

Emeryville-Berkeley-Oakland Transit Study Background Document Summaries

Contents

Emeryville

Emeryville General Plan 3
Emeryville Pedestrian and Bicycle Plan 3
Emeryville Sustainable Transportation Plan 3
Emeryville Sustainable Transportation Background Report 4
Emeryville Climate Action Plan 4
Park Avenue District Plan 4

Oakland

Oakland General Plan 4
Oakland Bicycle Master Plan 5
Oakland Pedestrian Master Plan 5
Oakland Energy and Climate Action Plan 5
West Oakland Community-Based Transportation Plan 6
West Oakland Transit Village Action Report 6
West Oakland Infrastructure Report 6
Draft West Oakland Specific Plan Project Description 6
Acorn-Prescott Community Transportation Plan 7
7th Street Streetscape Planning Study 7
Wood Street Development Project 7
MacArthur Transit Village Plan 7
Oakland Growth with Transportation Connections 7
Broadway Transit Alternatives Analysis Study Grant Application 8

Berkeley

Berkeley General Plan 8
South and West Berkeley Community Based Transportation Plan 8
Berkeley Pedestrian Master Plan 8
Berkeley Bicycle Master Plan 9
Berkeley Climate Action Plan 9
West Berkeley Circulation Master Plan 9
West Berkeley Plan 10

Emeryville-Berkeley -Oakland Area

NOBE Video 10

Alameda County

Alameda Countywide Transportation Plan 10

Alameda Countywide Pedestrian Plan 10

Alameda Countywide Bicycle Plan 11

Alameda County Priority Development Area Investment and Growth Strategy 11

Emeryville Transportation Management Association (ETMA)

Emery Go-Round 12

ETMA 2012 Annual Report 12

ETMA Presentation 13

AC Transit

AC Transit Short Range Transit Plan 13

AC Transit Strategic Vision 13

Existing AC Transit service in corridor 13

AC Transit BRT Presentation 14

Metropolitan Transportation Commission (MTC)

MTC Transportation 2035 Plan 14

MTC Transit Sustainability Project Recommendations 14

MTC Regional Rail Plan 14

Capitol Corridor and State Rail

Capitol Corridor Email: One-Stop Fares 15

Draft State Rail Plan 15

Gateway Park Working Group

Berkeley Gateway Park Concept Boards 15

Emeryville-Berkeley-Oakland Transit Study Background Document Summaries

Note: Page numbers are in parentheses throughout these summaries. They refer to those within the document where they exist. When the document does not mark page numbers, the numbers here refer to the page of the PDF file.

Emeryville

Emeryville General Plan – City of Emeryville, most recently updated May, 2012

Sections relevant to EBOT include chapters on land use, transportation, and urban design. The Transportation chapter recommends policies minimizing vehicle miles travelled (VMT) and prioritizing pedestrian, bicycle, and transit infrastructure. Specific recommendations include:

- better sidewalks and street crossings an extensive network of bike trails and lanes (3-22 – 3-23)
- improved bus stops and shelters (3-24)
- study of fixed-guideway transit options such as streetcars or personal rapid transit (3-24)
- additional connections to San Francisco including a future second trans-bay tube (3-24)
- managing parking supplies (3-25)

The Land Use chapter recommends that the increase in population and employment occur in high-density, mixed-use nodes centered on transit options, with the tallest buildings located around the intersection of Powell and Christie Streets and heights stepping down from there. (2-21) It includes recommendations for future development on several specific properties, along with more general guidelines to promote walkability and a mix of uses. The chapter on Urban Design mostly relates to the aesthetic implications of future development, but also includes recommendations more relevant to EBOT, including reconnecting the street grid whenever a development occurs on a “superblock,” and emphasizing the interface between buildings and the street at ground level. (5-36)

Note: First page number refers to chapter and second to page within chapter.

City of Emeryville Pedestrian and Bicycle Plan – Alta Planning + Design, May 2012

Pedestrian and bicycle infrastructure improvements described by the plan include:

- bus stop improvements, such as bike racks, shelters, and real-time bus arrival information (7-2)
- a bike-sharing program (4-9 – 4-12)
- a system of bicycle boulevards (6-1)
- upgrades to sidewalks, crosswalks, and pedestrian paths (7-1)
- intersection improvement for bicyclists (5-8)
- extensions of multi-use paths (7-5)

Note: First page number refers to chapter and second to page within chapter.

Emeryville Sustainable Transportation Plan – Nelson/Nygaard, March, 2012

This plan is the continuation of the Alternative Transportation Plan Background Report. It

recommends everything from small transit service improvements to major capital improvements, including:

- Studying bus lanes on Hollis and a new bus-only bridge over the train tracks at 65th St (7)
- Adding and deleting bus stops to maximize AC Transit and Emery Go-Round ridership (4)
- Transit Signal Priority (TSP) for local buses on Hollis and San Pablo (7)
- Bus stop improvements, especially at the 40th & San Pablo hub (7)
- Way finding, such as maps at bus stops and signage on pedestrian and bicycle routes (19)

Emeryville Sustainable Transportation Background Report – Nelson/Nygaard, March, 2012

This report includes data on transportation mode share of Emeryville residents and employees (1-3), maps and detailed summaries of Emeryville’s transit network (2-31/32), and information on local Transportation Demand Management and parking policies. Its Needs Assessment recommends improving pedestrian and bicycle infrastructure (4-47 – 4-66) and expanding transit services (4-4 – 4-13). The report does not recommend extending Emery Go-Round service to Ashby or West Oakland BART Stations, as it would not be in Emeryville’s interest to provide more service hours outside its city limits. (4-5)

Note: First page number refers to chapter and second to page within chapter.

Emeryville Climate Action Plan – City of Emeryville, November, 2008

Expected negative effects of climate change on the Bay Area include a 12-inch sea level rise; increased incidence of heat waves, “bad air days,” dry spells, and wildfires; and a decrease in snowpack in the mountains resulting in water shortages. (10-13) Emeryville’s emissions, according to a 2004 analysis, are 178,832 metric tons of CO₂ per year. Of this, 49% is from transportation, 43% from commercial and industrial buildings, 5% from residential buildings, and 3% from waste. (19-20) Between 2008 and 2020, Emeryville expects to increase housing supply, hotel rooms, and office space by over 50%, add about 25% more retail space, and lose about 25% of its industrial space. (22) This growth is expected to result in an increase in emission from Emeryville of 32.6% by 2020. Actions proposed to avoid this increase include: promoting transit-oriented development; improving pedestrian, bicycle, transit, and transportation demand management programs; implementing green building, energy conservation, and water conservation ordinances; and increasing local renewable energy production while reducing the amount of waste Emeryville sends to landfills by 50%. (27-29)

Park Avenue District Plan – City of Emeryville, August, 2006

Recommends policies to attract and encourage development in the historic Park Avenue District. One of its recommendations is to consider providing Emery Go-Round service to additional areas within the District, and from Emeryville to the West Oakland BART Station. (42)

Oakland

Oakland General Plan – City of Oakland, 1998

The Oakland General Plan mentions the West Oakland BART Station as a possible transit-oriented development (TOD) node, but it was written before the Mandela Parkway

improvements were completed, so at the time it was produced there was very little development happening in the area. (54-55) It recommends increased investment and densities throughout West Oakland. (187-188)

Oakland Bicycle Master Plan – City of Oakland, 2007

Oakland is particularly well-suited to bicycle improvements, as just 8% of residents live within a half-mile walking distance of a major transit station, while 85% of residents live within a two-mile biking distance. (31) This plan proposes a number of projects to make cycling more attractive for those residents. First, it lists the most dangerous streets in the city for bicyclists, which include some in the EBOT study area including Grand Ave, MacArthur Blvd, San Pablo Ave, and Market Street. (38) It outlines some policies to encourage better coordination between the city's transit and bicycle networks, such as increasing bike parking at stations and allowing bikes on the BART at all hours. (56-57) Some of the proposals for bikeways to transit are within the EBOT area, including the Mandela Pkwy/Hollis St/32nd St corridor towards the Emeryville Amtrak Station, 14th and 20th Streets through West Oakland to the Downtown Oakland BART Stations, and the 7th/8th Street corridor to the West Oakland BART Station. (75) The plan recommends bike lanes for 14th St, Market St, and W Grand Ave in West Oakland, as well as on MacArthur Blvd and 40th St from the MacArthur BART Station towards Emeryville. (102) Finally, it mentions that the new Bay Bridge connector bike path will start in Emeryville on Shellmound St. (103)

Oakland Pedestrian Master Plan – City of Oakland, 2002

While no West Oakland intersections are in the top ten in the city for pedestrian-vehicle collisions, a couple of intersections along Market St are particularly dangerous for seniors and children. (25-26) Youth are the most likely to be hit by a car, and seniors have the highest pedestrian collision fatality rate in Oakland. (28) This plan proposes general policies and specific projects to improve pedestrian safety and the overall walking environment. Policies include limiting vehicle speeds, improving safety at crosswalks, (54-55) and expanding the Safe Routes to School and Safe Routes to Transit programs. (57) Projects in West Oakland include streetscape improvements on 2nd, 3rd, 7th, and 8th Streets, and pedestrian crossing improvements along Grand Ave and San Pablo Ave. (93-98)

Oakland Energy and Climate Action Plan – City of Oakland, December, 2012

Of Oakland's greenhouse gas emissions, 38% come from transportation, 56% from building energy usage, and 6% from landfilled solid waste. (8) Oakland's target is to reduce emissions to 36% below the 2005 level by 2020, including reductions in all three of those sectors. (9) Actions already underway to meet this goal include: Priority Development Areas to encourage growth, especially of affordable housing, near transit; calling for the Port of Oakland to reduce its emissions; implementing a green building ordinance and energy efficiency retrofit programs; and increasing urban food production. (24-35) Proposed but unfunded actions include: a comprehensive transportation policy plan for the city, including a Public Transit Master Plan; a local transportation impact fee to pay for sustainable transportation projects; updating CEQA standards to reduce emphasis on congestion mitigation; and completing implementation of the bicycle and pedestrian plans. (41-44) These actions should result in a 20% decrease in vehicle

miles traveled, a 32% decrease in annual electricity consumption, and increases in renewable energy production, all of which will allow the city to achieve its emissions reduction target.

West Oakland Community-Based Transportation Plan – Alameda County CMA, May 2006

After a lengthy outreach process to West Oakland residents and workers, this plan came up with 26 proposals for improving transportation in the neighborhood, including:

- An evening/night BART shuttle and expansion of the existing senior shuttle (4)
- Pedestrian improvements and bike lanes within a few blocks of the BART station, especially along 7th St (5-6)
- Better bike infrastructure, such as bike lanes along Market, Grand, and 14th Streets and improved bike parking facilities (6, 8)
- Improved bus service, especially on nights and weekends, and a community shuttle like the Emery Go-Round (7)

West Oakland Transit Village Action Report – City of Oakland Community and Economic Development Agency, 2001

This report provided the framework for the development that has occurred in the past decade around the West Oakland BART Station, and is still relevant today. It identifies a number of opportunity and catalyst sites, some of which have now been developed, and recommends policies to ensure that development there improves the neighborhood while allowing present West Oakland residents to continue to live in the area. (63-68) The plan calls for a significant number of the sites be developed by the City of Oakland or the Oakland Housing Authority as affordable housing. The report recommended bike and pedestrian facilities that ended up being included in the Mandela Parkway project, and recommends a new master plan for 7th St in the heart of the neighborhood to encourage pedestrian activity. (87)

West Oakland Infrastructure Report – BKF, 2011

This report details the large number of infrastructure problems in West Oakland, including disused and deteriorating rail lines, poor-quality pavement, and gaps in pedestrian and bicycle facilities. It specifically focuses on industrial areas in West Oakland. Its priorities are, in order, safety, maintenance, gateways, intersection improvements, streetscape and roadway reconstruction, and circulation. (122-125)

Draft West Oakland Specific Plan Project Description in Notice of Preparation of EIR – 2012-2013

Provides a framework for redevelopment of West Oakland, including around 5000 new units of housing and 15,000 new jobs. (19) The Plan is focused on four major opportunity areas:

- The Mandela-Grand Opportunity Area includes most of the areas within a four to five block radius of the intersection of Mandela Parkway and West Grand Avenue. This area is predominately composed of heavy or medium-intensity industrial right now, but the Specific Plan proposes changing most of the zoning to low-intensity light industrial, high-intensity campus, and retail zoning. The southern edges of the area would be zoned for multi-family residential. (11)

- The 7th Street Opportunity Area is centered on the West Oakland BART Station. It currently has some mixed-use TOD, but much of the area still consists of parking lots and light industrial. The Plan proposes encouraging high-density residential development with ground floor retail immediately surrounding the station, stepping down to medium-density housing with ground floor commercial uses along 7th Street in the blocks west of the station. (13)
- The 3rd Street Opportunity Area, including most of the area south of I-880 in West Oakland, is currently mostly heavy- or medium-intensity industrial. The Specific Plan proposes limiting those uses and increasing the area zoned for low-intensity industrial and high-intensity campus uses, with no residential. (15)
- The San Pablo Avenue Opportunity Area, including the San Pablo corridor from I-980 to I-580 and parts of West Grand Avenue, currently has many vacant or underutilized lots. The Plan proposes encouraging mixed-use development with residential over ground floor retail, including a grocery store on West Grand Avenue. (17)

Acorn-Prescott Community Transportation Plan - Van Meter Williams Pollack, DKS & MTC, 1998

This plan addresses lighting, landscaping and pedestrian crossing improvements at intersections on 8th Street between Market Street and Mandela Parkway. Oakland received a TLC grant for implementation 1999.

7th Street Streetscape Planning Study - City of Oakland and BART with Caltrans EJ Grant, 2004

This plan envisions a pedestrian-friendly environment and revitalized retail adjacent to the West Oakland BART station. The City applied for funding to implement the plan.

Wood Street Development Project

This project includes 1,570 residential and live-work units, 13,000 square feet of retail, and 15,000 square feet of other commercial space, some in converted warehouses. The 16th Street Train Station would also be restored, and pocket parks are proposed at 14th and 16th Streets. The site is between Wood Street and the UP tracks and between West Grand Avenue and 9th Street. Pacific Cannery Lofts, which includes 163 market-rate units and a gallery, has been built. So has Zephyr gate townhomes, which includes 120 units. Iron Horse Apartments, 99 affordable units, are under construction.

MacArthur Transit Village Plan – BRIDGE Housing, 2011

This illustration shows the plan for a large mixed-use development underway to the east of MacArthur BART Station. Part of the development includes upgrades to the bus stops used by the Emery Go-Round. The addition of hundreds of residents and several new businesses there may also increase demand for alternative transportation options between the BART station area and Emeryville. The development, which includes a mix of market-rate and affordable housing, is expected to be completed by 2015.

Oakland Growth with Transportation Connections – City of Oakland, 2013

Proposes a network of streetcar lines connecting transit stations and employment centers in

Downtown and West Oakland, the MacArthur BART Station neighborhood, and Emeryville. This map includes predictions for major growth in housing and employment in the area.

Broadway Transit Alternatives Analysis Study Grant Application – City of Oakland, 2011-12

Outlines the need for a transit line connecting neighborhoods including Jack London Square, Downtown Oakland, Mid-Broadway, and MacArthur, with destinations such as the Kaiser and Alta Bates Medical Centers and transit hubs such as the 19th St and MacArthur BART Stations. (4-5) A new transit line along this corridor could connect with and support transit connecting Emeryville to the MacArthur BART Station.

Berkeley

Berkeley General Plan – 2003

Overarching goals include improving public transportation throughout the City of Berkeley and promoting sustainable infill development along transit lines. West Berkeley is noted as an area in transition, having previously been very industrial and car-oriented in character but with uses shifting towards transit-oriented commercial and residential. (LU 5) The Plan emphasizes preserving the existing jobs and affordable housing in West Berkeley, especially the industrial uses. (LU 12) It also encourages expansion of bus, shuttle, and rail service in West Berkeley. (T 9-10)

Note: LU refers to pages in the Land Use element, while T refers to those in Transportation

South and West Berkeley Community Based Transportation Plan – Alameda County Congestion Management Agency, 2007

Community-Based Transportation Plans have been conducted in low-income neighborhoods around the Bay Area, under the guidance of the MTC. This plan recommends:

- Bus stop enhancements, including shelters, benches, pedestrian-scaled lighting, and displays with transit maps and schedule information, particularly along 6th & 7th Streets (26-27)
- Headway reductions in AC Transit and BART routes in area (31-35)
- Real-time bus arrival boards at BART stations (38)
- Optimizing pedestrian signals and crosswalks at key intersections (44-46)
- Improving bicycle boulevards, bicycle parking at BART stations (49-52)

Berkeley Pedestrian Master Plan – Alta Planning and Design, January 2010

A number of projects were identified in the EBOT study area in West Berkeley, including:

- Filling in gaps in the sidewalk network between Cedar and Gilman, west of San Pablo Ave (6-2 – 6-3)
- Installing ladder crosswalk markings at all uncontrolled crosswalk locations along San Pablo Ave, Ashby Ave, and University Ave (6-6)
- Improving lighting and accessibility along San Pablo Ave (6-9)

Note: First page number refers to chapter and second to page within chapter.

Berkeley Bicycle Master Plan – Wilbur Smith Associates, 1998

Berkeley already has a very high rate of bicycle commuting compared to the rest of Alameda County, California, and the US. (1-3) However, Berkeley wants to increase this rate even further. This plan lists bicycle projects, a large number of which have since been carried out, including designation of some corridors running through the EBOT study area as bicycle boulevards. (4-8 – 4-12)

Note: First page number refers to chapter and second to page within chapter.

Berkeley Climate Action Plan – City of Berkeley, June, 2009

According to a recent analysis, Berkeley residents and employees generate 575,000 metric tons of CO₂ in Berkeley each year. 26% of this total comes from residential buildings, 27% from commercial buildings, and 47% from transportation. (13) Berkeley aims to reduce its emissions 33% from the year 2000 levels by 2020. Many of the Climate Action Plan's recommendations are related to transit, including: increasing density along transit corridors and encouraging car-lite or car-free development (25-30); managing parking by increasing street parking rates and unbundling parking from housing in new developments (35-37); raising funds for transportation demand management projects through a transportation services fee, an in-lieu parking fee, and/or a climate mitigation fee (37); accelerating implementation of the bike and pedestrian master plans (37-41); working with AC Transit to fill gaps in the transit network, study bus rapid transit or light rail on certain major corridors, encourage private companies to provide shuttles, and supporting the development of ferry service to San Francisco (41-47); and adding 500 more car-sharing vehicles by 2020, along with developing dynamic ridesharing programs (57). In the climate change adaptation section, the plan mentions that new infrastructure should be designed to accommodate and mitigate for urban runoff. (104)

West Berkeley Circulation Master Plan – Wilbur Smith, 2007

West Berkeley is already quite friendly to alternative transportation modes, with just 50% of residents commuting by single-occupancy vehicle. (EC 1-5) However, arterials in the neighborhood are heavily congested. The plan shows that University Ave, San Pablo Ave, Ashby Ave, and Gilman St all have Levels of Service (LOS) of D or worse at various times of the day, a level of congestion generally considered unacceptable. (EC 3-28) The intersection of University & San Pablo, which has some of the worst traffic problems, is also the highest-ridership transit hub in West Berkeley, and has the neighborhood's highest pedestrian volumes. Several AC Transit routes serve the area, two of them frequent, including the Rapid 72R and the 51B. (EC 4-7) In addition to AC Transit, the West Berkeley Shuttle operates peak-only service connecting West Berkeley businesses with the Ashby BART Station (EC 4-8), and the Berkeley Amtrak station is located in the neighborhood (EC 4-9). The plan proposes TDM, bike, pedestrian, transit, and some road improvements to accommodate major growth in employment and population in West Berkeley in the coming decades. Recommendations for San Pablo Ave include studying transit-only lanes (IP 9), improving bus stops (IP 4), installing bus bulbs and queue jumps (IP 9), and lowering the speed limit (IP11). Recommendations for the area between San Pablo and I-80 include: a new AC Transit Transbay bus route on 6th St (IP 7); extension of the West Berkeley

Shuttle to the North Berkeley BART Station (IP 9); queue jumps on University Avenue at 6th St and San Pablo Ave (IP 8); traffic signals at busy intersections that don't have them (IP 11); designation of 6th & 7th Streets as a truck route (IP 11); and improvements to the 9th & Ashby intersection to help connect to the Emeryville Greenway (IP 8).

Note: EC refers to pages in the Existing Conditions report and IP refers to those in the Implementation Plan.

West Berkeley Plan – 1993

Introduces policies to guide the growth of West Berkeley from a predominantly industrial area of the city to a mixed-use neighborhood, while providing for continued manufacturing uses. (LU 10-11) The plan also includes several goals for increasing the number of transportation options available to West Berkeley residents, including the construction of a Berkeley Amtrak station, which has since been built. (T 10)

Note: LU refers to pages in the Land Use chapter and T refers to those under Transportation

Emeryville-Berkeley-Oakland Area

NOBE video – local real estate firms, 2012

Realtors are marketing the neighborhood where North Oakland, Emeryville, and Berkeley meet as “NOBE.” The area is growing quickly with new small businesses opening and young professionals moving in from San Francisco, attracted by the relative affordability and diversity. An increased density of residents and businesses in the area could fuel demand for improved transit service.

Alameda County

Alameda Countywide Transportation Plan – Alameda County Transportation Commission, June 2012

This plan chooses projects in Alameda County that will be included in the MTC's Regional Transportation Plan, and thus determines which projects are most likely to get federal, state, and regional funding. Many projects in the plan would have been funded by a sales tax measure that was on the November 2012 ballot but narrowly failed. According to the plan, vehicle miles traveled in Alameda County are currently expected to increase by 46% by 2035. (3-11) Major gains will be needed in transit ridership, bicycling, and walking in order to prevent this from happening. The plan incorporates a land use scenario based on concentrating growth in Priority Development Areas around the County. (4-6) Projects fully funded by the plan include: improvements to Ashby Avenue (6-9), a 65th Street bike and pedestrian bridge over I-80 in Emeryville (6-10), Oakland Army Base transportation improvements (6-11), 7th St grade separation improvements in West Oakland (6-12), and Grand/MacArthur Bus Rapid Transit (6-13). Unfunded “vision” projects include Powell St Bridge widening in Emeryville and street reconstruction around Mandela Parkway & 3rd St in West Oakland. (6-18)

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Alameda Countywide Pedestrian Plan – Alameda County Transportation Commission, October 2012

Walking is the second most common mode of transportation in Alameda County, with 11% of all

daily trips on foot. In addition to these 470,000 daily pedestrian trips, there are 410,000 daily pedestrian trips to transit stations (almost all either AC Transit or BART) in Alameda County. (8) The largest category of walking trips is for shopping (9), while 21% of all trips to schools are pedestrian. (13) Density has a direct relationship with pedestrian mode share, while income has an inverse relationship with it. (23-24) A “Vision System” was proposed in the 2006 Alameda County Pedestrian Master Plan that proposed safe and continuous walking facilities within ½ mile of major transit stops and stations; improved pedestrian safety and access in central business districts (CBDs), activity centers, and low-income communities; and several multimodal trails. (73-75) This plan proposes a priority system, building pedestrian improvements closest to transit and in the very centers of CBDs, activity centers, and low-income communities first, along with a few specific trails, including the Bay Trail and East Bay Greenway. (76-77) It also proposes a number of programs, including grants for Safe Routes to School projects and bicycle and pedestrian education in traffic schools. (80-84)

Alameda Countywide Bicycle Plan – Alameda County Transportation Commission, October 2012

Currently, 2% of all trips in Alameda County are made by bike. Women make just one-third of these trips, while low-income people are those most likely to travel by bicycle. Berkeley has the highest bike share in the county, with 6.6% of trips made by bicycle, while 4% of BART riders get to the station by bike. (6) The three cities in the EBOT study, Berkeley, Oakland, and Emeryville, are all in the top five cities in Alameda County in terms of percentage of trips made by bike. (19) Complete Streets policies are now in place at nearly all levels of government. (36-38) While currently CEQA standards are geared towards reducing traffic congestion and thus can look upon alternative transportation projects negatively, there is pressure to make CEQA more bicycle-friendly. (46) This plan proposes a countywide bicycle network, including multi-use paths and complete streets throughout all jurisdictions in the county. (52-53) Included in its Priority Network is access to transit, giving projects that connect bicycle facilities to major transit stops priority for funding. (68)

Alameda County Priority Development Area Investment and Growth Strategy – Alameda County Transportation Commission, March 2013

The OneBayArea Grant program guides the distribution of several sources of federal funding in the Bay Area. It stipulates that 70% of Alameda County’s OneBayArea Grant funds go to Priority Development Areas (PDAs). (1-1) In addition, the Metropolitan Transportation Commission’s Sustainable Communities Strategy calls for two-thirds of new housing in the Bay Area to be built in PDAs, comprising just 4% of the land area. PDAs were nominated by local cities and counties, then approved by the Association of Bay Area Governments. There are 43 in Alameda County, all areas with opportunities for infill development that are well served by transit. (1-5) There are five PDAs in or adjacent to the EBOT corridor: along San Pablo Ave and University Ave in Berkeley; most of the area between San Pablo Ave and the I-80 freeway in Emeryville; and around the MacArthur BART Station and throughout West Oakland in Oakland. (2-6) The West Oakland, Emeryville Core, and University Ave PDAs are considered “active,” meaning they have a high number of housing units built recently or planned, while the MacArthur and San Pablo Ave

PDA's are considered "near-active," meaning they have some units built or planned but not as many. (3-9) For Active PDA's, the strategy proposes investing mostly in small-scale capital projects and transportation demand management programs. For Near-Active PDA's, the strategy recommends building more substantial transit, roadways, and sidewalk improvements. (4-4)
Note: First page number refers to chapter and second to page within chapter.

Emeryville Transportation Management Association (ETMA)

Emery Go-Round

The Emery Go-Round is a free shuttle providing "last mile" connections to/from BART, MacArthur Station, and the Capital Corridor to Emeryville business & retail centers. The service is open to the public and the shuttle is privately-funded by commercial property owners in the city's transportation business improvement district. The shuttle service is run by the Emeryville Transportation Management Association, a non-profit organization focusing on increasing transportation access and mobility to, from, and within Emeryville.

The service runs (approximately) within a quarter-mile of every property in the city. As of June 2013, buses run every 10 to 15 minutes during peak commute times and every 15 to 20 minutes off peak. Two routes operate weekdays from 5:45 AM until 10:30 PM. On weekends it runs shopper shuttles from 9:20 AM to 10:35 PM on Saturday and 10:00 AM to 7:25 PM on Sundays. An express route connecting the MacArthur BART station and the Watergate area operates every 15 minutes Monday through Friday during the peak period from 7:10 AM to 10:00 AM and 3:15 PM to 7:00 PM.

ETMA 2012 Annual Report

- Major Accomplishments in 2012 included providing service for increased ridership which included added service to Shellmound/Powell route.
- In 2012 ridership increased 15% to just under 1.5 million passenger trips per year.
- Fleet profile: 3 transit coaches; 13 shuttle buses (4 hybrid); 1 van. All buses equipped with: NextBus GPS trackers, bike racks, wheelchair ramps/lifts.
- 2012 Long Term Priorities and Challenges:
 - Transition to new operator in 2013.
 - Planned Route Analysis to ensure maximum use of fleet
 - Aging fleet. Need to replace older vehicles
 - Need permanent bus yard. Discussion with City of Emeryville underway.
 - Demand for service is expected to grow.
 - Property Based Improvement District, which generates funding for the service, comes up for renewal in 2016.
- The ETMA also runs:
 - The West Berkeley Shuttle on behalf of the Berkeley Gateway Transportation Management Association (BGTMA). This shuttle provides free "last mile" transit

from the Ashby BART station to the West Berkeley area. The shuttle is funded through property assessments collected by the BGTM.

- The 8 to Go paratransit service on behalf of the City of Emeryville. This service provides free door to door transportation within the City of Emeryville and surrounding area for citizens age 60 and older and/or people who are ADA qualified.

ETMA & City Staff Joint Presentation to Emeryville City Council – May 2013

- ETMA was established in 1994 by partnership between City and private companies that had operated their own shuttles to address AC Transit service gaps and Citywide TDM/Development Mitigation
- PBID formed in 2001. Renewed in 2006. Sunsets in 2016.
- Ridership had hovered for several years at 1.3 million annual riders and has recently increased to 1.5 million.
- Costs have exceeded revenue. Funding is compromised.
- Service is widely popular.
- Need for permanent bus yard.
- Current PBID sunsets in 2016.
- City looking into alternative funding sources.

AC Transit

AC Transit Short Range Transit Plan (SRTP) – 2003

Discusses reorganizing bus routes to serve the urban core of the East Bay, with single lines running along each street rather than branching, circuitous routings, and with better-facilitated transfers. (3-6 – 3-7) San Pablo Ave is listed as six trunk routes that should have 10 minute frequencies or better, and the 6th St/Hollis St corridor is listed as one of five major corridor routes, with 10-15 minute headways recommended for local service. (3-9) The Plan calls for prioritizing service improvements on these “demand-based routes” over improvements to less productive routes that provide geographical coverage. (3-9)

Note: First page number refers to chapter and second to page within chapter.

AC Transit Strategic Vision – 2001

This plan recommends a number of programs, some of which have since been implemented and some of which are still in development. This plan proposes a number of corridors for enhanced bus service, two of which (Telegraph Ave and San Pablo Ave) are now in service and a number of which, including a 6th Street/Hollis Ave corridor through West Oakland, Emeryville, and West Berkeley, have not been put into service. (4) It also proposes several full Bus Rapid Transit (BRT) routes with dedicated bus lanes, including one along MacArthur Blvd through Oakland and Emeryville. (6) In addition to specific corridor recommendations, it includes several policy recommendations, including establishing a reciprocal BART/AC Transit pass to make BART and AC Transit act as one system for transit riders. (7)

Existing AC Transit service in corridor – email, 2012

- AC Transit lines 72/72M/72R provide service 9 times per hour in each direction on San Pablo Avenue. The 72 goes north to Richmond and south to Downtown Oakland.
- AC Transit lines 26 and 31 connect Emeryville with West Oakland and Downtown Oakland
- AC Transit line 49 connects West Berkeley, South Berkeley and Ashby BART. The stop at 7th & Ashby in West Berkeley is within walking distance of some Emeryville residents and jobs
- MacArthur BART is served by three Emery Go-Round routes and three AC Transit routes from Emeryville, routes 26, 31, and 57. Routes 26 and 31 also connect West Oakland to MacArthur BART, as does AC Transit line 18.
- AC Transit operated line 19 on an alignment very similar to the EBOT corridor between 2004 and 2009. However, the line failed to attract adequate ridership, and was discontinued north of 40th St. in 2009. This discussion would need to consider why this line failed and why a new line would be able to succeed in the same corridor.

AC Transit BRT Presentation – AC Transit, 2012

AC Transit is in the process of planning a Bus Rapid Transit (BRT) line from Downtown Berkeley to Bay Fair BART Station, via Telegraph Ave and International Blvd. This service will be characterized by high frequencies (every 5 minutes), dedicated bus lanes, approximately 3 stops per mile, and highly accessible vehicles. (2) AC Transit will improve the pedestrian environment along the corridor in conjunction with the project. (6) Demand from West Oakland, Emeryville, and West Berkeley to Telegraph Ave may increase when the BRT line opens around 2016, and the line could provide a model for improved bus service in the EBOT corridor.

Metropolitan Transportation Commission (MTC)

MTC Transportation 2035 Plan – 2009

This plan has a much more regional focus than most listed here, but it does include several projects in the Emeryville-Berkeley-Oakland corridor, including:

- Rail crossing improvements in West Berkeley, including grade separation of Gilman St (100)
- Bicycle and pedestrian improvements around the Ashby/I-80 interchange (100)

MTC Transit Sustainability Project Recommendations – May, 2012

The MTC is studying how to reduce costs and increase ridership on Bay Area transit systems. Recommendations include reducing travel times on major corridors, integrating transit and land use planning, and establishing a consistent fare structure across transit agencies. (10) The MTC proposes using incentive-based grants to achieve substantial decreases in transit costs and increases in productivity over the next five years. (17) Specific methods include integrated Short-Range Transit Plans between different agencies and considering transit agency consolidation. (19)

MTC Regional Rail Plan – 2007

This plan recommends expanding the East Bay rail network from San Jose to Sacramento to three tracks, with four tracks from Oakland to Richmond, for higher speed cars, and in the long term pursuing a new trans-Bay tunnel for rail and BART. It recommends several BART strategies:

- Improve core capacity by upgrading vehicles, stations, tracks and signals
- Build extensions to San Jose and eastern Contra Costa County
- Connect to regional rail and bus lines including ACE
- Construct a fourth track through Oakland to improve throughput and transfers
- Develop infill stations
- Increase capacity, coverage and reliability to the inner Bay Area.

Capitol Corridor and State Rail

Capitol Corridor Email: One-Stop Fares

Hubert Hanrahan, Jr., a transportation officer with the Capitol Corridor Joint Powers Authority, says that providing reduced fares for people who want to ride just one stop on the Capitol Corridor (e.g. Emeryville to Berkeley or to Oakland) would not be feasible.

Draft California State Rail Plan - 2013

The State of California contains thousands of miles of railroad tracks serving both passenger and freight trains. Caltrans supports three passenger rail routes in the State, including the Capitol Corridor and the San Joaquin, which serve Emeryville and Oakland and are the 3rd and 5th highest-ridership routes in the Amtrak system, respectively. (57, 62) Plans are being made for Northern California Unified Rail Service, integrating the Capitol Corridor and San Joaquin Amtrak services with the Caltrain and ACE commuter rail systems by 2018. (194) Service improvements in the coming years include more Capitol Corridor trips continuing to San Jose (many currently end in Oakland) (337), capacity expansion at Emeryville Station (276), and one to two daily San Francisco to Los Angeles trains traveling along the Central Coast (231-234). Construction of the High Speed Rail (HSR) system will change service patterns. Oakland-Bakersfield San Joaquin trains will start traveling on HSR tracks in the Central Valley in 2018 (192), increasing ridership at East Bay stations, but when the HSR extension to San Francisco is complete 10-15 years later, San Joaquin ridership will fall (303). In the freight rail sector, demand is expected to increase dramatically in the next 10-20 years as well, due to increasing industrial production in California and higher intermodal traffic at ports, especially the Port of Oakland. In the congested Oakland-Martinez corridor on the Union Pacific Railroad, there are no additional slots available to increase passenger rail service, and freight traffic will only get heavier. (156) The Plan suggests that an additional track may be possible in the corridor, and specifically recommends a third track through parts of Oakland. (227)

Gateway Park Working Group

Gateway Park Concept Boards – 2013

The nine-agency Gateway Park Working Group is planning a park at the new Bay Bridge East Span's touchdown. Concept boards presented at the November 14, 2013 Environmental Impact Report scoping session show a BART shuttle between the park and the MacArthur and West

Oakland BART stations (page 17). They envision their shuttle route on West Grand Avenue, on Mandela Parkway to the south, and on Adeline Street and 40th Street to the north and east.