

AC Transit ILC/City of Oakland

5.11.2022

Attendees:

AC Transit: Peeples, Walsh, Ortiz (Chair)

City of Oakland: Taylor, Kaplan, Gallo, Kalb

A. Review ILC parameters – AC Transit, Robert Del Rosario

- Multiple cities
  - i. Alameda
  - ii. Emeryville
  - iii. 8 or 9 ILCs
- Purpose
  - i. Focus on planning items
  - ii. New developments
  - iii. Changes to right a-way - where to operate
  - iv. Routes bus stops service
    - 1. Look at partnerships
      - a. e.g., broadways shuttle
  - v. Larger planning items issues
- Advisory
- Brown act – notification
  - i. Special meetings – 72 hour advance on ILC's - Friday the week before
    - 1. exceptions when partnering cities have more stringent timelines
      - a. we will post
- 3 members from each party
- Can do joint meeting w/ other ILCs if regional issue
- Set agenda items in final section of meeting
- Quarterly no less than twice a year
- 90 minutes
- Remote, hybrid or back to in person??
- Staff participants
  - i. AC-GM
  - ii. City of Oak – City Council
  - iii. Planning and DOT will handle admin duties

B. Status of AC Transit - AC Transit, Robert Del Rosario

- AC Transit Service Recovery
- Transit across country hit and impacted

- Info influx and changing- how recovering during this
- Methodology
  - i. responsive to needs of riders
  - ii. Cleaner Environment priority
  - iii. Equity
- Big Drop due to shut down in April 2020
- Increase in August 2021- opening of schools
- Beyond November big pick up
- Dip in December because of increase in cases, but currently there has been a huge increase across all modes
- Productivity
  - i. Increased local all day
  - ii. Transbay still low
  - iii. Three factors considered in bringing back service – Recovery priorities weighted factors
    - 1. Pre-COVID Weekday Productivity (measured by passengers we can carry per hour)
    - 2. Low Income individuals within 1/4 mile
    - 3. People of Color within 1/4
  - iv. Supplementary Service has fully returned
- 83% service returned district wide
- Most service in Oakland has been brought back and probably much higher than district wide 83%
  - i. Local network strong since brought back
    - 1. North and West Oakland – most service has been brought back
    - 2. Lines 29 and 18 need some bumps to get back to pre-pandemic levels and need adjustment in spans – how early starts and late they end
  - ii. Transbay lagging to come back – 1/2 of service is back
    - 1. Transbay services to be delayed
      - a. Members of public raise issue of bringing back Line B in Trestle Glen neighborhood
      - b. Other Transbay routes in similar situation
  - iii. East Oakland
    - 1. Most of the network returned
    - 2. Want to bring back more frequency
    - 3. 46 and 47 routes still suspended and had fairly low ridership before the pandemic
    - 4. A number of routes that had strong ridership pre-pandemic and have come back
- What recovery would look like if we bring back more operators
  - i. Operators shortage issue and challenge
  - ii. Hard to recruit and train
  - iii. What full service would look like if we bring on 20 operators

1. Lines 12, 18, 29, 33, 36, 45, 57, 71, 76, 79, 83, 88, 90, 96, 97, 98, and 99
- iv. We can bring back more service with 40 operators
  1. Lines 28, 34, 35, 41, 46, 56, 60, 65, 67, 70, 86, 93, 95, 217, 232, and 339
- Feeder routes to Bart stations and hill service can come back
- Current service
  - i. 83% service level
  - ii. 57% ridership has returned
  - iii. Hover just over 100k daily riders
  - iv. Transbay 2 to 3k riders a day
  - v. 180K daily on full system pre-pandemic
  - vi. 15k – a little more Transbay riders at full service pre-pandemic
- Trying to sustain current levels with increases as resources will allow
  - i. Adding reliability
  - ii. Will continue as we better understand financial outlook, ridership patterns
- Going to board to introduce a new network hopefully in fall – beginning to collect data and outreach
  - i. Robust planning and outreach and engagement and data informed process
  - ii. Lengthy planning process – span over months into next year
- CM Taylor-how are assessing causes of low ridership and which causes will be addressed sooner rather than later with respect to building that back up
  - i. Robert said are a little back over half of our ridership and compared to rest of region, we are pretty strong. Loss less than other agencies
    1. Essential riders stuck with AC Transit so, will focus on communities where essential trips still need to be made
    2. Prioritize those neighborhoods and communities where their options aren't as robust or viable as others where there's higher car ownership and incomes
    3. With new network planning we want to look at market analysis to see where people are travelling in cars and capture those people and get them back onto transit
  - ii. GM
    1. Hoping board will approve a Marketing Research position
      - a. Relied on Bay Area Council Silicon Valley Leadership various surveys out there of people returning to office.. what the pos pandemic life looks like, but we really need our own data
        - i. Looking to add research marketing capability
      - b. Pushed MTC on capacity on Blue Ribbon transit recovery work to do a rider focused survey
      - c. Things are changing and will continue to change as we come out of the pandemic so the more we hear from riders and

potential riders this will help us to shape our system as we expand

- d. Pushing MTC and AC Transit doing more research and welcome community input

iii. RK advocacy together

1. Want to suggest that what we do as a group is also advocacy.
2. Look beyond how many routes one can afford within budget
3. What is goal and what is financial gap to restore what we want and what would it take
4. Work together to advocate for resources from state and federal funding
  - a. Don't want recovery that de-normalizes transit
  - b. ACTC report that AC Transit is doing better than other transit agencies not sure that all of our colleagues have seen that so want to acknowledge that AC Transit is doing better than many

iv. Elsa-CM Kaplan is strong supporter of AC Transit at ACTC so thank you

C. Broadway Transit Lane Expansion/RAISE Grant. Presenter: City of Oakland – Nicole Ferrara

- Update on plans that they've worked on together with AC transit.
- Go over: Background, Recent Transit Improvements, Planned Transit Improvements, and Cost Estimates and Delivery
- Pre-pandemic numbers
  - i. Buses run on Broadway on time less than 60% of time
  - ii. But provides the most daily ridership in the entire system
- Broadway's on the city's high injury network so that's just 6% of streets that account for over 60% of severe and fatal traffic crashes.
- the majority of AC transit riders have a household income of less than \$35,000
- 51% of riders don't have a driver's license
- 40% of AC transit riders don't have access to a vehicle.
- critical role that the transit plays that we've seen throughout the pandemic.
- A quarter of Oaklanders say that transit is their primary way to get around and nearly half of Oaklanders say that they typically take transit to get to work, school and other places.
- Working for many years over decades on planning for better bus lanes on Broadway,
- As they move forward working improving transit mode share by increasing reliability and reducing delays on Broadway, but it really does have a systemic impacts, because of the way Broadway serves as the spine for many transit routes.
- Broadway's main street here in Oakland and a lot of trips do come to downtown so want to prevent severe and fatal traffic crashes, while we're doing this transit input network.
- Delivered but red bus only lanes
- Overall, bus lanes provide shorter ride time by up to 30% so shorter ride times.
- 20% more reliable travel time for bus riders

- i. important when you have a system that's serving low income workers who need to get to work on time or face penalties, etc,
- Have bus lanes in the Center of the heart of downtown that DOT was able to deliver alongside all the BRT improvements
- Accessible traffic signal upgrades etc,
- Plan to move north to grand avenue with continued lanes and then move south to second street.
- Schematic of the design, especially from 11th to embarcadero where things do get tight, especially under the freeway between fourth and eighth street
  - i. There's a lot of work that still needs to happen around changing medians redesigning the freeway under pass.
- Improving the traffic signals and changing traffic signals, so we right now have 15% design from embarcadero to 11th street and 35% design from Six to 11th and 20th on grand.
- Striping all crosswalks - high visibility crosswalks.
- Repairing concrete sections to reduce trip hazards on the sidewalk and in crosswalks we're addressing the slip turn at six and Broadway that allow vehicles to turn quickly on to Broadway
- When make that right turn - adding pedestrian head starts at all intersections along Broadway that gives pedestrians a few seconds to get ahead out of traffic or ahead of traffic
  - i. That improves yielding to pedestrians at turning movements.
  - ii. This restricts some of the challenging left turns as left turns are four times more likely to result in a severe and fatal crash than a right turn
- Upgrading all the traffic signals as well on upper Broadway and beyond grand avenue so north of grand avenue towards College DOT will be working with AC transit to continue planning and engagement that is required to address potential conflicts between bus and bike
- DOT will also be working to determine the prioritization or upcoming capital improvement program
  - i. Guidelines for how DOT to determine what to spend staff resources on in terms of planning
    - 1. work that could start as early as 2023 if it is prioritized in that process.
- Seeking funding from the Measure BB TIP for college Broadway transit priority to implement transit improvements in coordination with AC transit and the City of Berkeley.
- In terms of cost estimates and delivery, as mentioned earlier, DOT was able on the 11th to 20th street segment to tag on to a lot of the capital improvements that the BRT was already investing in
  - 1. This will not be as much so the case on the next segments,
- They'll be a lot of complex medium changes definitely new signal upgrades throughout
  - i. one block requires new reconstruction to build a bus bulb, to allow fo the bus only lane, so the costs are significantly higher
  - ii. does include repaving the entire segment.
- Won RAISE grant which is formerly TIGER, so have 14.5 million going towards Broadway

- DOT have 4.5 million Measure KK funds for repaving.
- Requesting 10.2 million from the Measure BB transit expenditure plan - been working with AC transit on that request as well and.
- Also targeting other additional grants sources - so have applied for the TIRCIP or Teresa??? grant through the state and are also applying for a mega grant through the Federal Government to support this project and t
- Work continues Grand to bless Pleasant Valley in coordination - will be forthcoming pending CIP outcomes
  - i. Partnership with AC transit on when, how and what the scope of that project would look like.
- In terms of project delivery, we will be delivering Broadway bus lanes from 20th to Grand in 2022 via paving Program.
- Implementing Embarcadero to 11th somewhere between 2027 and 2028??? with support from deliveries grant and other funding sources

#### **Q&A (Director Elsa Ortiz)**

- Mentioned Howard terminal earlier - She has asked several times if AC transit has been part of that project development and asked AC Transit staff a couple of months ago if we were part of that conversation about dealing with traffic impacts and she was told no. asked that Oakland tell her if AC Transit is a part of it or not

#### **Nicole Ferrara (OakDOT)**

- This item is coming up, but they have been working with and coordinating AC Transit though AC Transit isn't in every meeting with the A's
- Working with AC Transit in particular on the development of the transportation
- Have monthly meetings and met a month or so ago.
  - i. We have been working with AC transit to keep them abreast

#### **Robert del Rosario**

- There's definitely been staff coordination on the transportation plan
- AC transit is definitely pushing for more transit parity
- Thinks the city and the A's itself are looking at other modes that are going to access the ballpark
- my understanding is that the the the city and other partners.
- In the transportation piece of these already have the infrastructure, we have to identify buttons outside of the development agreement or propose something to them

#### **Nicole Ferrara (OakDOT)**

- Going to go through or provide a high level overview of Howard Terminal – will put all of questions together so that they can make sure to touch on all of them at an upcoming meetings.

**Jean Walsh (AC Transit)**

- What is happening about on both sides about enforcement

**Nicole Ferrara (OakDOT)**

- don't have a traffic enforcement unit anymore at the City of Oakland. Don think the police have too much capacity so looking at automated enforcement options for speed enforcement through assembly bill ???
- Eager for legislation that allows non officer initiated enforcement and better frees up their resources to focus on violence and other key issues as our reimagining public safety Task Force recommends so. (who responded)

**Nicole Ferrara (OakDOT)**

- The Sheriff's Office can enforcement on any of these lanes as well, and patrol officers can do enforcement on any of these lanes.
- Have seen a severe drop in in traffic enforcement citations overall since the patrol unit was removed
- Caltrans can do enforcement on state routes as well, but not sure their capacity
- 

**H. E. Christian (Chris) PEEPLES**

- done by CHP and.
- I thinks the Mayor has tried to work to get more CHP enforcement, but I think that's sporadic they you know they do it for Side Shows and stuff but I don't think that they have enough capacity to do every day traffic enforcement even on state routes.

**Salvador Llamas**

- AC transit has a lot of efforts that they've been working on to help support enforcement.
- Buses equipped with forward facing cameras that can be activated to see when someone is parked at a BRT station blocking the bus from moving down that corridor
- Just concluded a proof of concept to look at technology-new technology is available
- In the process of going through a request for information to see what technology can be incorporated in the rest of the fleet, so that ACT can utilize that for all the other bus lanes that are available in our operating environment
  - But, that's a long term solution that's going to take a couple years and a lot of money.
- Currently, whenever there is an issue for example on Broadway, our operators will contact our Operations Control Center and ACT dispatches Alameda County Sheriff's department to respond
- Supervisors can also respond, but there are challenges with that because it takes time to get a unit out there and sometimes when the unit arrives the vehicle may be gone

- That has been a way that ACT has been able to deter that behavior on BRT route
- When we started to look at videos and send the information back to the vehicle owner, we saw a drastic decline in violations
- Broadway - use we have had used our road supervisors and our deputies to monitor the area and that has helped, but, as you know, some of these incidents especially with large crowds
  - We would like to rely on the support from the oakland police department when available as there are more police officers patrolling than what limited resources we have

### **Robert del Rosario**

- Jim can write you can talk about the delineators on International - that project that councilmember Taylor was asking you about.

### **Jim Cunradi**

- We do have a small grant to do a pilot to test different ways to sort of passively enforce the BRT link so.
  - Looking at using red paint like was mentioned
  - Looking at the delineators between the bus lane and the traffic lanes, such as bots dots or rumble strips.
- Also looking at things simple things like roadside signage that can make it clearer who's supposed to be there, so this is not intended to stop people who have it in their mind to to violate the lane, but intended 00:53:29have it in their mind to violate the lane but it's for people who inadvertently go into that lane because they don't understand you know how the lane work so it's really to get the casual violators, if you will, and and not the habitual lane violators.

### **Jean Walsh (AC Transit)**

- Glad that we are looking at these types of mechanisms, design changes and these like you said passive enforcement mechanisms
- I know that we do have a contract with the sheriff's department to meet only AC transits needs, so I think we should definitely be working with them on these hotspot corridors, where we have you know frequent violations.
- Should also explore these other design changes that Nicole mentioned when we have you know a restaurant and people are going to be coming to pick up their food, if we take out a couple of parking spots that can be a designated pickup/dropoff zone.

D. Major Developments Update. Presenter: City of Oakland

E. Service to Brooklyn Basin. [Requested by Director Walsh] (VERBAL) Presenter: AC Transit

F. Howard Terminal Update. (VERBAL) Presenter: City of Oakland

**Audrey Harris, OakDOT**

- Context about what is considered a major development, for example:
  - Some of our guidance for how we assess these private developments in terms of their transportation impacts generated.
  - How we address those impacts both CEQA and non-CEQA and the tools we have to do so
  - What's in the pipeline, overall
- If time, will go over one example of the work that OakDOT is doing on development review as it relates specifically to addressing impacts to transit service and making sure that we're getting the resources and improvements needed for the people who use transit.
- High level in Strategic Plan of some strategies for how we coordinate our land use.
- Coordinating land use planning efforts with transportation plans and projects
  - Includes coordinating with AC transit staff and making sure that we are being actionable on our transportation plan and managing demand for transportation generated by the new development that's coming on line and that we're working to leverage new development to achieve and support public right away improvements
- Coordinate very closely with our city department of planning and building and they define major developments as developments that have 50 or more units or 50 square feet of non-residential floor area
  - Projects that involve a general plan amendments
  - Rezoning any project that requires an EIR
  - Any project particularly complex in nature.
- Work with the planning department to review non major developments, and these are projects that are smaller in nature, but sometimes generate enough trips to require a Transportation Demand Management plan
- Projects that are 100% affordable housing in nature, but sometimes have safety impacts that we want to address and look over on and depending on the nature of project sometimes the projects will come to us just based on the planners discretion.
- City of Oakland have guidelines for reviewing projects, looking at transportation impacts just at a high level- Guidance for:
  - looking at trip generation
  - Looking at the operations that are intersections
  - looking at the collision history and identifying improvements to address those past crashes looking at.
  - Looking at impacts to VMT have this all organized in a way, and that divides projects up by projects that are smaller in nature that generate less than 50 trips - projects that generate more than 50 trips and projects that do not pass our CEQA screening criteria for VMT which is now the new significant impacts defined by CEQ per SB 743 so that significance criteria at a high level is.
    - i. A project does not have a significant impact if it is consistent with plans and ordinances and policies.
    - ii. And that it does not induce automobile travel by increasing the physical capacity of the roadway
    - iii. And projects that do not cause a substantial edition of VMT per capita.

- There are further criteria that would assess whether or not a project has a VMT impact.
  - i. The first one being a small project so projects that generate less than 100 daily trips are not going to likely generate a lot of VMT.
  - ii. Projects that are located in low VMT areas which is most of Oakland, not all, but most
  - iii. Third criteria, specifically as it relates to the context of our conversations here is a project that is located near transit,
- This is specifically a project that is located within a high-quality transit corridor within a half a mile.
- A project that is dense that meets that criteria and is dense in nature, that does not overpark???? and that is consistent with our local and regional plans.
- If there are impacts, there are a couple ways to address those impacts
  - i. One are through mitigation measures so say project does cause substantial VMT we have measured mitigation measures such as:
  - ii. Requiring them to reduce their VMT by providing strategies that will be talked about a little bit later
- Other standards of conditions of approval around bike parking requirements, other improvements in the right of way that our standard in nature, having them create a TDM plan with specific targets, requiring charging infrastructure improvements in the right of ways, specifically for projects that are adjacent to railroad crossings, which they have a couple of and then requirements for transportation impact fee
- For projects that are required to do a TDM plan they have mandatory strategies and optional strategies
  - i. Requirements for bus boarding bold or islands depending on the specifications of the project and its location
  - ii. Requirements for bus shelters if feasible concrete best pads etc.
- For option upper optional TDM strategies that are more operational in nature projects can choose from providing:
  - i. bulk transit passes and provide transit subsidies to their employees our residents
  - ii. providing ongoing contribution to transit service
  - iii. providing a shuttle service and I tell us is that specifically because.
  - iv. based on prior conversations and just experience of what it looks like to have private shuttles inter mixing with our public transit services - tend not to recommend that instead do the one before - providing a provision for transit service itself and then some operational measures as well such as marketing and providing real time information displays.
- Another tool that the city has is what we call an ECAP checklist. The city has an Equitable Climate Action Plan and it's a checklist if a project that says that if a project meets all the criteria they are in compliance with the city's CEQ GHG threshold of significance and as it relates to transportation and transit specifically a project can meet this by being located in a transit accessible area which is most of Oakland I would say about 90% of Oakland a project that has not over part.
- They have to also commit to providing transit passes to their employees and/or residents and then, as part of their TDM plan and then for projects that do not require a TDM plan, they can also provide a TDM strategy, such as providing those transit passes.

- On the map, you see here is just a high level overview of the current pipeline of major development in the city and the white lines are the High Frequency transit routes that have a headway of 15 minutes or better, so you can see that about 85 to 90% of major development in the pipeline is within a half mile of AC transits high frequency transit route lines
- Out of entire pipeline itself 15% are what we consider filed, but not assigned about 10% are under review with all approvals, 65% of those green dots are approved and about 10% are withdrawn, but could become active again.
- An example is the Lake Merritt Bart Transit Oriented Development.
  - This product is two blocks of four buildings and a public plaza
  - Overall the project would provide almost 500,000 square feet of office space 6200 square feet of daycare space and a little over 18,000 square feet of retail space.
  - About 557 dwelling units and parking to accommodate those uses for the housing there is going to be up to 197 affordable units and specifically 97 of those units are to be specifically for seniors
  - Served by three Bart lines and four AC transit local bus lines: 18, 60 to 88 and the 96 a various peak headways.
    - i. Right now, no changes to the operations of the bus routes themselves, however, there are going to be some physical improvements to improve that service itself.
  - Specifically, as it relates to transits on Oak streets, there is a concrete canopy and the project if approved currently it's entitled it's in the final development plan stage.
  - If it becomes fully approved and starts construction:
    - i. it will replace that concrete canopy with an ADA acceptable bus shelter near the curb and current lay over that accommodates through buses will also be improved,
    - ii. at the corners, there will be concrete islands to facilitate pedestrian access, but the capacity for beat 3 buses will remain on eighth street
    - iii. adjacent to the affordable housing, there's going to be capacity for our subtle loading and paratransit loading to specifically serve the use of affordable housing site.
    - iv. on eighth street on the Bart Plaza side parking will be removed and will the sidewalk will be extended, and it will be able to accommodate three buses, instead of the current two
  - In terms of operational strategies that will be employed as that the development itself may participate in AC Transit's EasyPass program or provide funding to their Clipper Cards or provide a monthly pass
  - Slated to commit to pre tax commuter benefits
  - Marketing and education e.g., real time information about the transit routes adjacent
  - Project is required to do monitoring so regardless of if the project is meeting it's TDM plan goals, which is a 20% reduction in vehicle trips on an annual basis, the project will be monitored to adjust accordingly.

#### **Robert del Rosario (Brooklyn Basin)**

- Service directly to Brooklyn Basin and isn't currently provided by AC transit
- Did work with the developer, many years ago, to make sure that the roadways were conducive to transit, as well as a place to have the vehicle stop and possibly also a layover.

- The challenges is what Audrey gave a great presentation on are the conditions of approval.
- This was negotiated with Brooklyn Basin in probably back in 2012 or 2013 and at that time AC Transit but its pencil to paper and tried to come up with a proposal for transit service, but when you compare us to a private shuttle provider it's difficult for us to compete from a developer's point of view and a developer did go opt for the shuttle option instead.
- Now there isn't to say that we can't provide public transit there in the future
- The users, there are great and something that we should draw people to with public transit and it's probably something that we want to look at in the new network planning.
- Compare that also having service to this new development compared to other gaps that we have in our service in the area.
- I think there's definitely a strong potential there, we have a number of routes that that terminate in Jack London Square that we could continue on to Brooklyn Basin
- We are going to talk about the Broadway shuttle at our next meeting and that has some potential there
- I think we have to figure out where the subsidies are going to come from and the resources.
- Particularly when you have a development that's built off of a transit corridor which then makes it much more challenging for us to serve.
- My understanding is that the conditions of approval were met by the developer at the time, which were different conditions approve of rule as they are today, so this is back again in 2012 2013.
- There's a shuttle there. I don't know who rides it. I've tried to find the schedule; it's not the greatest piece of public transit. I don't even think it's open door I think it's actually for the residents, but it does exist, not very great, but it does exist.

### **CM Loren Taylor**

- It would be helpful for me to better understand when we're working with developers on new development project:
  - What are the possible paths they can take, the options to satisfy the transit need requirements-especially as they are getting approval for reduced number of parking spaces.
  - Understanding their decision making- what's more attractive-the different options could help us from a policymaking standpoint and the city can better design the sort of the development requirements, conditions of approval, etc, that would address the transit needs, but then also contribute to the broader momentum we're trying to build around the public transit ecosystem
- Not expecting an answer for that here, but maybe that's something worth putting on a upcoming agenda. We need to understand from a developer's decision making standpoint, the options that are available for them as they're moving through trying to get approval on the development project, and we can come up with a perspective on what the better policy decision making is regarding design approvals.

### **Elsa Ortiz**

- Good idea. The City of Alameda is really a very active program asking development developers to contribute EasyPass or some other way to finance transit for that development area so.

#### **Jean Walsh (AC Transit)**

- I'm wondering if this project were to happen, today and then 10 years later, would the shuttle options still be on the table? It is such a shame it's right in the heart of Oakland it's getting so much use, has so many buildings there and we don't have a bus going there, right now- hopefully we can fix that
- I know that you kind of de-emphasized shuttle, but is that still something that the developers can choose as an option right in the heart of the city or is that been sort of changed over the years, maybe this is a question for Audrey. So, if this project happened today vs in 2012 would they still be able to choose a shuttle as an option to meet the requirements.

#### **Audrey Harris, OakDOT (she/her)**

- Technically, yes, they would it would be an optional strategy and, again, especially projects at this size and magnitude are required to do, monitoring, so there is flexibility to change the strategies that are being used and implemented to achieve their vehicle production targets.

#### **H. E. Christian (Chris) PEEPLES**

- What might be interesting if we put this on a future agenda, get somebody from the City Attorney's office that does development to talk to us about whether currently in California, it would be legal to mandate that the transportation be provided by the local public transit provider, rather than a private shuttle and I don't know what the status of that is legally, but it would be an interesting thing to have somebody who works with that every day to answer.

#### **Rebecca Kaplan**

- Yes, I agree with Director Peebles. I was going to ask if the staff could explore:
  - Option of requiring it be an investment in the public transit rather than a separate shuttle
  - Separately from mandating that to make that the policy henceforth
  - I'd also like to ask OakDot staff not only look forward in policy but to look at the actual implementation that's going on at this particular site because the shuttle that is being provided is clearly not adequate to the policy directive including the fact that the site is being used to attract a large number of non-residents for events and so they're clearly failing on the actual direction so I'd like to look, both at what we can do to remedy the current situation and including reopening the discussion of doing it in partnership with AC transit as what they're doing now is actually not adequate, so if they're going to provide their own thing it's going to have to be more and serve everyone but also it could be an opportunity to reopen the discussion about doing this in partnership with AC transit since what's being provided is clearly not adequate for the actual uses of the site and the actual trips being generated.

- So, I'd like to ask staff to look into that, as well as look at a policy going forward, because having hundreds of private shuttles is not actually good to attain congestion relief

### **Howard Terminal**

### **Nicole Ferrara (OakDOT)**

- Really focused right now on delivering the offsite infrastructure improvements that was mentioned earlier that our City Council agreed to in July 2021 so we've been working hard on understanding those and seeking grant support to fund and deliver those - it's about half a billion dollars of investment of capital projects:
  - Broadway Transit Lanes
  - Seventh Street improvements from the West Oakland Bar towards Downtown
  - A new transit hub that would serve as a place for Howard Terminal patrons and people who live and work at Howard Terminal to connect to the bus lanes that run up Broadway and also to connect to other forms of micro mobility like bike share, share and bike parking etc.
- Yesterday released a job announcement for the new division manager that will oversee that major projects division, so I can share that and please share on social media, we would love to get a great person to lead this work as it moves forward.
- In addition to the capital improvements, we also have a 'Transportation Management plan and which will oversee the day to day operations of both the ballpark and the non-ballpark development
- In addition to the ballpark there's about 3000 housing units, commercial, I think 100 thousands, well I'm forgetting the exact number of commercial space, retail, a performance venue, a hotel, and of course, the Bay Trail and open space that is being proposed so there's a lot of trips that are projected and the Transportation Management plan is as Audrey mentioned will oversee the day to day and make sure that trips don't exceed 20% less than what they would be without any intervention.
- I think, from a transit perspective we worked hard to really make sure that this development is not a kind of rideshare development. I think it could easily become that because it is close to an urban center but there's not you know, a Bart station right there, for instance there's still a bit you know mile walk two to three close nearby Bart stations.
- So we developed a strategy for game days that will use traffic management, we we've already you know connected with the main rideshare providers to determine where and discuss our plans with them and they were supportive of having rideshare stations .
- You know about half a mile away from the stadium, so that it makes it less convenient to take rideshare will have the bus priority lanes and transit will be allowed on a few of the streets entering that transit hub and that's the only vehicle allowed on those streets during game days, for instance.
- It would be helpful for me because there's so much that has gone into this planning to just understand what your questions are so that I can use our time effectively in future meetings to bring you answers to those questions.

### **Elsa Ortiz**

**Elsa Ortiz**

- I go back to my original question that I hope AC transit is an active participant in the development of your traffic plan because you know out in the public I don't hear AC transit as being part of the conversation and so we're going to be a very important part of that transit development program that you are developing.

**Rebecca Kaplan**

- A lot of the public discussion and the grant applications have focused on the capital aspects of the transportation, and so I think the capital aspects have been getting much of the attention and what I would suggest coming out on this is that there would need to be a staff to staff follow up, which could then come back to all of us.
- On the operations aspect there are operational cost impacts to AC transit there will be operational needs. How will the operations work and how the differential in operational need will be funded? That probably warrants a separate conversation, so if staff to staff haven't yet dug into those aspects, maybe that could happen staff to staff and then come back to us.

**G. Transportation Projects Update****Charlie Ream - OakDOT**

- My name is Charlie Ream, I work on the planning and project development team and that means I worked on a lot of major capital corridor projects around the town. Wherever there's an AC transit bus route on one of our capital projects, I worked hard to involve AC transit staff at the kind of the earliest level, all the way through final design and we can talk through some of those examples.
- Along with our transit action strategy so just quickly you know in 2020 the city and AC Transit jointly issued our transit action strategy which involves these four main buckets of projects quick fixes can be things like painting the curb read or extending our parking restrictions for buses.
- Plans programs and policies just making sure that we consider transit first and all of our major area plans or streetscape plans and grant applications.
- Capital improvements is also through a kind of list of our upcoming big capital improvement projects on transit corridors in the city.
- And an AC Transit actions so things like you know routing and scheduling and things that are internal to AC transit.
- I like this map from the transaction strategy, I think it illustrates the central focus of both of an AC transit on these major corridors that stretch from downtown you know the east and north oakland.
- Due to the typography and just land use and the nature of how open streets have developed over the years, a lot of these corridors overlap with our bike network, with our high injury network we end up in a lot of cases kind of planning for all modes on all of our major corridors project, so I think it's you know integral that AC transit be involved as a partner, from day one on all of these streets.

- Here's a little map showing just upcoming major corridor projects that the city is currently working on on transit routes in the city.
- Now I'll go through some of these in more detail, as we move through the presentation.
- First is Telegraph Oakdot's really excited to be moving forward with fully concrete capital improvements on the 20th to 29th segment of Telegraph.
- Once this is completed there'll be a continuous bicycle pedestrian and transit corridor stretching all the way from downtown at the 51st 52nd street.
- And then we have future aspirations to begin capital improvement projects on the 51st to the Berkeley border segment very soon
- This is an exciting corridor or I think this is a great example of how OakDot and AC Transit work together to provide concrete boarding islands and transit amenities along these major capital projects
- Probably the biggest upcoming coordination effort with the City of Oakland and AC Transit, I would say is a San Pablo Avenue Corridor plan.
- Which is being led by ACTC that stretches for the entirety of the length of San Pablo Avenue from downtown all the way up to the Berkeley border and both districts one and three.
- This is going to be a major multiyear effort that the city is coordinating with on the agenda report on the City Council right now letter of support, so ACTC. can move into detailed design.
- This is a total transformation of this high injury high frequency transit corridor with dedicated bus lanes and protected bike lanes.
- The 14th Street Safety project is another kind of exciting upcoming project that we have stretching all the way through the Downtown core connecting West and East Oakland on 14th Street from Brush to Oak Street.
- I just wanted to highlight here that we are working closely with AC transit on the design of transit amenities for our bus boarding islands.
- These islands, in particular, as is often the case with our core projects on constrained right away streets are too narrow for the standard clear channel shelters.
- So we're working to provide basic amenities to transit riders like rain and sun protection, seeding, trash cans and hopefully coming up with a template that we can easily replicate for future upcoming capital projects in the city.

#### **Elsa Ortiz**

- Sorry, can I interrupt for a moment. I want to mention that AC Transit wrote a Letter of Support for this project that was requested by Director Walsh.

#### **Charlie Ream - OakDOT**

- I want to thank Director Walsh and the board for submitting that Letter of Support. We're targeting I believe a June 21<sup>st</sup> council date for this project to come for a vote of approval at the Oakland City Council and we will be including that Letter of Support on that agenda report, so thank you
- Seventh to third avenue is an upcoming as ATP cycle six applications that we're currently working on finalizing for submittal.

- This is a you know \$20 million on total reimagination of 73rd avenue which is really vital connection between three major transit hubs in Oakland Eastmont Transit Center the International BRT and the Coliseum Bart station.
- So this includes kind of major intersection reconfigurations at Bancroft International bus boarding islands for AC transit buses and new pedestrian signals to connect Eastmont transit, as well as buffered by planes and other bicycle improvements to connect these three transit hubs by a fully connected active transportation network.
- And the 14th Avenue Streetscape project is a good example of kind of a 10 year old grant both Oakdot and AC transit took up and kind of reimagined from a basic pedestrian safety grants to what is now kind of a fully complete streets project with a road diet buffered bike lanes, boarding islands and we worked closely with AC transit on the design of those islands and bus stop relocations and how best to optimize service on this important route.
- Grand Avenue is a really exciting project that we're kicking off. I'm working on this as a planning effort to design improvements that would go along with roadway repaving on Grand Avenue between Broadway and MacArthur and possibly even a little beyond.
- Up to the north, this is a really vital connection between Downtown East Oakland for people riding the bus people walking to the lake, biking to and from these major employment and recreational hubs, so this is an exciting project and hopefully we can figure out some ways to deliver this quickly with our plan as your KK funded repaving projects.
- Lastly, kind of major corridor or project list is seventh street connection project which we one I think a \$14 million ATP grant award and also some federal money and other grants had come in, but his projects as well, this is a streetscape projects on seventh street to connect West Oakland Bart to downtown under the 90 freeway we're you know, in the planning phases right now and we're going to be investigating transit only lanes as a piece of this project.
- And then just looking to the future, some of these are contingent upon upcoming bond elections for an extension of Measure KK or other elements I wanted to include this list is kind of a tantalizing list of what's coming in the next five years or so, for an AC Transit.
- The Foothill Boulevard which is on our Capital Improvement plan, I know, AC Transit also applied for a federal grant for the areas of persistent poverty to address you know bus improvements and bus service on Foothill
- There's Telegraph which I had mentioned before, if we can complete this 51stStreet to the Berkeley border segment, this will be fully a reimagined Telegraph Avenue for the entire open segment.
- MacArthur Boulevard was on our earlier map of coordination opportunities and that's a really hard look at the Laurel District where now the roadway's very tight and there's been some collision and some safety problems there. I know it's a high priority for AC Transit as well.
- We're working on a grant application for LLAMPs??? phase two on extending bus improvements down the corridor???
- There's an extension of the 14th Avenue project all the way up under the freeway and then upcoming Caltrans planning grant will be doing some Complete Streets planning work through Chinatown in the Chinatown neighborhood and starting later this year.

#### 4. FUTURE AGENDA ITEMS

**Robert del Rosario**

Yeah, so if I'm going through my notes:

- Bring back development requirements on AC transit service.
- Also look at Brooklyn Basin in particular Howard Terminal - bring back the operations plan and cost for operations of transit service.
- We will bring back updates of course on the Broadway Transit improvements.
  - we can talk about delineation of BRT and enforcement there
- Will give ongoing updates also on service recovery.

#### **Jean Walsh (AC Transit)**

- Yes, so I'm not sure if it would fall under the development of the development requirements section, but I would like to do a little bit of a deeper dive in EasyPass and seeing what that coordination looks like. I don't know if it's a separate item or bundled together with that, but I'd like to see that in a future meeting.

#### **Elsa Ortiz**

- When Nicole mentioned that there is no traffic enforcement unit in the police department and above on Grand Avenue above 580 because of the parklets, so a lot of cars are parking on the street and so that street is becoming a one lane street and we have buses running up and down in there, so something to be aware of that, because of the lack of enforcement, there is a complete lane covered by park cars

#### **Elsa Ortiz**

6. Proposed date and time of the next meeting.

#### **Loren Taylor**

- With respect to the scheduling the scheduling who is running point on scheduling from the city of oakland side.
- Nicole Ferrara

#### **Elsa Ortiz**

So, so we will be notified about the next node meeting date, and with that we adjourn Thank you very much for all of you who participated looking forward to our next meeting bye.