

Emeryville ILC Notes
May 22, 2024
Hybrid Meeting via Zoom and
In Person at Emeryville City Hall, Council Chambers
1333 Park Avenue
Emeryville, CA 94608

Attendees: Councilmember Bauters (chair), Councilmember Kaur, Director Walsh, Director Peeples (*via teleconference from 13328 San Pablo Avenue, Room 9B, San Pablo, CA 94806*)

AC Transit Staff: Tammy Kylo, Robert Del Rosario, Michael Eshleman, Samah Itani, Crystal Wang, Howard Der

Emeryville Staff: April Richardson, Ryan O’Connell, Mohamed Alaoui, Miroo Desai, Amber Evans

Meeting called to order 9:35 a.m.

Consensus by the ILC that Councilmember Bauters will chair the meeting.

2A. O’Connell gave the presentation. Hollis is considered a Transit Priority Street by the city over other modes of transportation. As a condition of approval, a commercial development along Hollis is obligated to repave Hollis between 45th and Powell; this also provided an opportunity to integrate active transportation improvements. The Hollis right-of-way is too constrained to permit full ped and bike access treatments. The City engaged with a consultant to develop and refine design elements. These elements were shared with the ILC but are only 10% plans. The plan has been presented to the Transportation Commission and a key feature is the elimination of the slip lane from WB Powell on to NB Hollis.

Walsh is excited by the project and looking forward to going out on her bike to view the improvements. She asked if parking would be reduced; O’Connell acknowledged that would be happening, as well as reduction of lane widths.

Bauters asked about the feasibility of the northbound bus stop at 53rd Street given that traffic may back up behind a bus stopped in the travel lane. O’Connell said the backup is an existing condition and that the geometry of the intersection does not lend itself to obvious remedies.

Walsh asked for clarification about a parallel bicycle route mentioned in the presentation. O’Connell replied that would be on Horton with Class IV protected bike lanes, which would be a separate project from the Hollis project.

Peeples also expressed support for the project and voiced a potential issue at the northbound 53rd stop if there were wheelchair passengers at that location and the increased dwell further exacerbating backup. Del Rosario would research the matter and share findings with the City.

2B. Itani gave the presentation. BP 501 provides guidelines for bus stop placement; 501A sets the process for staff review using BP 501. The update is being done because it is due for a 5-year update that makes it more customer-focused, establishes a decision-making hierarchy, reflects the District’s priorities and goals, and integrates with other related documents. Stakeholder engagement is a major

component of the policy update process both internally and externally. One task in the process was conducting a review of policies of peer agencies for guidance. The draft policy will go to the Board in July and final approval in August.

Bauters requested an update following Board approval.

3A Eshleman gave the update on Realign. Following the January 2024 Board meeting, staff was directed to refine reliability measures, preserve and even enhance frequency, and maintain and even improve service to equity priority communities. This is reflected in the new draft plan to include frequency adjustments, increase service on additional lines to operate more frequently, and create new routings to provide better connectivity between origins and destinations. Public review of the draft plan will take place in the summer months, with final approval in October 2024 following refinements to the draft plan based on feedback. Implementation would begin March 2025.

Walsh asked about the data used to develop Realign. Eshleman replied that is a combination of post-pandemic Streetlight travel data and current (post-pandemic) AC Transit ridership data.

Peeples asked if there was ATU agreement for a general sign-up in March 2025. Del Rosario said that had not been discussed yet.

Bauters asked if there were more line-specific maps. Eshleman replied that those maps are all available on the Realign website.

3B. Eshleman gave the report. He reiterated that Emeryville ridership continues to be strong, with the 7 being an especially strong performer since the extension to Emeryville Amtrak. Certain lines—especially the 72s—continue to see on-time performance issues due to the length of the route.

Walsh asked about the ACTC San Pablo project potentially improving the 72s on-time performance. Del Rosario replied that is the anticipated outcome, but also that staff makes regular periodic adjustments to 72s given their importance in the overall network.

3C. Wang gave the report. The Transit Supportive Design Guidelines (TSDG) is an update the 2018 Multimodal Corridor Guidelines. The TSDG includes diagrams showing preferred design elements for various bus stop configurations. Outreach has been conducted not only internally, but also to various ILCs, BPACs, and Commissions. The final document will be completed by late summer.

Walsh thanked Wang for her efforts and emphasized its importance.

Bauters mentioned that during a Transportation Commission visit to Washington DC, staff there recommended using a different design for the transition zones than the one shown in the presentation. He also appreciated the TSDG's importance in guiding future improvements.

4. Future agenda items to include Emeryville Amtrak layover, 40th Street Project, Solar Light and Seating for Transit Stops, and Bus Stop Policies.

5. Peeples mentioned that Bauters was invited to drive a hydrogen fuel-cell truck (tractor) following the opening of the hydrogen fueling station near the Port of Oakland and a ride-along. He noted the exceptionally comfortable ride and design of the truck.

Bauters made note of AC Transit Board President Joel Young's strong commitment to AC Transit's ZEB program during the Transportation Commission visit to Washington DC.

6. Next meeting 9:30 a.m. Thursday, September 12, 2024 at Emeryville City Hall.

7. Adjourned at 10:41 a.m.

Notes taken by Howard Der