



City of Emeryville

CALIFORNIA

MEMORANDUM

DATE: February 4, 2020
TO: Mayor and City Council Members
FROM: Christine Daniel, City Manager
SUBJECT: Resolution Of The City Council Of The City Of Emeryville In Support Of A Bus-Only Transit Lane On The Bay Bridge

RECOMMENDATION

This item was requested for consideration on a future agenda by Council Member Bauters at the City Council's January 21, 2020 meeting, and he received majority support. Whether to approve the resolution is at the discretion of the City Council.

BACKGROUND

Proposals for bus-only/transit lanes on the San Francisco-Oakland Bay Bridge have come up repeatedly over time, especially when major changes to the Bridge are implemented. Proponents have pointed to the effectiveness of bus-only lanes in other cities, but bus-only lanes have not been implemented on the Bay Bridge despite the increasing level of congestion, due mostly to concerns about the potential effect of bus-only lanes on auto traffic.

Lately, however, there has been a resurgence of support among Bay Area legislators to advocate for a bus-only lane across the Bay Bridge span as a means of connecting vulnerable and/or disadvantaged communities to jobs and services, as well as improving the capacity, reliability and speed of trans-bay travel.

Other elected officials supporting the bus-only lane include Oakland Mayor Libby Schaaf and Council President Rebecca Kaplan, Berkeley Mayor Jesse Arreguin and the Berkeley City Council, Assemblymembers Buffy Wicks and Rob Bonta, State Senator Scott Wiener, and BART Director Rebecca Saltzman.

Both the AC Transit Board and BART Board of Directors considered resolutions in support of a bus-only lane on the Bay Bridge at their January 2020 meetings.

DISCUSSION

Public transit carries approximately 65% of peak-hour travel in the Bay Bridge Corridor to downtown San Francisco. AC Transit currently operates an estimated 600 bus trips across the Bay Bridge every weekday and its trans-bay ridership has increased 32% between 2013 and 2019. Funding initiatives such as Regional Measure 3 anticipate more bus service in the Bay Bridge Corridor and the new Salesforce Transit Center can accommodate up to 300 buses per hour.

The Metropolitan Transportation Commission (MTC) consistently ranks the San Francisco-Oakland Bay Bridge Corridor as the most congested corridor in the region, operating during peak times at 105% of capacity, a number which is expected to increase to 152% by 2040.

A dedicated right-of-way for buses would contribute to a significant reduction in greenhouse gas (GHG) emissions in the transportation sector which is responsible for 39% of statewide GHG emissions. It would also be likely to attract additional riders due to the availability of trans-bay bus services that are faster and more reliable, and would offer transit users an alternative to the high parking demand at most BART stations.

Approving the attached resolution would support the advancement of the concept to install dedicated bus-only lanes on the San Francisco-Oakland Bay Bridge, as well as its connecting highways, interchanges, onramps, offramps, and approaches.

FISCAL IMPACT

Adoption of this resolution would create no fiscal impact to the City of Emeryville at this time.

STAFF COMMUNICATION WITH THE PUBLIC

Staff has had no communication with the public regarding this matter.

APPROVED AND FORWARDED TO THE CITY COUNCIL OF THE CITY OF EMERYVILLE:



Christine Daniel, City Manager

ATTACHMENTS

- Draft Resolution