



Alameda-Contra Costa Transit District
www.actransit.org/redistricting

RESTRICTING PROJECT PLAN 2 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 2 Proposal:

Plan 2 Proposes to adjust the Ward 1/Ward 2 boundary by shifting it west of the current boundary (on Oxford Street) to Shattuck Avenue between Berkeley Way and Allston Way. This means that this portion of downtown Berkeley that is adjacent to UC Berkeley would move from Ward 1 to Ward 2. The population affected is 477 people.

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 35th 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 2 Proposal:

Affected Area 1: Runs along the existing boundary on High Street to Foothill Blvd. until 40th Avenue and continues on 40th Avenue in a northeasterly direction until Carrington, then northwest on Carrington/Galindo Street to 35th Avenue. The area that lies between this boundary and the old boundary would move from Ward 3 to Ward 2.

Affected Area 2: Runs along the existing boundary on 35th Avenue to I-580. The area that is generally west of 35th/I-580 and south of Champion/I-580 (currently in Ward 3) is proposed to move Ward 2.

Affected Area 3: Runs along I-580 to Park Blvd. then northeasterly on Park Blvd. to Highway 13, then travels in a northwesterly direction to Shepherd Canyon Road, then northeasterly on

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Shepherd Canyon Road. The area that is generally south/southeast of this line is proposed to move from Ward 2 to Ward 3.

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 2 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 148th Avenue, and west of I-580 to the San Leandro border.

Ward 4/5 Hayward:

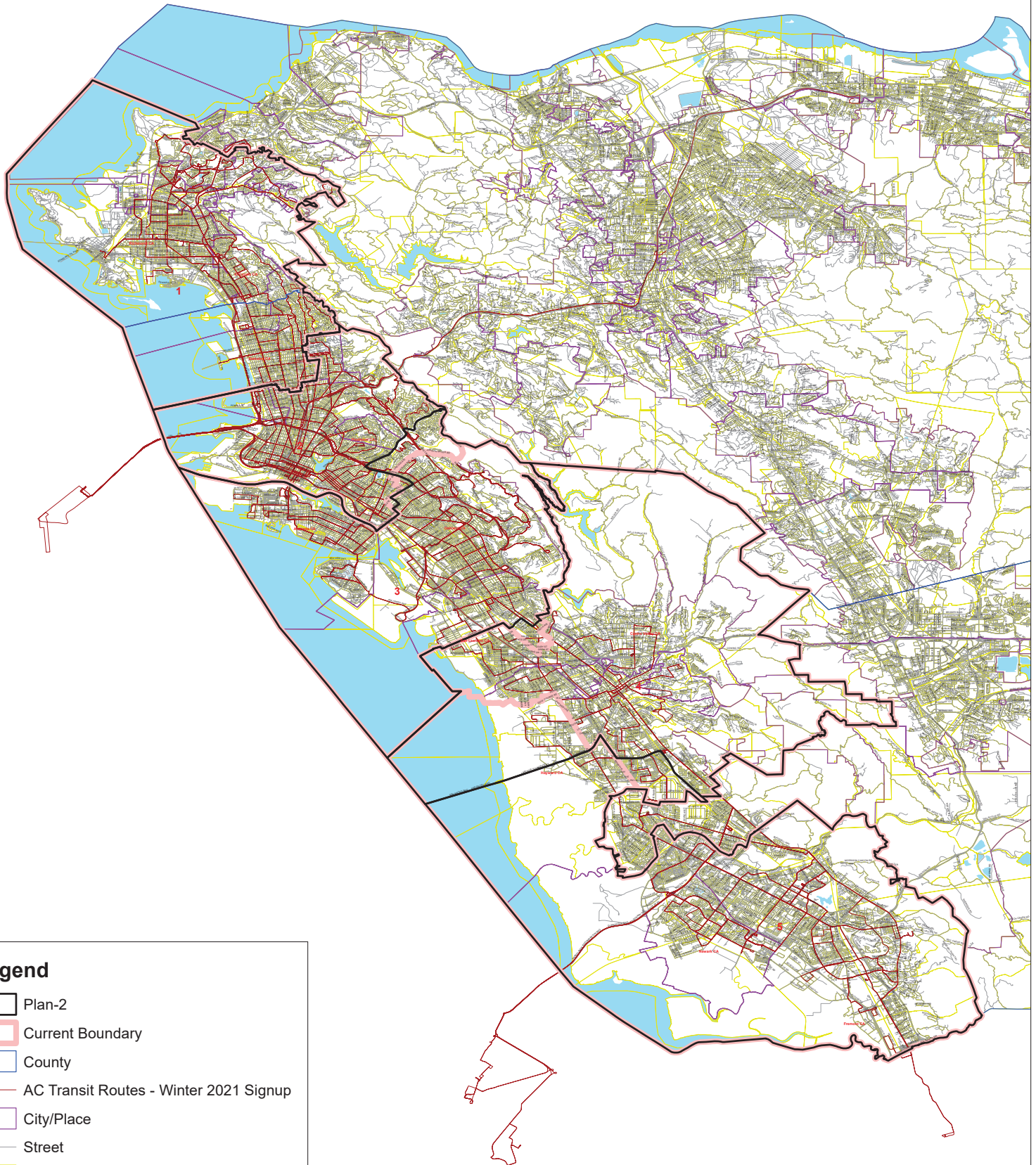
Current Boundary Description: The current Ward 5 boundary encompasses the entire cities of Fremont and Newark and intersects with Ward 4 in Hayward. The Hayward boundary runs along the northern border of Hayward and San Lorenzo, then proceeds in a south easterly direction along Hesperian Blvd. to Jackson 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 2 Proposal:

Plan 2 proposes to align the existing Ward 4/5 boundary with State Route 92/Jackson Street to I-880, then southerly to Tennyson Road. The boundary continues easterly on Tennyson Road to the BART/Union Pacific rail line, then southerly to the Union City border.

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AC Transit Ward Boundary: Plan 2 vs. Current



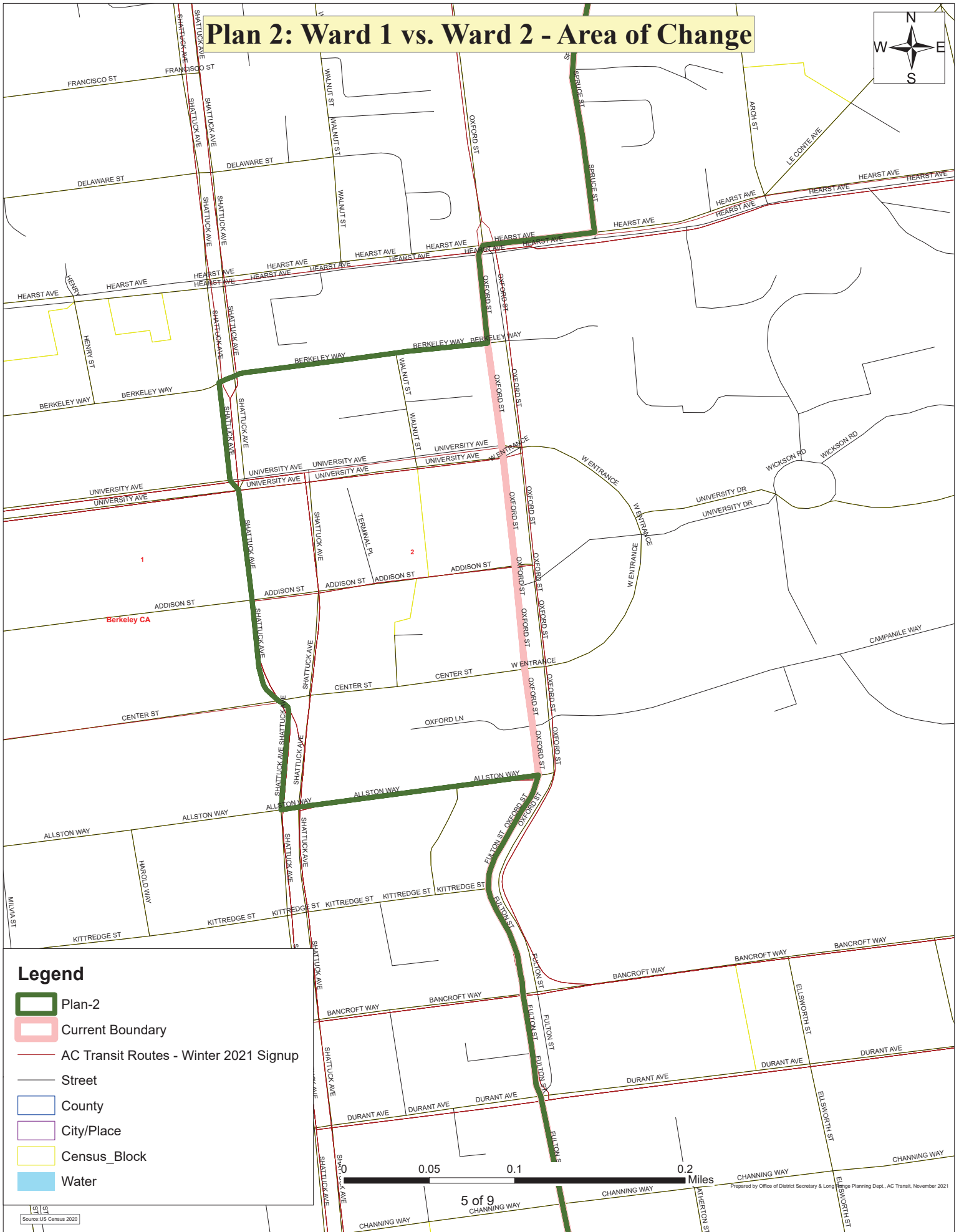
Legend

- Plan-2
- Current Boundary
- County
- AC Transit Routes - Winter 2021 Signup
- 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 2: Ward 1 vs. Ward 2 - Area of Change

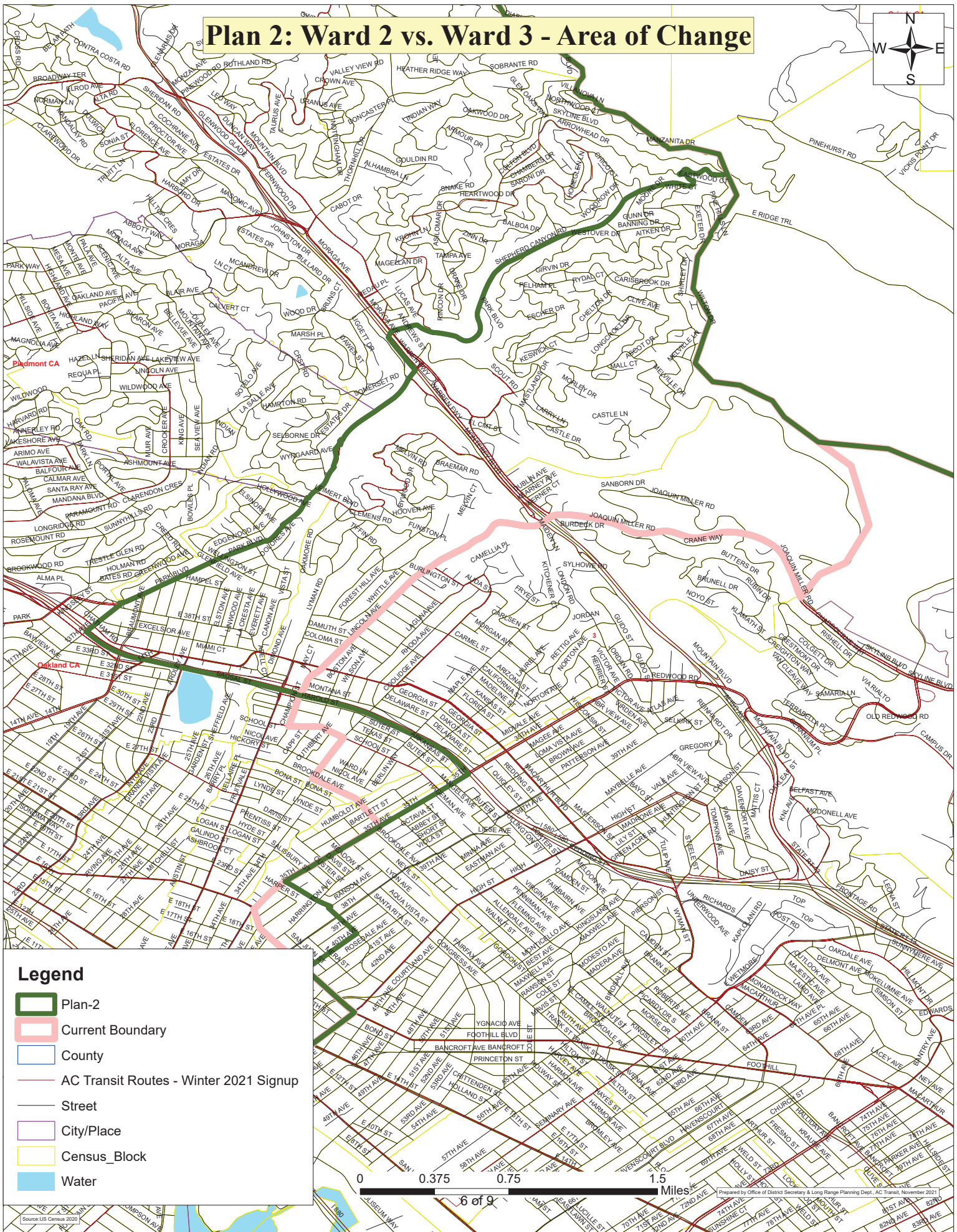


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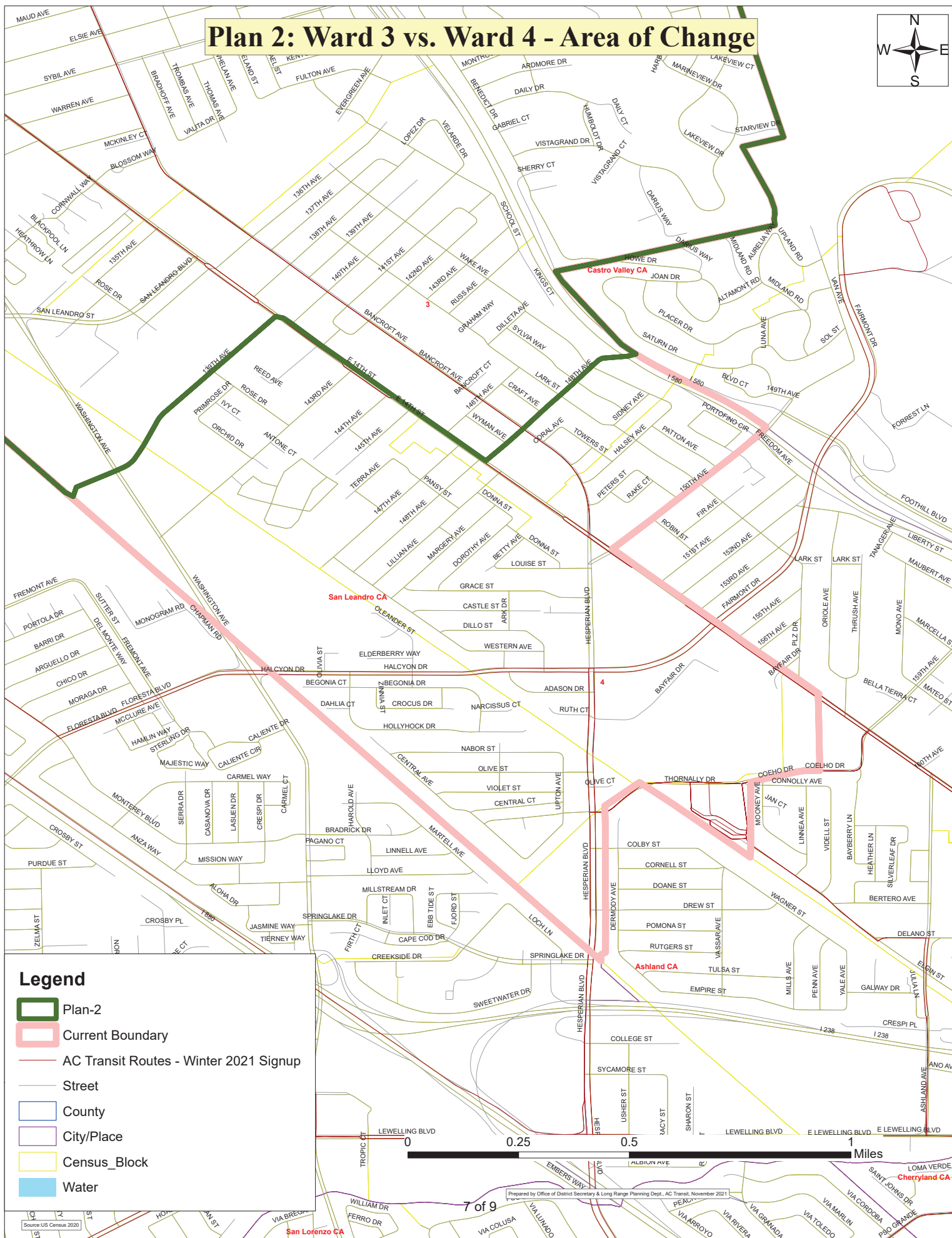
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Source: US Census 2020

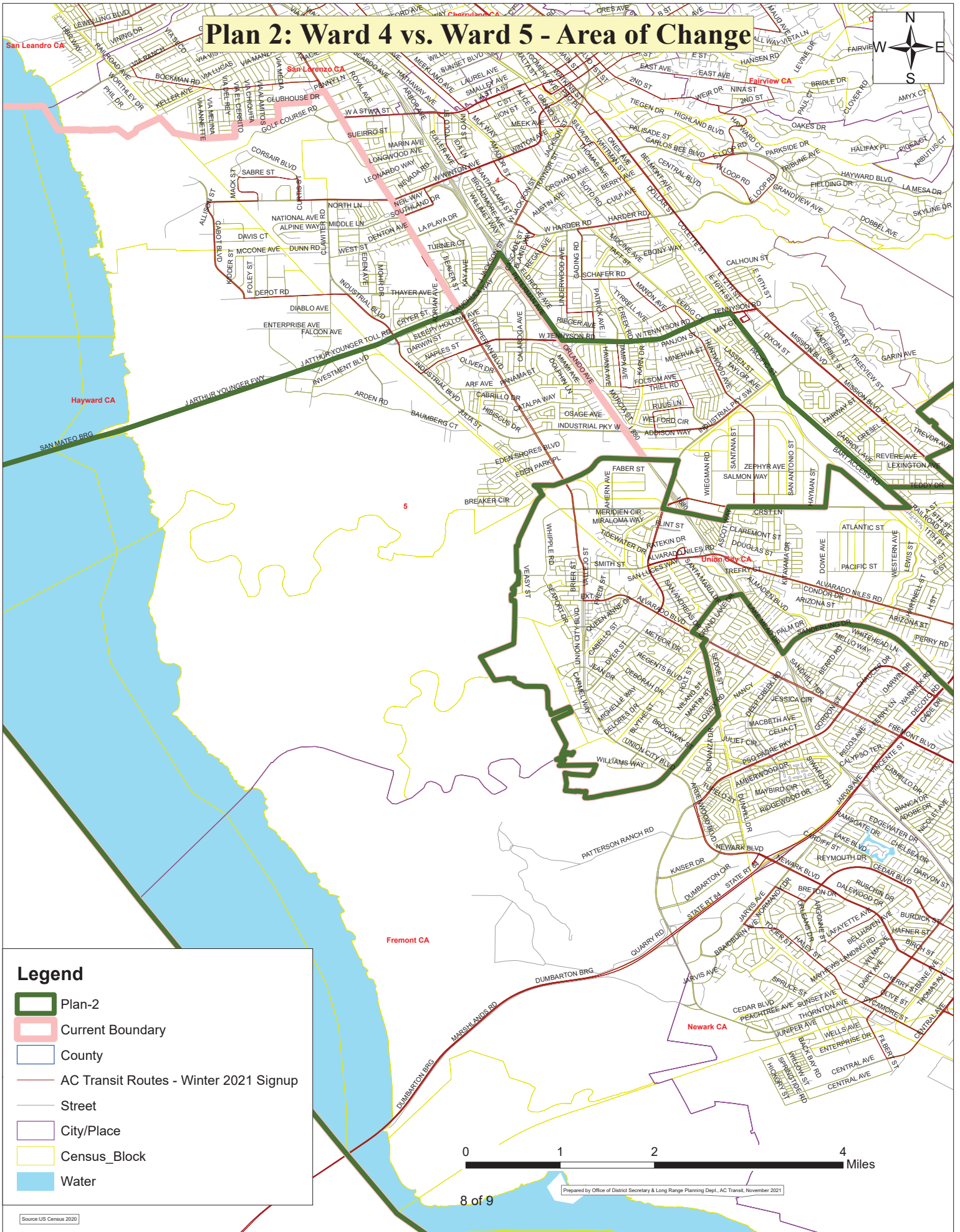
Plan 2: Ward 2 vs. Ward 3 - Area of Change



Plan 2: Ward 3 vs. Ward 4 - Area of Change



Plan 2: Ward 4 vs. Ward 5 - Area of Change





Plan 2 Population Summary

10:33 AM

Summary Statistics:

Population Range: 314,056 to 315,023
Ratio Range: 0.00
Absolute Range: -540 to 427
Absolute Overall Range: 967
Relative Range: -0.17% to 0.14%
Relative Overall Range: 0.31%
Absolute Mean Deviation: 258.00
Relative Mean Deviation: 0.08%
Standard Deviation: 322.25

District	Population	Deviation	% Devn.	White	Black	AmIndian	Asian	Hawaiian	Other	[2+ Races]	[Hispanic Origin]	[18+ _Pop]
1	314,633	37	0.01%	109,127	40,047	4,403	55,559	1,260	63,489	40,748	98,492	252,220
2	314,778	182	0.06%	123,954	47,816	3,941	68,270	1,323	33,857	35,617	60,885	267,611
3	314,492	-104	-0.03%	85,606	60,338	5,955	58,206	2,456	63,003	38,928	99,793	245,740
4	315,023	427	0.14%	75,872	29,088	4,472	90,463	5,448	68,002	41,678	113,119	247,382
5	314,056	-540	-0.17%	58,088	9,078	2,349	182,651	3,253	31,453	27,184	55,347	243,294

Total: 1,572,982

Ideal District: 314,596