

## 25 Questions about Bus Rapid Transit

### History:

1. When was the BRT project first thought of, and what group or agency originated it? Who is advocating for the project now?
2. What has been the planning process for BRT up to this point on a regional level? What agencies have been involved and what are they doing?
3. What has been the planning process for BRT by Berkeley city officials or city staff? Who is involved and what are they doing?
4. What has been the extent of direct involvement by the public in the planning and decision-making process for BRT? How many Berkeley citizens have been involved and in what ways?
5. Why was downtown Berkeley chosen as the end of this line?
6. How do other cities on the route feel about BRT?
7. What other public transit options were considered for this route? Are any options besides BRT currently being considered?

### Resources:

8. How much would the entire BRT project cost if fully implemented? How would it be funded?
9. How much federal or state taxpayer money has been spent so far on BRT or on planning related to BRT?
10. How much city money has Berkeley spent on planning for BRT? How much city staff time?
11. How much of the public commons (roads, sidewalks, parking spaces, median strips, etc.) would BRT use if fully implemented?

### Bus ridership and performance:

12. What population is the BRT line meant to serve? What is the ridership demand for it?
13. Exactly how much time would be saved for a rider traveling from the *beginning* to the end of the BRT line if the project is fully implemented? How much time would be saved from the *mid-point* of the line to either end?

14. How much of the BRT time savings can be attributed to the elimination of stops? How much of the time savings can be attributed to traffic signal prioritization (which allows buses to change traffic lights to green as they approach them)?
15. What would the performance times be if Enhanced Bus were used on this line instead of BRT? (An Enhanced Bus line, such as the one currently in operation on San Pablo Avenue, does not require dedicated bus-only lanes or raised platforms.)
16. The route of BRT largely follows the current BART line. Would AC Transit be competing with BART for riders?

**Impacts:**

17. What would be the impact on Telegraph Avenue of cutting the traffic capacity in half by reserving two lanes for buses only at all times?
18. What would be the impact on neighborhoods along the route if Telegraph Avenue becomes heavily congested?
19. What would be the impact of limited left turns off of Telegraph Avenue to merchants, residents, and visitors?
20. Why were large diesel buses chosen for the BRT system? What feedback has AC Transit received so far about its choice of the Van Hool buses already in use?
21. How would the noise, visual impact, and speed of the large extended buses affect the retail businesses and restaurants on Telegraph and Shattuck?
22. What would be the impact of the long raised concrete platforms and covered bus shelters proposed for our city streets? A consultant at the DBA forum suggested that this infrastructure might impede pedestrian movement and block views to businesses on the street.
23. Have any other bus lines been impacted by having resources diverted to BRT? Have other transportation projects been delayed or canceled because of funding diversion?

**Downtown:**

24. How would our downtown look if the central median on Shattuck is replaced with concrete and asphalt, as currently planned to accommodate BRT? Do we want our downtown to have fewer trees and less green space?
25. How exactly would the buses turn around? Where would the buses be staged that are laying over between runs?

**Bonus Question:** How would the installation of the infrastructure needed for BRT affect the desires of many Berkeley residents to have a public plaza downtown?