



MEMORANDUM

Date: December 12, 2009
To: Bruce Williams, City of Oakland
From: Rob Rees, Fehr & Peers
Subject: East Bay Bus Rapid Transit – Employment and Population

WC09-2645

This memo summarizes the employment and population characteristics for the East Bay Bus Rapid Transit (BRT) Project. This discussion focuses on the area within one-half mile walking distance of the East Bay BRT Project corridor extending from San Leandro, through Oakland to Downtown Berkeley.

OVERVIEW

In the year 2000, about 260,000 residents lived within walking distance of the corridor.¹ Only about 20 percent of these residents also lived within walking distance of a BART station. The relatively small percentage of residents served by BART in the project corridor is an indicator of the opportunity to attract more transit riders if additional high frequency service is provided. There were also about 180,000 jobs within walking distance of the project corridor.² About 65 percent of these jobs were also located within walking distance of a BART station. The high job activity near BART is to be expected given that Downtown Oakland has the largest concentration of employment and employment density in the Bay Area outside Downtown San Francisco.

By year 2025 the population within the corridor is expected to grow about 17 percent to 304,000 residents while the employment growth is expected to increase 23 percent to 220,000 jobs.

EMPLOYMENT/ACTIVITY CENTERS

There are numerous employment and activity centers within walking distance of the East Bay BRT Project corridor. These range from central business districts and university/college campuses to smaller shopping districts and non-educational institutions. The largest concentration of employment/activity is in Downtown Oakland (south of Grand Avenue) with about 65,000 jobs. Downtown Berkeley and the University of California campus provide nearly 33,000 jobs. Additional job concentrations occur along the corridor near Ashby Avenue and in the vicinity of the I-580 freeway structure, where about 14,000 jobs are located. San Leandro has a concentration of about 8,000 jobs in its downtown and in the vicinity of the Bayfair BART station.³

¹ AC Transit East Bay BRT Project Draft Environmental Impact Statement / Environmental Impact Report (Table 4.1-4)

² AC Transit East Bay BRT Project Draft Environmental Impact Statement / Environmental Impact Report (Table 4.1-4)

³ AC Transit East Bay BRT Project Land Use Report, Hausrath Economics Group and Urban Economics, 2007 (Table 4)

Medical Use Concentrations

There are five areas of concentration for medical-related uses within walking distance of the corridor. These areas include medical office buildings, medical administration, hospital buildings and related support services including:

- Alta Bates Hospital Area, Berkeley
- Children's Hospital Area, Oakland
- Kaiser Hospital Area, Oakland
- Alta Bates Summit Medical Center Area, Oakland
- San Leandro Hospital Area, San Leandro

Educational Use Concentrations

There are 28 educational institutions within walking distance of the corridor including 8 universities / colleges, 10 high schools, and 10 middle schools. Together, these schools represent about 58,000 students in Year 2000. The largest facilities include:⁴

- Berkeley High School, Berkeley
- Berkeley City College, Berkeley
- University of California, Berkeley
- Oakland Tech High School, Oakland
- Laney College, Oakland
- Fremont High School, Oakland
- San Leandro High School, San Leandro

Other Public Service and Community Facilities

Additionally, there are a number of existing public service and community facilities that are within walking distance of the East Bay BRT Project corridor,⁵ as summarized below:

- 10 Library branches
- 16 museums, exhibition halls, and performance venues
- 15 community centers
- 2 convention centers
- 300 churches
- 63 parks and recreation facilities

RESIDENTIAL POPULATION CHARACTERISTICS

Residential development exists throughout the corridor, and a large share of the population live in multi-family housing. Unlike job concentrations discussed previously, residential populations are more evenly distributed through the corridor. Over 75 percent of the population lives in densities greater than 20 people per acre, and about 25 percent live in densities greater than 40 people per acre.⁶ These densities generate sufficient transit ridership demand to support transit.

⁴ AC Transit East Bay BRT Project Land Use Report, Hausrath Economics Group and Urban Economics, 2007 (Table 6, 7)

⁵ AC Transit East Bay BRT Project Draft Environmental Impact Statement / Environmental Impact Report (Page 4-40 to -56)

⁶ Transit East Bay BRT Project Land Use Report, Hausrath Economics Group and Urban Economics, 2007 (Table 9)

The 2000 U.S. Census data provide insight on transit-dependent populations who rely on public transit, walking and bicycling because they do not own private vehicles. Twenty percent of households within walking distance of the East Bay BRT Project corridor were identified in the U.S. Census as transit-dependent; the Alameda County average is 11 percent. Downtown Oakland had the highest concentration of transit-dependent households at nearly 50 percent.⁷ The data also provide information regarding ethnic composition and income levels.⁸

- 76 percent of the study area population was part of an ethnic minority. The three largest are represented by Black/African American (27%), Hispanic (27%), and Asian (18%).
- 22 percent of population is considered "low-income" (defined as a median household income at or below Department of Health and Human Services poverty guidelines).

⁷ AC Transit East Bay BRT Project Draft Environmental Impact Statement / Environmental Impact Report (Table 4.4-4)

⁸ AC Transit East Bay BRT Project Draft Environmental Impact Statement / Environmental Impact Report (Table 4.4-12)