

CITY OF OAKLAND



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Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, May 19, 2016; 6:00-8:00 pm** **City Hall, Hearing Room 3**

Commissioners

Reginald K Burnette Jr, Ryan Chan, Chris Hwang, Christopher Kidd, Fred McWilliams,
Robert Prinz, Midori Tabata, Rosa Villalobos, Kenya Wheeler

Time	#	Topic	Type
6:00	1	Roll Call/Determination of Quorum/Introductions (5 minutes)	Admin
6:05	2	Approval of meeting minutes Attachment (5 minutes)—Seek motion to adopt the April 2016 BPAC minutes.	Action
6:10	3	Open Forum/Public Comment (10 minutes)—Members of the public may raise or comment on an issue within BPAC's subject matter jurisdiction (other than what is on the agenda).	Info
6:20	4	Introduction to the City's Government Ethics Act (GEA) Attachment (15 minutes)—Jelani Killings, staff to the Public Ethics Commission, will present an introduction to the City's Government Ethics Act (GEA). This is an informational item to inform BPAC members of their responsibilities under City law.	Info
6:35	5	Department of Transportation (DOT) Q & A (25 minutes)—Christine Daniel, Assistant City Administrator, will discuss and answer questions about the new DOT.	Info
7:00	6	Safe Routes to School Project/Program Update Attachment (15 minutes)—Following construction of SR2S improvements at three intersections, the City is working with seven area schools to ensure that students, parents, and faculty who walk, drive, and bike understand the various improvements and how to use them safely. The City is bringing this to BPAC as an informational item and would also welcome any feedback on the use of the improved pedestrian facilities.	Info
7:15	7	Active Transportation Program (ATP) Cycle 3 grants (30 minutes)—Bruce Williams will lead staff in a presentation of the final recommended projects for which the City will be submitting ATP Cycle 3 grant applications; see drawings, 37MB, at www2.oaklandnet.com/OAK058699 . This follows last month's presentation where possible projects were discussed.	Action
7:45	8	Bike to Work Day wrap up (5 minutes)—The Commission will take a moment to reflect on the recent Bike to Work Day event.	Info
7:50	9	Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment (10 minutes)	Info

Agenda online at: www2.oaklandnet.com/w/OAK056327



This meeting is wheelchair accessible. To request materials in alternative formats, or to request an ASL interpreter, captioning, or assistive listening device, please call Adriana Mitchell 238-5219 (V) or 238-2007 (TTY) at least three (3) business days before the meeting. Please refrain from wearing scented products to this meeting so persons who may experience chemical sensitivities can attend. Thank you.



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the April 17, 2016 meeting
City Hall, Hearing Room 3

Meeting agenda at <http://www2.oaklandnet.com/oak056326>

Meeting called to order at 6:02pm by BPAC Chair, Ryan Chan.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with all Commissioners except Tabata and Villalobos present; they arrived later in the meeting. Introductions were made.

- Other attendees (who signed in): Diane Dohm, Carol Levine, Eric Fischer, Amanda Leahy, Dave Campbell, Dianne Yee, Kit Vaq
- Staff: Sarah Fine, Jennifer Stanley, Iris Starr, Bruce Williams

Item 2. Approval of meeting minutes

At the top of page 5, Chris Kidd was erroneously listed as a member of the paving committee; delete Kidd and add Chris Hwang.

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from March 17, 2016 with the correction noted above** was made (Chan), seconded (Kidd) and passed with all present in favor.

Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

Eric Fischer reported that the timing/configuration of the traffic signal at 40th St and Telegraph Ave is not pedestrian-friendly. This is an issue he has reported previously. The delays are resulting in people crossing against the light. This issue will be added to the BPAC's Open Forum tracking committee document.

Item 4. Active Transportation Program (ATP) Cycle 3 grants

Bruce Williams, Senior Transportation Planner, Transportation Planning & Funding Division (TPFD), gave an overview of the third round of ATP funding. See PowerPoint presentation for details (and note that Cycle 1 funding also funded design of the bike/ped bridge from Lake Merritt to the Bay Trail). Oakland has done well in the past, securing about \$10 million from each previous round. Bruce noted that the top two scoring criteria are Walking and Bicycling (35 points) and Safety (25 points). He summarized features of the proposed projects. The grant application is due in June. Staff, therefore, will need to return to BPAC in May to get a letter of support.

Summary of discussion/comments:

- The projects listed in the agenda were not listed in a particular order.
- Private developments receiving entitlements should be considered during grant planning/scoping. Public improvements funded by developers could strengthen the application.

- Design/outreach funds for the 73rd Ave/Hegenberger Rd project are not being considered because the ATP Cycle 3 funds will not be available until 2019; therefore the City will use local funds for design/outreach.
- Consider adding more spot locations to the scope for the proposed Safe Routes to School project.
- Make sure projects are ready.
- Make sure that the City coordinates with the Alameda County Transportation Commission (ACTC) on county projects proposed for ATP funding within Oakland (like the East Bay Greenway).
- Two current City ATP projects (Laurel Access to Mills, Maxwell Park & Seminary and International Blvd) are seeking one-year extensions.
- The City is evaluating whether the boundary of Fruitvale Ave project can be extended north of International Blvd. Bruce noted that Highway Safety Improvement Program (HSIP) grant applications are due in July, and the City will be evaluating the feasibility/competitiveness of including work on Fruitvale Ave.
- AC Transit has reviewed and doesn't object to the design proposed for Fruitvale Ave.
- Road diets on Park Blvd and Fruitvale Ave are under evaluation. These and other streets (including 14th St) are being used to establish a template to study traffic impacts without relying on the soon-to-be-defunct Level of Service analysis once mandated by the City's California Environmental Quality Act thresholds of significance.
- People that live on Park Blvd have been discussing the road diet proposal.
- The City should only apply for ATP funding for projects that include protected bikeways.
- The City will apply for 4-5 of the seven proposed projects.
- Extend the boundary of the 27th St Project north onto Webster St.
- Disadvantaged Community is based on four measures. Most schools in Oakland meet the disadvantaged criteria on the basis that they provide free lunch to a specified percentage of students.
- The presence of senior housing, though not one of the criteria, could make the grant proposal more competitive.

Speakers other than commissioners: Dave Campbell, Diane Dohm, Amanda Leahy, Carol Levine, Kit Vaq, Dianne Yee

Item 5. NACTO Transit Program Accelerator

Sarah Fine, Senior Planner, TPDF, explained that, in coordination with the National Association of City Transportation Officials (NACTO) and AC Transit, Oakland will host a NACTO transit-focused "road show" to educate city and AC staff about design and operations options. See agenda attachment. The MacArthur Blvd/Grand Ave corridor has been selected as the focus though the scope/agenda isn't yet set. The event will be scheduled this fall to coincide with appointment of Oakland's new DOT director.

Summary of discussion/comments:

- The focus along the AC Transit NL and 57 lines could be a catalyst for improvements to crossing streets.
- AC Transit's near-final Major Corridor Study (to be adopted in June) includes MacArthur Blvd and Grand Ave in its "BRT 2040" plan. Rapid Bus is the near-term recommendation.
- Funding from Measure BB has been allocated for the Rapid Bus project.
- Goals should specifically include getting people out of their cars. NACTO hasn't yet identified reducing VMT as a goal though it is appropriate as part of the Downtown Specific Plan.
- Caltrans will be involved.

- Make corridors more pleasant.
- Include the City's new Department on Equity & Race as a stakeholder.
- Consider a transit pass pilot.
- Consider how transit investments would help stimulate investments on MacArthur Blvd in East Oakland.
- Consider short-term, quick-build improvements.
- Some of the push back on the current BRT project is based on opposition to bus stop spacing and removal, which could happen also along these corridors. Though this particular issue won't be addressed by the road show, any project would need to address these concerns.
- Consider a bus/bike share pass.

Speakers other than commissioners: Dave Campbell, Amanda Leahy, Kit Vaq

Item 6. Update on SB743 Implementation

Sarah Fine explained that Senate Bill 743 deleted motor vehicle Level of Service (LOS) as the way to measure traffic impacts under CEQA and shared the plan for Oakland's response. (See PowerPoint.) The new statewide measure is Vehicle Miles Traveled (VMT) which calculates how many vehicle trips a particular project will induce. LOS was not capturing emissions or regional impacts and only described travel during peak commute hours. Now, projects that don't add vehicle lanes will be found to have "less than significant" impacts.

In Oakland, the Planning Department is Lead Agency for implementing state requirements. The table (pg 13 of PowerPoint) summarizes projects/types that trigger CEQA. The City is updating its Traffic Impact Study (TIS) guidelines (for developers) and is using this opportunity to update other measures and reflect larger City goals. Staff will seek stakeholder feedback including from BPAC in early summer.

Summary of discussion/comments:

- Mode split is one of the non-CEQA elements in the TIS guidelines.
- The City can no longer use LOS to measure traffic impacts under CEQA.
- The post-CEQA approach to traffic studies is being developed, in part, as part of the "Bikeways 2.0" project, currently underway.
- Traffic simulation software (such as SimTools) can be used for operational analysis. Data collection will still be required.
- The adoption of Travel Demand Management (TDM) plans by developers may be a mitigation for projects that exceed VMT thresholds.
- The new Impact Fees (passed by City Council on Tuesday) require tracking/monitoring. The City will need to allocate resources to follow up on required TDM plans.
- The main problem with using LOS was that projects were designed based on the outcome of a required projected future year scenario which predicted trips and impacts that might never materialize.
- Include stakeholders in framing Oakland's health and equity goals including Oakland's Department of Race and Equity. Please send suggestions for other stakeholders.

Speakers other than commissioners: Dave Campbell, Amanda Leahy, Carol Levine

Item 7. Chair and Vice Chair's Update on Committees and Communications

BPAC Chair, Ryan Chan, distributed a handout summarizing the item; see attached for details. Regarding the Uptown BART Bikestation, BPAC should reach out to members of the City Council's Public Works

Committee. It was suggested that the paving committee review whether the City is meeting the Measure BB requirement to use 15% of Local Streets and Roads funding on bicyclist/pedestrian improvements.

Item 8. Three-month agenda look-ahead / suggestions for meeting topics / DOT update / announcements

Three-month look-ahead / suggestions for meeting topics

- Final ATP projects
- HSIP project prior to application due date and status/design review of previously funded HSIP projects
- Report back on multi-jurisdictional projects proposed for ACTC discretionary grant funds (San Pablo \$4M and Telegraph Phase 3 -\$3M)
- Telegraph Ave Complete Streets, Phase 2 design (existing HSIP and ATP grants)
- Downtown Specific Plan **[Note: The DSP has been combined with the Downtown Circulation Study and will not be brought back to the BPAC.]**
- Affordable Housing grants update

DOT update

Iris Starr, TFPD Manager summarized three efforts underway: (1) Strategic Transportation Plan (STP), internal to City, to set goals and benchmarks for the DOT; (2) Development of an organizational chart; (3) Hiring a Director. Bloomberg & Associates which is helping the City with the STP can take community comments. City staff doesn't know when or whether the City Administrator will come to BPAC. Last year, the City approved two new positions for TFPD, one focused on pedestrian planning, the other on development review; the positions will be advertised next month. Another position focused on the Bicycle Master Plan update is being requested during the mid-cycle budget.

Announcements (in addition to those included in the agenda packet)

- The "soft opening" for the Telegraph Ave protected bikeway is tomorrow, earlier than thought. Bike East Bay needs help handing out parking information; email dave@bikeeastbay.org.
- Chris Hwang said that the Bike to Work Day safety checks will be by Oakland SPOKES (not Spokeland).
- It appears that the Grand Ave bike lane striping may be completed before BTWD. Chris will verify this rumor.
- The date of the Telegraph Ave Ribbon cutting was wrong- in the agenda packet. It is May 10th, 2:30 pm, meet at Telegraph Ave and 20th St. **[IMPORTANT: After the BPAC meeting, the time was changed to 9:00 am.]**
- A community meeting about the Fruitvale Gap Closure Project will be held on May 18 at the Fruitvale-San Antonio Senior Center.

Attachments (to be appended to adopted minutes)

- ATP Grant Cycle 3 (PowerPoint)
- SB743 Implementation (PowerPoint)
- Chair's Update on Communications and Actions

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on April 29, 2016, with comments requested by 5pm, Thursday, May 5, to jstanley@oaklandnet.com. Revised minutes will be attached to the May 2016 meeting agenda and considered for adoption at that meeting.



Government Ethics for Public Servants

Public Servants are entrusted by the public to use City time, property and resources efficiently and in a legal and ethically responsible manner. While Public Servants are encouraged to practice the highest integrity in their service to the City, the Oakland Government Ethics Act (GEA) provides a minimum standard for government ethics. Below is a summary of some of the provisions of GEA to help you comply with the law and avoid fines or criminal penalties. Contact the Public Ethics Commission for more information about these or any other ethics-related questions.

- 1. Gift Restriction.** You cannot accept any gift that could reasonably influence you in the performance of your official duties. You also cannot accept gifts of more than \$50 cumulatively per year from a person doing business with your department or a person who attempted to influence you in any legislative or administrative action in the preceding 12 months. O.M.C. 2.25.060(C)(3).
- 2. Form 700.** If you are required to file a Form 700 according to the City's Conflict of Interest Code (O.M.C. 3.16), you must submit the Form 700 by the April 1 each year. You must report all gifts and other income as required by the Form 700, and you cannot accept gifts of more than \$250 cumulatively in a calendar year from a single source, unless the gift is exempt from reporting or falls within an exception under the California Political Reform Act. O.M.C. 2.25.060(C).
- 3. Conflict of Interests.** You cannot make, participate in making, or seek to influence a decision of the City on a matter in which you have a financial interest as defined by the California Political Reform Act. O.M.C. 2.25.040(C).
- 4. Use of City Position and Resources.** You cannot use your City position to induce or coerce any person to provide private advantage or benefit to you or anyone else. You cannot use or permit others to use public resources for a campaign activity or for personal or non-City purposes. O.M.C. 2.25.060(A).
- 5. Confidential Information.** You cannot disclose to any other person confidential information acquired in the course of your official duties. O.M.C. 2.25.040(D).
- 6. Revolving Door Restriction: Permanent Post-Service Restriction.** Upon departure from the City, you cannot represent any person or entity other than yourself or the City before any court, or before any state, federal, or local agency in connection with a particular matter in which the following exist:
 - (a) The City is a party or has a direct and substantial interest; and
 - (b) You participated personally and substantially in the matter as a City public servant. O.M.C. 2.25.050(A).
- 7. Revolving Door Restriction: One-Year Ban on Representing Other Persons before Former Department.** For one year after leaving your City position, you cannot lobby on behalf of any other person with any officer or employee of the department, board, commission, or other unit of government, for which you served. (The word "department" includes the City of Oakland for a public servant who is an outgoing Mayor, Councilmember, or their senior staff.) O.M.C. 2.25.050(C).
- 8. Prohibition on Nepotism.** You cannot make, participate in making, or seek to influence any decision of the City regarding an employment or contract action involving a relative. O.M.C. 2.25.070(D).

The restrictions listed above are just a few of the provisions found in the Oakland Government Ethics Act. You can learn more about the GEA, view a summary and text of the law, and watch a ten-minute **Government Ethics Act Video** on our website at www.oaklandnet.com/pec.

If you have questions about a government ethics law, and before you take action that could be in violation of the law, you can contact the **Public Ethics Commission** for advice by phone at (510) 238-3593, by email (ethicscommission@oaklandnet.com), or in person (City Hall, Room 104). We are here to help you!

Safe Routes to School Cycle 10 Improvements

In 2014, the City of Oakland received a California state funded Safe Routes to School Cycle 10 grant to implement pedestrian improvements at three sites in the Fruitvale Area and East Oakland. At 98th Avenue/Cherry Street, crosswalk enhancements were installed, including RRFBs, new curb ramps, and repainted yellow school crosswalk. The improvements were completed in 2015, and the City is now reaching out to nearby schools to ensure that students, parents, and school staff who walk, bike or drive are informed and understand how to use them safely.

Safe Routes to School Improvements at 98th Avenue and Cherry Street



Figure 1. 98th Avenue looking toward Cherry Street

- 1. RRFBs** – Rectangular Rapid Flashing Beacons (RRFBs) are bright lights that flash in fast succession when activated by the pedestrian. Pedestrians should always press the button to activate the RRFB and then look for gaps in traffic to cross the street safely. Research has shown that RRFBs have higher rates of drivers yielding to pedestrians when activated than standard crosswalks. Pedestrians must still take caution in crossing after activating the RRFBs.
- 2. Advanced Yield Markings (“Sharks Teeth”)** – These indicate the location at which drivers should yield to pedestrians in the crosswalk, which is in advance of the crosswalk.
- 3. High Visibility Crosswalk (“Ladder Crosswalk”)** – This type of crosswalk striping allows drivers to see the crosswalk further in advance than a typical crosswalk with only two stripes.

How to Use the Improvements to Safely Cross the Street as a Pedestrian:

Step 1: Pedestrians should look both ways before crossing the street.

Step 2: Activate RRFB through push button.

Step 3: After the RRFB is activated, look both ways before crossing the street.

Step 4: Proceed to cross the street when drivers have yielded.

How to Use the Improvements to Safely Cross the Street as a Driver:

Step 1: Pedestrian crossing signs, ladder crosswalk striping, and “XING AHEAD” striping signal to drivers that the crosswalk is approaching.

Step 2: Slow down and look ahead to see if pedestrians are crossing.

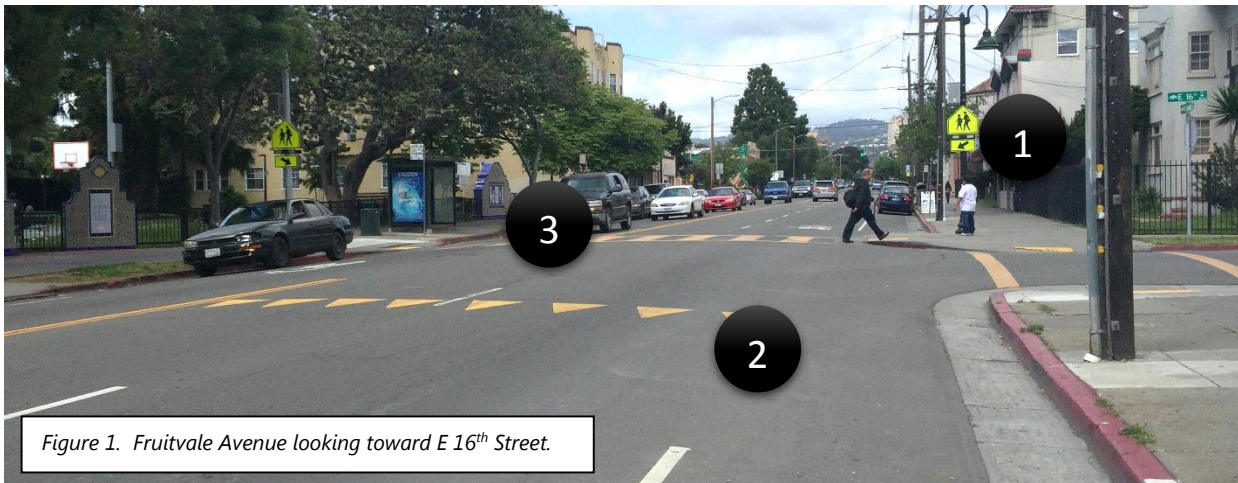
Step 3: When the RRFB is activated and/or when a pedestrian is crossing, slow down and prepare to yield. Drivers should yield at the “sharks teeth” markings in advance of the crosswalk.

Step 4: Yield to pedestrians crossing the street.

Safe Routes to School Cycle 10 Improvements

In 2014, the City of Oakland received a California State funded Safe Routes to School Cycle 10 grant to implement pedestrian improvements at three sites in the Fruitvale Area and East Oakland. At Fruitvale Avenue/East 16th Street, crosswalk enhancements were installed, including RRFBs. The improvements were completed in 2015, and the City is now reaching out to nearby schools to ensure that students, parents, and school staff who walk, bike or drive are informed and understand how to use them safely.

Safe Routes to School Improvements at Fruitvale Avenue and E 16th Street



- 1. RRFBs** – Rectangular Rapid Flashing Beacons (RRFBs) are bright lights that flash in fast succession when activated by the pedestrian. Pedestrians should always press the button to activate the RRFB and then look for gaps in traffic to cross the street safely. Research has shown that RRFBs have higher rates of drivers yielding to pedestrians when activated than standard crosswalks. Pedestrians must still take caution in crossing after activating the RRFBs.
- 2. Advanced Yield Markings (“Sharks Teeth”)** – These indicate the location at which drivers should yield to pedestrians in the crosswalk, which is in advance of the crosswalk.
- 3. High Visibility Crosswalk (“Ladder Crosswalk”)** – This type of crosswalk striping allows drivers to see the crosswalk further in advance than a typical crosswalk with only two stripes.

How to Use the Improvements to Safely Cross the Street as a Pedestrian:

Step 1: Pedestrians should look both ways before crossing the street.

Step 2: Activate RRFB through push button.

Step 3: After the RRFB is activated, look both ways before crossing the street.

Step 4: Proceed to cross the street when drivers have yielded.

How to Use the Improvements to Safely Cross the Street as a Driver:

Step 1: Pedestrian crossing signs, ladder crosswalk striping, and “XING AHEAD” striping signal to drivers that the crosswalk is approaching.

Step 2: Slow down and look ahead to see if pedestrians are crossing.

Step 3: When the RRFB is activated and/or when a pedestrian is crossing, slow down and prepare to yield. Drivers should yield at the “sharks teeth” markings in advance of the crosswalk.

Step 4: Yield to pedestrians crossing the street.

Safe Routes to School Cycle 10 Improvements

In 2014, the City of Oakland received a California State funded Safe Routes to School Cycle 10 grant to implement pedestrian improvements at three sites in the Fruitvale Area and East Oakland. At Ney Avenue/Ritchie Street, improvements included a large sidewalk extension to channelize vehicular traffic, and new sidewalks, curb ramps and shortened crosswalks to improve pedestrian accessibility and safety. The improvements were completed in 2015, and the City is now reaching out to nearby schools to ensure that students, parents, and school staff who walk, bike or drive are informed and understand how to use them safely.

Safe Routes to School Improvements at Ney Avenue and Ritchie Street



Figure 1. Ney Avenue looking toward Ritchie Street

- 1. Extend Sidewalk Out to Shorten Crossings** – The sidewalk is extended at the southwest corner of the intersection to reduce crossing distances and therefore minimize pedestrians' exposure to vehicular traffic. The sidewalk extension also narrows the intersection substantially, which reduces the speeds of vehicles traveling through the intersection.
- 2. Curb Ramps and Crosswalks** – Previously, there were no curb ramps on the east side of Ney Street. As a part of the project, new sidewalk and curb ramp were constructed on the east side of Ney Street. New curb ramps were also constructed within the sidewalk extension to connect the new sidewalk with the crosswalks. The project improves accessibility for all users including those with mobility impairments. The curb ramps at the other corners were also updated to be Americans with Disability Act (ADA) requirements.

BPAC agenda three-month agenda look-ahead

June

- Paving committee report back
- Clay Street Bikeway Public Hearing
- Transportation Equity Report from intern in Mayor's office
- Bike registration Ordinance changes

July/August

Alameda County Transportation Commission Projects on San Pablo Ave and Telegraph Avenue

BPAC Committees (reference)

Committees	Date convened	Status	Members
Open Forum responses	3/17/16	ongoing	Kidd, Villalobos, Tabata
Paving committee	2/18/16	report back pending	Prinz, Hwang, Chan
review OMC bicyclist-related sections	1/21/2016		Wheeler (chair), Prinz, Tabata
decide how to respond to Open Forum public comments	1/21/2016	work completed	Kidd, Villalobos
develop a recommendation in support of Bike Share to be presented by a BPAC member at the Public Works Committee meeting on January 12	12/17/2015	work completed	Hwang, Villalobos, Prinz, McWilliams
review BPAC commissioner applications and bring recommendations to the BPAC in November	10/15/2015	work completed	Wheeler, Tabata, Chan
draft strategic plan	1/15/2015	document adopted at December 2015 meeting pending resolution of final concerns presented by commissioners and staff	Kidd, Sahar Shirazi, others

Announcements from Commissioners

None

Announcements from Staff

On May 18, from 6 to 8pm, the **Fruitvale Avenue Gap Closure Project** will be presented at a public meeting at the Fruitvale–San Antonio Senior Center at 3301 East 12th Street Suite 201. Project Web site:

<http://www2.oaklandnet.com/FruitvaleAlive/index.htm>

Creative Placemaking at the Foot of Lake Merritt

SPUR Lunchtime Forum 12:30 p.m.

Description: South of Lake Merritt the city grid gives way to big institutions like the Oakland Museum of California, Laney College and the Henry J. Kaiser Convention Center. All are poorly connected to the lake, as well as one another, but a new initiative is exploring ways to tie these spaces together through art, design and events and reveal the area's wealth of hidden assets. Come learn more from those involved.

- + Lori Fogarty / Oakland Museum of California
- + Kelley Kahn / City of Oakland Department of Economic and Workforce Development
- + Walter Hood / Hood Design Studio

Location: SPUR Oakland, 1544 Broadway. Oakland, CA. Email address: publicprograms@spur.org

Admission: free for SPUR members, \$10 for non-members.

<http://www.spur.org/events/2016-05-18/creative-placemaking-foot-lake-merritt>

Oakland Transit + Design Workshops

2:00 p.m. to 5:00 p.m. | Wednesday, May 25, 2016

SPUR's Transit+Design Workshops provide a space to learn about the research and design tools that help create a great experience for transit users. Learn from from talented transit experience designers as we celebrate transit design successes happening around the region.

Location: SPUR Oakland, 1544 Broadway

Email address: publicprograms@spur.org

Admission: Free for SPUR Members, \$10 for non-members

<http://www.spur.org/events/2016-05-25/transit-design-workshop>

Oakland Transit Demystified (Young Urbanists)

6:00 p.m. | Wednesday, May 25, 2016

How do we get transit-friendly corridors? Why do we have light rail in some places and BRT in others? Why is walking to transit so daunting in some places? Let our six presenters resolve all your Bay Area transit mysteries, with pictures, and beer. Join the Young Urbanists for an evening of rapid-fire presentations that'll dive deep into these questions and much more.

- + Sara Fine / City of Oakland - "Oakland Transit, Accelerated!"
- + Sunday Parker / ONE: Adserver - "Minding the Gap"
- + Eric Eidlin / CAHSR/German Marshall Fund - "Urban Space is Precious"
- + Christina Yun / SPUR - "Confessions of an Oakland Suburbanite"
- + Christina Blackston / City of Oakland - "The Ps of Pedestrianism"
- + Liz Brisson / SFMTA - "Subways, Streetcars, + Stop Consolidation, Oh My"

Location: SPUR Oakland, 1544 Broadway

Email address: publicprograms@spur.org

Admission: Free for SPUR Members, \$10 for non-members

<http://www.spur.org/events/2016-05-25/transit-demystified>