Implementing the NACTO USDG

Lessons from Oakland

Jamie Parks, City of Oakland
October 16, 2014
Latham Square – Iconic Intersection

- Intersection of prominent corridors
- Historic architecture
  - Cathedral Building
  - Rotunda Building
- Gateway to Uptown
Latham Square – Confusing Intersection

- Complex turning movements
- Poor pedestrian connectivity
- Usable pedestrian space limited
Initial Design

- Under design 2004-2012
  - Many compromises along the way
Initial Design

Large offset traffic signal
Some new pedestrian space
Latham Square – Re-imagined
Pilot Plaza
Pilot Plaza
Design Vehicle
Design Vehicle
Final Design
Final Design

Consolidated pedestrian space
Final Design

New crosswalk
Bicycle Crashes (2007-2011) • 66 total crashes

Pedestrian Crashes (2007-2011) • 68 total crashes

Severe Injury Crashes (2007-2011) • 16 severe injuries • 5 fatalities
Multiple-Threat Crash Risk
No Bike Facilities

- Bicycling up 300% in past 15 years (130 bicycles per hour)
5 lanes to 4 lanes

- Minimum bike lane widths
- Continued multiple threat risk
- No speeding reduction
- No more center left-turn lane
5 lanes to 4 lanes

- Minimum bike lane widths
- Continued multiple threat risk
- No speeding reduction
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What about 3 lanes!?
Design Year = Today

Telegraph Avenue PM Peak Hour Traffic - Screenline between 39th Street and 40th Street

- SR24 opens
- 980 opens
- No change for 25 years
- Travel model predicts 217% increase

Years:
- 1968
- 1969
- 1989
- 1994
- 1999
- 2006
- 2013
- 2035
Evaluation - Transit

- Maintain existing speeds through far-side stops
  - Effective use of existing signal priority equipment
- Eliminate bus-bike conflicts
- Improve stop amenities
- Reduce friction through buffered (not protected) bike lanes
3-Lane Section

- Buffered or protected bike lanes
  - Remove travel lane in each direction
- Transit boarding islands
- Right turn lanes at major intersections
Transit Boarding Islands

- Eliminate bus-bike weaving
- Provide space for shelters and benches
What are these sharrows doing?
Making Tough Decisions

- More congestion (and transit delay)?
- Remove on-street parking?

Estimated change in parking supply

<table>
<thead>
<tr>
<th>Location</th>
<th># of Spaces</th>
<th>Percent Change</th>
</tr>
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<tbody>
<tr>
<td>20th – 34th</td>
<td>-28</td>
<td>-15%</td>
</tr>
<tr>
<td>34th – 44th</td>
<td>-12</td>
<td>-8%</td>
</tr>
<tr>
<td>44th – 51st</td>
<td>-2</td>
<td>-3%</td>
</tr>
<tr>
<td>51st – 57th</td>
<td>43</td>
<td>-40%</td>
</tr>
<tr>
<td>Total</td>
<td>-85</td>
<td>-16%</td>
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Implementing the Guide
Step 1: Write a Letter

- Necessary but insufficient

CITY OF OAKLAND

250 FRANK H. OGAWA PLAZA OAKLAND, CALIFORNIA 94612-2033

Public Works Agency
Brooke A. Levin
Interim Agency Director

December 16, 2013

Janette Sadik-Khan
National Association of City Transportation Officials (NACTO)
55 Water Street, Floor 9
New York, NY 10041

RE: Letter of Endorsement for the NACTO Urban Street Design Guide

Dear Ms. Sadik-Khan:

On behalf of the City of Oakland, I am writing to express support for the National Association of City Transportation Officials (NACTO) Urban Street Design Guide, and endorse the Guide’s use in the design of Oakland streets.

The Guide represents a vision for world-class city street design that matches Oakland’s leadership goals and community desires. Urban transportation is in the midst of unprecedented change as the demands placed upon our streets and the needs of our citizens require an increasingly multimodal transportation network. Pressures, from public health to climate change to mobile technology, are redefining urban streets and opening opportunities for innovation.

The Urban Street Design Guide offers concrete guidance to meet these challenges and improve the safety and livability of our streets for pedestrians, bicyclists, drivers, and transit users. City streets demand a unique approach that are often not adequately addressed by conventional design guidelines. In Oakland, we value NACTO’s role in developing targeted national guidance that allows local agencies to design and implement more successful projects. The Urban Street Design Guide provides a new and important direction for cities, and will be an indispensable tool in planning and designing Oakland’s streets.

As such, the City of Oakland officially adopts the NACTO Urban Street Design Guide as an integral and effective tool for designing streets and public spaces.

Sincerely,

Brooke A. Levin
Interim Director, Public Works Agency

cc: Michael J. Neary, Assistant Director, Department of Engineering and Construction
Step 2: Staff Training

- Attend webinars
- Cities for Cycling Road Show
Step 2: Staff Training

- Talk about real-life projects and issues
Step 3: Integrate into Standards

› Revise standard details
› Specific (and strong) policy language
› Make it easy!
Questions?

Thank you!

Jamie Parks
Complete Street Program Manager
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