

SPUR

Ideas + Action for a Better City

learn more at SPUR.org

tweet about this event:

@SPUR_Urbanist

#TransitOnlyLanes



Prioritizing Transit

Ryan Russo, Director
City of Oakland Department of Transportation
February 5, 2020



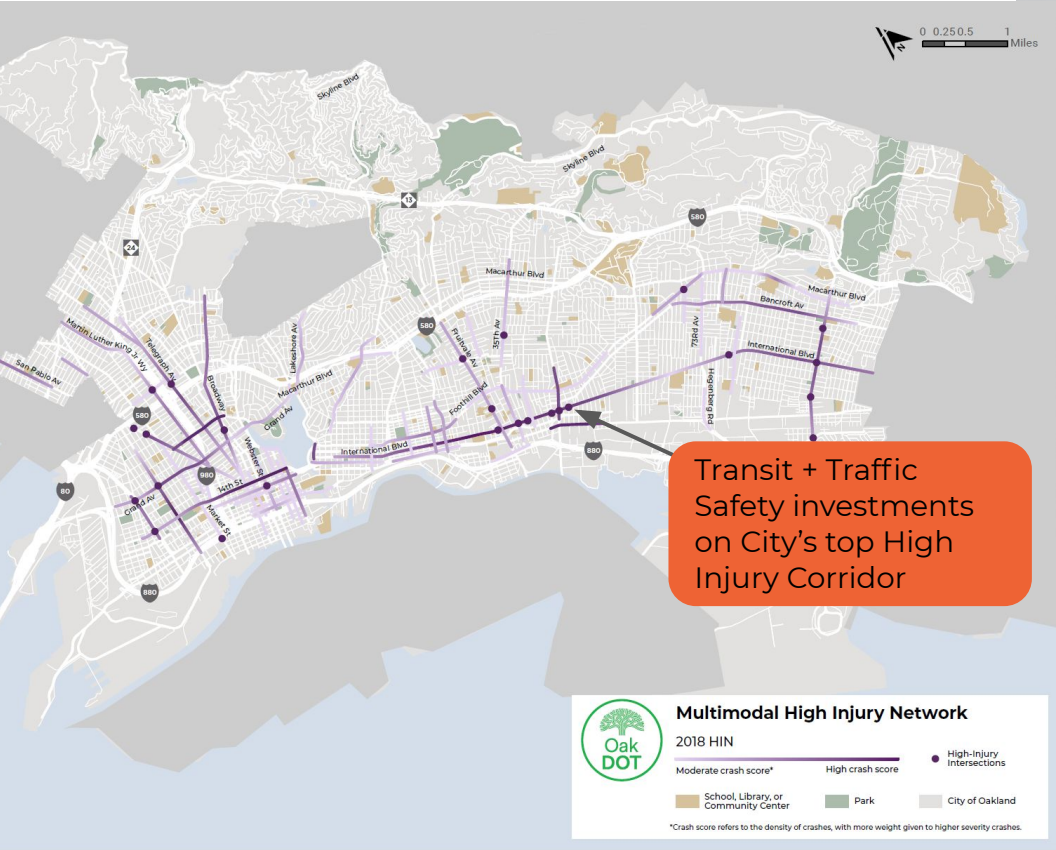
Before

After

Bus Boarding Islands












East Bay BRT



Broadway Bus Lanes



Howard Terminal

-  WEST OAKLAND
- Transit Infrastructure**
-  Potential Gondola
-  Bus lane under construction
-  Bus lane needed for A's project
-  Proposed Bus Lane by the City
-  Proposed Game Day Bus & Local Traffic Only
-  Transportation Hub
-  Existing Bus Route
-  Proposed Pedestrian & Bicycle bridge



- NON-INFRASTRUCTURE**
- Expanded or new bus service
 - Transit passes for employees & residents
 - Enhance connections to BART - Free game-day shuttles
 - Transit fare subsidies for attendees
 - Coordinate with WETA and Amtrak

**HOWARD
TERMINAL
PROJECT SITE**

 FERRY TERMINAL

 AMTRAK JACK
LONDON SQUARE

 12TH STREET/
CITY CENTER
FUTURE BUS RAPID
TRANSIT STATION

Howard Terminal



Covered Bus Shelters



Free Public Restrooms



Real-Time Transit Info



Secure or Supervised Bicycle Parking



Water Filling Station



Game Broadcast



Cafe & Food



Outdoor Seating



Clipper Card Machines



Kid's Play Area



Bike Repair Station



Bike & Scooter Share

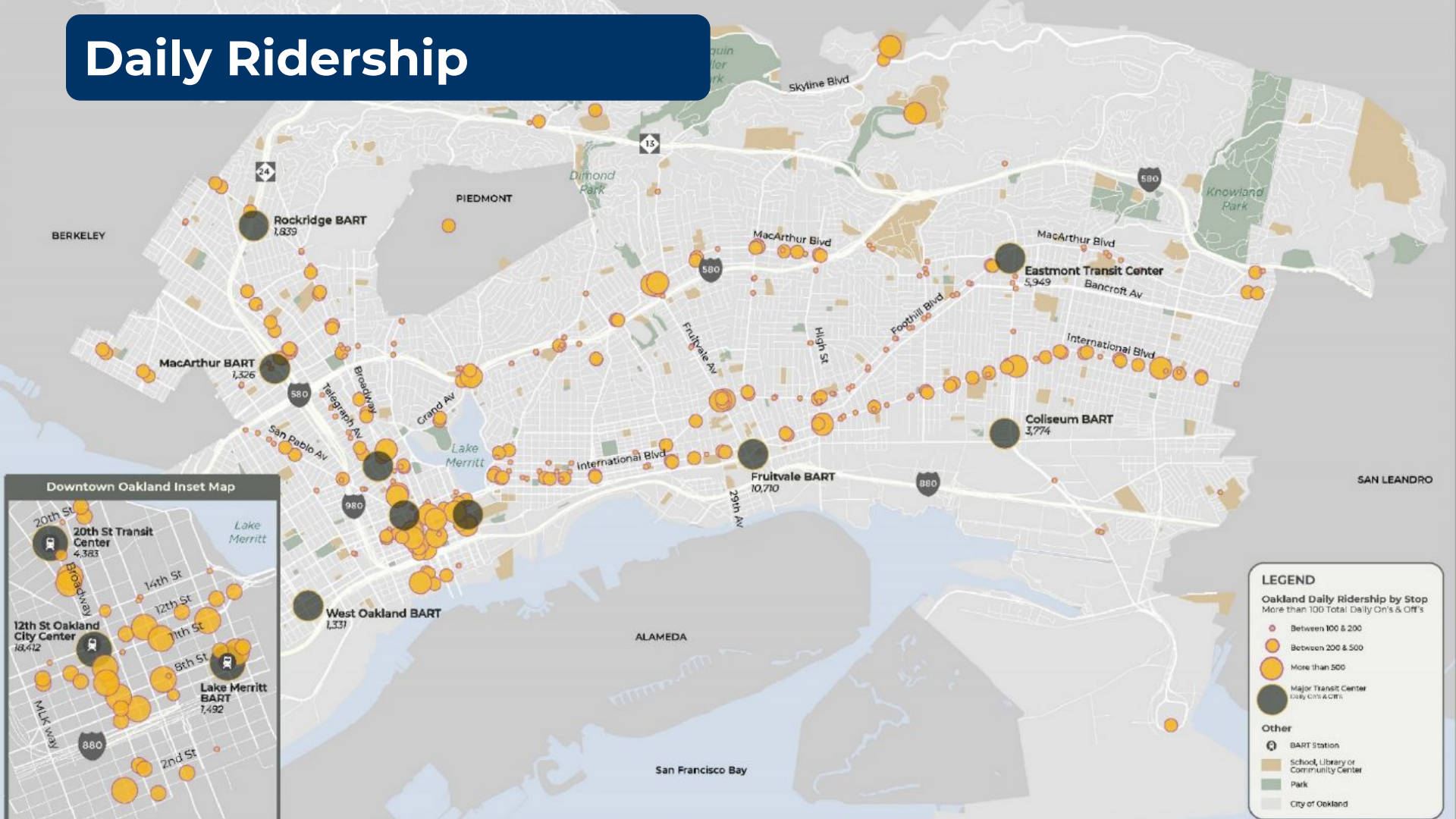
Transit Action Strategy



Transit streets



Daily Ridership



LEGEND

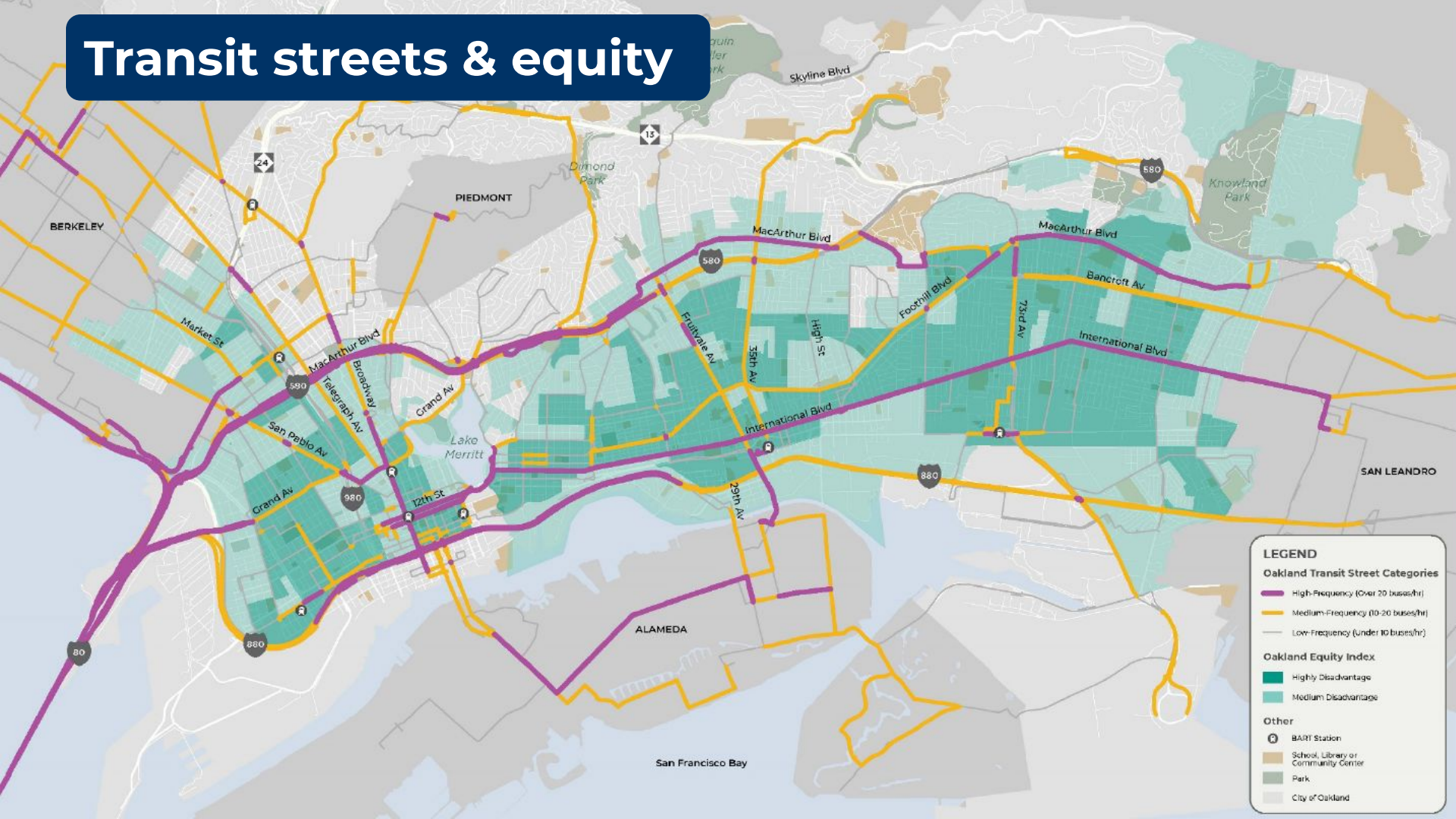
Oakland Daily Ridership by Stop
More than 100 Total Daily On's & Off's

- Between 100 & 200
- Between 200 & 500
- More than 500
- Major Transit Center
Daily On's & Off's

Other

- BART Station
- School, Library or Community Center
- Park
- City of Oakland

Transit streets & equity



Hella ❤️ Grand



Mandela Pkwy

Adeline St

Market St

San Pablo Ave

Telegraph Ave

Broadway

Grand Ave

MacArthur Blvd

Transit Priority in Oakland

```
graph TD; A([Transit Priority in Oakland]) --- B[Challenges]; A --- C[Opportunities];
```

Challenges

- Trade-offs between various modes
- Limited funding for transit infrastructure
- Few people demanding transit improvements

Opportunities

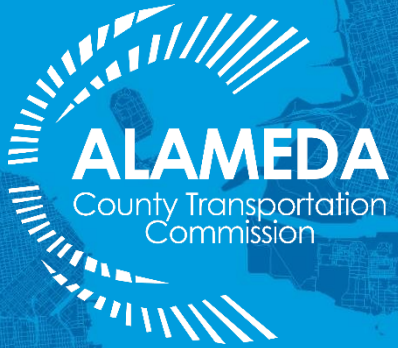
- Close gaps in racial disparities
- Excess right of way
- Improve safety & decrease emissions as more people get out of cars, vehicle ROW is narrowed



Thank you!

Ryan Russo
Oakland Department of Transportation
russo@oaklandca.gov / [@oakdot](https://twitter.com/oakdot)





Transit Priority in Alameda County

SPUR Lunchtime Forum

Carolyn Clevenger

January 2020

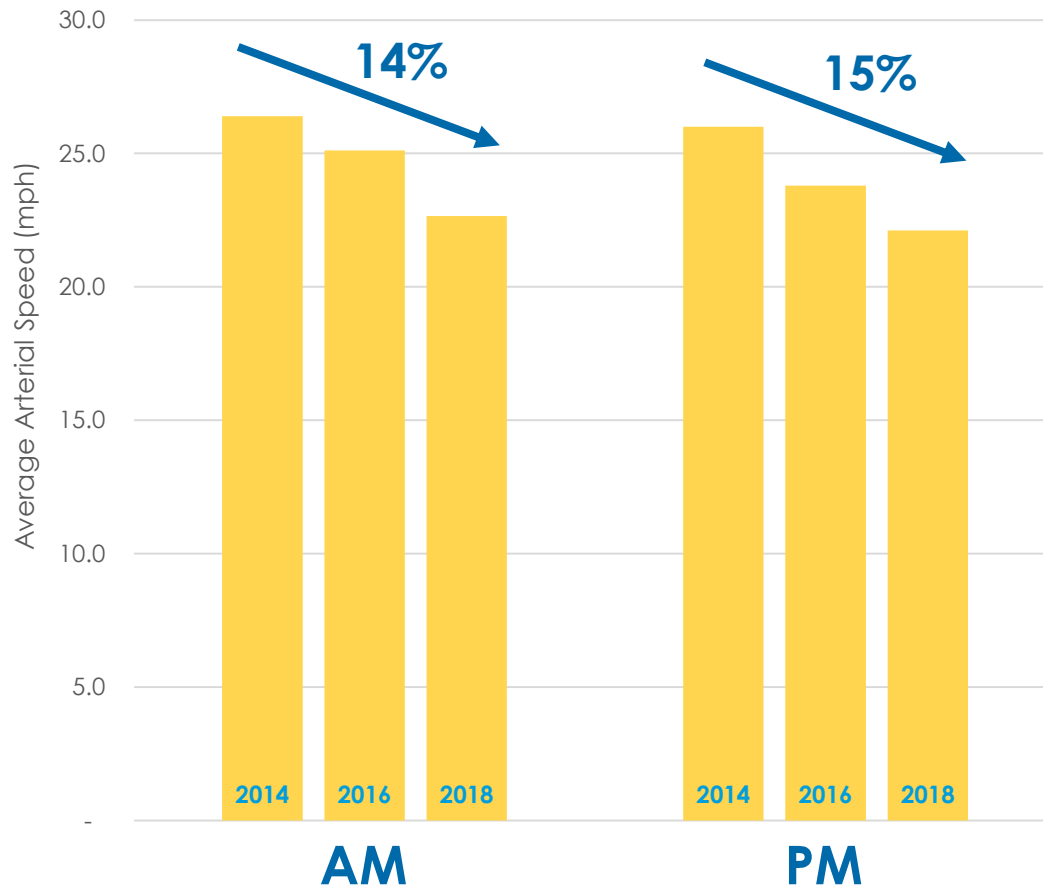
An aerial photograph of a suburban residential area. In the foreground, there's a large parking lot with many cars. To the right, there's a multi-story apartment building. In the middle ground, there's a baseball field and a lake. The background shows more houses and trees.

2020 Countywide Transportation Plan Vision Statement

Alameda County residents, businesses and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

Congestion spreading to arterial roads

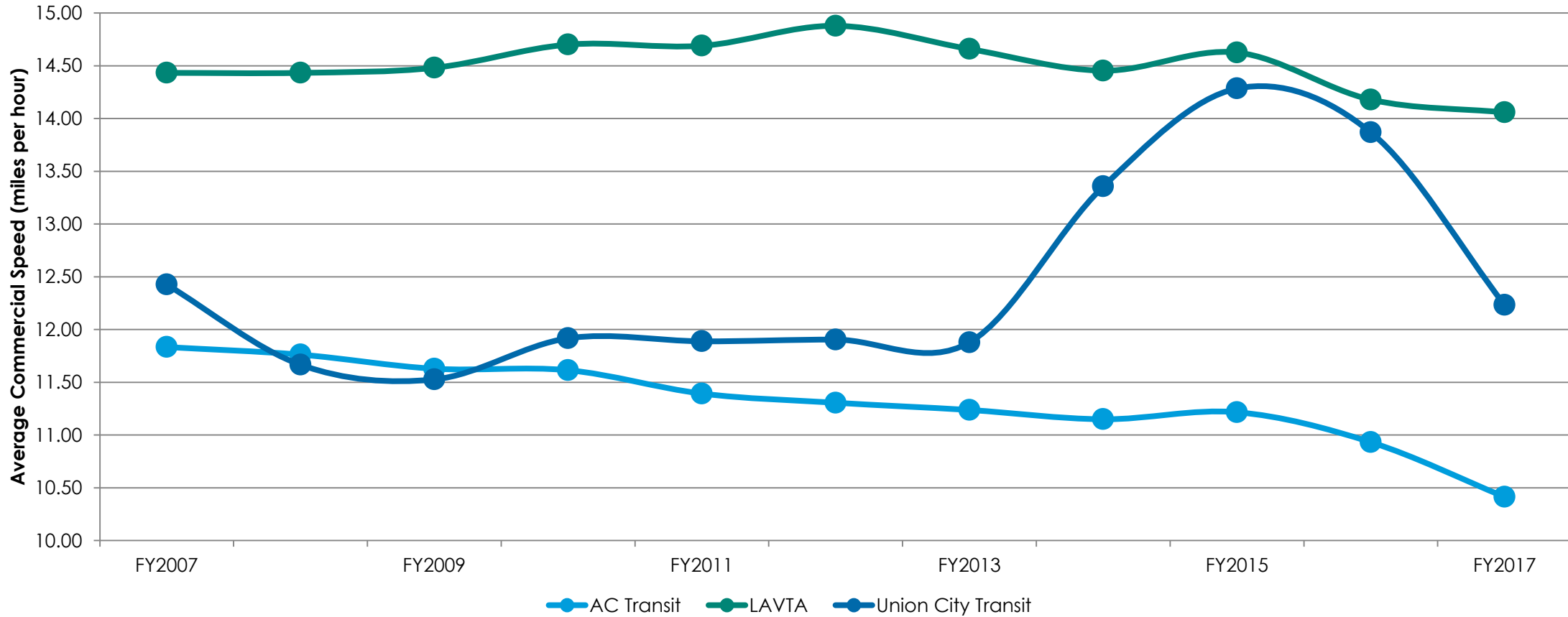
Average Speeds on Major Arterials



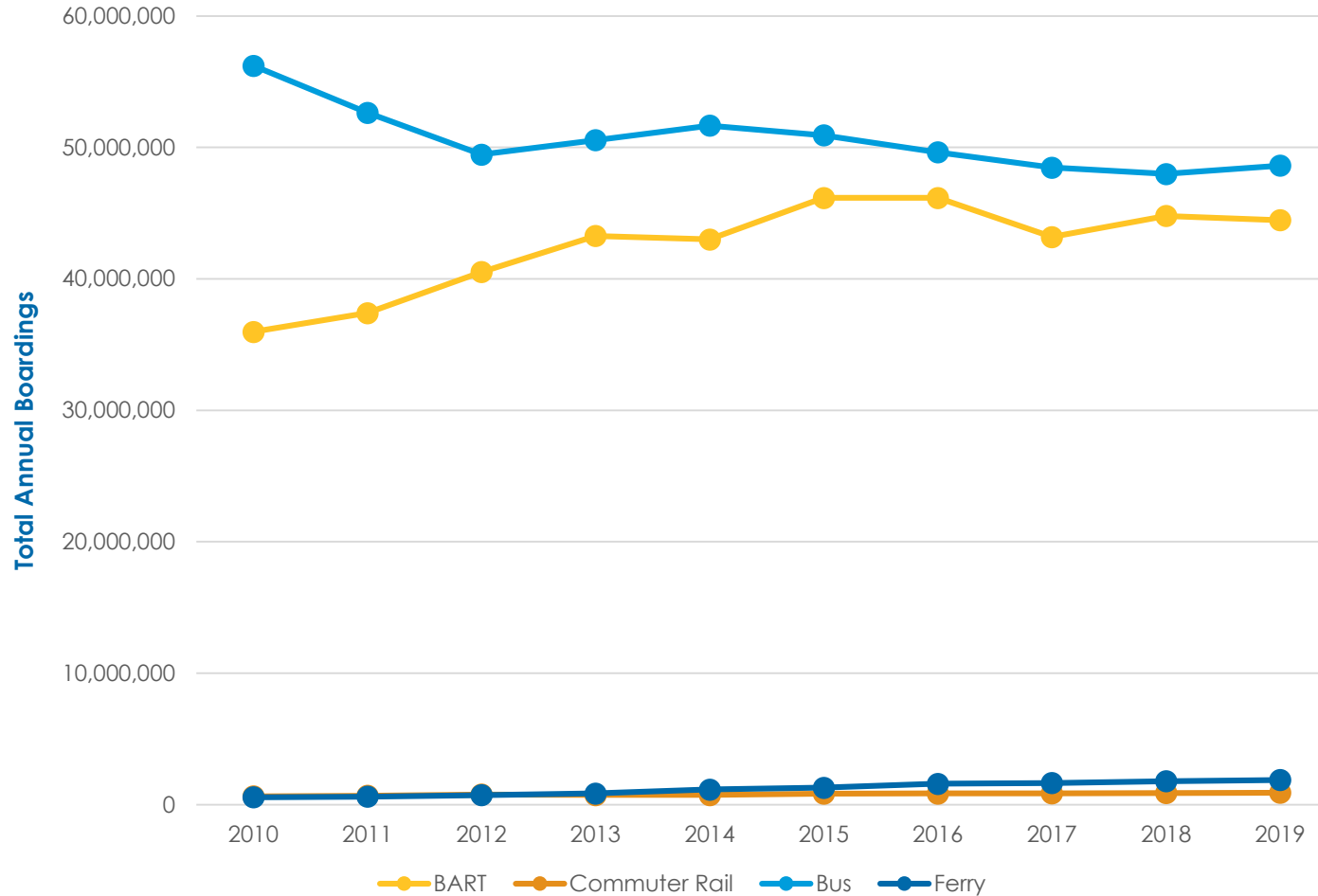
- Arterial road speeds have been in decline since data collection began in 2014
- Morning speeds on arterials dropped more than 2.5 mph between 2016 and 2018
- App-routed traffic may be influencing this

Bus speeds tied to congestion

Bus Operator Speed



Transit Ridership in Alameda County



- **Bus** ridership improving after long decline
- **BART** ridership recovering after sharp decline in 2017
- **Ferry and Commuter Rail** growing fast

Transit System in Alameda County

Challenges

- Speed, frequency, and reliability
- Poor transit system integration
- High need for reinvestment in aging systems
- Increasing competition from new mobility services

Opportunities

- Strong transit market in Alameda County
- Growing Transbay market
- New funding and opportunity for investment
- System integration

San Pablo Avenue Corridor



San Pablo Avenue Corridor Project

- Legend:**
- BART Station
 - BART Above/Below Ground
 - Capital Corridor Stations
 - Freight Rail and Capital Corridor Tracks
 - San Pablo Avenue Corridor
 - Freeways
 - Water
 - Parks/Open Space

Project Purpose and Goals

The purpose of the San Pablo Avenue Multimodal Corridor Project is to improve multimodal mobility, efficiency, and safety in an effort to sustainably meet current and future transportation needs, and help support a strong local economy and growth along the corridor, while maintaining local contexts.

Goals

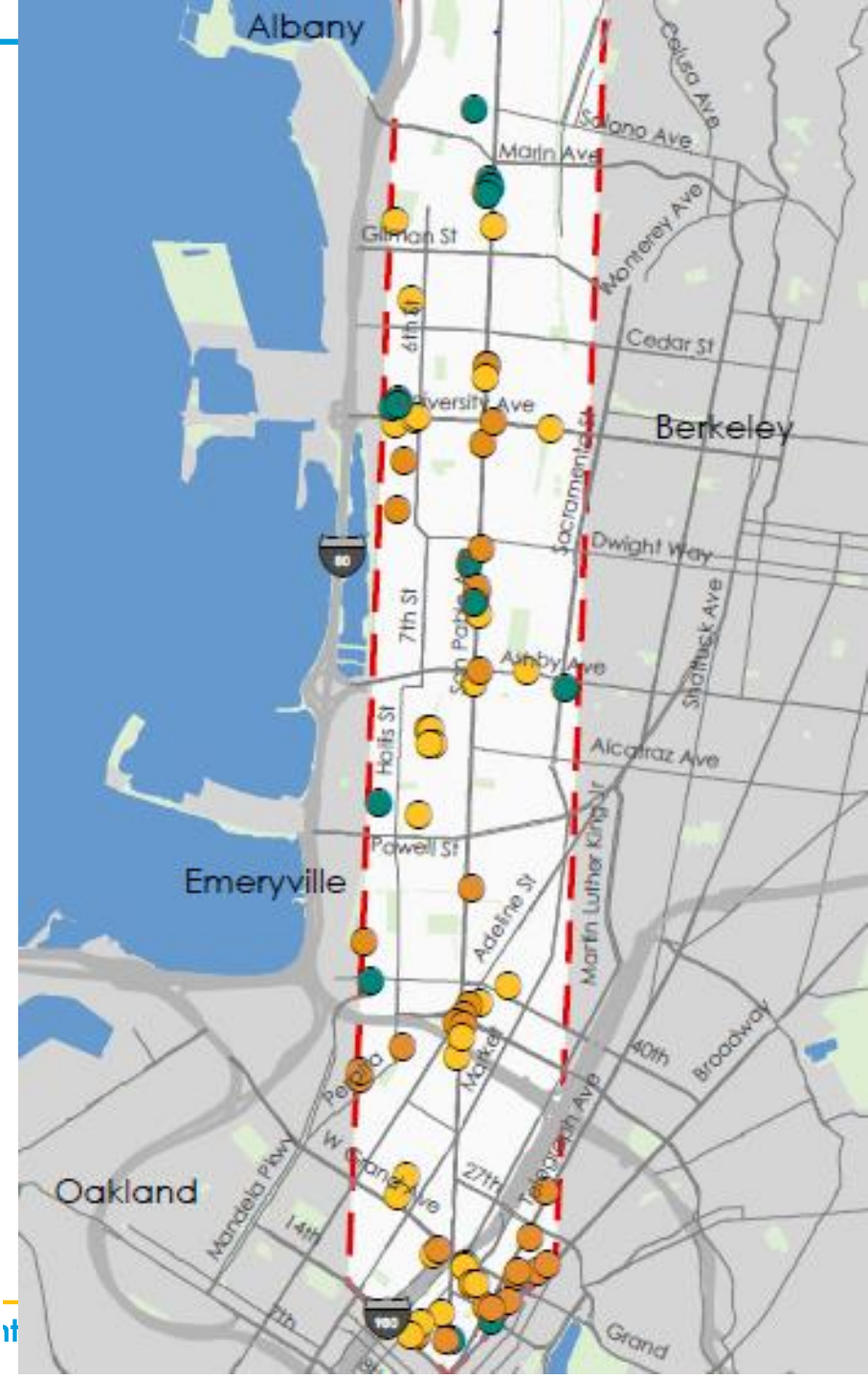
- Effectively and efficiently accommodate anticipated **growth**
- Improve **comfort and quality** of trips for all users
- Enhance **safety** for all travel modes
- Support **economic development** and adopted **land use policies**
- Promote **equitable** transportation and design solutions

Many Roles of the Corridor

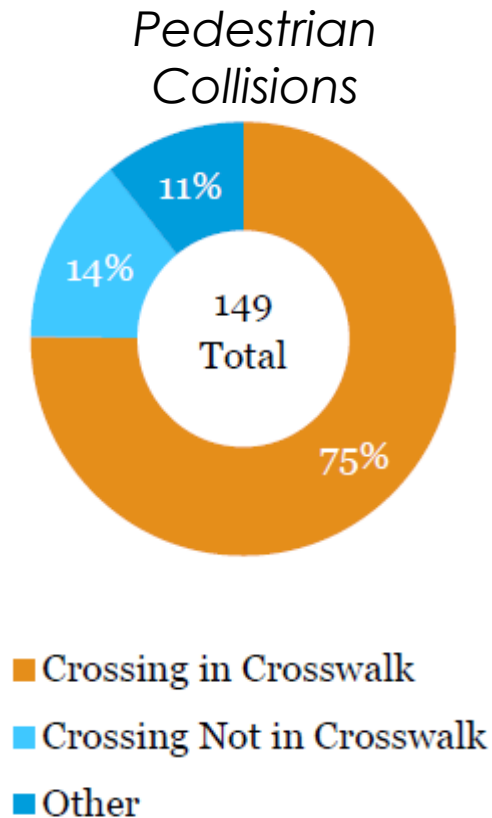
- Major Bus Route: local, rapid, transbay buses
- Local and regional commercial corridor, supporting small and large businesses
- Priority Development Areas the entire length
- Significant pedestrian street
- Neighborhood street, front door to residences
- Designated bicycle route in some local plans
- Designated truck route
- Partial Caltrans facility

Recent, Planned, and Proposed Development Projects, by Type

- Commercial and Industrial ●
- Mixed-Use Residential ●
- Residential ●



Safety and Comfort on San Pablo Avenue



- San Pablo Avenue is among the highest injury corridors in Alameda County for bicyclists and pedestrians
 - 75% of pedestrian collisions occurred in a crosswalk
 - Over 80% of bike collisions occur at or near an intersection
 - Bicyclists and pedestrians represent over 2/3 of fatal and severe injury collisions, disproportionate to their use of corridor
- Unsafe speed is largest cause of auto collisions (38%)
- San Pablo Avenue is largely high stress for bicyclists
 - Some high quality bike facilities exist, but network is discontinuous and limited

Auto and Transit Performance Summary

- Autos performance is generally okay with congested segments
- Auto travel time is 10-35% faster than Rapid bus
- Rapid bus is scheduled every 12 minutes, but 20%-25% of buses >18 minutes apart
- With significant growth projected, future congestion will be much worse
 - Intersections are a choke point today and will be worse in the future
 - Bus travel time will nearly double

72 Rapid Corridor Travel Time (Southbound AM Peak Period)

Existing Conditions	Baseline Future (2040)	Increase
60 minutes	115 minutes	55 minutes (192%)

Parking, Loading and Business Access

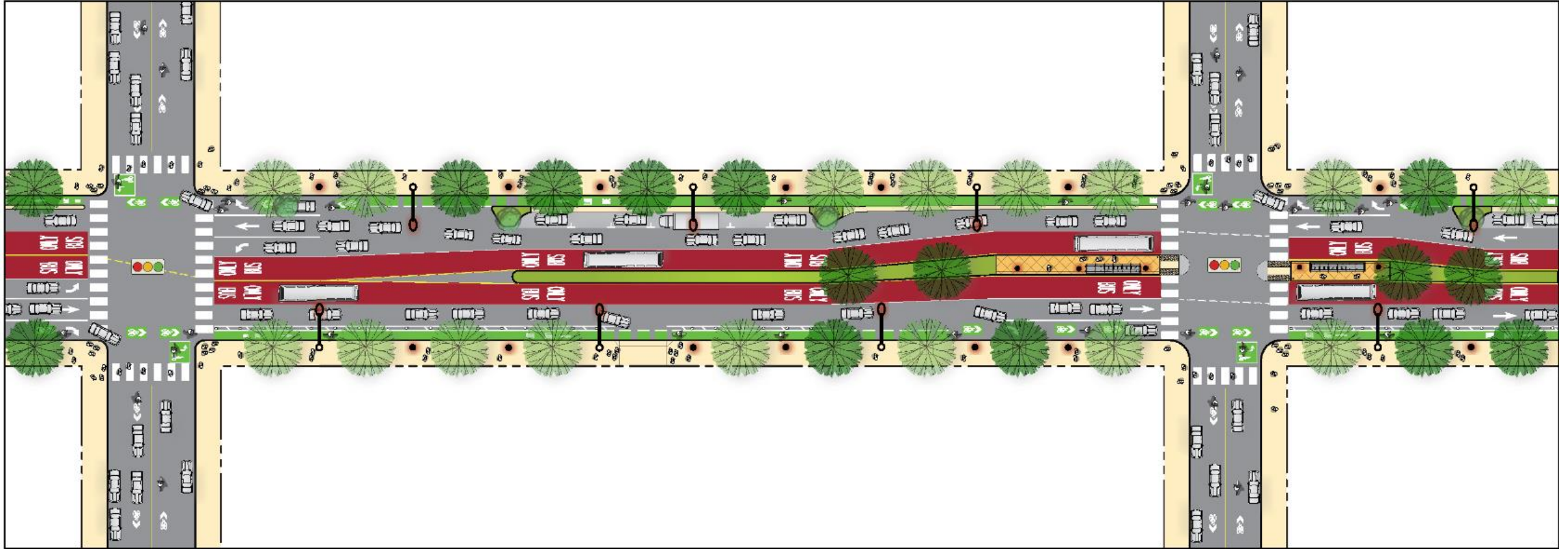
- Parking

- Most parking is not priced
- Highest parking utilization during PM peak, including Saturday
- Parking utilization is low-moderate, in most locations <60% spaces are occupied during every time period
 - Some peak period exceptions in short segments (e.g. Downtown Oakland, 40th Street, University Avenue)

- Loading

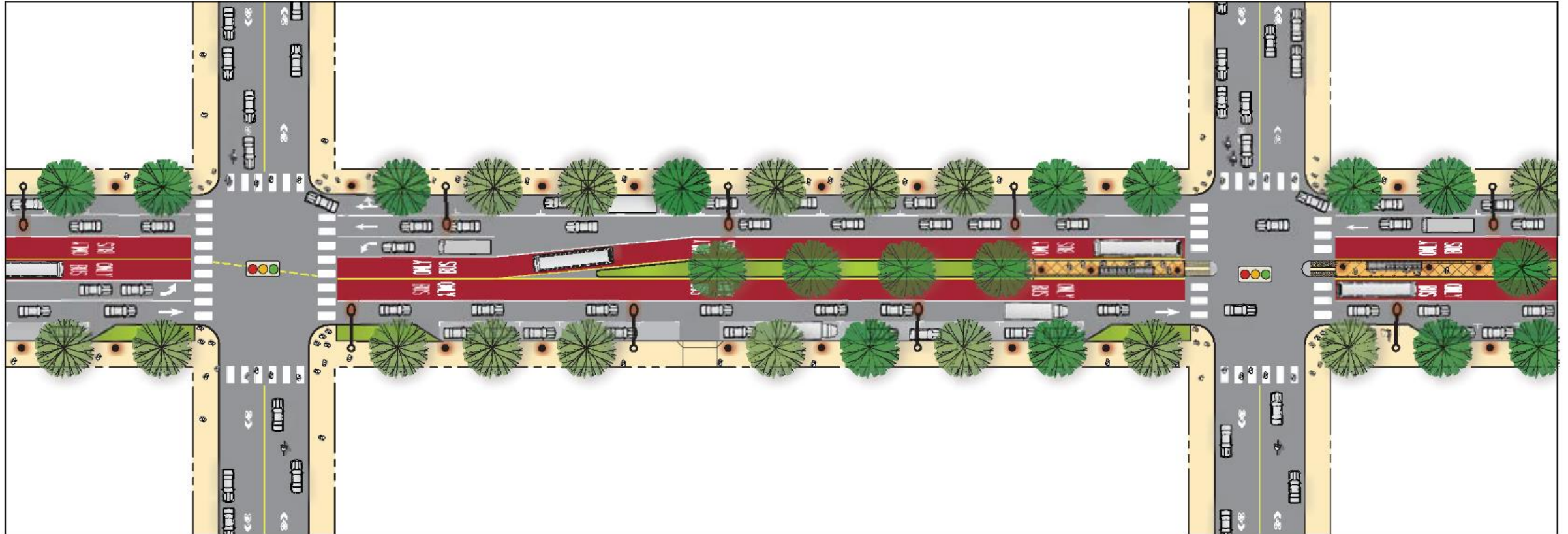
- Loading activity is generally highest during the morning (7am-9am)
- Trucks tend to use most convenient locations to their destinations, often double parking, rather than using designated loading zones

Concept A: Bus & Bike Lanes on San Pablo Ave.



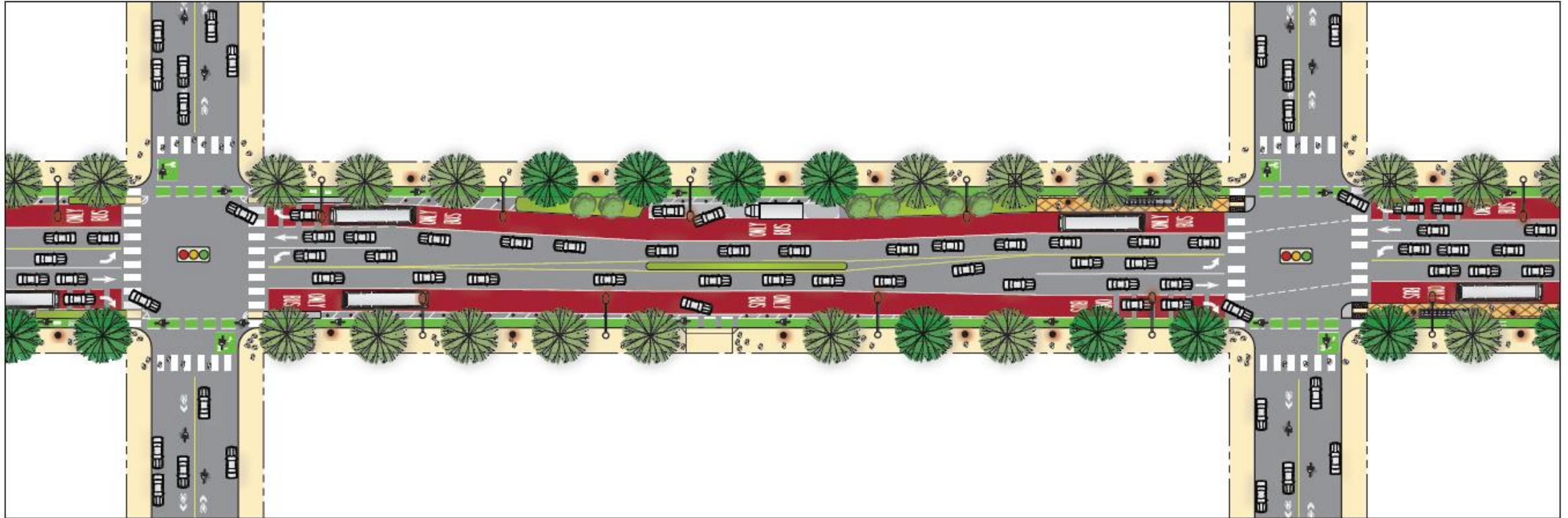
Conceptual-level only; designs are currently being revised.

Concept B: Bus Lanes on San Pablo Ave.; Parallel Bike Facility



Conceptual-level only; designs are currently being revised.

Concept A2: Side-Running Bus Lane and Bike Lane



Conceptual-level only; designs are currently being revised.

Spring 2019 Outreach | Participants

Type of Activity	# of people engaged*	% of total
Face-to-Face Activities		
Pop-up events	235	6%
Busy San Pablo Avenue locations (“intercept surveys”)	1,211	31%
Stakeholder group meetings	72	2%
Community workshops	152	4%
Meetings of elected & appointed officials	76	2%
Total face-to-face	1,746	45%
Online survey respondents	2,154	55%
Total Round 2 participants	3,900	100%

Note: Numbers reflect # people who engaged with the project team and learned about the project, whether or not they submitted formal input or made verbal comments.

Outreach Summary: Oakland

- Significant support (77%) for an alternative with a bus lane
- Strong support for a bus lane and a bike lane (52%) in Oakland
- Low support (4%) for existing conditions

Survey question: *Which of the options would you prefer for San Pablo Avenue? Please select one.*

	A	B	C	Ex. Cond.	Other	Total
City	%	%	%	%	%	
Oakland	52%	25%	14%	4%	5%	100%
Summary of all cities	29%	28%	16%	22%	6%	2,154

Themes from Qualitative Feedback

Concerns	
Parking: The effect on local business of less parking, delivery, pick-up, drop-off space	Emergency access: Providing adequate space for emergency vehicles and evacuation
Congestion: Traffic congestion on San Pablo Avenue diverting to neighborhood streets	Enforcement: Enforcement needed for managed lanes or dedicated bus/bike lanes
Seniors and People with Disabilities: Importance of loading and parking near destinations; concerns with sidewalk conflicts	Construction: The effect of prolonged construction on local businesses (reference to East Bay BRT on International Blvd.)
Bus stop spacing: Increasing the distance between bus stops, particularly for people with mobility challenges	Outreach: The Round 2 outreach process did inadequate outreach to older, long-term residents along the corridor
Bike lanes: Confusion caused by parking-protected bike lanes for motorists and safety concerns for pedestrians (ref. Telegraph Ave)	Neighborhood Access: concerns about making San Pablo a thoroughfare and restricting turning movement into neighborhoods or making streets appear bisected

Next Steps

- Working to identify near-term pilot projects and phasing opportunities
- Determining project development approach
 - Detailed outreach and analysis for smaller phase or segment
 - Advance larger-scale alternatives through project development process



Systemic challenges and opportunities with making the bus the best in Oakland

February 2020

transportoakland.org



Today

Transport Oakland, a brief history

Our reality: the bus is far from being the best in Oakland

Our systemic challenges

Systemic opportunities to make the bus the best in Oakland

Who is Transport Oakland?

Transport Oakland is an advocacy organization dedicated to endorsing and supporting Oakland elected officials who advocate for great transportation in Oakland.

Our Vision: Achieve transportation infrastructure and policy that brings **livability**, **vitality**, **sustainability**, and **equity** to Oakland.

All-volunteer run group comprised of transportation professionals, enthusiasts, and policy wonks who live in/work in/care about Oakland.

What is the reality of our bus service?



Replying to @shakatron

[@shakatron](#) BART was built to transport far fewer people, and much of our system has reached the end of its useful life. This is our reality.

♡ 1,479 5:22 PM - Mar 16, 2016

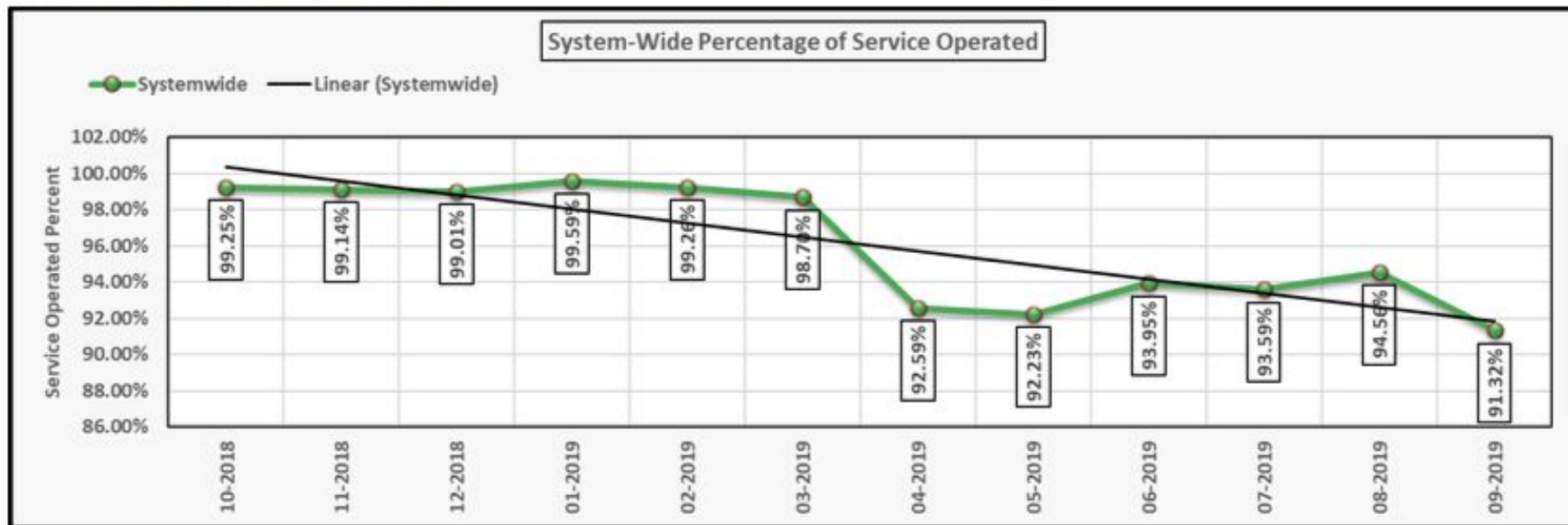


💬 1,035 people are talking about this



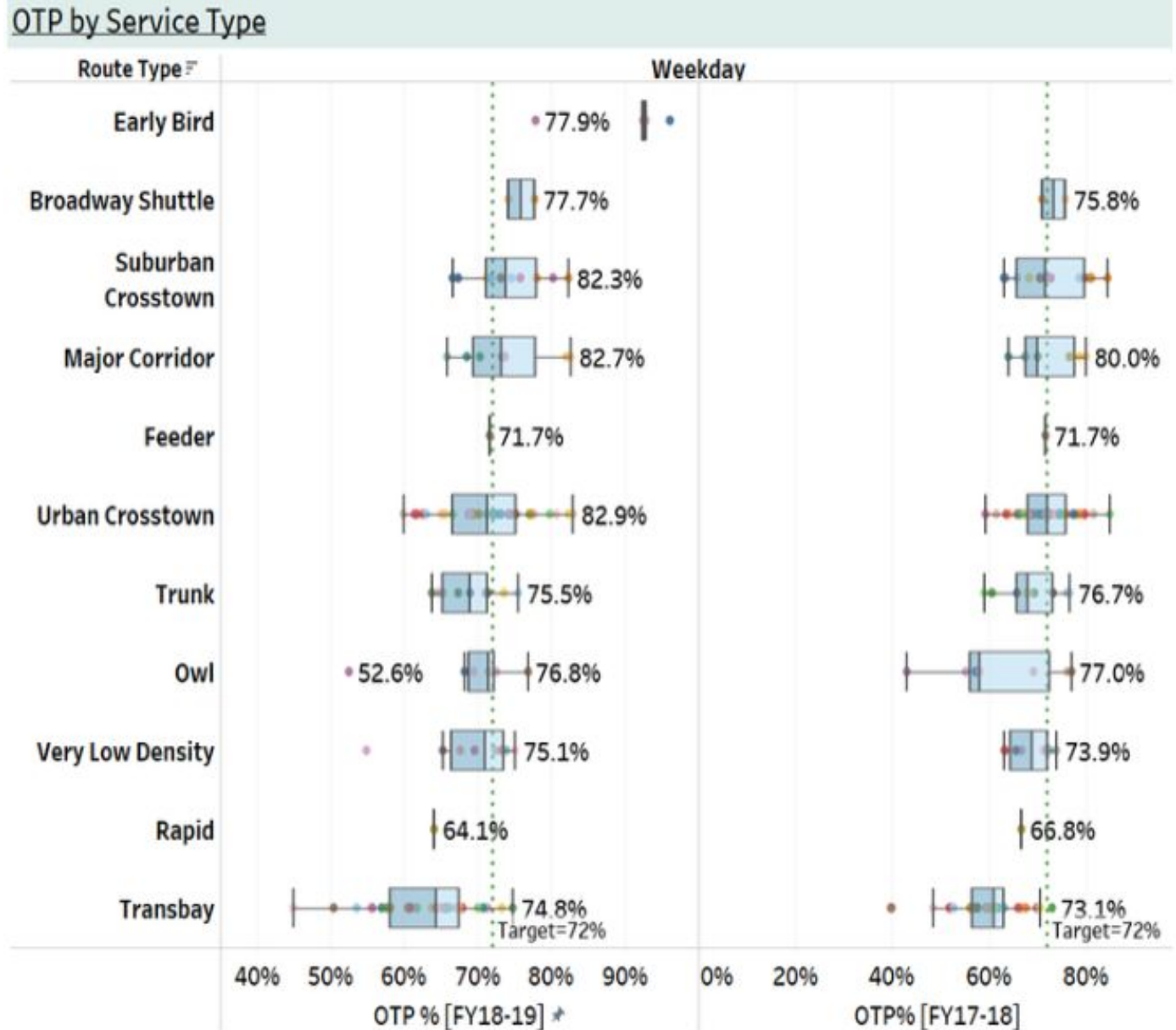
Our reality: Bus service is over-promised

Chart 3 – Service Operated



* This data point is still under validation during migration to next generation CAD/AVL however this data is used for real-time bus location apps

Our reality: Buses are not reliable



Our reality: Buses are slowing down

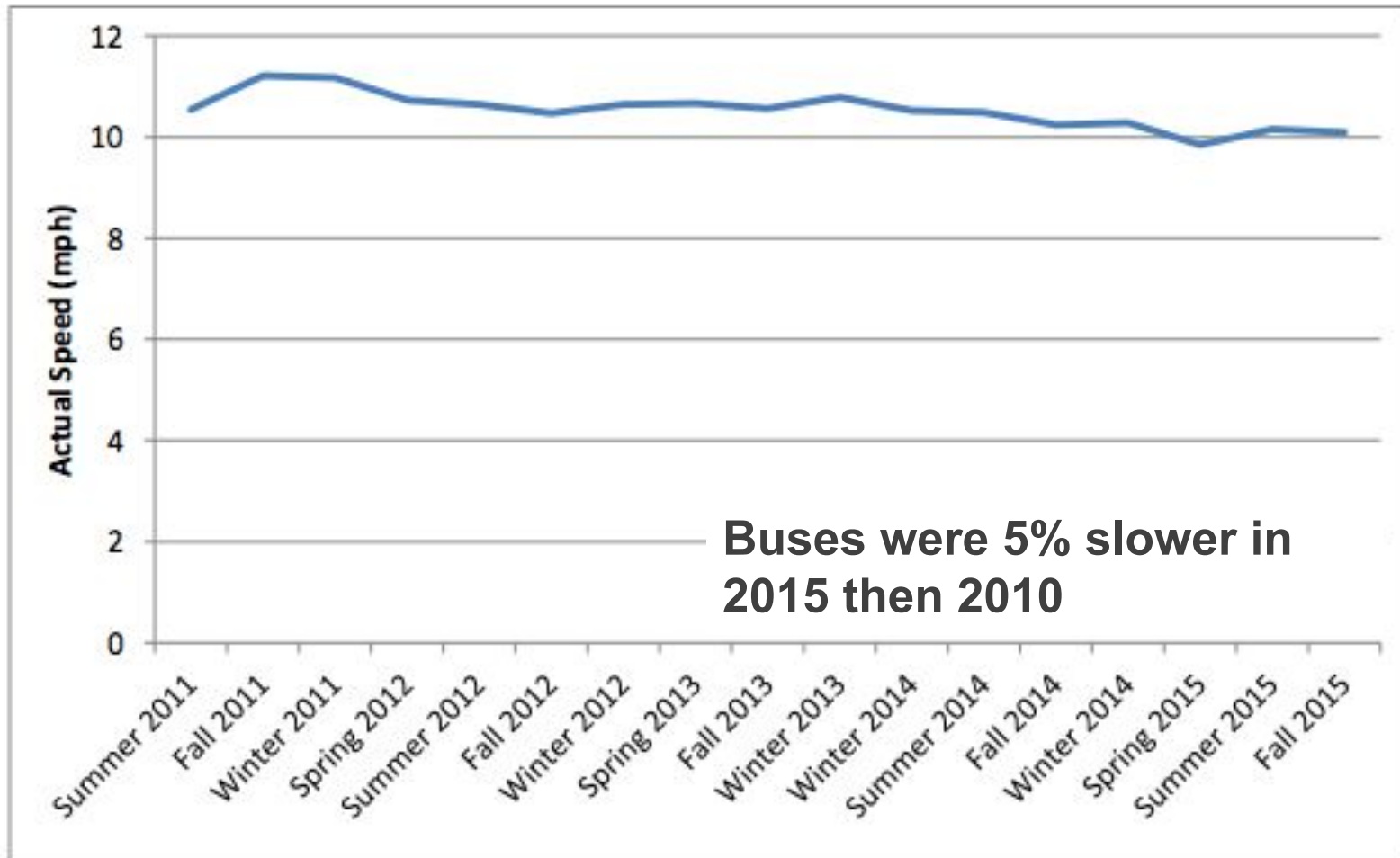


Figure 1: Historic Districtwide Average Traveling Speed (mph)

Our reality:

1. We don't have enough bus operators to **sustainably operate** our bus service.
2. Our buses are **unreliable**.
3. Our buses are **slow**.

Systemic challenges:

1. Bus operators increasingly have mega-commutes from Stockton or Sacramento County due to our housing shortage.
2. Buses are trapped in traffic but AC Transit doesn't have power to prioritize transit on our streets.
3. As of 9/2019 ~19% (64 FTE) positions at OakDOT are vacant and 19% (125 FTE) positions at Public Works are vacant.

Systemic opportunities:

1. Elect city council members and a mayor who will lead and champion transit and housing in their district and Oakland.
2. Prioritize increasing bus speeds especially with the street paving program. Corridor bus travel time must be a shared KPI between AC Transit and OakDOT.
3. Use excellent outreach to activate transit supporters for transit priority projects.
4. Build dense & affordable housing near transit.

Strategies to increase bus speeds

1. Buslets / Bus boarding islands
2. All door boarding
3. Incentivise clipper usage with fare capping
4. Queue jumps
5. Far side bus stop relocation
6. Bus stop consolidation
7. Transit signal priority / preemption
8. Transit only lanes



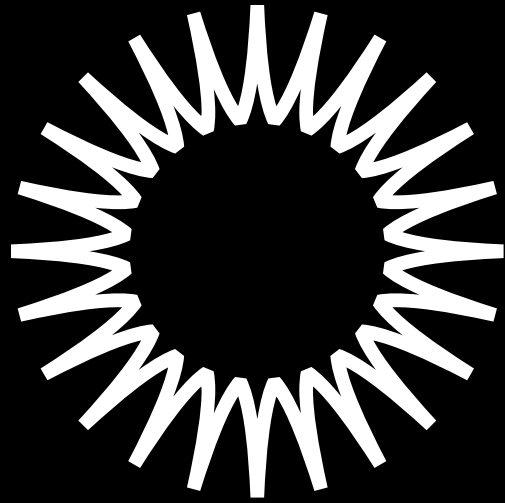
Building a pro-transit constituency

1. Use excellent and inclusive outreach strategies.
2. Educate the public on the reality of bus service in Oakland and changes we need.
3. Deliver improvements faster using low cost materials ahead of capital construction.
4. Celebrate transit improvements and bus riders.
5. Elect leaders who share our vision of Oakland where the bus is the best.

Thank You!



Get involved and join our email list:
transportoakland.org



SPUR

Ideas + Action for a Better City

learn more at SPUR.org

tweet about this event:

@SPUR_Urbanist

#TransitOnlyLanes