

**Emeryville ILC Notes**  
**June 22, 2023**  
**Hybrid Meeting via Zoom and**  
**In Person at Emeryville City Hall, Council Chambers**  
**1333 Park Avenue**  
**Emeryville, CA 94608**

**Attendees:** Mayor Bauters, Councilmember Kaur, Director Peeples, Director Walsh

**AC Transit Staff:** Tammy Kylo, Robert Del Rosario, Ryan Lau, Howard Der, Mika Miyasato, Nathan Landau, Carissa Lee, Michael Hursh, David Berman

**Emeryville Staff:** Mohamed Alaoui, Ryan O’Connell, Charles Bryant, Navarre Oakes

Meeting called to order 11:00 a.m.

2A. Lee made the presentation on the Line 7 extension to Emeryville. Line 80 was suspended as a result of the pandemic, and there has been a heavy amount of requests to reinstate part of it, especially the Ashby Ave portion. It will extend the existing Line 7 from Downtown Berkeley to the Emeryville Amtrak station via Bancroft/Durant, College Ave, and Ashby Ave. Implementation is set for August 6, 2023. Frequency is approximately every 30 minutes from about 6 a.m. to 10 p.m. weekdays and 7 a.m. to 10 p.m. weekends.

2B. Berman and Lau made the joint presentation on Realign. Berman gave an overview of the Realign’s purpose and objectives; it is in response to potential upcoming financial constraints, different travel patterns in the post-pandemic world, and workforce constraints. Realign is not intended to solve all problems, change AC’s core mission of delivering transit service, or address infrastructure deficiencies. There will be hard choices made for Realign, but it will be proactive in public engagement and create an opportunity to develop an unconstrained scenario. It will also examine reasons why individuals have stopped using AC Transit or haven’t used AC Transit at all. Realign will have five (5) project phases and ultimately conclude September 2024.

Lau addressed Realign’s strategies for public outreach which focus on equity and transparency. Overall, the outreach’s intent is to develop trust with affected communities, especially those that have been traditionally underserved or overlooked.

2C. Landau presented on Transit Supportive Design Guidelines (TSDG). Developed to address traffic and pedestrian plans that inadvertently harm transit service efficiency and effectiveness (e.g. increased bus travel time and difficult bus stop access). Will have a lot of technical work but also will do outreach with external groups. Final guidelines to be completed Spring 2024.

Walsh asked if the project scope/timeline has been updated to reflect its presentation to the AC Transit Board; Landau indicated in the affirmative and Walsh acknowledged it.

Bauters mentioned ACTC’s bicycle and pedestrian guidelines and asked how it interfaced with the TSDG. Landau responded that the project has included ACTC from the outset and will continue to do so.

Bauters asked about situations where the TSDG may conflict with ACTC guidelines or other project objectives. Landau replied that items will have take a top-down approach from guidelines to specific details. Miyasato added that the evaluation would need to be taken on a case-by-case basis.

Bauters inquired specifically about joint bus-bike lanes with limited right-of-way. His understanding is that AC Transit is not supportive of such as practice, but he encouraged AC Transit engage DC DOT and WMATA (Washington DC) on their bus-bike interface projects. He also volunteered to help begin and/or facilitate the conversation.

Peeples mentioned that there is a robust bus-bike infrastructure in Paris, but the tort laws in the United States are different and are a potential impediment. He stated it will be interesting to see how the Washington DC entities approached this. Bauters reiterated his positive meetings with DC DOT and WMATA on their bus-bike efforts.

Walsh asked about the paratransit issues. Landau responded that it typically involves curb access and how that could interfere with paratransit operations (i.e. needing to get close to the curb). Miyasato also stated a challenge for paratransit is for operators to keep the vehicle in sight at all times while loading/unloading; this impacts whether the service could be curb to curb or door to door. Bauters mentioned design in the Eastern Market area of Washington DC to address the issues above.

3A. Del Rosario gave the update. Service reliability changes mentioned in previous meetings will be implemented in August, particularly the 72 series of routes. In addition, there will be some frequency adjustments to address workforce issues.

3B. Oakes gave the update. Information on the project has been posted and scheduled for approval/adoption in July.

3C. O'Connell gave the update. He gave a brief overview of the project and presented the project's website. Street closures going to Council for approval on July 18; also approval of funding for some additional project work. Community outreach proceeding, focusing on impacts of street closures. Design expected to be completed Spring/Summer 2024 and construction to begin Summer/Fall 2024 with completion by 2025. Design phase is fully funded and \$8.3m of Phase I has been funded and ready to proceed. Website also has several drawings/mockups.

Walsh asked about lane reduction. 1 WB and 2 EB.

Walsh asked about cycle track. Cycle track will be on north side.

3D. Miyasato gave the update. Project is GPS-based TSP along San Pablo. Project has been in construction for past six months and will be done by summer. Signals in the corridor will be assessed for transit in the fall.

Peeples asked for clarification on construction effort. Miyasato responded that some locations required some "hard" work but most did not.

3E. Colin Dentel-Post from ACTC gave an overview of the San Pablo Corridor Project. One item is to look at traffic incursion/violation on Tempo corridor. Also fire/emergency assess. Bike access and protection. Paratransit concerns as previously mentioned; curb access. Relocating parking and loading

zones and assessing alternative locations to remove conflict points. Talking with cities the above topic. Bring these for outreach and input in the fall. Final design in Spring 2024 and construction in early 2026.

Walsh thanked Dentel-Post and promised to buy a beer when it is completed.

Gerald Cauthen from (?) expressed his support for the project but also wondered how many new riders the project would attract. Chair Bauters invited staff to respond. Miyasato stated there is no projection, but the last applicable project was the 2016 Major Corridors study which has a full BRT component. Dentel-Post also added that transit performance benefits will be included.

Other/Meeting Closeout:

Peeples mentioned he is going the Zero Emission Bus conference in San Diego at the end of the month, and it has grown significantly.

Bauters thanked staff and wished Happy Pride month and Happy Juneteenth.

Next meeting will be on September 14, 2023, at 9:30 a.m.

Meeting adjourned 12:03 p.m.