



EBOTS

Emeryville-Berkeley-Oakland
Transit Study

Emeryville Berkeley Oakland Transit Study

Vision for Transit in Emeryville, West Berkeley and West Oakland

Partners

In coordination with:

AC Transit

BART

Amtrak/Capitol Corridor

Emeryville Transportation Management
Association (Emery Go-Round)

West Berkeley Shuttle

City of Berkeley

City of Emeryville

City of Oakland

Alameda County Transportation
Commission

Metropolitan Transportation
Commission

CDM Smith Consultants

Federal Transit Administration Transit
Planning Grant through Caltrans

Steps



Report Outline

TRANSIT CONTEXT

PROPOSED IMPROVEMENTS

- SHORT-TERM IMPROVEMENTS
- TRUNKLINE CONNECTOR
- ENHANCED BUS
- STREETCARS

EVALUATION OF IMPROVEMENTS

FUNDING & IMPLEMENTATION

Context

- **Shuttles, including Emery Go-Round, will continue as planned.**
- **Potential AC Transit changes from Comprehensive Operations Analysis:**
 - Rerouting Line 26 to go from central Emeryville to West Oakland BART
 - Splitting Line 49 in Berkeley into
 - Line 48 from Emeryville to Ashby BART
 - Line 49 from Emeryville up Dwight to Shattuck
- **Broadway Transit Study could lead to extending and upgrading the “Free B” shuttle.**

Evaluation of Proposed Improvements

- **Effects on Environmental Justice Communities**
 - Study area is 72% minority and 43% low-income
 - ¼ mile area around routes is 73% minority and 44% low-income
- **Safety and Security**
 - Design stops for visibility and bike lane continuity
 - Design streets to minimize risks from tracks
 - Stops will have lights and cameras
- **Compatibility with Existing Transit**
 - All three services overlap parts of other routes
- **Economic Development Potential**
 - All three services would improve access
 - West Oakland has the most opportunity sites

Photo by Flickr User Sound Transit (https://www.flickr.com/photos/soundtransit/5492934249/in/photostream/)

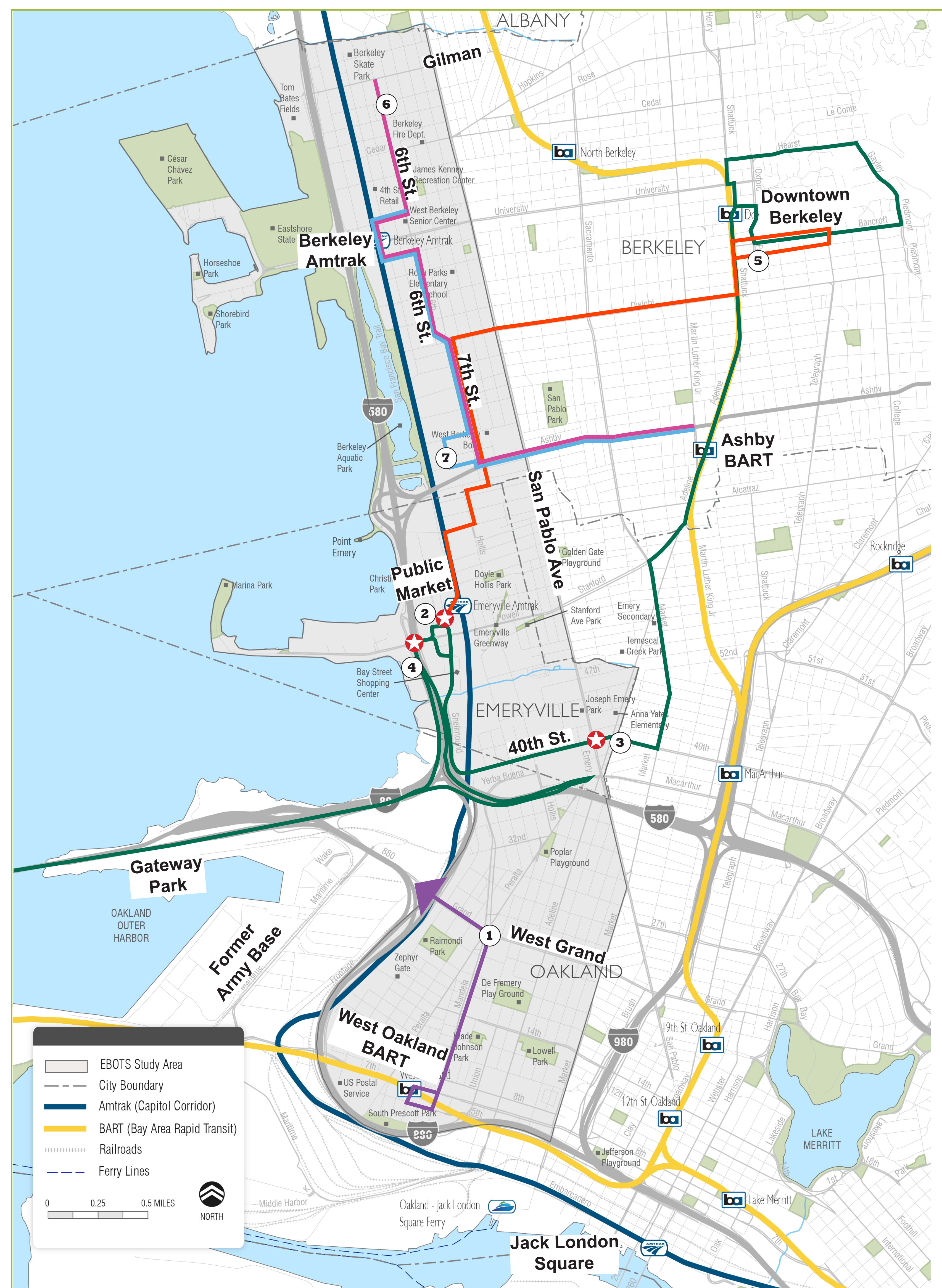


Photo by Wikimedia Commons (http://commons.wikimedia.org/wiki/File:PortlandStreetcar5.jpg)



Emeryville Berkeley Oakland Transit Study

Short Term Improvements



WHAT	WHO	GOOD IDEA?
1. Shuttle from West Oakland BART to West Grand - to former Army Base and Gateway Park	?	
2. Extend AC Transit F line north a block to new bus hub at Public Market near Amtrak	AC TRANSIT	
3. San Pablo/40th Bus Shelter and Sign Improvements	CITY OF EMERYVILLE	
4. Widen I-80 ramps for F Bus Stop	CITY OF EMERYVILLE	
5. Extend AC Transit's realigned 49 line from Emeryville Public Market to UC Berkeley	AC TRANSIT	
6. Route new AC Transit 48 line from Ashby BART north on 6th to northwest Berkeley	AC TRANSIT	
7. Increase West Berkeley Shuttle Service	WEST BERKELEY SHUTTLE	
8. Encourage use of AC Transit Easy Passes	AC TRANSIT	
9. Study Demand-Response Transit	?	



Emeryville Berkeley Oakland Transit Study

Trunkline Connector - Enhanced Bus



CHARACTERISTICS OF TRUNKLINE CONNECTOR - ENHANCED BUS

Branded Hybrid or Battery Bus

- 6am to 10pm weekdays, 7am to 11pm weekends
- 10-minute frequency, 15 minutes in early and late hours
- Faster travel – signal priority, only 5 stops per mile
- Level boarding, curb extensions, low buses
- Shelters with lighting, cameras, benches, trash bins, bike racks
- Real-time arrival info
- Marketing

- ➔ **8.1 miles**
- ➔ **buses last 12 years**
- ➔ **cost (capital + operational): \$ 12 to 22 million a year**
- ➔ **3,800 to 5,300 new riders**
- ➔ **4,700 to 6,200 less vehicle miles traveled**

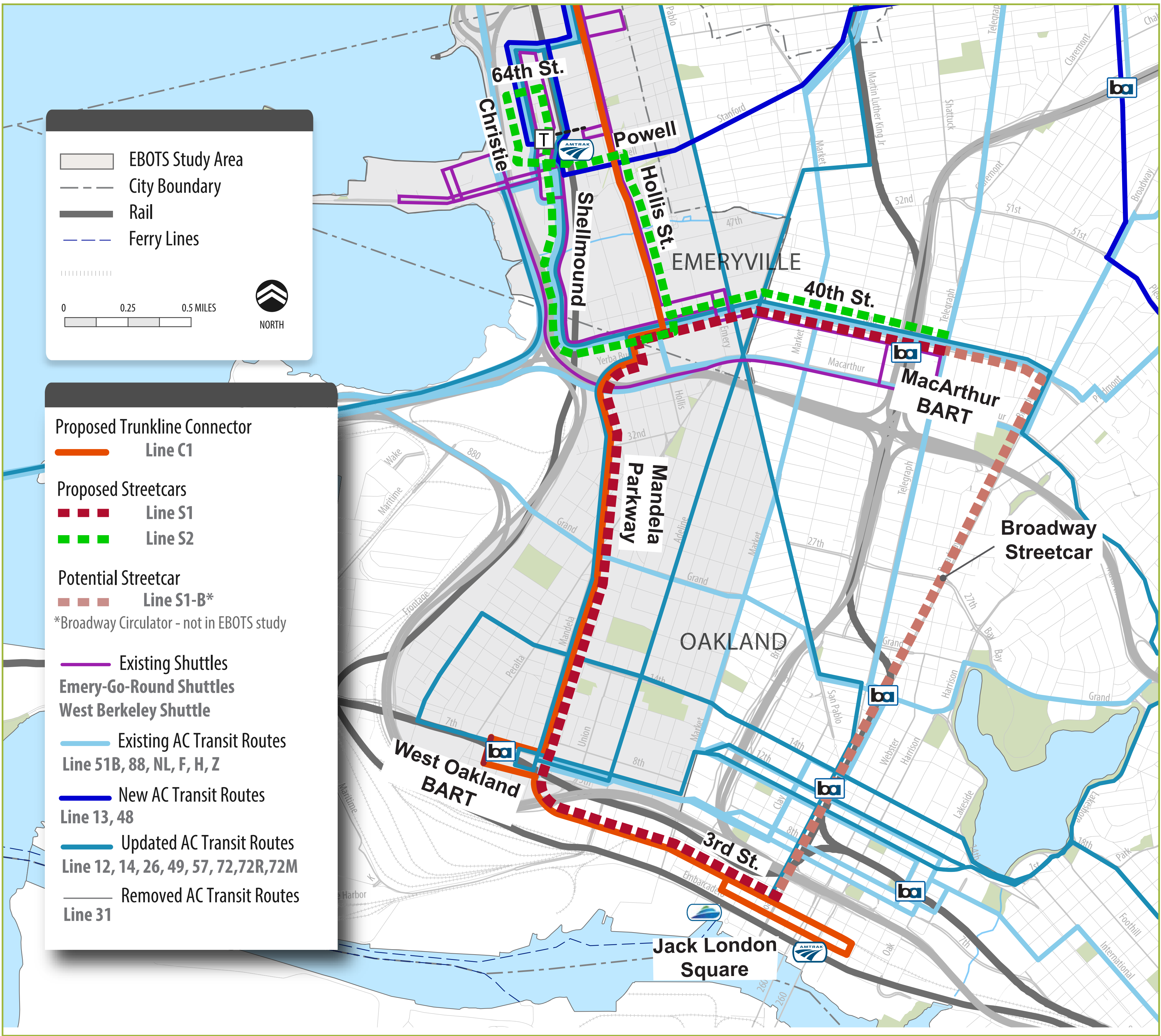
WHO SHOULD OPERATE?	
TRANSPORTATION ASSOCIATION	
AC TRANSIT	

HOW SHOULD IT BE FUNDED?	
Assessment District	
Measure BB Grant	
Sale of EasyPasses	
Fares	



Emeryville Berkeley Oakland Transit Study

Streetcars



WHO SHOULD OPERATE?	
TRANSPORTATION ASSOCIATION	
AC TRANSIT	
BART	
TRI-CITY JOINT POWERS AUTHORITY	

HOW SHOULD IT BE FUNDED?	
Federal Small Starts Grant	
Developer Fees	
Parcel Tax	
Parking Tax	
Local Gas Tax	
Assessment District	
Measure BB Grant	
Sale of EasyPasses (AC Transit)	
Fares	

EMERYVILLE STREETCAR

- ➔ 5.3 miles
- ➔ cars and tracks last 30 years
- ➔ cost (capital + operational): \$ 19 to 22 million a year
- ➔ 4,900 to 6,300 new riders
- ➔ 8,300 to 10,200 fewer vehicle miles traveled

WEST OAKLAND STREETCAR

- ➔ 4.3 miles
- ➔ cars and tracks last 30 years
- ➔ cost (capital + operational): \$ 12 to 15 million a year
- ➔ 3,100 to 4,200 new riders
- ➔ 5,300 to 6,500 fewer vehicle miles traveled