



Round 3 Community Engagement – Additional Information

Review of Preliminary Draft Recommendations and Draft Report

Overview

Between July 2014 and November 2014, the EBOTS project team presented preliminary draft recommendations the draft report to several groups for review. The groups included the Oakland Community Economic Development Committee, West Oakland Business Alert, West Oakland Neighbors, the Emeryville Economic Development Committee, the Berkeley Transportation Commission, and the Emeryville Transportation Committee. These groups' comments informed the draft report.

Outreach for meetings on the Draft Report included the City of Emeryville website, e-blasts, and bilingual postcards and flyers. The team discussed the Draft Report with the Emeryville Planning Commission, the Oakland Planning Commission, the Emeryville Transportation Management Association Board, the Emeryville City Council, the Berkeley City Council, a West Oakland Community Meeting attended by several members of the Alliance of Californians for Community Empowerment (ACCE) and others, the AC Transit Board, the Oakland City Council, the West Oakland Business Alert, and the BART Board.

Key Findings

The meetings garnered the following comments:

- Shuttles: The fourth Emery Go-Round route is not yet funded. Emphasize a new West Oakland shuttle and an expanded West Berkeley shuttle. Add shuttles and Measure BB to the funding table. Shuttles could compete with AC Transit for operating funding from Measure BB and the FTA. Service between Emeryville and West Oakland BART is top priority, and should go to stores on Shellmound. The route should not impede freight transportation. Encourage partnership with AC Transit.
- AC Transit: Add a transbay bus from downtown Berkeley through the planned Emeryville bus hub. Restore routes cut in 2010 before investing in enhanced buses or streetcars. A transbay bus should stop at Treasure Island. It is easier to take BART from West Oakland to San Francisco than to take AC Transit's Line 26 to Emeryville. A route to Maritime Street is needed. More Clipper Cart outlets and better hours are needed, especially for setting up new cards with discounts.
- Demand Response Transit: We need flex service at West Oakland BART at night. Only support it if it does not require smart phones.
- Enhanced Bus: The Enhanced Bus should jog to the Emeryville Amtrak station. AC Transit could set up a route there in two years. The stores are on Shellmound, but the route is on Hollis.

- Streetcars: Streetcars would be good for West Oakland and Emeryville. Phase the streetcars, starting with West Oakland BART to Emeryville. Streetcar tracks on bridges could be expensive. Generally streetcars are justified if there is an existing bus route with very high ridership. Streetcars are inflexible and can lead to gentrification. The cost of a streetcar could pay for many buses. Streetcars are dangerous to cyclists and problematic for truck freight movement. Do not recommend metal-rail streetcars.

Bilingual outreach materials for all three rounds of community engagement are shown in Appendix E.