



Transit Study Options

Visions for Transit in Emeryville, West Berkeley and West Oakland

AC Transit, BART, Amtrak/Capitol Corridor, Emeryville Transportation
Management Association (Emery Go-Round), Berkeley Gateway TMA,
City of Berkeley, City of Emeryville, City of Oakland,
Alameda County Transportation Commission, MTC

CDM Smith Consulting Team

Federal Transit Administration Transit Planning Grant through Caltrans

So far . . .

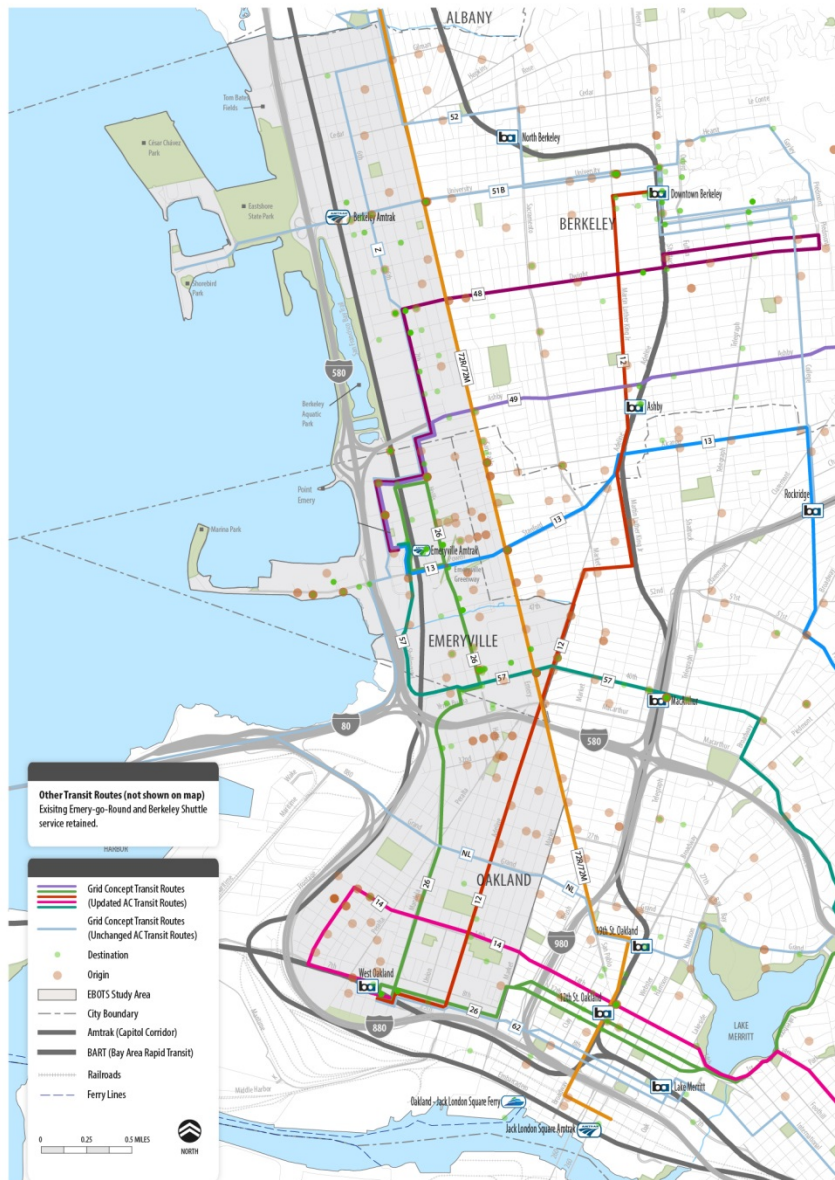
- November-January - trips, problems, ideas
 - EBOTS Policy Advisory Committee
 - Community workshops in three cities
 - Emeryville Transportation Management Association
 - Questionnaire with 820 responses
 - Emeryville Transportation Committee, Planning Commission and City Council
- February-March – Options definition, evaluation
- April-May - Options review
 - EBOTS Policy Advisory Committee
 - Community workshops in three cities
 - Emeryville Transportation Management Association
 - Questionnaire with 500 responses
 - AC Transit Board
 - Berkeley Transportation Commission
 - Emeryville Planning Commission, Transportation Committee and City Council





Phase II topics

- Potential AC Transit Route Changes
- Potential Connector Routes
- Connector Mode - Bus Types and Streetcar
- Service and Stop Features
- Local Funding Sources



DRAFT - FOR PLANNING AND DISCUSSION PURPOSES ONLY

Updated AC Transit Routes - Grid Service Concept

Grid Option

Potential AC Transit Changes

- New 13 from Market/Amtrak on Stanford to Rockridge and beyond
- 49 extended on 7th from Berkeley to Market/Amtrak
- 26 from Market/Amtrak on Mandela to West Oakland BART
- 57 extended from 40th/San Pablo on Shellmound to Market/Amtrak
- 12 downtown Berkeley to West Oakland via Adeline

Workshops Response

- Desire for better connection from Emeryville to downtown Berkeley and North Berkeley
- Support for extensions into Emeryville



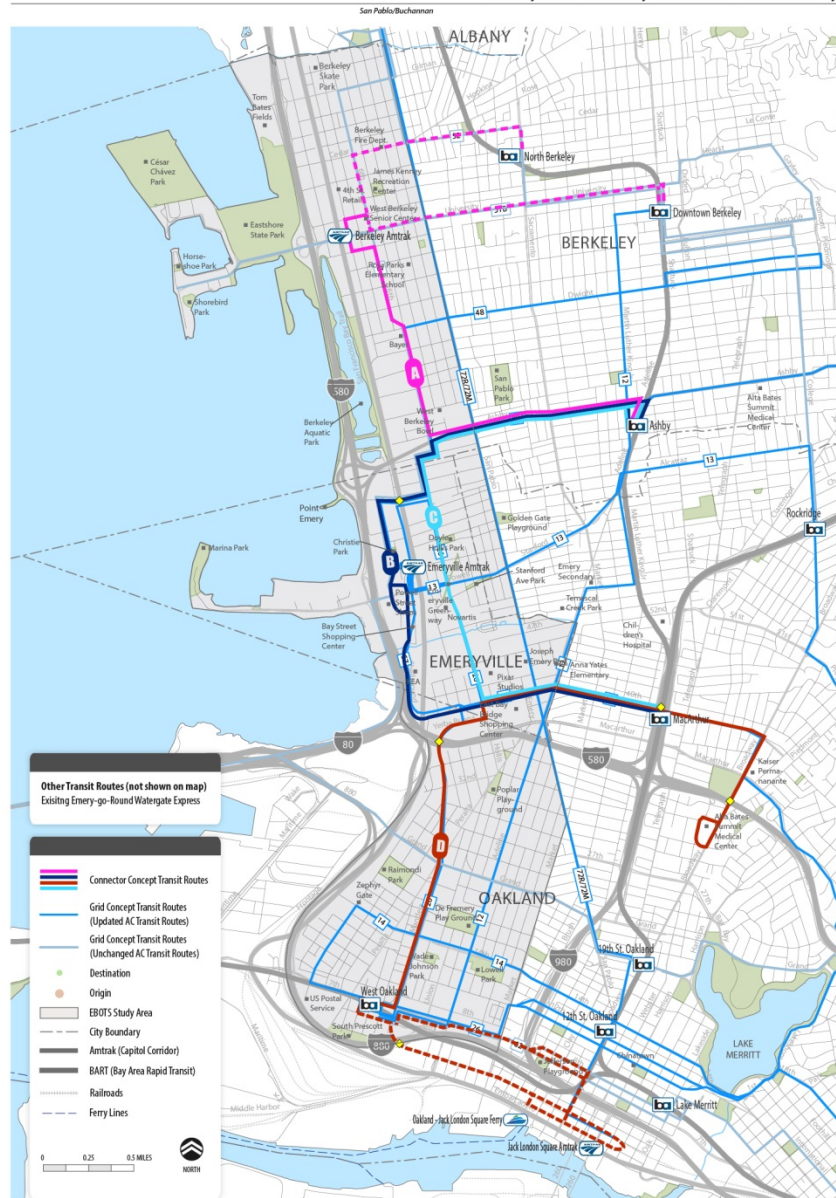
Trunk Line Service Concept B

Trunk Line Option

- North Berkeley BART to 7th-6th- Hollis
- Jack London Square to West Oakland BART and Peralta to Shellmound

Screened Out in First Analysis

- Low projected ridership - more people want to go to BART, few want to go north-south whole length of corridor



Circulators Concept

Circulators Option

- A – From either North Berkeley or Downtown Berkeley BART to 6th and 7th and on Ashby to Ashby BART
- B – From Ashby BART on Ashby and 65th to Christie and Shellmound (west of railroad), then on 40th to MacArthur BART
- C – From Ashby BART on Ashby to Hollis (east of railroad) and on 40th to MacArthur BART
- D – From Summit Medical Center on Broadway to MacArthur BART, then on 40th and Mandela to West Oakland BART and on to Jack London Square via either 7th and Broadway or 3rd



Connector 2 Concept from Workshop – Overlapping Routes

- 1 – From either North Berkeley or Downtown Berkeley BART to 6th-7th and 65th to Christie and Shellmound (west of railroad), then on 40th to MacArthur BART and on Broadway to Summit Medical Center
- 2 – From Ashby BART on Ashby to Hollis (east of railroad), then on Mandela to West Oakland BART and on to Jack London Square via either 7th and Broadway or 3rd

Modes – Bus Types and Streetcar



Shuttle bus



Conventional bus



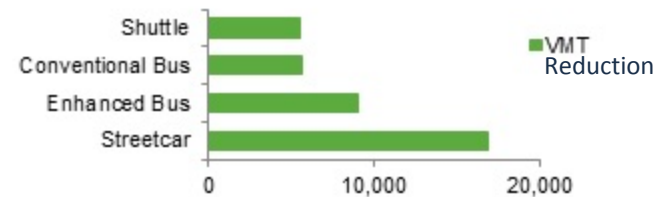
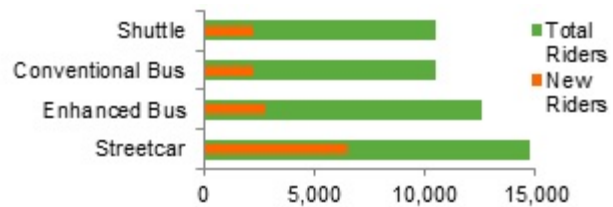
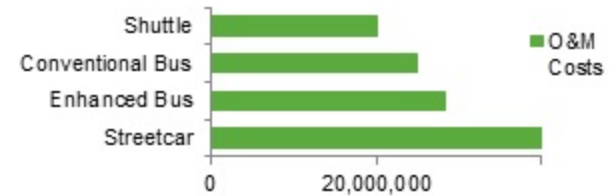
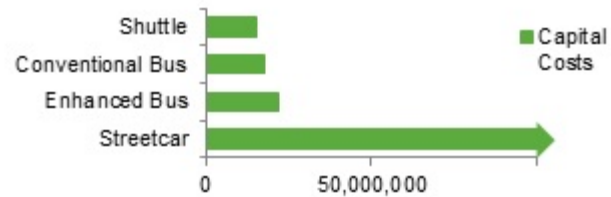
Enhanced bus



Streetcar

Stroller Boarding	fold-out lift	kneeling bus with ramp	curb extensions for level boarding	curb extensions and lower cars
Passengers	30-45	60-80	60-80	115-150
Avg Speed	6-11 mph	8-14 mph	10-16 mph	8-14 mph
Life Span	< 10 years	10 years	10 years	30 years
Economic Development	supported growth in Emeryville	improves access for employees	supported growth in Eugene and Cleveland	supported growth in Portland and Seattle

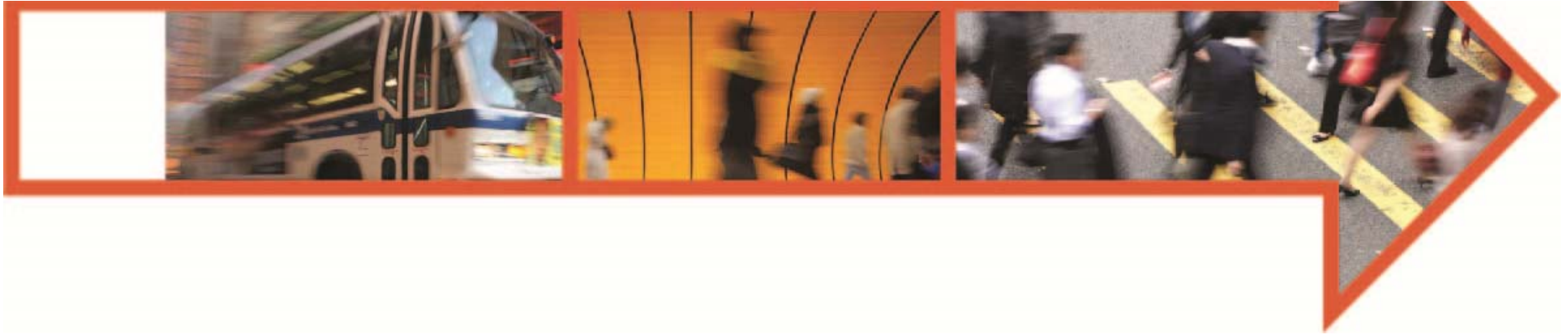
Comparing Modes



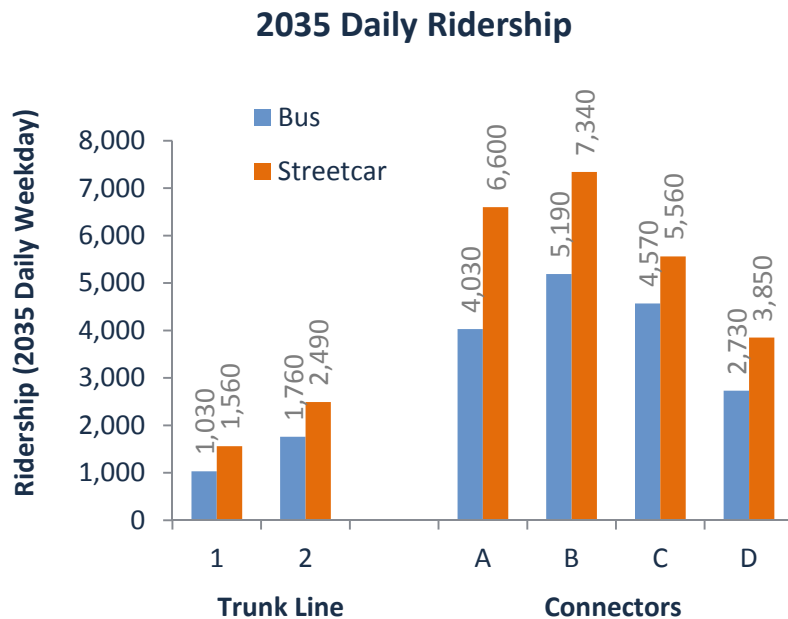


Ridership Forecast Method

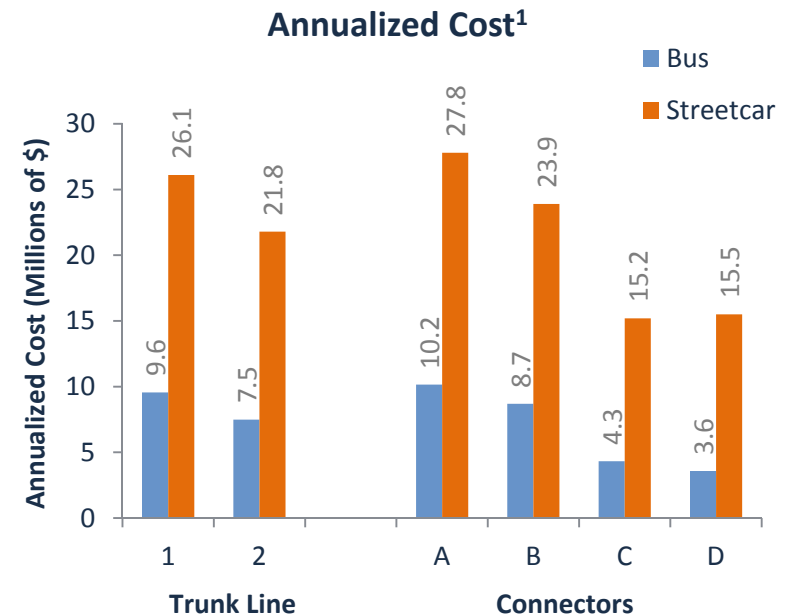
- Near-Term
 - Bus – current boardings for AC Transit and Emery Go-Round stops near proposed line
 - Streetcar – annual ridership per revenue hour from comparable streetcars in US, with transit demand factor based on riders near the route
- Long-Term
 - Increased near-term ridership in proportion to population increase by traffic analysis zones on route
 - Increased as frequency of service increases



Ridership Forecast - 2035 Daily Weekday



1 West Oakland-Shellmound, 2 North Berkeley-Hollis,
 A West Oakland-40th-MacArthur, B MacArthur-Shellmound-Ashby,
 C MacArthur-Hollis-Ashby, D Ashby-7th-6th-North Berkeley

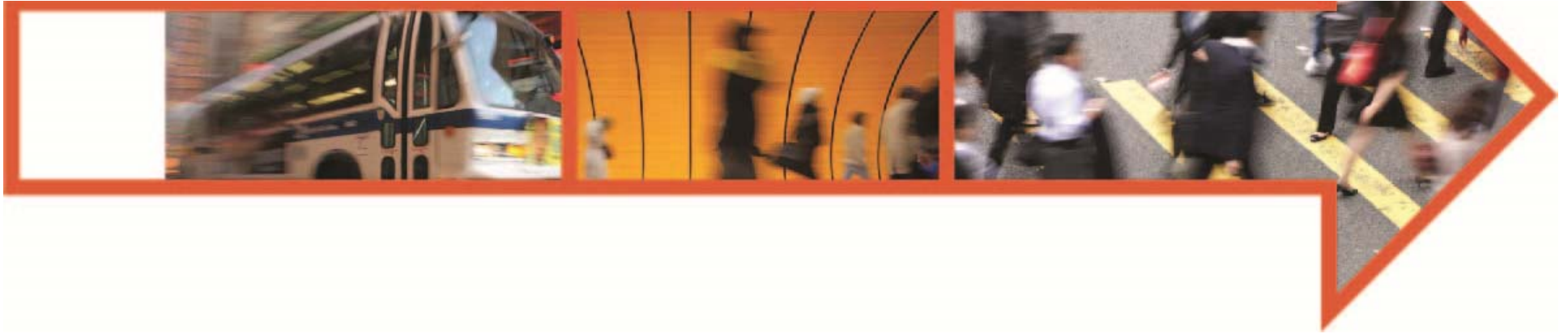


¹ 2014 Dollars; capital (infrastructure is estimated to last 10 years for bus and 30 years for streetcar) and operations



Features

- Service features
 - Vehicle frequency
 - Timed Transfers
- Vehicle speed
 - Signal priority
 - Curb extensions
- Safety and security
 - Visibility
 - Cameras
 - Lighting
- Stop Improvements
 - Shelters
 - Real time arrival info
 - Benches
 - Trash bins
 - Landscaping
- Stop and Bus Features
 - Cleanliness
 - Wi-Fi



Local Funding Sources

- Improvement district expansion
- Additional improvement districts
- Parcel taxes
- Local gas taxes
- Developer fees
- Fares

Common Comments from Meetings and Questionnaire

- Connect to Downtown Berkeley and West Oakland
- Phase in modes from bus to streetcar
- Reconsider North-south route from Jack London Square to North Berkeley near the Bay
- Integrate Emery Go-Round into the concept
- Connect Watergate to the rest of Emeryville
- Prioritize frequency, reliability, speed, safety, nights and weekends, and cleanliness
- Reduce pollution to lower asthma rates
- Explore overlapping Connectors concept
- Extend the AC Transit 57 bus up Shellmound
- Explore San Pablo Avenue streetcar potential
- Acknowledge BART/Capitol Corridor 50-year vision for local service to Amtrak stations



Noteworthy Unique Ideas from Meetings and Questionnaire

- Use Stanford to avoid Ashby traffic
- Combine a north-south route on Shellmound with a “C”-shaped route from Ashby BART to Hollis to MacArthur BART
- Mesh with West Oakland Specific Plan, involve the true West Oakland community, and incorporate West Oakland including 6th Street near BART
- Potential funding sources
 - A West Oakland Transportation Management Association
 - Paid Parking
 - Public-private partnerships
 - Measure B allocation/Alameda County Transportation Commission



Next Steps

- Draft Report – Study Sessions Scheduled
 - September 8 – EBOTS Policy Advisory Committee
 - September 23 – Emeryville Transportation Committee
 - October 2 – Emeryville Planning Commission
 - October 21 – Emeryville City Council
- Final Report – Hearings Scheduled
 - December 11 – Emeryville Planning Commission
 - January 20 – Emeryville City Council

