

## EBOTS Community Questionnaire #2 Summary of Results

### Introduction

Between March 2014 and May 2014, the Emeryville-Berkeley-Oakland Transit Study (EBOTS) project team conducted a variety of outreach activities to solicit input on future visions for transit in the study area. The outreach effort was part of Phase 2 of EBOTS, which sought feedback on options for potential transit routes, types, features, and funding sources.

The outreach activities conducted included three community workshops held across the study area (one in each city) and a questionnaire created by the City of Emeryville to gather feedback on potential transit improvements. A total of 502 questionnaires were collected from the public. This report summarizes the high-level findings from the EBOTS community questionnaire results.

### I. Questionnaire Outreach

MIG, the public engagement consultant, conducted a robust outreach effort to publicize the EBOTS community workshops and questionnaire including e-blasts, news media articles, targeted postcard and flyer distribution, and phone calls to key Emeryville-Berkeley-Oakland partners such as community-based organizations, local churches and established civic groups.

To promote the community questionnaire, MIG used the following outreach channels:

- City of Emeryville website
- Communications via Facebook and Twitter
- Questionnaires available on Emery-Go-Round shuttles
- Intercept questionnaires at and near transit hubs
- Regular newsletters distributed through the partner cities and partner agencies
- Targeted communications with local media outlets (e.g., Berkeleyside, Oakland Local)
- Information distribution through elected officials (e.g., City Council)
- Partnerships with community-based organizations and local businesses
- Bilingual postcards to stakeholders within the study area
- Bilingual flyers posted at and near transit hubs

A total of 502 questionnaires were collected during the public outreach process. This included 497 questionnaires collected through the online platform and 5 hard copy questionnaires collected during the EBOTS community workshops. A copy of the EBOTS community questionnaire is included in Appendix A.

## II. Key Findings from the Community Questionnaires

The next section summarizes input gathered from the community questionnaire. The questionnaire analysis is divided into three parts:

- Part 1: Waiting, Stops, Fares and Kinds of Transit
- Part 2: New Enhanced/Rapid Local Connector Service
- Part 3: New/Extended AC Transit Service

Some participants did not answer all of the survey questions; therefore the total number of responses varies for each question. Detailed numeric and text results from the community questionnaire analysis are included in Appendix B.

### ***Part 1: Waiting, Stops, Fares and Kinds of Transit***

Respondents were asked “What is a reasonable amount of time to wait for transit? More than half selected 6-10 minutes, about a quarter chose 11-15 minutes, and none chose 30 minutes.

About the choice between closely spaced stops for easy access and fewer stops for faster travel, 62% chose fewer stops for faster travel. (More workshop participants chose closely spaced stops for easy access.)

When choosing among transit types, more people preferred express/rapid bus (39%), followed by streetcar in traffic (21%), over conventional bus (11%), while many had no preference (29%). These preferences were reflected in willingness to pay a \$3 fare (32% for express/rapid, 21% for streetcar and 11% for conventional bus).

### ***Part 2: New Enhanced/Rapid Local Connector Service***

Respondents were asked how often they would ride each segment of a set of potential new Connector routes. Popular routes included Hollis to West Oakland BART and Jack London Square, Hollis and Christie to Ashby BART, and the existing Emery Go-Round connections on Christie-Shellmound and Hollis to 40<sup>th</sup> and MacArthur BART. The more popular endpoints were Downtown Berkeley (different from workshop participants who chose North Berkeley) and on 3<sup>rd</sup> Street to Jack London Square.

### ***Part 3: New/Extended AC Transit Service***

Of potential AC Transit route changes, the most popular were the 57 extension connecting 40<sup>th</sup>/San Pablo to Emeryville Public Market via 40<sup>th</sup> and Shellmound, the 26 extension connecting the Public Market to West Oakland BART via Hollis and Mandela, and the 49 extension connecting Ashby at 7<sup>th</sup> with the Public Market via Hollis and Christie.

**Appendix A. EBOTS Community Questionnaire May 2014**

# Emeryville-Berkeley-Oakland Transit Study Options

Help us improve transit in Emeryville, West Berkeley and West Oakland. This questionnaire will be used to learn your preferences and priorities for expanding transit service in these three communities. Some of the options described below would improve existing service, while others would add new service.

## Waiting, Stops, Fares and Kinds of Transit

These questions are about transit frequencies, stop spacing, and fares for buses and streetcars.

### 1. What is a reasonable amount of time to wait for transit?

- 0-5 minutes       6-10 minutes       11-15 minutes       16-20 minutes       21-30 minutes

### 2. Do you prefer more closely spaced stops for easy access, or fewer stops for faster travel?

- More closely spaced stops for easy access       Fewer stops for faster travel

### 3. What's the highest fare you would pay to ride a one-way regular bus going where you want to go in Emeryville, Berkeley or Oakland?

- \$0       \$1       \$2       \$3       \$4

### 4. What's the highest fare you would pay to ride an express/rapid bus going where you want to go in Emeryville, Berkeley or Oakland?

- \$0       \$1       \$2       \$3       \$4

### 5. What's the highest fare you would pay to ride a streetcar sharing a lane with other vehicles, going where you want to go in Emeryville, Berkeley or Oakland?

- \$0       \$1       \$2       \$3       \$4

### 6. All other things being equal, do you prefer conventional bus, enhanced/rapid bus or streetcar?

- Conventional bus       Enhanced/rapid bus       Streetcar       No preference

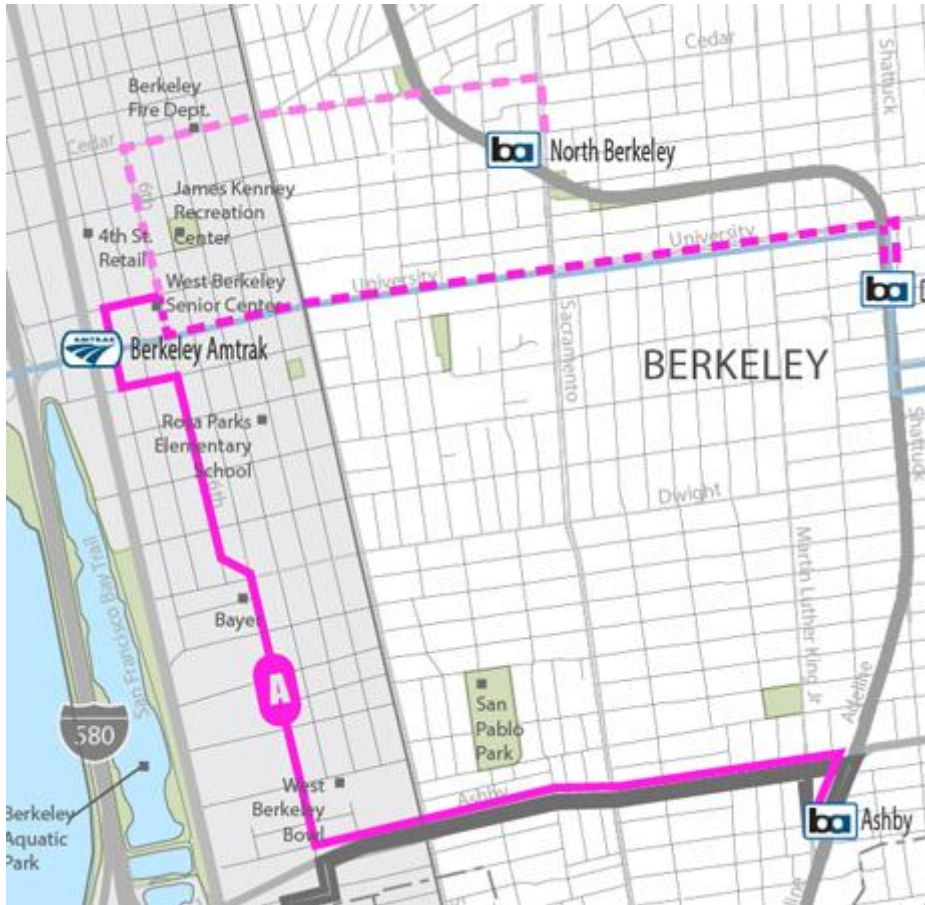
### 7. Why do prefer this transit type?

## New/Enhanced/Rapid Local Connector Service

The study may recommend four connectors, shown in the maps below. Two have options for end points. Please tell us

# Emeryville-Berkeley-Oakland Transit Study Options

how often you would use each part of these connectors.



## 8. Would you ride Connector A?

- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

## 9. Which BART station should Connector A go to at the north end?

- North Berkeley BART via Cedar       Downtown Berkeley BART via University

## 10. Would you ride the segment between North Berkeley BART and Berkeley Amtrak via Cedar and 6th?

- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

## 11. Would you ride the segment between Downtown Berkeley BART and Berkeley Amtrak via University?

- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

## 12. Would you ride the segment between University and Ashby on 6th and 7th?

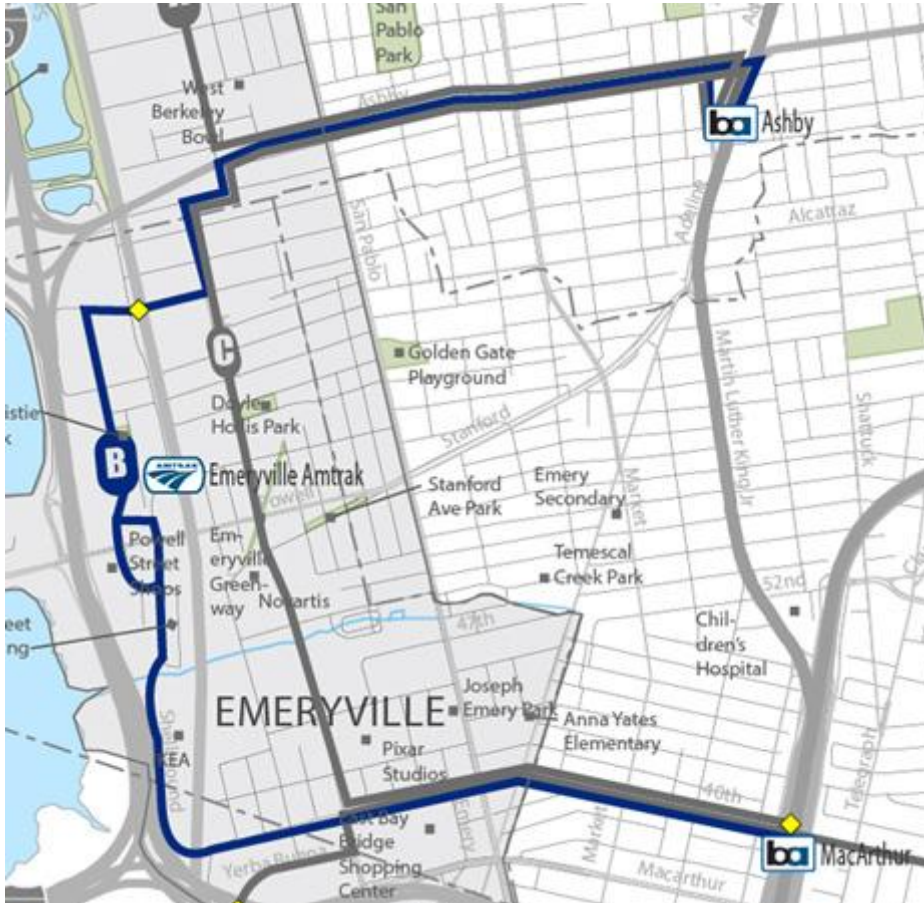
- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

# Emeryville-Berkeley-Oakland Transit Study Options

## 13. Would you ride the segment between 7th and Ashby BART via Ashby?

- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

## 14. Do you have any comments about Connector A?



## 15. Would you ride Connector B?

- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

## 16. Would you ride the segment between Ashby BART and Christie via Ashby and 65th?

- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

## 17. Would you ride the segment between 65th and 40th via Christie and Shellmound?

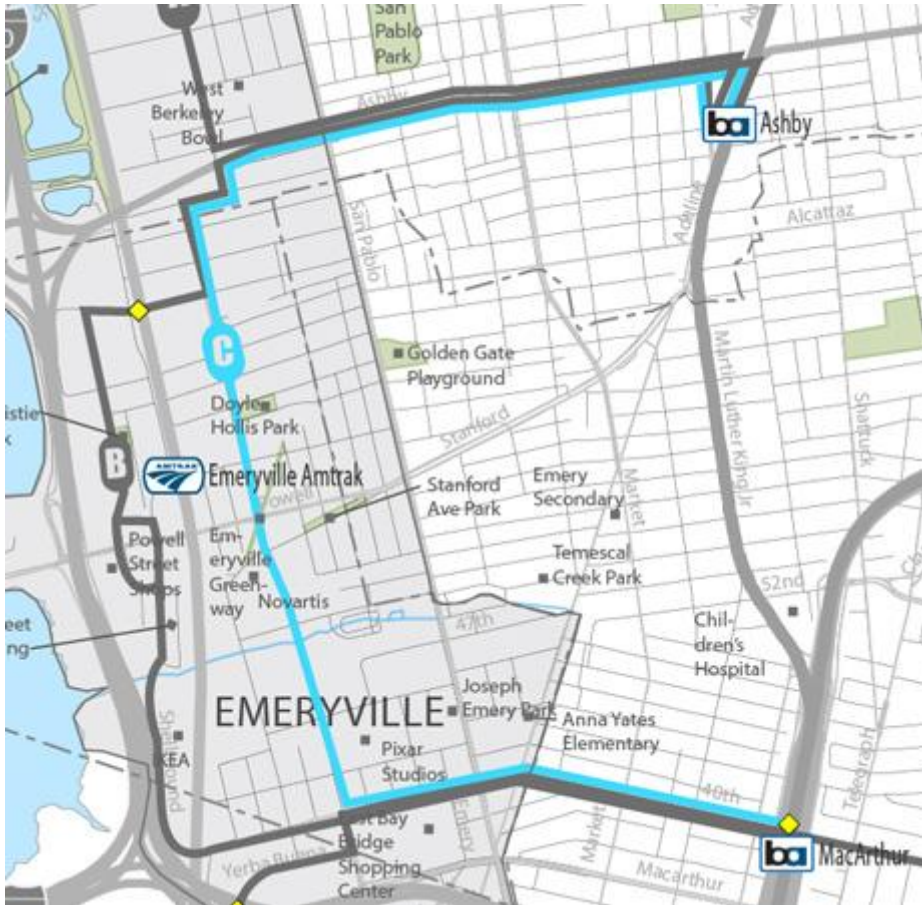
- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

## 18. Would you ride the segment between Shellmound and MacArthur BART via 40th?

- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

# Emeryville-Berkeley-Oakland Transit Study Options

## 19. Do you have any comments about Connector B?



## 20. Would you ride Connector C?

- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

## 21. Would you ride the segment between MacArthur BART and Hollis via Ashby?

- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

## 22. Would you ride the segment between Ashby and 40th via Hollis?

- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

## 23. Would you ride the segment between Hollis and MacArthur BART via 40th?

- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

## 24. Do you have any comments about Connector C?

# Emeryville-Berkeley-Oakland Transit Study Options



## 25. Would you ride Connector D?

- 4 or more times/week
- Once or more/week
- Once or more/month
- Less than once/month

## 26. Would you ride the segment between MacArthur BART and Summit Medical Center?

- 4 or more times/week
- Once or more/week
- Once or more/month
- Less than once/month

## 27. Would you ride the segment between 32nd and MacArthur BART via Mandela and 40th?

- 4 or more times/week
- Once or more/week
- Once or more/month
- Less than once/month

## 28. Would you ride the segment between 40th at Hollis (in Emeryville) and West Oakland BART via Mandela?

- 4 or more times/week
- Once or more/week
- Once or more/month
- Less than once/month

## 29. Which route should Connector D take between Jack London Square and West Oakland?

- 7th Street north of the freeway
- 3rd Street south of the freeway



## Emeryville-Berkeley-Oakland Transit Study Options

**30. Would you ride the segment between Jack London Square and West Oakland BART via Broadway and 7th?**

- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

**31. Would you ride the segment between Jack London Square and West Oakland BART via 3rd?**

- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

**32. Do you have any comments about Connector D?**

## New/Extended AC Transit Service

The study references a set of potential AC Transit line improvements. Please tell us how often you would use the potential new line and extensions to existing lines described below.

**33. Would you ride a new bus connecting Emeryville Public Market to Rockridge BART via Stanford and Alcatraz?**

- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

**34. Do you have any comments on this potential bus line?**

**35. Would you ride a bus connecting West Oakland BART to downtown Berkeley BART via Adeline and Martin Luther King (extension of Route 12)?**

- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

**36. Do you have any comments on this potential extension?**

**37. Would you ride a bus connecting Wood at 14th (in West Oakland) to 12th St BART via 14th (extension of Route 14)?**

- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

**38. Do you have any comments on this potential extension?**

# Emeryville-Berkeley-Oakland Transit Study Options

**39. Would you ride a bus connecting Emeryville Public Market to West Oakland BART via Hollis and Mandela (extension of Route 26)?**

- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

**40. Do you have any comments on this potential extension?**

**41. Would you ride a bus connecting Ashby at 7th (in Berkeley) with Emeryville Public Market via Hollis, 65th and Christie (extension of Route 49)?**

- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

**42. Do you have any comments on this potential extension?**

**43. Would you ride a bus connecting 40th/San Pablo to the Public Market area via 40th and Shellmound (extension of Route 57)?**

- 4 or more times/week       Once or more/week       Once or more/month       Less than once/month

**44. Do you have any comments on this potential extension?**

**45. Do you have any additional comments related to this survey or transit in this area?**

For more information, please go to <http://www.emeryville.org/ebots>.

Please join us at one of the following three workshops:

Thursday, May 8, 2014 | 6:30 - 8:30 pm  
Emery Unified School District Office, Multi-Purpose Room, 1275 61st St., Emeryville

Saturday, May 10, 2014 | 11:00 am - 1:00 pm  
DeFremery Recreation Center, Fireplace Room, 1651 Adeline St., Oakland

Tuesday, May 13, 2014 | 6:30 - 8:30 pm  
James Kenney Community Center, 1720 8th St., Berkeley

## Appendix B. EBOTS Community Questionnaire Results May 2014

**Total respondents** 502

### Reasonable Wait Time

Time range	0-5 min	6-10 min	11-15 min	16-20 min	20-30 min
Percent of respondents	14	55	27	3	0

### Stop Spacing

Closer spacing for easy access	38
Fewer stops for faster travel	62

### Modes and Fares - percent of respondents

Mode	Highest fare willing to pay					Preferred all else equal
	\$0	\$1	\$2	\$3	\$4	
Conventional Bus	3	23	59	14	2	11
Express/Rapid	2	13	43	32	10	39
Streetcar in Traffic	5	19	50	20	6	21
No Preference						29

### How Often Would Use - percent of respondents

#### Conector Routes

Route or Segment	>=4x/wk	>=1x/wk	>=1x/mo	<1x.mo	Weighted	Ranking	
						Part	Route
Connector A	6	14	23	58	44		4
N Berk BART-Berk Amtrak on Cedar	3	9	13	74	24	12	
Downtown Berk BART-Berk Amtrak on U Av	5	11	20	64	36	10	
University-6th-7th-Ashby	4	12	21	63	33	11	
7th-Ashby BART on Ashby	3	9	21	66	26	13	
Connector B	9	18	33	41	62		1
Ashby BART-Christie	6	13	22	60	43	6	
65th-Christie-Shellmound-40th	7	17	26	50	52	4	
Shellmound-40th-MacArthur BART	10	17	30	43	65	1	
Connector C	7	18	23	53	52		3
Ashby BART-Ashby-Hollis	6	14	22	59	44	5	
Ashby-Hollis-40th	5	16	20	58	41	7	
Hollis-40th-MacArthur BART	9	15	24	52	57	3	
Connector D	9	16	24	51	58		2
MacArthur BART to Summit Medical Ctr	6	8	19	68	37	9	
32nd-Mandela-40th-MacArthur BART	7	9	15	69	41	7	
40th/Hollis-Mandela-West Oakland BART	10	13	19	58	58	2	
Jack London-7th-West Oakland BART	5	13	18	64	38	8	
Jack London-3rd-West Oakland BART	6	11	23	61	41	7	

Potential AC Transit Route Changes

Route or Segment	≥4x/wk	≥1x/wk	≥1x/mo	<1x.mo	Weighted	Ranking
						Route
AC Transit New 13	4	12	29	55	35	4
AC Transit Extended 12	4	9	18	70	30	5
AC Transit Extended 14	4	5	7	84	23	6
AC Transit Extended 26	7	11	19	62	44	2
AC Transit Extended 49	5	10	24	61	36	3
AC Transit Extended 57	7	13	23	57	47	1

**North End of Connector A**

Percent of respondents

Downtown BART	59
North Berkeley BART	41

**South End of Connector D**

3rd Street	60
7th Street	40

## EBOTS Questionnaire Summary – Notable Text Responses

### Mode – reasons for choosing each mode

#### Conventional bus

More destinations  
Runs later  
Easy to get to nearest stop, Stops where I go  
Better for toddler, Less walking so safer  
I can change my mind where to get off  
Can detour  
Fast as a streetcar  
Run on schedule

#### Express/Rapid

Faster than conventional bus or streetcar  
Fewer stops, Fewer delays  
Reliable, Predictable  
Versatile, Flexible, Not limited by wires  
Can go around obstructions  
Mixed flow streetcar is miserable  
Can network  
Easier wheelchair loading  
Less expensive than streetcar, Cost effective  
Streetcar would take money from buses  
Low cost compared to BART  
Won't drive poor out of neighborhoods  
Gets built faster than streetcar  
Quick and cheap  
More comfortable than conventional bus  
I'd rather walk farther and wait less  
Area needs frequency, not capacity of each vehicle  
Green if electric or fuel cell bus  
Best balance of quality, identifiable infrastructure and cost effectiveness

#### Streetcar

Less polluting  
Feels special, Cool, Fun, Charming, Trendy  
Cute, Better looking  
History, Retro  
Handicapped access  
Easy to load bicycle  
Easier boarding  
Standing and stroller room  
Wide, More room in aisles, Comfortable  
Stops can be on right or left side of vehicle  
Feels safer

Electric quieter than Diesel engine  
Stable, Permanence, Won't change routes  
Feels easier to hop on and off  
Smoother ride, Ride quality, Jerks less  
Smoother acceleration and stopping  
Promote transit-related development  
Economic development  
Good for property values  
No social stigma  
More would use  
Likely to draw commuters  
Routes easy to understand

## **Connectors**

### Connector A

Extend south into Emeryville  
Solves 72-51B missed transfer from Emeryville to UCB  
Routes are covered by AC Transit  
Ashby is congested  
Yes 4<sup>th</sup> St, Amtrak, Berkeley Bowl  
Confusing  
Avoids San Pablo Ave congestion  
Going to North Berkeley BART does not duplicate AC Transit  
University is congested  
Ashby is a useless station for West Berkeley - farther than  
North Berkeley BART, few destinations, not convenient to Oakland  
Overlap and threaten the 49  
Serves UC Berkeley's 600 Cal Services employees on 4<sup>th</sup> Street at Cedar  
We need transit from North Berkeley to 4<sup>th</sup> Street  
Makes Gilman area more accessible  
Should serve Gilman/San Pablo retail area

### Connector B

Extend north of University Avenue  
Go to Berkeley Bowl, 4<sup>th</sup> Street and North Berkeley  
Go directly to downtown Berkeley from Emeryville  
Go north to Dwight and on to Shattuck  
Need segment on San Pablo or Adeline  
Go to West Oakland  
Connect MacArthur BART to Emeryville shopping  
Extend east to College Ave – Elmwood  
Emery Go-Round service is not frequent enough on Sundays  
I would take A to B to Powell  
Connect Berkeley Bowl to Bay Street  
Connect Bay Street, Amtrak, BART and West Berkeley  
Go on Shellmound not Christie – faster, reliable, legible

Go as close as possible to the Amtrak station door.  
Yes to Target, Bay Street and Amtrak  
If connector serves 40th, F can go on Stanford and Powell  
Ashby is congested – use Alcatraz  
There are not intensive land uses near Ashby or MacArthur BART  
Connect downtown Oakland to Emeryville and West Berkeley  
Hospitals should be on Connector B, not D

#### Connector C

Hollis is congested.  
Hollis has no major destinations  
Yes MacArthur to Amtrak  
Go to Berkeley Bowl  
Connect West Oakland BART to Hollis-65<sup>th</sup>-Shellmound  
Just extend the 57  
Better route than F from Ashby BART to Emeryville  
From Ashby BART go on Adeline and Stanford-Powell-Peladeau to Amtrak  
I would pay for more reliable service at 65<sup>th</sup>/Hollis  
40<sup>th</sup> is congested – use MacArthur Blvd – wider and zoned for more housing  
Connect McClymonds to Berkeley Bowl  
Connect Berkeley Bowl to Emeryville Amtrak via Hollis

#### Connector D

Connect Emeryville to West Oakland BART to go to San Francisco  
Yes West Berkeley to Jack London Square and Amtrak  
Yes to Kaiser, MacArthur and Jack London Square  
Connect Jack London Square to the 26  
Yes to Old Oakland  
Connection to Jack London Square would be new, help with shopping  
Go north into Emeryville  
Need N-S connection West Berkeley-Emeryville-West Oakland-downtown  
Oakland via 14<sup>th</sup> then Jack London Square via MLK  
40<sup>th</sup>/Hollis to West Oakland BART is the most important link in the study  
This is the most important connector because it does not duplicate existing service  
Connect Gilman to West Oakland BART  
Loop on Broadway through downtown Oakland  
Add a water taxi to Alameda; Port shuttle  
Combine with Connector C connecting central Emeryville with  
West Oakland BART on Hollis and Mandela  
Take it to the Jack London Amtrak door and add lighting  
G north into Emeryville to Shellmound/65<sup>th</sup> and into Berkeley 4<sup>th</sup> Street  
Yes to Ferry  
Go to the Ferry Terminal then to Broadway-8<sup>th</sup>  
Continue to Lake Merritt BART, Grand Lake and Piedmont  
Loop to Oak/7<sup>th</sup> courthouse-Lake Merritt or 12<sup>th</sup> St BART for Fremont passengers  
Continue to Brooklyn Basin/Central Station residential development,  
then north on 5<sup>th</sup> to Lake Merritt BART, Oak-Lakeside-Adams Point-27<sup>th</sup> to Broadway  
Connect on Grand west to old Army base and Bay Bridge Gateway Park

Connect Grant to Market Street  
Shift from Mandela to Peralta north of Grand  
Yes to hospitals  
There is a hospital shuttle already  
Trees are needed at stops on Mandela  
Need security at the housing projects  
Run Sundays, Weekend service  
Bring back the 19  
Restore the 57 instead  
Merge with AC Transit route on Peralta and increase frequency

### **AC Transit Route Changes**

#### New 13 Public Market-Powell-Stanford-Alcatraz-Rockridge

Extend south to Pixar  
Instead from downtown Oakland or MacArthur BART  
Yes to Rockridge, Yes on Powell to San Pablo Avenue  
Turn onto Christie-Shellmound to other shopping centers  
Need service to downtown Berkeley or North Berkeley  
Traffic is congested at Rockridge

#### Revised 12 Adeline-MLK-downtown Berkeley

Connect WO-downtown Berkeley on San Pablo and Hollis instead  
Yes to Crucible, Yes Adeline north of 40th  
Would the 12 still serve Grand Lake and Piedmont?  
This would connect to 88 north to North Berkeley BART.  
I would use this instead of BART  
This route is served by the F

#### Extended 14 12<sup>th</sup> St BART- 14<sup>th</sup>-West-7<sup>th</sup>-West Oakland BART

Yes to farmers market, Chinatown, garden at MLK/10<sup>th</sup>, cafe

#### Revised 26 Hollis-Mandela-West Oakland BART

Yes to West Oakland BART to San Francisco  
Coordinate with Emery Go-Round – duplicates route  
Yes on Hollis  
Yes to Emeryville shopping and dining  
Yes, brings back part of the 19  
Include Bay Street Center on Shellmound  
Extend north to West Berkeley  
Better than current route on Adeline  
Don't change the 26  
Prefer to Chinatown  
There are more residents west of Mandela [Peralta]  
Keep it on Peralta  
Keep the 26 to 26<sup>th</sup>/Adeline



#### Extended 49 Ashby-65<sup>th</sup>-Christie-Public Market

Yes Emeryville to Berkeley Bowl, Yes to Ashby BART  
Yes bring back service from Emeryville to Berkeley  
Extend south to include Bay Street Center on Shellmound  
Don't change the 49  
Go north on 7<sup>th</sup> to Berkeley's 4<sup>th</sup> Street shopping area  
It's hard to cross the railroad tracks

#### Extended 57 40<sup>th</sup>-Shellmound-Public Market

Yes restore the 57 (6 responses)  
This duplicates the free shuttle (3)  
Continue the Emery Go-Round  
Don't stretch the 57 if it impacts reliability  
Useful with the 88  
Shellmound is congested in December  
Yes to the Public Market, Yes to Powell Street Plaza,  
Yes to Shellmound, Yes to Target  
Would prevent need for transfers  
Yes Emeryville to BART, Oakland and Kaiser Hospital  
Good for high school kids  
Good because Emery Go-Round is crowded, does not run  
on holidays, and has limited weekend service  
Better than waiting for the Emery Go-Round  
Extend to the Marina

#### **General Additional Comments**

We need service within Emeryville especially weekends  
to Powell/Trader Joe, Berkeley Bowl and neighborhoods  
Connect Marina to Berkeley Bowl  
Serve the Triangle neighborhood at San Pablo and Adeline  
Connect central Berkeley to Emeryville  
We need north-south connections – West Oakland BART, Berkeley Bowl,  
REI [Gilman/San Pablo], Aquatic Park, 4<sup>th</sup> Street, Indian shops and dining [University/9<sup>th</sup>]  
Connect North Emeryville to West Oakland BART  
Link West Berkeley to Emeryville and West Oakland, similar to the 19,  
at least Public Market to South Berkeley  
Replacing the Emery Go-Round with a free West Berkeley-Emeryville-West Oakland  
shuttle would be nice  
We need north-south service in Berkeley  
Connect Oakland and Emeryville  
Connect Hollis/65<sup>th</sup> with downtown/UC Berkeley  
Connect from MacArthur BART to North Berkeley BART and Solano Ave  
  
Connect West Berkeley to Rockridge and Temescal  
Connect to the Bay Trail, Connect to the Bay Bridge Trail  
I go from Oakland to Berkeley on Broadway, College, Telegraph and MLK –

to BART, downtown Berkeley, Bay Street and 4<sup>th</sup> Street.  
Connect Alameda to West Oakland, Emeryville and West Berkeley  
Serve far West Oakland and 3<sup>rd</sup> to Jack London Square to spur economy  
BRT or light rail from Jack London Square to downtown Oakland, West Oakland,  
Emeryville and West Berkeley – on Broadway to San Pablo Avenue

Will the Emery Go-Round continue? Keep the Emery Go-Round  
If the PBID is not renewed, AC Transit should serve commuters to Emeryville –  
Hollis-Park-MacArthur BART, separate from shopper bus  
Don't use this project to bust the union and introduce AC contracting out  
to underpaid and under-benefitted workers  
Emery Go-Round should really run as scheduled after 6:30 pm  
I don't trust the Emery Go-Round  
Emery Go-Round needs info, trip planning and Clipper Card  
Extend the Emery Go-Round, and keep it free – I'd rather pay taxes than fares

Include Watergate Condos  
How will Watergate residents access this transit?  
Peninsula businesses and residents if paying in would expect full Emery Go-Round service

The route network of all providers should be simple and legible  
Consolidate parallel routes for more frequency  
Restore the Oakland streetcar network  
Take a lane on San Pablo for streetcar  
Electronic or fuel cell buses would be quieter  
Bike share

Focus on the F, Faster F on Market - fewer stops  
Improve the F – Emeryville needs fast, convenient service to Berkeley and San Francisco  
Keep the F unless replaced connecting Berkeley with Emeryville and North Oakland  
The F should have 24 hour service  
Connect to transbay routes  
Emeryville is at the foot of the Bay Bridge – BART is out of the way to San Francisco

The 57 misses the 72R by 2 minutes  
The 57 service is bad – buses are late or do not show up, and they are crowded  
What happened to the 31?  
Improve the 51B  
Have a limited 51  
The 26 stop at Wood/12 needs a bench and shelter [keep 26 to Wood]  
Bring back the 6, 17 and 57  
Run a bus in I-80 carpool lane stopping at each exit from MacArthur BART  
to Berkeley Amtrak

Increase frequency and hours, Weekends and holidays  
Higher frequency on fewer lines, 15-minute frequency  
More frequency and lower fares, Frequency and later hours, Lower fares

Service should be frequent, 18+ hours a day, 7 days a week

Reliability is more important than frequency

I hate VanHool buses

We need shelters and better marked stops

All stops should have good lighting, shelter, and real time arrival info