



Broadway Bus Lanes

Public Works Committee
September 24, 2019



City of
Oakland

Department of
Transportation

2019 3-Year Paving Plan

3

Demonstrate quick action with a **3-year citywide paving plan.**

100+

Deliver **\$100M+ in paving construction**, tripling average annual spending.

75

Prioritize \$75M on local streets to improve neighborhood quality of life.



Broadway

20th St

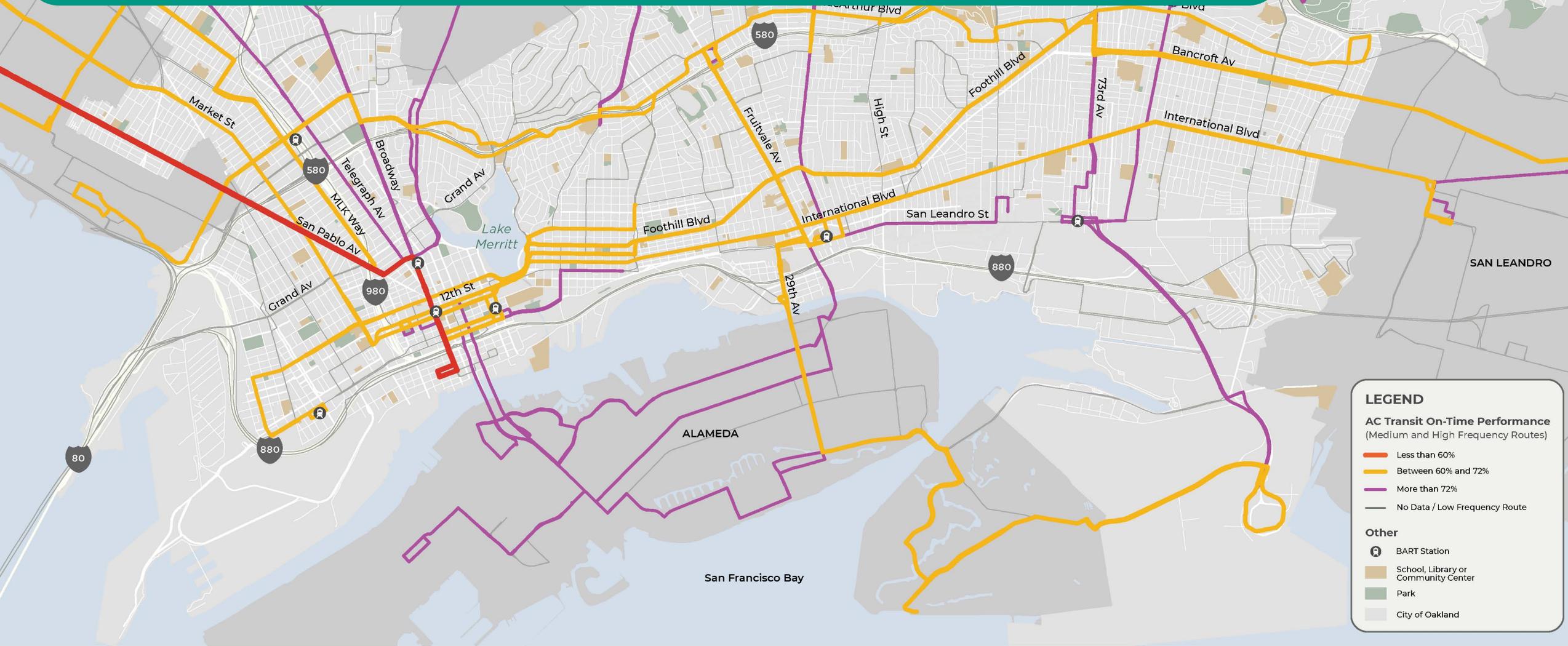
11th St

Paving Plan overlaps with current bus rapid transit construction

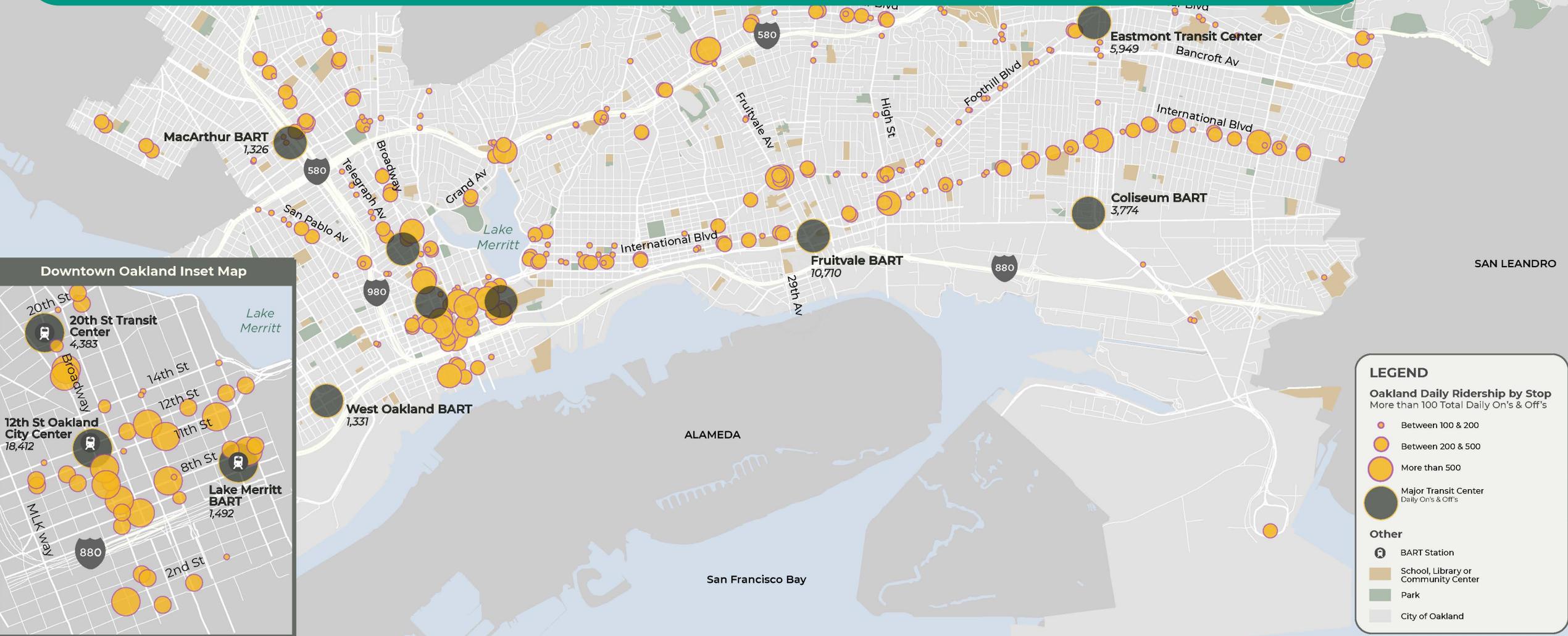
Broadway (Today)



Buses on Broadway run on-time less than 60% of the time



On Broadway, most daily ridership per stop in entire system



Who Benefits From Better Bus Service?

\$35k

Majority of AC Transit riders have a household income less than \$35,000

51%

51% of AC Transit riders don't have a drivers license

40%

40% of AC Transit riders don't have access to a vehicle

Who Benefits From Better Bus Service?

25%

A quarter of Oaklanders say transit is the primary way they get around

46%

Nearly half of Oaklanders say they typically take transit to get to work, school, and other places

How Can We Improve Bus Service?

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;

Have We Considered Bus Lanes Before?

Policy or Plan Title	Year Approved
City of Oakland Transit First Policy	1996
Oakland General Plan, Land Use and Transportation Element	1998
International Boulevard Transit-Oriented Development Plan	2011
City of Oakland Energy and Climate Action Plan	2012
City of Oakland Complete Streets Policy	2013
Broadway Transit Circulator Study	2014
AC Transit Major Corridors Study	2015
Alameda County Transportation Commission Countywide Transit Plan	2015
Alameda County Transportation Commission Multimodal Arterial Corridor Plan	2015
Oakland Department of Transportation Strategic Plan	2016
Downtown Oakland Specific Plan (DOSP)	2020 (Anticipated)

Most recently: Draft Downtown Oakland Specific Plan (DOSPP) calls for Broadway bus lanes

The
Downtown
Oakland
Specific Plan

TRANSIT IMPROVEMENTS DOWNTOWN'S CORE

The plan describes a series of transit, bicycle, transit and pedestrian improvement projects for downtown Oakland. These improvements will increase the ability of downtown residents, workers and visitors to move around and access jobs, services and other destinations; the Land Use & Urban Design chapter describes additional improvements to the public realm and urban form.

Illustrated in this image:

- Enhanced intersection, with high visibility crosswalks
- Dedicated bus transit lanes on Broadway. With this improvement, the bus stop pull-out in the foreground is no longer needed, allowing for a curb extension/shortened pedestrian crossing and larger plaza area.



4 years of DOSP outreach (& counting)

INTRODUCTION & BACKGROUND
PLANNING PROCESS

Planning Process: Phase I

Launched in 2015, the Downtown Oakland Specific Plan process has provided numerous and various opportunities for local stakeholders and community members to be involved. Participant feedback has shaped the strategy options in developing this Public Review Draft Plan. Key milestones and efforts to-date are summarized in the following timeline.

JULY 2015: PROJECT START

September 3, 2015

CHARRETTE & OPEN STUDIO

This multi-day event included: a hands-on public design workshop and open design studio where the community was invited to stop by to see draft concepts; a series of technical/stakeholder meetings to gather feedback on important issues; and a work-in-progress presentation at the Paramount Theatre to summarize ideas.



COMMUNITY KICK-OFF

To mark the beginning of the public planning process in 2015, the City of Oakland hosted a community workshop at the Rotunda Building next to City Hall to introduce local citizens and community groups to the Downtown Oakland Specific Plan process. A brief presentation by the consultant team was followed by an interactive hands-on activity. The event was used to inform and encourage participation for the upcoming charrette (noted next).

October 19 - 28, 2015

Charrette Feedback Forms Responses:

Of the many ideas you heard or seen so far, which ones seem more exciting to you?



PLAN ALTERNATIVES REPORT

The Plan Alternatives Report describes a draft vision and initial concepts for downtown, based on charrette input. The Report is posted online and was reviewed at community meetings with groups including the Community Advisory Group (CAG); Parks and Recreation Advisory Committee (PRAC); Landmarks Preservation Advisory Board (LPAB); Youth Advisory Commission; Bicyclist & Pedestrian Advisory Committee (BPAC); and Planning Commission. The Plan Alternatives Report was presented at a large community presentation and open house held in March of 2016 at the Malonga Casquelourd Center for the Arts.

STAKEHOLDER MEETING

Meetings were held with an existing stakeholder organization as the Art + Garage District Creative Neighborhoods Coalition, Old Chinatown Coalition, Old City Neighbors, the Metropolitan Center for Commerce Land Use and downtown schools and services. The City also used "Up, Oakland!" online Forum feedback from individual CAG members.

*A Community Advisory Group (CAG) was formed to help direct the policies of the plan, comprised of local knowledge on plan topics, as well as representatives from business groups, artist community, health and advocacy groups.

The Downtown Oakland Specific Plan

SpeakUpOakland.org Online Forum Responses - Common Themes:

Pretend you have a magic wand. How would you change downtown? What one thing should we improve most?

INTRODUCTION & BACKGROUND
PLANNING PROCESS

Planning Process: Phase II

In early 2017, the City of Oakland kicked off a new phase of the downtown planning effort with an expanded focus on social and racial equity, adding an "equity team" of consultants to provide an assessment of the work to date, deepen engagement from historically marginalized communities, document disparities, and evaluate the potential equity impacts of draft plan policies.

Spring - Summer 2017

SOCIAL EQUITY WORKING GROUP MEETINGS

This series of meetings, organized by topic, were intended to reach a broader and more representative community than were engaged during the first phase of the planning process. These meetings included interactive work sessions to develop goals, identify potential challenges or barriers underserved populations face to reaching those goals, and begin to discuss possible solutions.



EQUITY ASSESSMENT & EXPANDED OUTREACH

At the start of Phase II in the downtown planning effort, the I-SEED-led equity consultant team provided an assessment of work to date using a social and racial equity lens and launched an expanded outreach strategy. Public engagement included additional workshops and meetings with communities that had not been adequately involved in the first round of community engagement, as well as the addition of representatives of those communities to the Community Advisory Group.

July 31 - August 3, 2017

DOWNTOWN OAKLAND DISPARITY ANALYSIS

In January 2018, City staff published an analysis of racial disparities to inform the Specific Plan process. This Disparity Analysis includes documentation of racial disparities organized by the proposed topic areas of the Specific Plan, desired future outcomes, and equity indicators that establish the baseline conditions that the Specific Plan's policies and projects will address.

January 2018

CREATIVE SOLUTIONS LABS

The Creative Solutions Labs were organized by topic and built upon the Social Equity Working Group meetings. The objective was to present strategies through workshops to address issues previously identified by the downtown community. The discussions were informed by an overview of existing conditions and racial disparities, example approaches to mitigate these disparities and successful strategies used in other communities facing similar challenges.

NEIGHBORHOOD DESIGN SESSIONS: CENTRAL CORE, UPTOWN & KONO, OLD OAKLAND, & CHINATOWN

In February 2018, members of the public were invited to a series of Neighborhood Design Sessions, where they gathered around maps to identify opportunities and problem areas for specific neighborhoods and discuss their vision and potential solutions.

Summer 2018

Creative Solutions Labs: Feb. 5 - 8, 2018
Neighborhood Design Sessions: Feb. 10 - 13, 2018

ACCESSIBILITY SURVEY

City staff worked with disability community advocates to better understand accessibility challenges downtown, including developing and administering a paper and online survey targeted to older adults and people with disabilities.

PLAN OPTIONS & EQUITY ASSESSMENT

Working from the ideas developed at the Creative Solutions Labs and Neighborhood Design Sessions, the Dover-Kohl team synthesized this suggestions-to-date into a collection of policy and land use options to address community priorities within a setting of "focus areas" in downtown. The equity consultant team provided an assessment of possible equity impacts for each policy and land use option, as well as prioritization and additional recommendations to achieve equity. These documents informed the recommendations of the Preliminary Draft Plan.

Fall 2018

January 2019

PRELIMINARY DRAFT PLAN & PUBLIC REVIEW

The Preliminary Draft Plan was an initial version of the Downtown Oakland Specific Plan, describing transformative ideas and recommendations that were derived from the public process and corresponding research and analysis. It presented the first draft of proposed changes to the character of the waterfront, and other areas of downtown, as well as separate policies that uphold the community's shared values of economic opportunity, culture keeping, and environmental sustainability. Approximately two dozen stakeholder meetings, public advisory board meetings, Planning Commission hearings, and community events were held to review and gather feedback on the Preliminary Draft Plan. This feedback from these sessions was used to revise the Preliminary Draft Downtown Oakland Specific Plan.

The Downtown Oakland Specific Plan

Where Would the Bus Lane Go?



Photo: Sergio Ruiz

What Are the Benefits of Bus Lanes?



30%

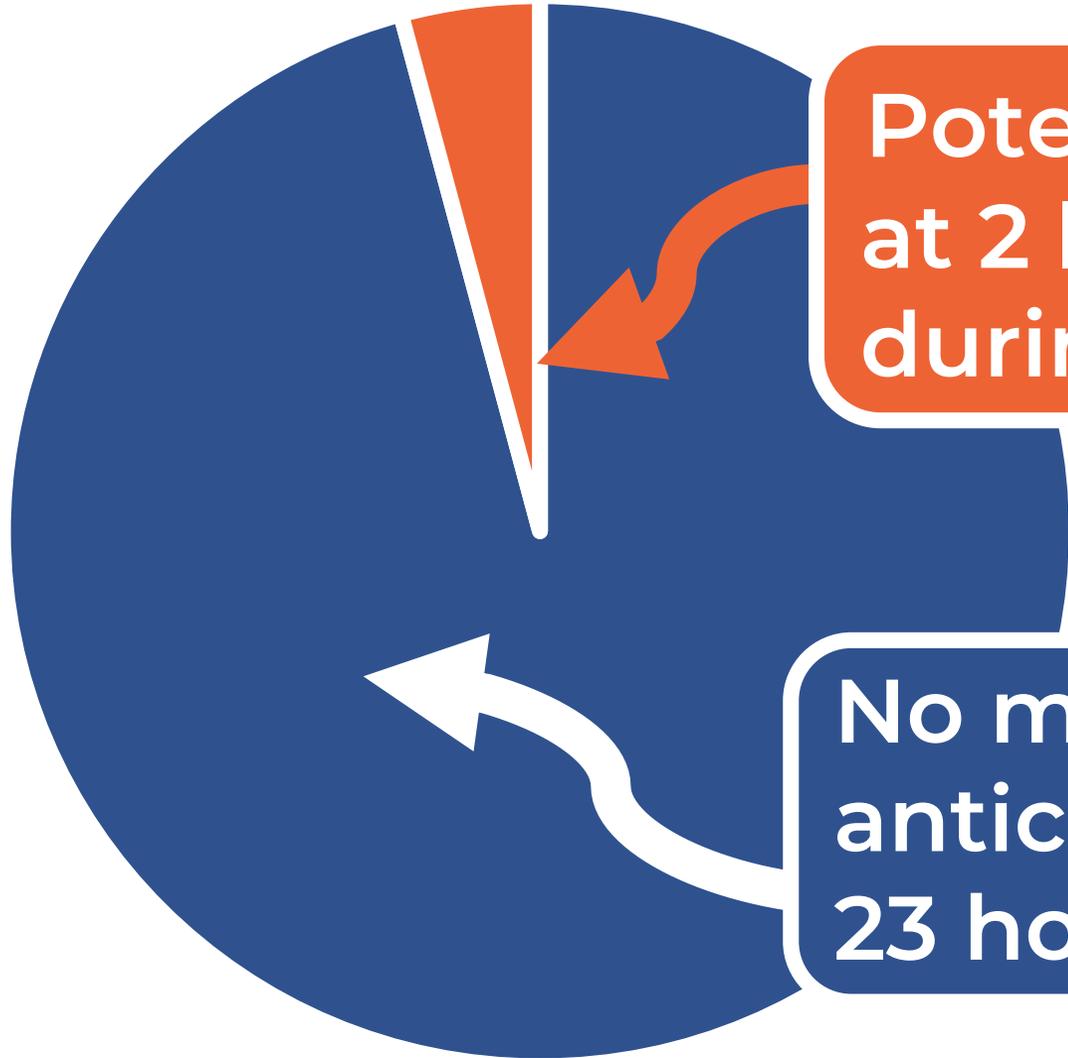
Shorter travel time for bus riders



20%

More reliable travel time for bus riders

What Are the Tradeoffs of Bus Lanes?

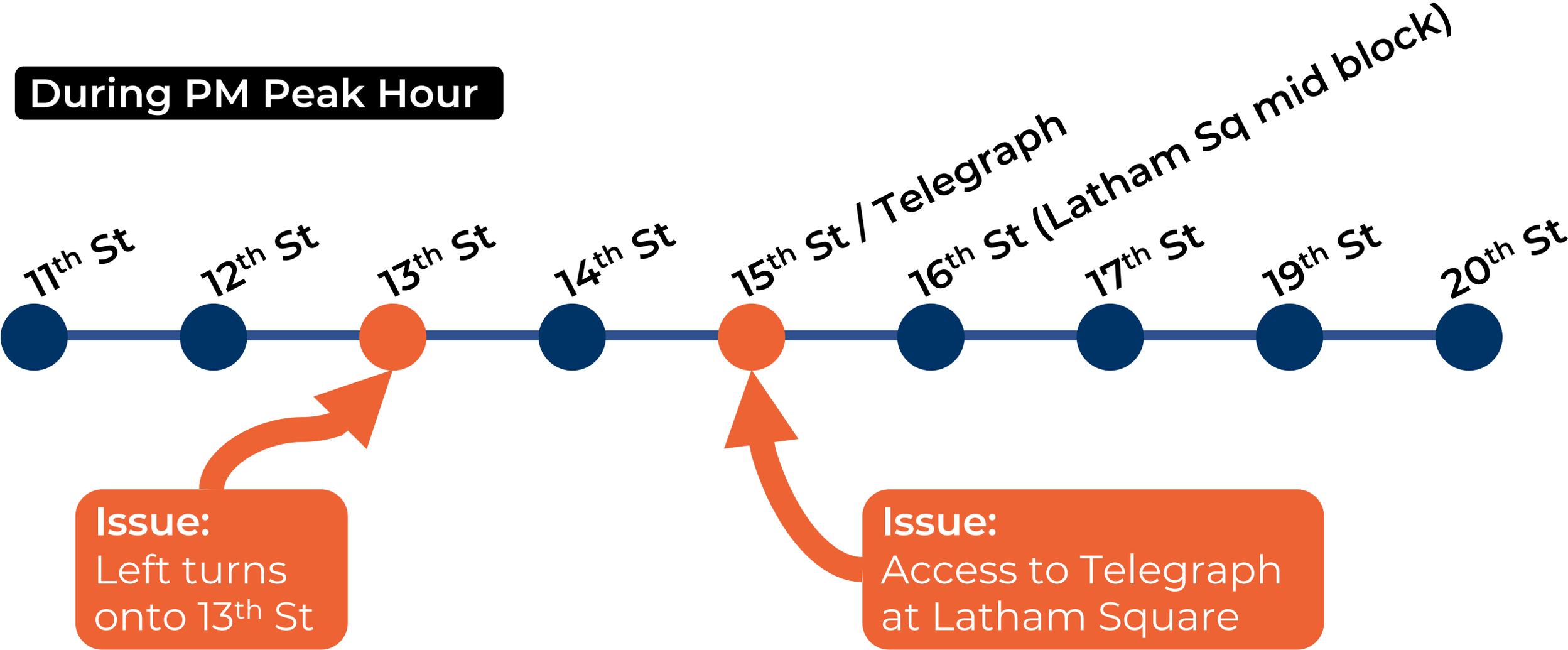


Potential for some back-up at 2 locations during 1 hour during weekdays

No major back-up anticipated for remaining 23 hours of the day/week

What Are the Tradeoffs of Bus Lanes?

During PM Peak Hour



What Are the Tradeoffs of Bus Lanes?

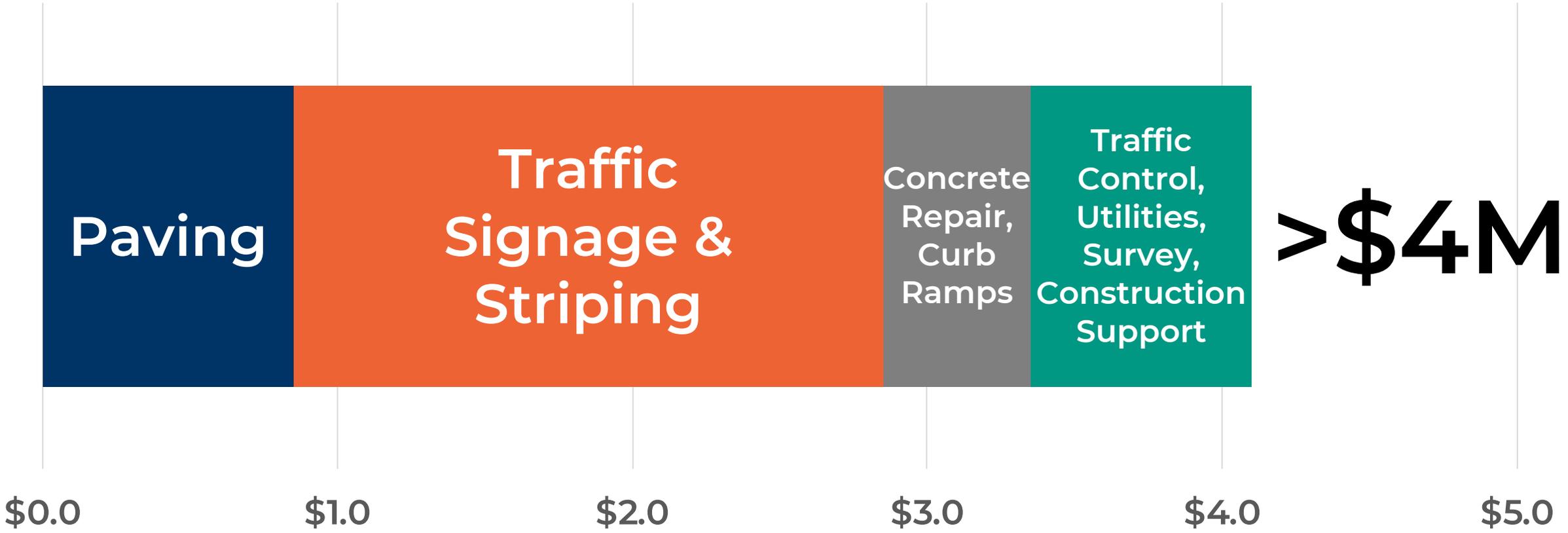


**No comprehensive change
to on-street parking/loading**

Additional Critical Safety Improvements

- Stripe high visibility crosswalks on all approaches
- Repair concrete sections to reduce trip hazards in crosswalks
- Add “pedestrian head start” at all intersections along Broadway

What's the Cost of Bus Lanes?



Eligible for 100% funding through Measure BB set-aside for Broadway transit improvements

What We've Heard: Bus Riders

- Support for changes that make the bus faster & more reliable
- Late bus = late to work, late to class, missed doctor's appointments



What We've Heard: Merchants

- Serious construction fatigue from near-constant construction over last few years
- Questions about parking/loading
- Concern about detours

EAST BAY EXPRESS

OAKLAND, BERKELEY, AND EAST BAY NEWS, EVENTS, RESTAURANTS, MUSIC, &

HOME

NEWS & OPINION

ARTS & CULTURE

FOOD & DR

NEWS & OPINION » NEWS

SEPTEMBER 09, 2015

Latham Square Construction Leaves Downtown Businesses in a Slump

With the project expected to last through the end of this winter, some independent retailers say the city has not done enough to draw foot traffic to the central intersection.

By Nastia Voynovskaya [@nananastia](#)



What We've Heard: AC Transit

- Support for bus lanes because of improvements to travel time & reliability
- Support for coordinated paving so long as BRT construction timeline not impacted
- Concern that paving later will mean bus detours & delays just as service is improving post-BRT construction.

What We've Heard: Developers

- Support for minimizing construction activity
- Interest in being notified about project updates to ensure coordination



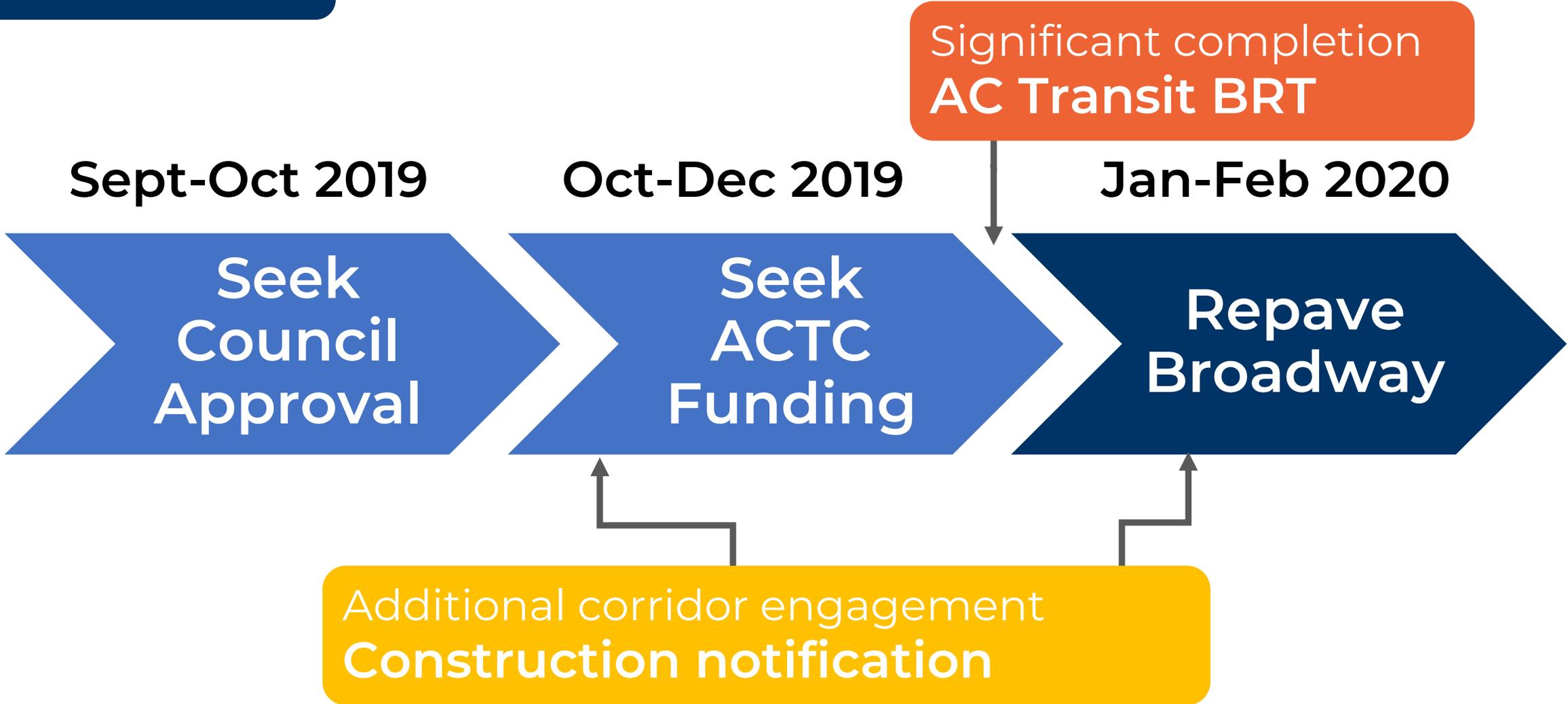
What We've Heard: City Council

- Coordinate better with agency partners
- Deliver improvements to Oaklanders faster
- Fast-track safety improvements
- Prioritize needs of underserved Oaklanders
- Improve community engagement

When and How Much?

- Minimize disruption by paving at tail end of BRT-related construction in early 2020
- Use ACTC Measure BB funds that can only be spent on Broadway—not Measure KK funds
- Also seek Measure BB funding to continue operations & study future of B Shuttle

Timeline





Thank you!

Department of Transportation
Complete Streets Paving & Sidewalks

Photo: Sergio Ruiz