

CITY OF OAKLAND
AGENDA REPORT

2011 MAY 11 AM 10:14

TO: Office of the City Administrator
ATTN: P. Lamont Ewell
FROM: Public Works Agency
DATE: May 24, 2011

RE: Informational Report on the Proposed AC Transit Bus Rapid Transit Project

SUMMARY

This report provides a status update on the proposed AC Transit East Bay Bus Rapid Transit (BRT) project. The project could increase bus reliability and decrease travel time for patrons on the Telegraph Avenue and International Boulevard corridors, which carry 12% of AC Transit's patrons (AC Transit's busiest corridors). Implementing this proposal could require removing auto lanes and parking in certain areas.

A critical phase of the project will be reached with the release of the Final Environmental Impact Statement/Environmental Impact Report (FEIS/EIR), currently due to be released by AC Transit in September, 2011. The BRT project analyzed in the FEIS/EIR runs between downtown Berkeley and San Leandro BART, passing through Oakland along the Telegraph Avenue and International Boulevard corridors via dedicated (bus-only) travel lanes. The City approved the study of this alternative (the Locally Preferred Alternative or "LPA") in April 2010 (Resolution No. 82690 CMS, *Attachment A*). In approving the LPA in April 2010, the Council explicitly noted the need to mitigate the presumed impacts of the project at the conclusion of the FEIS/EIR phase, and prior to final approval by the City.

As of the date this report was finalized, AC Transit and City staff have not yet agreed on the final details of a mitigated project. Specifically:

- Staff does not yet agree with AC Transit on the physical design of the project or final mitigations for traffic, parking, bicycle and pedestrian impacts.
- Staff also does not agree on costs that will be assigned to AC Transit's project, and those that will be assumed to be the City's responsibility. Currently, AC Transit assigns approximately \$42 million in "Other Related Improvements" to the City. These improvements include paving the auto travel lanes and completing pedestrian and streetscape facilities for the entire length of the route, all of which were included in the LPA.

Item: _____
Public Works Committee
May 24, 2011

As of this date, City of Oakland staff has identified and provided to AC Transit:

- Segments of the proposed BRT project that function acceptably from a technical perspective for all modes (bus, auto, bikes and pedestrians);
- Segments that are not feasible as currently presented in the Final Environmental Impact study/ Final Environmental Impact Report (FEIS/FEIR) and should be redesigned.

AC Transit is currently working with Oakland staff to:

- Finalize a project design which incorporates Oakland staff concerns;
- Propose specific parking mitigations for impacted segments;
- Finalize which “Other Related Improvements” costs must be included in any project funded by AC Transit; and,
- Identify the major deal points to be included in an MOU (or MOUs) covering construction, operation, and maintenance of the system.

Assuming staff reaches closure with AC Transit on an acceptable project definition, mitigations, and financial responsibility, staff expects to be able to present the Council with a project for potential action in the fall of 2011, after release of the FEIS/FEIR.

AC Transit has agreed to fund the City and its consultants in the work effort required to complete this final approval phase. This will require amending the cost and time frame of the current agreement with AC Transit, which paid \$109,000 in staff costs through adoption of the Locally Preferred Alternative (April 2010).

FISCAL IMPACT

There is no fiscal impact; this report is for information purposes only. However, future decisions on this project could have significant financial impacts to Oakland due to the direct costs of improvements, and also due to the indirect benefits and costs to businesses along the proposed corridor.

BACKGROUND

The Bus Rapid Transit project supports many of the City’s adopted goals found in its Land Use and Transportation General Plan Elements (adopted in 1998), and implements the Transit First Resolution of 1996 (Resolution No.73036 C.M.S., *Attachment B*). The project has been under study by AC Transit since 1999.

Approval of Locally Preferred Alternative and Completion of FEIS/EIR

The City Council agreed to designate a Locally Preferred Alternative (LPA) for study in the FEIS/EIR in April of 2010 (Resolution No. 82690 C.M.S., see *Attachment A*). In order to understand the potential impacts of the proposed project, Council selected a “maximum build” alternative for study, which assumed a dedicated bus lane for most of the length of Telegraph Avenue and International Boulevard. This alternative was intended to take a “Complete Streets” approach, incorporating bike lanes and pedestrian amenities into the BRT project. In the decision, Council was very clear that if they approved the project in the future it would be with these complete streets improvements, and also with substantial mitigations for the traffic and parking impacts of the project.

Since Council approval of the LPA, a team of consultants have been working to complete the impact studies in the FEIS/EIR. Oakland staff and consultants advised on its contents, and were provided results of the analyses as they became available. An Administrative Draft FEIS/EIR was submitted to the Federal Transit Administration in February 2011.

An important component of the FEIS/EIR is the introduction of the Downtown Oakland to San Leandro (DOSL) alternative as a “minimum segment” of the project. This was added because Berkeley declined to endorse BRT dedicated lanes, which hurt the functionality of the Telegraph segment, and also allowed a minimum segment alternative to be constructed within the available budget. This decision was made in part because in early 2010, AC Transit diverted \$35 million of Congestion Management Air Quality (CMAQ) funds pledged to this BRT project to cover their current operations deficit. That left only \$187 million in committed funding for the BRT project, which is not enough to complete the project.

AC Transit and City staff are now using preliminary information from the impact study to redefine what may be an acceptable project to both parties on behalf of our constituents.

Description of the Locally Preferred Alternative

In Oakland, the LPA includes segments of median dedicated bus-only lanes, side running bus priority lanes, and standard mixed flow lanes. The proposal includes:

- Dedicated median bus lanes traveling from the Berkeley border along Telegraph Avenue to 20th Street (the project then cuts over at 20th Street to Broadway);
- Mixed-flow traffic lanes along Broadway between 20th Street and 11th Street;
- A bi-directional couplet along International Boulevard/11th Street and 10th Street/E. 12th Street, between Broadway and 14th Avenue. This service would operate on side-running dedicated lanes that allow drivers access to make right turns; and,
- Dedicated median lanes starting at 14th Avenue, along International Boulevard the San Leandro Border.

The project will include transit priority treatments and signal coordination throughout the alignment, with buses running at five minute headways during peak periods. Stations, located

The project will include transit priority treatments and signal coordination throughout the alignment, with buses running at five minute headways during peak periods. Stations, located approximately 1/3 mile apart, will have level or near-level boarding, and will include shelters, benches, fare machines, real-time bus arrival information and other amenities. The system will include pre-paid ticketing to speed boarding and service reliability.

Potential Economic Benefits and Impacts of the Project

Design and construction of the BRT project, at an estimated cost of \$190 million (DOSL) or \$258 million (full project) will have significant economic impacts (both positive and negative) to residents and businesses in Oakland, both during construction and upon completion of construction. These impacts will be addressed and debated more fully upon release of the FEIS/FEIR and prior to approval of the project. However, these impacts can be summarized as follows:

Positive:

- A multi-million dollar project will provide significant investment in the Telegraph Avenue and International Boulevard Corridors. This funding, particularly the \$75 million in federal funds, would not otherwise be available for these improvements. AC Transit estimates that the project will create between 800 and 1200 construction period jobs.
- The project will provide fixed transit stops, which have been shown to encourage increased economic development activity because of the certainty of improvements and the reliability of patronage.
- If the full project is built, the Telegraph Avenue and International Boulevard Corridors will have renewed BRT-lane paving and streetscape investments and will become a better transit, pedestrian, and bicycle environment.
- The speed and reliability of transit access will be significantly increased, with corresponding increases in ridership. Businesses located near station locations will therefore enjoy greater transit access (on-boarding and off-boarding) than they currently have.

Negative:

- As with any roadway construction project, there will be short-term impacts to travel and periodic, limited business access impacts in station areas during construction.
- To build this project, on-street parking will need to be removed on the main commercial streets, particularly near BRT stations. While parking mitigation strategies, including replacement parking, are being explored, some businesses will no longer have parking directly in front of their stores.
- Some transit riders will need to walk further since stops will be located further apart than they are now.

- Auto congestion will increase, and total auto traffic will decrease on the corridor, with potential negative impacts to merchants and businesses on the corridor if they depend on automobile access.

KEY ISSUES AND IMPACTS

Several key issues remain to be resolved prior to City Council’s final action on the East Bay Bus Rapid Transit project.

Financial Issues and Impacts

Funding for “Other Related Improvements”

For the FEIS/EIR, AC Transit defines the BRT project narrowly to include only buses, bus lanes and stations. The costs for these components total \$216 million for the full LPA and \$158 million for the DOSL Alternative (See table below). As noted, AC Transit currently has only \$187 million in committed project funding. There is, therefore, a significant funding gap for the full project and a small funding gap for the DOSL if all the costs (both AC Transit’s and the “Other Related Improvements”, as discussed below) are included.

For the FEIS/EIR, and for the purposes of their Federal Transit Administration “Small Starts” grant application, AC Transit has divided the project costs between the BRT project and “Other Related Improvements” that are identified as “non-essential components requested by local jurisdictions”. Other Related Improvements in this definition include: paving the entire street from curb to curb (instead of just the bus travel lane), installation of bulb outs, pedestrian refuges, and sidewalk and streetscape upgrades (except at station locations). For the FEIS/EIR, AC Transit assumes that these “Other” costs are the responsibility of the Oakland. The cost of these “Other Related Improvements” totals \$42 million for the full LPA and \$32 million for the DOSL.

	LPA Alternative (Telegraph/International)	DOSL Alternative (International only)
BRT Project Cost	\$216 million	\$158 million
Other Related Improvements:		
Paving	\$15 million	\$11 million
Streetscape Elements	27 million	\$21 million
Total “Other Related Improvements”	\$42 million	\$32 million
TOTAL Project Cost	\$258 million	\$190 million
TOTAL Project Funding (Current)	\$187 million	
Shortfall	\$71 million	\$3 million

In the April 2010 approval of the LPA, the City Council stated that many, if not all of these “Other Related Improvements”, are integral to the project. In order to install the BRT, the physical condition of the roadways will require repaving from curb-to-curb in most locations, as it would not be sound engineering practice to construct an “only BRT” project. Secure pedestrian facilities along the corridor are also important not only to Oakland, but to ridership on transit. The City does not have the resources to implement these “Other Related Improvements” if the project is approved.

Staff is working with AC Transit to prioritize which “Other Related Improvements” must be paid for as part of the project. Without the funding of these critical project components, it is unlikely that staff will recommend that Council consider the project for approval. We note that should the DOSL alternative go forward, the BRT project is funded sufficiently with a mix of Federal and local funds to “afford” nearly the entire project cost (BRT and “Other Related Improvements”). If this is the case, staff will advocate that AC Transit and Oakland should approach local funding agencies (Metropolitan Transportation Commission and the Alameda County Transportation Commission) to assure that Regional Measure 2, Alameda County Measure B Sales Tax, and other local funds can be used for these project purposes.

Project Issues and Impacts

Traffic Impacts:

The BRT project generally removes one travel lane in each direction, thereby reducing traffic in each direction from two lanes to one. The project also reduces the access of many side streets to right-turn-in and right-turn-out movements only, because access across the BRT travel lane will be blocked. Adding additional turning lanes at heavily affected intersections will address part of this impact, but not all of it. Additionally, these turning lanes can add to the parking loss associated with the project. AC Transit’s analysis for the FEIS/FEIR finds that there are 10 intersections where impacts cannot be mitigated within the current roadways (6 intersections for the DOSL-only Alternative).

Concerned that the impacts could be untenable, staff requested access to the Level of Service (LOS) traffic data used in the FEIS/EIR. Oakland’s consultant then completed traffic simulations to determine in greater specificity whether the forecasted traffic can be successfully accommodated on International Boulevard and Telegraph Avenue. This analysis is important because it is a dynamic analysis that better predicts the true impacts of traffic delay on traffic patterns. The analysis identified specific segments where the auto traffic does not work according to Oakland traffic flow and queuing standards, and therefore would require additional travel or turning lanes. Staff has forwarded this analysis on to AC Transit for their review and response.

Transit Access Impacts

The accommodation of auto lanes could occur either by changing elements of the dedicated lane project to a mixed flow operation, or by eliminating bicycle and/or parking lanes in specific areas (primarily near stations). Ultimately, this choice is Oakland's to make, but it has substantial impacts to both transit performance and the neighborhood streetscape.

If dedicated lanes are removed in favor of mixed flow lanes, the transit benefits of the BRT project will be reduced because system reliability and average speed will be diminished. In areas of dedicated lanes, buses run unimpeded by traffic congestion, and stations provide easy level-floor boarding, protection from the elements and heightened security. Where the system enters mixed-flow, the transit system loses its priority over auto traffic, and buses will likely spend more time at near-level boarding areas and in traffic congestion and will therefore suffer the same bunching and reliability problems of conventional bus service.

At some point, the removal of dedicated-lanes in favor of mixed-flow lanes (in response to the traffic impacts of the project) will result in a system that is no longer "Bus Rapid Transit" and federal funds will not be available for its implementation. Generally speaking, at least fifty percent of the guide way must be exclusive to qualify.

Parking:

The FEIS/FEIR finds that construction of the LPA would result in the loss of 916 curbside parking spaces (34% of the supply), with 511 spaces lost for the DOSL alternative (25% of the supply). For several reasons the actual parking loss could be more or less:

- In sections where the City requests additional auto travel lanes, parking losses will increase if the dedicated BRT guide way remains. (There would be no additional parking impact if the BRT converted to mixed flow);
- If dual-door buses are used for the length of the corridor, parking losses would be reduced by ~100 spaces. (AC Transit is analyzing dual-door buses in the FEIS/FEIR at the request of the City, but recognizes that there are few vendors and therefore that adoption of the technology would probably increase project costs).
- If the Class 2 bike lane identified for the International Boulevard segment in the area south of 54th Avenue was downgraded to a Class 3 (shared vehicle/bike) lane, parking losses would be reduced by ~100 spaces. However, this represents a less than ideal solution for cyclists.

AC Transit pledges to replace all metered spots at a one-for-one ratio and to mitigate parking losses. AC Transit’s parking mitigation strategy is to add meters on the corridor or on side streets, add time limited restricted parking controls, or secure off-street parking supplies in select locations to ensure that there is always an adequate supply of parking. In areas where this results in overflow parking into residential districts, AC Transit pledges to fund creation of Residential Permit Parking districts similar to those in the Kaiser Hospital area. From a commercial parking availability standpoint this approach is rational; however, the exact level and types of parking mitigation still remains to be resolved.

Bike and Pedestrian Impacts:

The Locally Preferred Alternative that was presented to the City Council for study in April 2010 takes a “Complete Streets” approach to the project, with significantly improved bicycle and pedestrian facilities in the corridor. Staff recommends we retain as many of these benefits in the AC Transit-funded project as possible.

Some members of the community in East Oakland have advocated removing the planned Class 2 Bike Lane from the BRT project in order to preserve parking and the existing median. If there is Council support for that action, staff will endorse it as a change to the 2007 Bicycle Master Plan to provide Class 3 sharrows (a stencil on the roadway that indicates a lane is to be shared by bicycles and cars). As for pedestrians, the LPA includes ADA facilities, bulb outs, pedestrian refuges and other components that will make the street safer and compliant with Federal Law. Staff recommends that these elements remain in the project and be funded by the project.

Public Process:

Oakland staff has requested, and AC Transit has agreed, to schedule several public meetings (currently estimated at five) to present the FEIS/EIR project and potential mitigated alternatives. These meetings could take place prior to or upon release of the FEIS/EIR. These meetings are to take place at locations along the corridor, with the intent of explaining the BRT project, presenting possible alternatives and receiving comments from Oakland constituents. This is not technically required by the FEIS/EIR process. However, staff recommends that these meetings be held if AC Transit hopes to develop the community support the BRT project needs to gain City Council approval.

POLICY DESCRIPTION

The BRT project, as currently described in the FEIS/EIR, conflicts with the Council discussion and direction given last year when the LPA was adopted and includes unacceptable City-assigned costs. This has been communicated to AC Transit, and we have now agreed on a process with AC Transit to refine the BRT project so that AC Transit can discuss it clearly in public meetings. If a viable project can then be developed that meets Oakland's requirements and the public's needs, staff expects to return to Council with a Resolution for action on the mitigated BRT project in the fall of 2011, upon release of the FEIS/EIR.

To that end, AC Transit is currently working with Oakland staff to:

- Finalize a project design of dedicated lanes and/or mixed flow segments that addresses the Council's stated needs;
- Propose specific mitigations (parking, bikeways, pedestrian facilities, construction-related requirements) for negatively impacted segments;
- Finalize which "Other Related Improvements" costs that must be included in any project funded by AC Transit;
- Identify the major deal points to be included in an MOU (or MOUs) with AC Transit that cover construction, inspections, operation, and maintenance of the system; and,
- Hold a series of public meetings to review these issues with constituents.

SUSTAINABLE OPPORTUNITIES

Economic: There are no direct economic opportunities inherent in this informational report. However, the proposed Bus Rapid Transit system will have significant economic impacts (both positive and negative) to some residents and businesses in Oakland, both during construction and upon completion.

Environmental: There are no direct environmental opportunities inherent in this report. However, implementation of Bus Rapid Transit and improvement of bicycle and pedestrian facilities in this corridor should increase the number of people traveling by bus, bicycle and foot, and consequently decrease the number traveling by automobile. A reduction in automobile traffic, particularly single-occupant vehicles, will lower air pollution and associated greenhouse gas emissions.

Social Equity: There are no direct social equity opportunities inherent in this informational report. However, providing improved bus service in the most heavily utilized bus transit corridor in Oakland will benefit lower-income, transit-dependent citizens by providing better mobility options than they currently enjoy. At the same time, community concerns have been registered regarding access to the fewer number of stops and increased distance between boarding locations, as well as the proposed elimination of more frequent local Route 1 service along the Bus Rapid Transit corridor.

DISABILITY AND SENIOR CITIZEN ACCESS

This report has no specific impact on disability and senior citizen access. While all riders will enjoy a faster, more reliable ride, along with the benefits of all-doors level-floor boarding, according to current AC Transit calculations approximately twenty percent of current AC Transit riders will have a longer walk to the nearest bus stop. Bus stops were located to the greatest possible extent close to senior housing and related facilities; however, inevitably some seniors and disabled citizens will have more difficulty accessing this new service than the existing Route 1 local bus service.


RECOMMENDATION(S) AND RATIONALE

Staff recommends that Council accept this informational report and endorse staff's current work approach with AC Transit to resolve conflicts to the extent possible before returning to Council with a recommendation for any action relative to the East Bay Bus Rapid Transit project.

ACTION REQUESTED OF THE CITY COUNCIL

Staff requests no action at this time; this report is for information only.

Respectfully submitted,

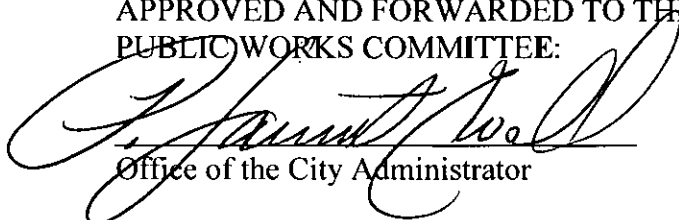


Vitaly B. Troyan, P.E. Director
Public Works Agency

Reviewed by:
Michael J. Neary, P.E.
Assistant Director, Public Works Agency

Prepared by:
Bruce Williams, Senior Transportation Planner
Infrastructure Plans and Programming

APPROVED AND FORWARDED TO THE
PUBLIC WORKS COMMITTEE:



Office of the City Administrator

Attachment A: City of Oakland’s Locally Preferred Alternative adopted in April, 2010
(Resolution No. 82690 CMS)

Attachment B: City Of Oakland’s Transit First Resolution, adopted in April 1996 (Resolution
No. 73036 CMS)

FILED REVISED BY THE CITY COUNCIL, APRIL 20, 2010
 OFFICE OF THE CITY CLERK
 OAKLAND

10 APR 21 PM 4:35

Approved as to Form and Legality


 City Attorney

OAKLAND CITY COUNCIL

RESOLUTION No. 82690 C.M.S.

Introduced by Councilmember _____

RESOLUTION ADOPTING OAKLAND'S "LOCALLY PREFERRED ALTERNATIVE" TO BE INCLUDED AND ANALYZED IN THE FINAL ENVIRONMENTAL IMPACT STATEMENT/REPORT FOR THE AC TRANSIT EAST BAY BUS RAPID TRANSIT PROJECT

WHEREAS, in 1998 the AC Transit District ("AC") initiated work on the "Major Investment Study" to closely examine alternatives for transit service on several transit corridors in their service area; and

WHEREAS, in 2000 a Major Investment Study Policy Steering Committee comprised of membership from all affected jurisdictions, including the City of Oakland ("City") was convened to provide guidance to the study from a corridor-wide perspective; and

WHEREAS, in 2001 the Policy Steering Committee recommended a preferred route or "Locally Preferred Alternative" (LPA) for a Bus Rapid Transit project that specified the corridor alignment of Telegraph Avenue to International Boulevard/East 14th Street in the cities of Berkeley, Oakland, and San Leandro; and

WHEREAS, Bus Rapid Transit is a mode of transit service that has some or all of the following characteristics: Dedicated Travel Lanes; Level Boarding Platforms; Off-Board Fare Collection; and Real-Time Arrival Signs; and,

WHEREAS, in May 2007, AC Transit, in collaboration with the Federal Transit Administration released a Draft Environmental Impact Statement/Report for the continued development of the East Bay Bus Rapid Transit Project (Project); and

WHEREAS, in July 2007 the City of Oakland formally submitted comments in response to the Draft Statement/Report, which comments focused on route alignment, traffic, parking, economic, construction, roadway maintenance and operational impacts, among other concerns; and,

WHEREAS, AC Transit wishes to complete a Final Environmental Impact Statement/Report for the Project in order to compete for Federal Transit Administration "Small Starts" Funding; and

WHEREAS, According to Federal Transit Authority rules, AC Transit requires the City to identify a “Locally Preferred Alternative” to be analyzed in the Final Environmental Impact Statement/Report for the Project; and

WHEREAS, the City of Oakland’s General Plan *Policy T3.6 Encouraging Transit* calls to “encourage and promote use of public transh... on designated “transit streets”, and *Policy T3.7 Resolving Transportation Conflicts* call for the City to “resolve any conflicts between public transit and single occupant vehicles in favor of the transportation mode that has the potential to provide the greatest mobility and access for people...”; and

WHEREAS, City staff has worked with AC Transit staff to refine the Project design to the extent possible, to meet City goals and to implement a project incorporating transit, bicycle, pedestrian and vehicle improvement; and

WHEREAS, the City of Oakland adopted a Bicycle Master Plan in 2007 that identifies planned bicycle facilities on section of the proposed Bus Rapid Transit route; and

WHEREAS, City staff has worked with AC Transit staff to refine the Porject design to the extent possible, to meet City goals and to implement a project incorporating transit, bicycle, pedestrian and vehicle improvement; and

WHEREAS, in January, 2010, City staff presented a draft “Locally Preferred Alternative” to the community in a series of public meetings, and in Febmary, 2010, City staff presented the draft “Locally Preferred Altemative” to the Planning Commission for review and comment; and

WHEREAS, City staff carefully reviewed public comment and concerns and proposed refinements to the proposed design of the Project; and

WHEREAS, the City’s adoption of a “Locally Preferred Alternative” for inclusion and analysis in the Project Final Environmental Impact Statement/Report, is exempt from the California Environmental Quality Act pursuant to, without limitation, CEQA Guidelines section 15262; now, therefore, be it

RESOLVED: That the City adopts as its “Locally Preferred Alternative” to be included and analyzed in the Project Final Environmental Impact Statement/Report the draft design option presented to the public in January and Febmary, 2010, as modified by staff in March 2010, and attached hereto as “Exhibit A”; and be it

FURTHER RESOLVED: The City requests that AC Transit investigate including left-door loading vehicles in the Project in order to minimize parking impacts associated with constmction of stations, especially in Fmitvale and East Oakland; and be it

FURTHER RESOLVED: The City requests diat AC Transit include in the Final Environmental Impact Statement/Report a full analysis of: parking losses and potential mitigations, the impacts of loss of local service on the elderiy and disabled, security issues related to off-bus cash payment and increased walk distance to stops, and economic impacts to local businesses during and post-constmction; and be it

FURTHER RESOLVED: That the City, in addition to adopting said "Locally Preferred Alternative", request that AC Transit fully analyze a "Rapid Bus Plus" option that includes all of the facilities of Bus Rapid Transit but without dedicated bus-only lanes; and be it

FURTHER RESOLVED: The City reserves the right to make changes to the Project at the conclusion of the Final Environmental Impact Statement/Report, based on the studied impacts and the adequacy of proposed mitigations of these impacts; and be it-

FURTHER RESOLVED: That staff shall return to the City Council upon AC Transit's completion of the Final Environmental Impact Statement/Report with a project proposal for the Council's consideration that includes mitigations for traffic, and parking impacts, prior to entering into any agreements with AC Transit.

APR 20 2010

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20_____

PASSED BY THE FOLLOWING VOTE:

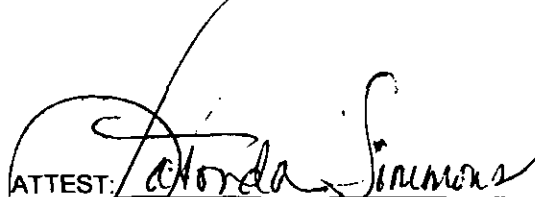
AYES - ~~4~~ DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, QUAN, REID, and PRESIDENT BRUNNER - 7

NOES - 0

ABSENT - 0

ABSTENTION - 0

Excused - Brooks - 1

ATTEST: 
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California

OAKLAND CITY COUNCIL

RESOLUTION No. 73036 C. M. S.

INTRODUCED BY COUNCILMEMBER _____

**RESOLUTION DECLARING THE CITY OF OAKLAND'S SUPPORT OF PUBLIC
TRANSIT AND OTHER ALTERNATIVES TO SINGLE-OCCUPANT VEHICLES**

WHEREAS, public transit including buses, trains and ferries carries 120,000 riders per day in Oakland and reduces air pollution by eliminating the need for private automobiles; and

WHEREAS, shifting additional trips from the private automobile to public transit has many benefits including: reducing traffic congestion, thereby making streets safer for pedestrians and bicyclists; decreasing demand for auto parking so that land can be put to more productive use; decreasing automobile tail pipe emissions; and potentially reducing the cost of housing by eliminating the need for garage space; and

WHEREAS, a shift from private vehicles to public transit or other transportation modes also reduces an individual's transportation costs thereby freeing up personal resources for other important needs; and

WHEREAS, increased speed, better accessibility to, and improved frequency of transit services encourages greater use of public transit and increases fare box revenues; and

WHEREAS, certain traffic engineering techniques such as creation and enforcement of exclusive transit lanes, synchronization of traffic signals to transit speed, extension of bus stop curbs out to the traveled transit lane, and the use of signal preemption devices can improve the speed of transit travel; and

WHEREAS, improvements to public transit infrastructure and pedestrian facilities can increase the attractiveness and use of public transit by making it safer, more convenient, and more comfortable; and

WHEREAS, increased use of other transportation alternatives including bicycling and walking, carpooling, vanpooling, and telecommuting also reduce traffic congestion and improve air quality, as well as enable more efficient use of our roadway system by accommodating more people in fewer vehicles; and

WHEREAS, use of transportation alternatives also frees up roadway space for freight and commercial vehicles thereby stimulating economic development; and

WHEREAS, a balanced transportation system which offers an array of choices to travelers makes communities more livable; and

WHEREAS, in determining improvements that will facilitate travel by public transit and other alternative modes of transportation, it is important to strike a balance between economic development opportunities and the mobility needs of those who travel by other than the private automobile; now therefore be it

RESOLVED, that it shall be the official policy of the City of Oakland to encourage

and promote use of public transit in Oakland and to expedite the movement of and access to transit vehicles on designated "transit streets;" and be it further

RESOLVED, that the City, in constructing and maintaining its transportation infrastructure, shall resolve any conflicts between public transit and single occupant vehicles on City streets in favor of the transportation mode that provides the greatest mobility for people, rather than vehicles, giving due consideration to the environment, public safety, economic development, health, and social equity impacts; and be it further

RESOLVED, that as part of the General Plan Transportation Element, a system of transit preferential streets and associated transit-oriented improvements shall be proposed; and be it further

RESOLVED, that the General Plan Congress shall consider and incorporate in the General Plan Transportation Element, as appropriate, various methods of expediting transit services on designated streets and encouraging greater transit use including but are not limited to:

1. Creating exclusive bus lanes.
2. Restricting automobile turning movements that conflict with transit vehicles.
3. Synchronizing traffic signals for buses on transit preferential streets.
4. Permitting transit vehicles to preempt traffic signals.
5. Installing sidewalk curb cuts at all transit stops.
6. Bulbing out bus stops into the travel lane.
7. Enforcing parking restrictions at bus stops.
8. Encouraging regular maintenance of bus stops and the provision of amenities such as benches, shelters, and posting of schedules.
9. Ensuring that designated transit loading areas are not blocked by news racks, trash receptacles, or other barriers.
10. Adhering to transit-oriented design features in all developments served by public transit (See AC Transit Board Policy No. 520).
11. Discouraging provision of free parking at transit stations and employment sites.
12. Promoting intermodal transfer stations to encourage seamless transfers among transit modes; and be it further

RESOLVED, that it shall also be the official policy of the City of Oakland to encourage and promote bicycle and pedestrian travel by providing a bicycle circulation system which includes, Class I, II and III facilities, safe and secure bicycle parking, pedestrian/bicycle bridges, pedestrian plazas, bicycle loop detectors, traffic calming devices, crosswalks and sidewalk bulbs, median "safety zones," and repair of damaged sidewalks.

IN COUNCIL, OAKLAND, CALIFORNIA, October 29, 19 96

PASSED BY THE FOLLOWING VOTE:

AYES- BAYTON, CHANG, DE LA FUENTE, JORDAN, MILEY, RUSSO, SPEES, ~~WOODS-JONES~~, and PRESIDENT HARRIS **8**

NOES- **NONE**

ABSENT- **NONE**

ABSTENTION- **NONE**

Excused- Woods-Jones #1

ATTEST:



CEDA FLOYD

City Clerk and Clerk of the Council
of the City of Oakland, California