

2. Transit Context

This section explains the background and context of current transit systems within the EBOTS study area as well as planned improvements for these systems. Further information regarding the existing transportation conditions in the study area can be found in **Appendix A**. Existing conditions as well as current efforts for updating transit systems in a short-term timeframe are included in this section.

Transit Markets

The transit markets served within the study area include “transbay” commuters traveling to and from San Francisco, local travelers traveling between destinations within the study area and nearby destinations outside the study area, and intra-corridor travelers traveling within the study area. While BART is used for transbay and local travel, no intra-corridor travel occurs on BART since there is only one BART station (West Oakland station) within the study area. **Table 1** lists the existing transit markets served by each major transit mode.

Table 1: Existing Transit Markets and Service

Traveler type	BART	Capitol Corridor	San Francisco Bay Ferry	AC Transit Transbay Routes	AC Transit Local Routes	Emeryville & Berkeley Shuttles
Regional/Transbay <i>Traveling to- and from- San Francisco to study area</i>	✓	✓	✓	✓		
Local <i>Traveling to- or from- the study area</i>	✓			✓	✓	✓
Intra-corridor <i>Traveling within study area, last-mile connections</i>				✓	✓	✓

Existing Service

Within the study area, the existing transit context is dominated by shuttles, Alameda-Contra Costa Transit District (AC Transit) bus system, as well as the Bay Area Rapid Transit (BART) light rail system. **Figure 2** shows the existing shuttle, AC Transit, and BART system routes.

Shuttles

Shuttles provide “last mile service” between the study area and BART, and within the study area.

Emery Go-Round

Emery Go-Round is a free shuttle system funded by Emeryville’s Property-based Business Improvement District (PBID), and operated by the Emeryville Transportation Management Association (ETMA). The PBID was established in 2006 and has a ten-year time frame. A PBID renewal election is planned for mid-2015. If the PBID is not renewed, it will sunset at the end of 2016. The shuttle system has three routes that provide service seven days per week (weekend service is limited). Emery Go-Round serves as

a transit connection to MacArthur BART station, the Emeryville Amtrak station, and the West Berkeley shuttle system. These routes also serve the large shopping centers and residential complexes in addition to many schools, grocery stores, and other businesses.

Annual ridership for the Emery Go-Round exceeds 1.5 million trips.¹ Approximate number of boardings and alightings for each route are listed below:

- Hollis shuttle line (weekday only): 527,000 trips per year
- Shellmound/Powell line (weekend and weekday): 867,000 trips per year
- Watergate Express (weekday peak-period only): 153,000 trips per year

West Berkeley Shuttle

The West Berkeley Shuttle provides weekday commuter service from Ashby BART station to the area West of Ashby BART station—extending nearly to Berkeley’s Aquatic Park on the San Francisco Bay. During the morning commute period, the shuttle runs from 5:40AM-9:11AM; during the evening commute period, the shuttle runs from 3PM-6:17PM. Each of the two lines, serving similar routes, travel east-west on Ashby Avenue and Dwight Way and north-south on San Pablo Avenue and 7th St. The shuttle service is operated by the Emeryville Transportation Management Association under contract to the West Berkeley Transportation Management Association. The West Berkeley Shuttle may add two midday runs between Bayer’s main facility on 7th at Dwight in Berkeley and its new facility on Hollis at 59th in Emeryville in 2015.

Other Shuttle Services

Downtown Oakland’s Free Broadway Shuttle (not in study area), or the “Free B”, connects 12th Street and 19th Street Oakland BART stations, the Oakland-Jack London Square Ferry Terminal, and the Jack London Square Amtrak station. The Free B offers weekday service from 7AM-7PM and weekend night service from 7PM-1AM on Fridays and 6PM-1AM on Saturdays.

Alameda-Contra Costa Transit District (AC Transit)

The Alameda-Contra Costa Transit District (AC Transit) provides bus service to in the East Bay within Alameda and Contra Costa counties as well as to San Francisco’s Transbay Terminal. In addition to providing local bus-line connections, many AC Transit routes connect to alternative transit modes, including BART, the Capital Corridor, the Alameda-Oakland Ferry, and the Emery Go-Round.

Several Transbay lines have stops within the project area. Transbay lines are typically represented by letters instead of numbers. Bus lines 800-899 are all-nighter lines, operating from 1AM-5AM. Altogether, 25 routes run through the project area,² with 10 of those connecting to the Transbay Terminal in San Francisco. The Routes in the project area include:

- Transbay Routes: F, FS, G, C, H, Z, J, NL, 800

¹ Ridership data calculated with trip data from March 2013 – June 2013. Data provided by the Emeryville Transportation Management Association, personal communication July 19, 2013.

² Several routes have limited stops within the study area. The G and FS only have a total of 3 stops in the study area and are not included.

- East Bay Only Routes: 25, 26, 31, 314, 62, 88, 49, 51B, 802, 72, 72M, 72R, 57, 62, 52

Bay Area Rapid Transit (BART)

While only one station, the West Oakland BART station, exists within the EBOTS study area, the BART system has a large impact on transbay and local travel to the study area. Transit patterns within the EBOTS study area are mostly affected by transfers from West Oakland, Downtown Oakland, MacArthur, Ashby, and Berkeley BART stations. Outreach meetings and questionnaires showed that there is strong demand for improved connections and service from these stations. Particular attention in this study is given to the West Oakland station (due to the low quality of current connections and its location within the study area) and MacArthur BART station (due to its high demand as the busiest East Bay station outside Downtown Oakland).

Potential Improvements

Shuttles

The following are potential updates to the Emery Go-Round and the proposed Emeryville Bus Hub. The improvements to the “Free B” shuttle are described in the subsequent section discussing the Broadway Streetcar Project.

Emery Go-Round Shuttle

The ETMA plans to add a fourth route in 2015 using a one-year stipend from the City of Emeryville, and hopes to find funding to continue it. The route will connect the Peninsula to shopping. The ETMA also needs to shift from short-lived, high-maintenance “cutaway” buses with time-consuming wheelchair lifts to standard transit coaches, and will need funding to make that shift.

The Emeryville Bus Hub

The Emeryville Bus Hub is a proposed new bus transit hub near the public Market and adjacent to the pedestrian bridge to connect to the Amtrak Station. Many of the potential AC Transit and Emery Go-Round routes connect to this location.

Alameda-Contra Costa Transit District (AC Transit)

AC Transit is conducting an Inner East Bay Comprehensive Operations Analysis (COA). The first step was a consultant study that recommended the route changes described below. The second step was a series of eleven community workshops in October of 2014 wherein participants mapped desired frequent service. AC Transit will use both of those inputs to draft network recommendations for public review in the spring of 2015. The COA consultant’s recommendations increase focus and add service to the Emeryville, West Berkeley, and West Oakland areas. In Emeryville and West Oakland, AC Transit routes have proposed changes to provide better east-west connections to Downtown Oakland, Downtown Berkeley and nearby BART stations. **Figure 3** shows an image of the short-term improvements.

These improvements address the concerns identified by the community during the outreach process in regard to improving bus service in the study area. The following key themes identified during the community workshops and through the questionnaire are met by the aforementioned improvements:

- Improved East-West connections;

- Improved connections to Emeryville from West Oakland, Berkeley via Ashby, Berkeley via Alcatraz, Downtown Berkeley and UC Berkeley; and
- Improved frequency of service.

Based on input received during community workshops, from community input and from discussions during TAC meetings some modifications to the COA routes have been identified. These are noted in the new and updated routes below as well as in Section 4 Proposed Transit Improvements.

New and Updated routes

AC Transit is proposing the following service changes. All routes would have a peak frequency of 15 minutes, except 10 minutes for the 72R. The potential changes are:

- Line 12: This line would be revised and no longer extend into downtown Oakland and Piedmont. It would instead connect from West Oakland to Downtown Berkeley directly.
- Route 13: New AC Transit Route would connect the Emeryville Public Market with Berkeley, Rockridge, Piedmont, Lake Merritt, and Downtown Oakland. It would have stops in areas that Line 12 currently covers.
- Line 14: This line would be extended into West Oakland with a loop on 14th, Wood, and 7th. This revised line would cover areas currently served by Line 26 and provide access from West Oakland into Downtown Oakland, Lake Merritt, Fruitvale and other East Oakland neighborhoods.
- Line 26: This line would be streamlined to no longer loop around West Oakland and instead provide direct access into Emeryville via Mandela Parkway, terminating at Emeryville Public Market and a pedestrian bridge to Amtrak.
- Line 48: Line 48 would connect northwest Berkeley to Ashby BART, Elmwood and Claremont in Berkeley via 6th, 7th and Ashby.
 - Proposed change from AC Transit COA recommendation: have line 48 travel north on 6th to extend into West Berkeley to Gilman and not connect to the Emeryville Public Market.
- Line 49: Line 49 would be altered to connect the Emeryville Public Market to portions of West Berkeley, Downtown Berkeley and UC Berkeley via Dwight. At Shattuck, the line would travel north, then loop on Durant, Telegraph and Bancroft to connect to the UC Berkeley Campus.
 - Proposed change from AC Transit COA recommendation: Go north on Shattuck and connect to UC Berkeley Campus on Bancroft and Durant.
- Line 57: This line would be extended into Emeryville and terminate at the Emeryville Public Market. This revised route would provide new East-West access from Emeryville into Oakland.
- Line 72/72R/72M: These lines would be consolidated and revised to streamline service. Line 72 would be eliminated. The number of stops would be increased on 72R.

Retained Routes

- Line 51B: This line has not been altered. Improvements will be identified in the upcoming Line 51 Transit Study.
- Line NL/F/H/Z: These lines would remain the same.

Eliminated Routes

- Line 31: Line 31 currently goes from MacArthur BART to Hollis to West Oakland BART to Alameda, similar to the proposed West Oakland Streetcar Route. This line would no longer serve the study area. Other lines would serve parts of this route.

The Broadway Circulator Study

Planning efforts to replace the “Free B” Oakland shuttle with an enhanced bus or streetcar system are underway. The planning effort is studying alternatives for different streetcar routes, including a streetcar on Broadway and 40th Street to MacArthur BART, or an enhanced bus on Broadway and College Avenue to Rockridge BART. The objectives of this route are to enhance the current transit service, enhance the “Free B” shuttle line service quality and area, and support economic and community development along Broadway and within the MacArthur BART neighborhood. Connections within this service include³:

- Jack London Square
- Downtown/Uptown Oakland
- 27th Street (“Pill Hill”)
- Upper Broadway and 51st Street
- Oakland Chinatown
- MacArthur BART neighborhood (possibly a later phase)

Capitol Corridor

The Capitol Corridor service is an intercity passenger train system between Auburn and San Jose. It is operated by a Joint Powers Authority, a partnership of the six transit agencies in the eight-county service area. It stops at Amtrak stations in West Oakland and Emeryville and a stop in West Berkeley.

San Francisco Bay Ferry

The San Francisco Bay Ferry is owned by the San Francisco Bay Area Water Emergency Transportation Authority. It stops at Oakland’s Jack London Square, Alameda, AT&T Park, the San Francisco Ferry Building, San Francisco’s Pier 41, and Angel Island.

³ Fehr and Peers (2013). Broadway Transit Urban Circulator Study, Draft Initial Evaluation of Alternatives, City of Oakland.

Bay Area BikeShare

Bay Area BikeShare launched in San Francisco in 2013, and is expected to expand to the inner East Bay in 2015. The Alameda County Transportation Commission will be evaluating its effect on transit needs over the next few years. There is research showing that in Washington, DC, bikeshare replaces some short transit trips.

Figure 2: Current AC Transit and Shuttle Routes



Figure 3: Potential AC Transit and Shuttle Routes

