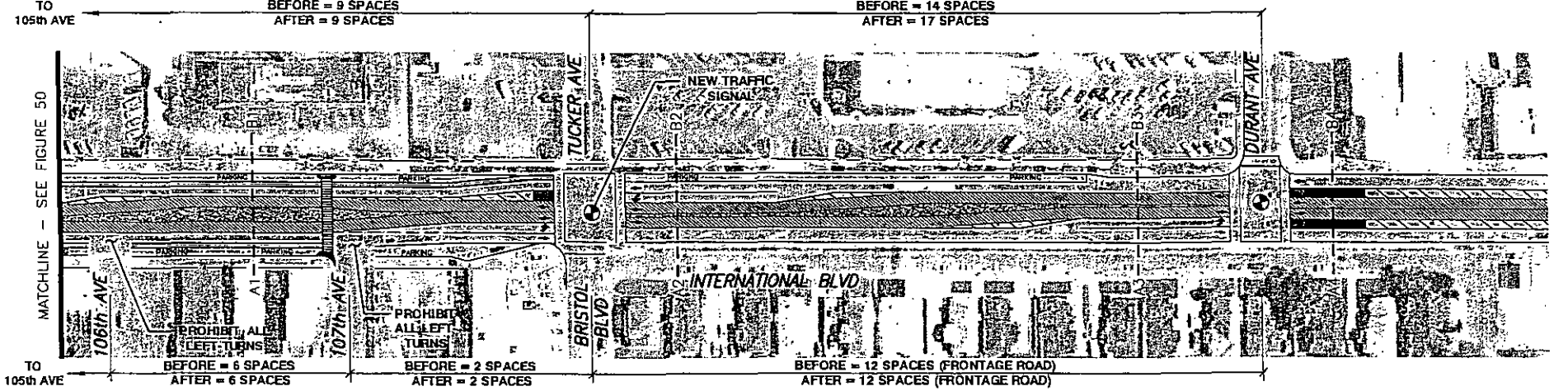
NOTES:
 1. LEFT-TURN PROHIBITIONS AT: 101st AVENUE, 102nd AVENUE, AND 103rd AVENUE.





LEGEND:

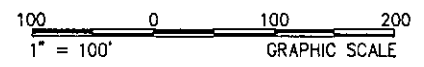
- HIGH VISIBILITY CROSSWALK WITH ADVANCE STOP BAR
- DEDICATED BRT LANE
- MIXED FLOW LANE (AUTOMOBILE & BRT)
- BRT STOP
- BIKE LANE
- HARDSCAPE FOR PEDESTRIANS
- LANDSCAPED AREA
- STRIPED AREA
- ON-STREET PARKING
- SHARROW LEGEND
- TRAFFIC SIGNAL
- REQUIRES GUTTER MODIFICATION



NOTES:

- LEFT-TURN PROHIBITIONS AT:
106th AVENUE AND 107th AVENUE.

PRINT IN COLOR FOR CLEAR VIEWING



PRELIMINARY
FOR DISCUSSION ONLY