



Alameda-Contra Costa Transit District  
[www.actransit.org/redistricting](http://www.actransit.org/redistricting)

# RESTRICTING PROJECT PLAN 1 Notes and Maps

Disclosure: The notes presented herein are intended to provide a *general description* of current and proposed boundaries and may contain discrepancies when compared with the attached maps. In those instances, the maps contained herein shall prevail.

## PLAN NOTES

### Ward 1/2 Berkeley:

**Current Boundary Description:** *The current Ward 1/Ward 2 boundary in Berkeley runs along the border with the city of Oakland to Telegraph Avenue, then proceeds in a north easterly direction up Telegraph Avenue to Dwight Way, then westerly on Dwight Way to Fulton Street. The boundary proceeds in a northerly direction up Fulton Street/Oxford Street to Hurst Avenue, then proceeds easterly on Hurst to Spruce Street. The boundary continues in a northerly direction on Spruce to Cedar Street, then proceeds easterly on Cedar Street to La Lorna Avenue, then east at La Vereda Road, then along the southerly border of Block Group #4216002 and southerly and easterly of Block Group 4216001 (Grizzly Peak area) to the Berkeley City border.*

#### Plan 1 Proposal:

Plan 1 proposes to adjust the Ward 1/Ward 2 boundary by moving it two blocks west of Telegraph Avenue to Dana Street via Parker Street. This means that the area between Dana Street and Telegraph Avenue and between Dwight Way and Parker Street would move from Ward 1 to Ward 2.

### Ward 2/3 Oakland:

**Current Boundary Description:** *The current boundary between Wards 2 and 3 in Oakland runs from the City of Alameda via High Street and veers northwest at Foothill Blvd. to 35th Avenue. The boundary continues in a northeasterly direction on 35<sup>th</sup> Avenue to Brookdale Avenue, then northeasterly on Coolidge Avenue and westerly onto School Street to Champion Street/ Lincoln Avenue/Joaquin Miller Road to Skyline Blvd.*

#### Plan 1 Proposal:

Affected Area 1: Runs along the existing boundary on High Street, then westerly along International Blvd. to Fruitvale Avenue. The boundary continues northeasterly along Fruitvale Avenue to School Street where it aligns with the existing boundary. The area that lies between this boundary and the old boundary would move from Ward 2 to Ward 3.

Affected Area 2: The boundary continues east on School Street, then northeast on Coolidge, then east on Sutter to Maple Avenue. The boundary extends northeasterly along Maple to Wisconsin Street to Rettig. The area that lies between this boundary and the old boundary would move from Ward 3 to Ward 2.

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## **Ward 3/4 San Leandro:**

***Current Boundary Description:*** The current boundary between Wards 3 and 4 in San Leandro runs from the Bay along Fairway Drive until it becomes Aladdin Avenue. At the BART rail line, the boundary veers southeast to city boundary with the unincorporated area of Ashland.

### **Plan 1 Proposal:**

This configuration is the same in Plans 1 and 2 and proposes to shift the current boundary from the San Leandro city limit to the portion of San Leandro that is southeast of 139th Avenue, southwest of East 14th Street, southeast of 148<sup>th</sup> Avenue, and west of I-580 to the San Leandro border.

## **Ward 4/5 Hayward:**

***Current Boundary Description:*** The current Ward 5 boundary encompasses the entire cities of Fremont and Newark and intersects with Ward 4 in Hayward. The Hayward boundary runs along the northern border of Hayward and San Lorenzo, then proceeds in a south easterly direction along Hesperian Blvd. to Jackson Street at which point it continues in a northeasterly direction to I-880 then proceeds south along the freeway to the border of Union City. [Note: Union City is not in AC Transit's jurisdiction.]

### **Plan 1 Proposal:**

Plan 1 proposes to move the Ward 4/Ward 5 boundary east of Hesperian Blvd. to I-880 between Longwood Avenue and Jackson Street in Hayward. This area would move from Ward 4 to Ward 5.

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# AC Transit Ward Boundary: Plan 1 vs. Current



## Legend

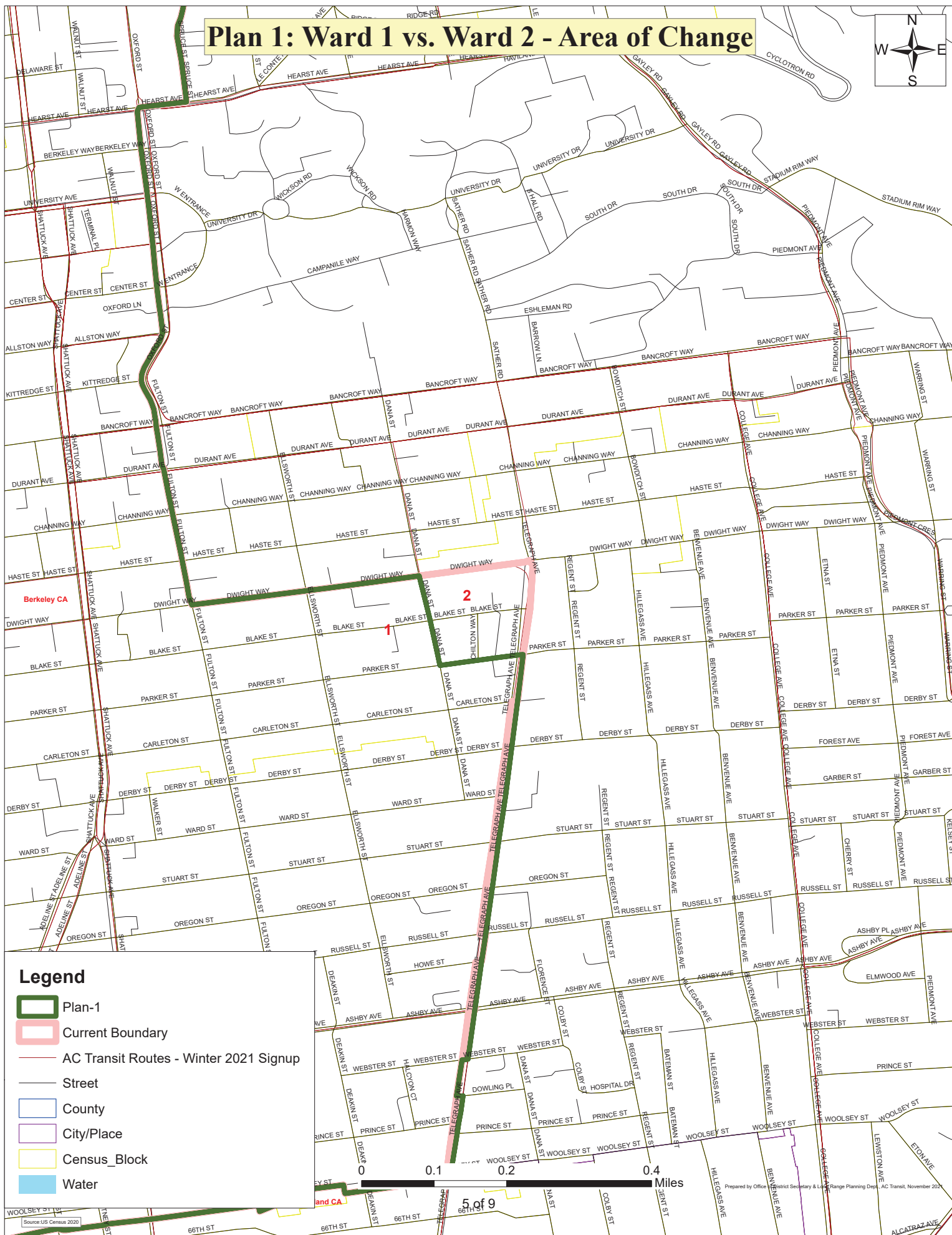
- Plan-1
- Current Boundary
- AC Transit Routes - Winter 2021 Signup
- County
- City/Place
- Street
- Census\_Block
- Water

0 2.5 5 10 Miles

Prepared by Office of District Secretary & Long Range Planning Dept., AC Transit, November 2021



# Plan 1: Ward 1 vs. Ward 2 - Area of Change

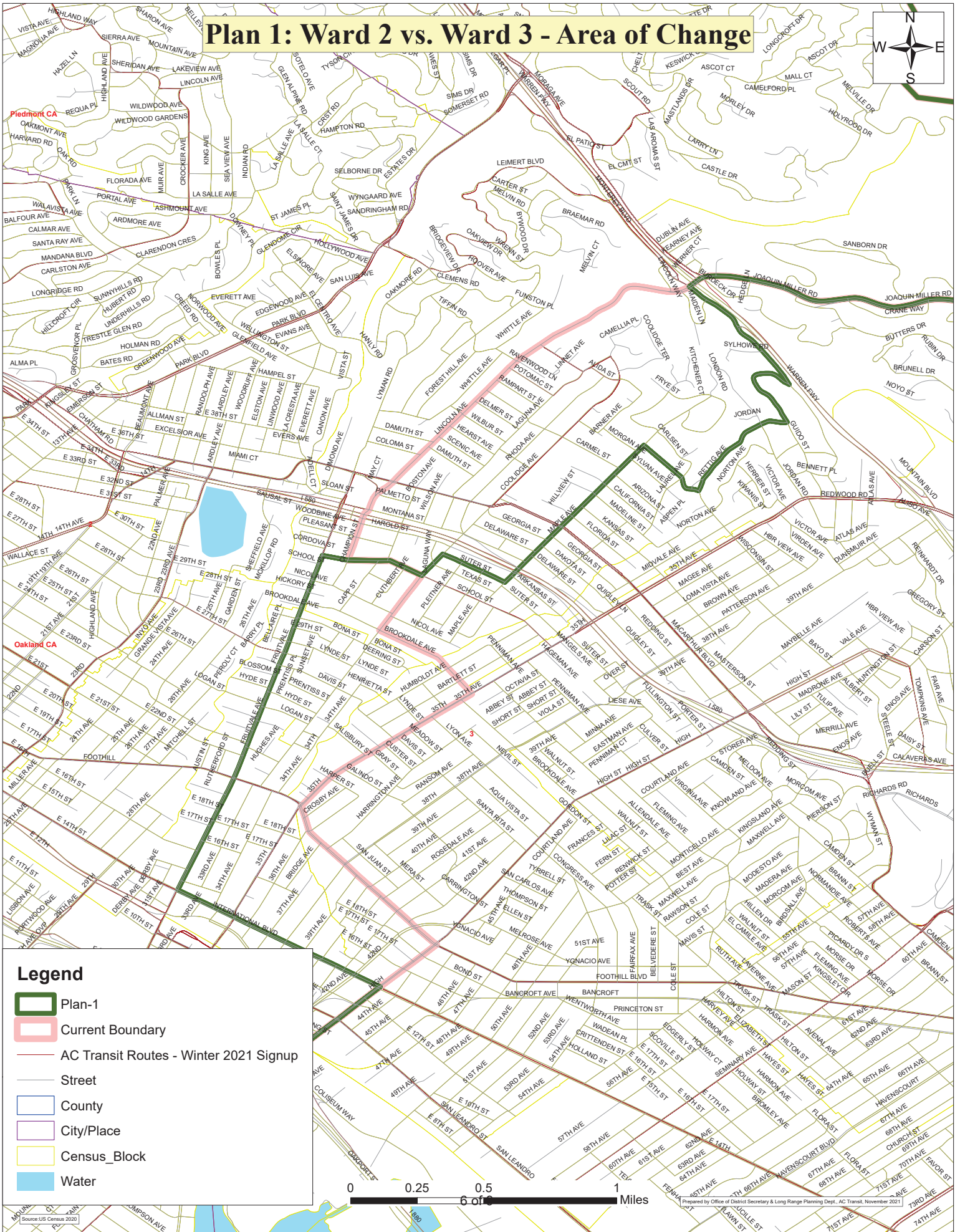
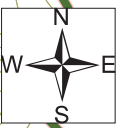


## Legend

- Plan-1
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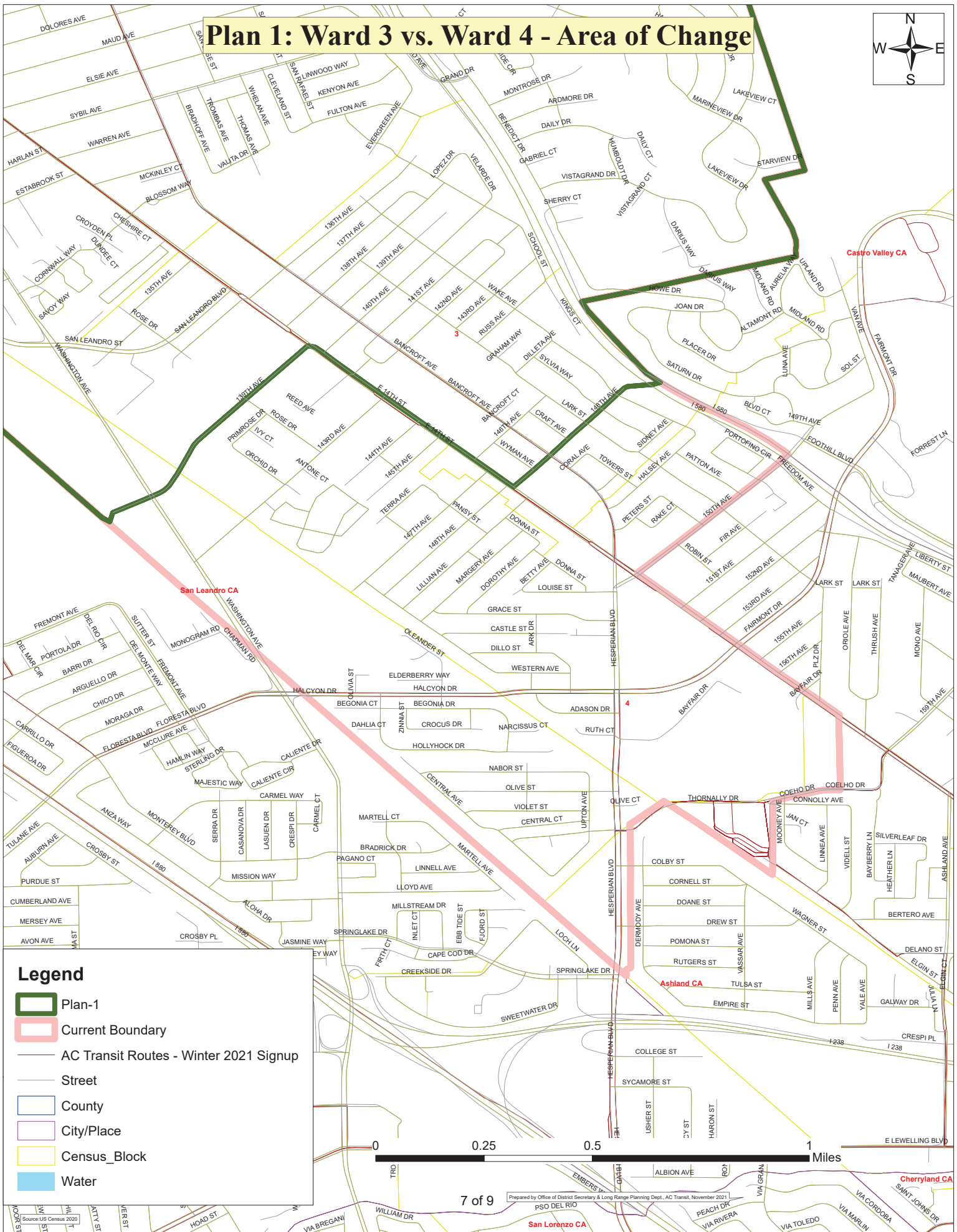
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# Plan 1: Ward 2 vs. Ward 3 - Area of Change

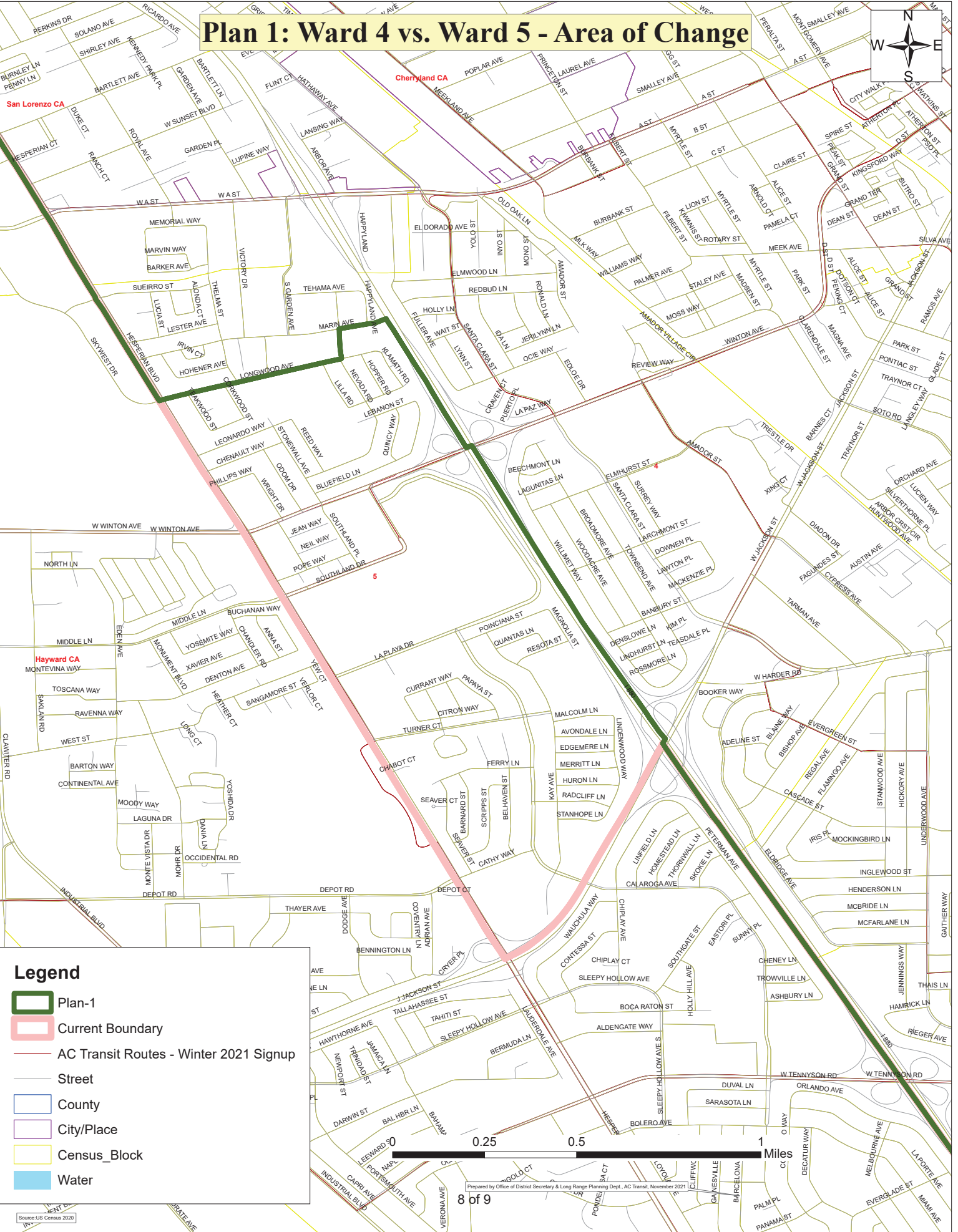




# Plan 1: Ward 3 vs. Ward 4 - Area of Change



# Plan 1: Ward 4 vs. Ward 5 - Area of Change



## Legend

- Plan-1
- Current Boundary
- AC Transit Routes - Winter 2021 Signup
- Street
- County
- City/Place
- Census\_Block
- Water





## Plan 1 Population Summary

2:24 PM

### Summary Statistics:

Population Range: 314,278 to 314,887  
Ratio Range: 0.00  
Absolute Range: -318 to 291  
Absolute Overall Range: 609  
Relative Range: -0.10% to 0.09%  
Relative Overall Range: 0.19%  
Absolute Mean Deviation: 213.60  
Relative Mean Deviation: 0.07%  
Standard Deviation: 234.77

District	Population	Deviation	% Devn.	White	Black	AmIndian	Asian	Hawaiian	Other	[2+ Races]	[Hispanic Origin]	[18+ _Pop]
1	314,635	39	0.01%	109,105	40,097	4,409	55,531	1,261	63,501	40,731	98,513	252,227
2	314,887	291	0.09%	132,014	47,232	3,003	67,711	1,337	27,554	36,036	52,683	269,025
3	314,381	-215	-0.07%	77,568	60,872	6,887	58,793	2,441	69,294	38,526	107,974	244,319
4	314,801	205	0.07%	75,108	28,773	4,480	90,713	5,449	69,214	41,064	113,833	247,287
5	314,278	-318	-0.10%	58,852	9,393	2,341	182,401	3,252	30,241	27,798	54,633	243,389

**Total: 1,572,982**

**Ideal District: 314,596**