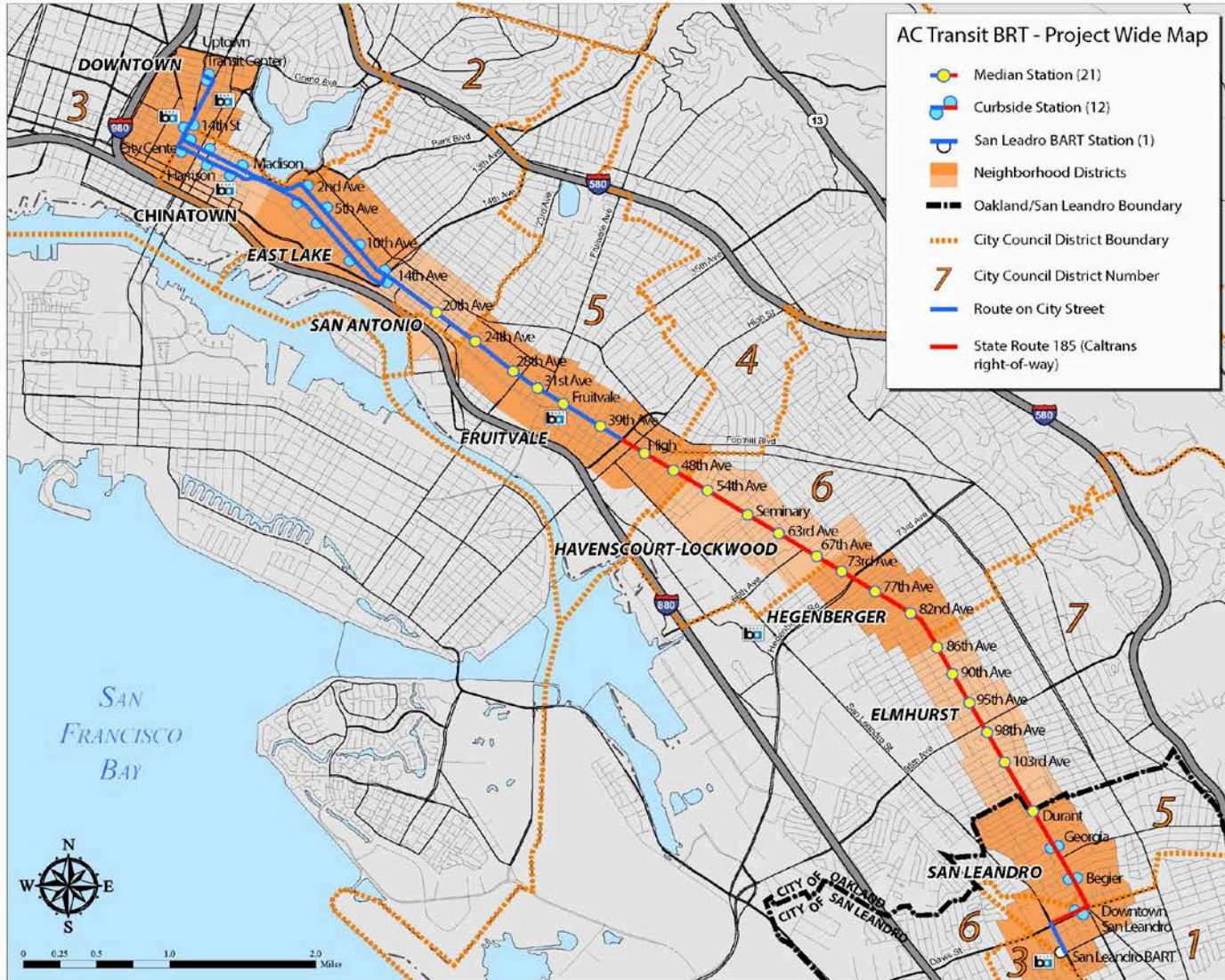


Project Area Map



Progress to Date

- Preliminary Engineering (35% design) completed -- September 2013
- 65% Design completed – Spring 2014
- Construction Begins – Fall 2014



Downtown Oakland to San Leandro



What's Ahead

- Revised Parking Impact Mitigation Plan - Spring 2014
- Revised Business Impact Mitigation Plan – Spring 2014
- Advance Utility Relocation Bid Package 1 – Fall 2014
- Parking Lots and Fruitvale Bypass Bid Package 2 – Fall 2014
- Designs 100% complete design -- Spring 2015



Downtown Oakland to San Leandro



Service Changes with BRT

- The BRT will be implemented between 20th & Broadway and San Leandro BART
- The existing line 1 and 1R will be replaced
- A new line (labeled "Telegraph") between Downtown Berkeley and Downtown Oakland will be implemented to cover the northern piece of the 1/1R that are not covered by the BRT
- Line 97 is being extended north to cover the southern pieces of lines 1/1R that are not being covered by the BRT
- Line 97 will be extended north of Davis Street to Foothill Square to provide the City of San Leandro with a "border to border" route
- Line 801 is being eliminated between Downtown Oakland and San Leandro BART due to the implementation of the BRT. The 801 will remain between San Leandro BART and Fremont BART



Downtown Oakland to San Leandro



BRT Project Highlights

- \$178MM investment in the community
- 9.5 miles of new streets
- Increased frequency and reliability
- Improved safety and new security features
- Enhanced ADA and accessibility features
- Career employment opportunities with AC Transit
- Job opportunities during construction phase
- Catalyst for economic development
- Sustainable development
- Forefront of transit innovation



Downtown Oakland to San Leandro



BRT Provides Rail-Like Experience



Level
boarding



Safer and easier to get on
and off the bus



Shelter, seating



Provide comfortable
place to wait



Off-bus fare
payment



Eliminate hassles and
delays at farebox



Real-time arrival
signs



Reduce waiting anxiety



Cameras, lighting



Pedestrian lighting and
security at stations

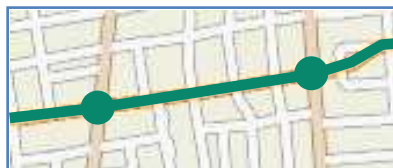
BRT Provides Increased Frequency and More Reliability



81% Dedicated Bus-Only lanes



Remove interference from traffic



1/3 mile Station spacing



Maintain higher speed over longer stretches



Traffic signal priority



Reduce delays at signals; maintains headway

- Emergency response vehicles in bus lane
- Pedestrian scale lighting and visibility
- New traffic and pedestrian signals
- Fare Enforcement
- ADA Best Practices
- Surveillance cameras
- New bike lanes per City Plan



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Downtown Oakland to San Leandro

