

## Oakland/AC Transit Interagency Liaison Committee

### Meeting Notes: July 21, 2022 – Special Meeting

Meeting notes are provided for convenience, may be incomplete, and should not be considered an official record or verbatim dialogue.

#### 1. OPENING

##### A. Roll Call/Welcome and Introductions

City of Oakland: Vice Mayor Rebecca Kaplan, Council Member Noel Gallo

AC Transit: President Elsa Ortiz (Chair), Director H. E. Christian Peeples, Director Jean Walsh

##### B. Announcements/Public Comments

None.

#### 2. NEW DISCUSSION ITEMS

##### A. Transit Lane Operations [Presenter: Derik Calhoun (AC Transit)]

Derek Calhoun, Director of Transportation gave an overview on the Tempo lane transit operations.

Public Comment: (John Minot): East Bay Transit Riders Union supports physical design improvements to keep lane separate.

##### B. General Traffic Enforcement [Presenter: Lieutenant S. Fleming (City of Oakland)]

Lt. S. Fleming reported on OPD Citywide Traffic Enforcement, which included Moving Violation, Equipment Violation, Non-Moving Violation, including Registration. Traffic stops have notably decreased citywide since 2017. Traffic stops focused on the High Injury Network, where 60% of Oakland's severe and fatal crashes are concentrated. Existing, limited enforcement resources have focused on International Blvd. Disobey Bus Lane citations have increased to 20% (141) in 2021.

Nicole Ferrara, OakDOT, wanted to highlight the strong partnership that we've had with OPD in their ability to use their very limited resources to really concentrate the highest crash locations, including that high injury network such as International Blvd.

Public Comment:

- (Kevin): Increased death rate since Tempo became active. Death rate per month is 3x more since Tempo construction. Needs quick build solutions to solve this issue.
- (George Spies): Report indicates shift in percentages, but total enforcement has dropped off precipitously. Shows enforcement is not our fall back solution.

- (Steven Jefferson): Was policing part of the development of these projects? Can we get federal funding for more policing for this project and San Pablo? Can we install K-rails?

Committee Comments:

- Peebles: OPD used to have a dedicated traffic enforcement unit, wants to know where that went.  
(Fleming) as of 2020 that unit went away. Traffic enforcement funded by OTS grant for OT for police volunteering.  
(Peebles): Is there data for speeding on the bus lanes (cameras, CalTrans equipment etc.)  
(Fleming): Police have no data on that.  
(Fred Kelly): OakDOT does not have that data. AC Transit might be collecting in a future grant.
- Ortiz: Why did bus lane enforcement go down from 2020 to 2021  
(Fleming): Police have left the department and have difficulty getting volunteers to do it.
- Kaplan: Is the contracted Sheriff enforcing bus lane issues?  
(Sprague): Platform and on bus security are the only elements Sheriff enforces. Moving violations not on the 2020 contract.  
(Kerry Jackson): Sheriff does both moving violations and parking violations. Cameras on the front of coaches are the main parking violation enforcement.  
(Hursh): OPD has primary enforcement for moving violations in Oakland. If the sheriff sees a violation they have a duty to react.  
(Kaplan): More follow up needed. Speeding up nationwide potentially due to reduced congestion. Bus Only lane can incur additional speeding due to lack of congestion. What physical things can be done to reduce speeding (besides diverters and speed bumps?) What multi-jurisdictional (State, ACT, Oakland) enforcement pieces can be incorporated? STAR CHASE technology to reduce high speed chases.
- Ortiz: Agree let's revisit MOU and keep up this discussion.
- Walsh: Will there be conversation later in this meeting about actual fatalities or injuries on this corridor?  
(del Rosario): Yes. OakDOT has more later.  
(Walsh): Supports more physical barriers.

**C. Update on Traffic Projects [Presenter: Fred Kelly (City of Oakland)]**

Fred Kelley, OakDOT, gave an overview of BRT Project safety Features. AC Transit and City of Oakland collaborated to design and implement many pedestrian and bicycle safety improvements along the BRT project corridor. OakDOT Rapid response

improvements to International Blvd and 16<sup>th</sup> Ave., includes pavement markings and signage. International pedestrian lighting and sidewalk repair project, installing 205 pedestrian-scale lights and repair sidewalks. Caltrans' project on International, replacing sidewalks, curb ramps and driveways to be compliant with ADA standards. Fred Kelley also presented the Safe Oakland street goals.

Wil Buller, Traffic Engineer, AC Transit, gave an update on a federal grant for complete streets initiative to do a quick build project on International Blvd. Develop a scope and procure consultant to perform a study or report of transit lane violations and related accidents along the corridor. The scope includes geographically, on International from 14<sup>th</sup> Ave. to 42<sup>nd</sup> Ave. within Oakland's jurisdiction. Consultant will compile available rash data between August 2020 and the present. The project is intended as a preliminary exercise to determine the best method and measures to appropriately address the concerns for the entire length of the corridor successfully.

Public Comments:

- (John Minot): EBTRU great to hear the work being done. Important for District and City to have quick build and concrete response. Observes that signage isn't sufficient for curbing bad speeding behavior. Maybe strategically placed bumps since buses are wider.
- (George Spies): Until speed cameras are an option enforcement won't help the problem. Paint and signs aren't enough, need hard scape improvements to prevent lane violations. Wants to see KPI's on a monthly/annual basis not 20 years out.
- (Bryan Culbertson): Helped planned the vigils. Listen to community members first then look at data. Used to be safer with mixed travel lanes for pedestrians to cross. Directors should go out and see it themselves. Speed humps and mountable curbs.
- (Kuan): Wants to re-iterate the previous comments. Enforcement doesn't exist and sign adherence doesn't exist. Look at Mexico City BRT. Wants board to stand and watch International Blvd.
- (Gordon Douglas): Echoes previous callers. Loves BRT and many of his Clinton neighbors do too. Wants BRT to follow Mexico City's example and institute lane delineators. Physical safety is important.
- (Anthony): Echoes previous comments. Wants physical barriers not signage.

Committee Comments:

- Peeples: 400k sounds like study only and not implementation. What would implementation cost?

(Buller): Lots of funding banks available for overall implementation treatment. Very targeted but also more than just a study. Does include design and construction.

(Wier): OakDOT has been meeting with ACT. OakDOT has 400k to match and extend quick build/rapid response.

- Walsh: Wants clarifying questions on timeline and implementation. Additionally, requests elaboration on treatments.  
(Buller): Implementation end of 2023, 2024 latest. Design through end of '22 with construction in 2022. Mitigation measures are wildly varied and don't want to get ahead of the study/ourselves.  
(Walsh): Will signal timing also be looked at?  
(Buller): Yes as well as all crossing locations (striping, crosswalks, signals etc.). This is a limited preliminary evaluation. Future studies will build off of this and be fully comprehensive.

### 3. UPDATE ON PAST ITEMS – None

### 4. FUTURE AGENDA ITEMS

- Kaplan: Add future item for improved speed enforcement including staff to staff meeting before next ILC  
(Peeples): Have meeting with consultants on this been happening regularly?  
(Buller): Meeting soon between Kimley Horn/OakDOT/ACT
- Peeples: Would like regular updates and inclusion of training/transportation on any improvements
- Walsh: Identify process for adding Bus Benches

### 5. COMMITTEE MEMBER COMMENTS – None

### 6. PROPOSED DATE AND TIME OF NEXT REGULAR MEETING

- September 21, 2022

### 7. ADJOURNMENT