Prioritizing Transit

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

Transit + Traffic Safety investments on City’s top High Injury Corridor
Transit Action Strategy
Daily Ridership

Map showing daily ridership with various stations and stops highlighted.

Legend:
- Orange: More than 200 daily riders
- Yellow: Between 200 & 500
- Black: Less than 200

Inset map of Downtown Oakland with additional stops and ridership data.
Hella ❤️ Grand
Transit Priority in Oakland

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
rrusso@oaklandca.gov / @oakdot
Transit Priority in Alameda County

SPUR Lunchtime Forum
Carolyn Clevenger
January 2020
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

- 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

Sources: 2018 LOS Monitoring Report
Bus speeds tied to congestion

Bus Operator Speed

Average Commercial Speed (miles per hour)


AC Transit LAVTA Union City Transit
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

Source: ACE, AC Transit, BART, Capitol Corridor, LAVTA, WETA, Union City Transit
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
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
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)

<table>
<thead>
<tr>
<th></th>
<th>Existing Conditions</th>
<th>Baseline Future (2040)</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Time (Minutes)</td>
<td>60</td>
<td>115</td>
<td>55 minutes (192%)</td>
</tr>
</tbody>
</table>

2019 Performance Report & CTP Needs Assessment
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

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

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.

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>Ex. Cond.</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>City</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
</tr>
<tr>
<td>Oakland</td>
<td>52%</td>
<td>25%</td>
<td>14%</td>
<td>4%</td>
<td>5%</td>
<td>100%</td>
</tr>
<tr>
<td>Summary of all cities</td>
<td>29%</td>
<td>28%</td>
<td>16%</td>
<td>22%</td>
<td>6%</td>
<td>2,154</td>
</tr>
</tbody>
</table>
### Themes from Qualitative Feedback

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

@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

* 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

AC Transit FY18-19
Ridership Performance Summary
Our reality: Buses are slowing down

Buses were 5% slower in 2015 then 2010

Figure 1: Historic Districtwide Average Traveling Speed (mph)

AC Transit Major Corridors Study (2016)
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.
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