

OAKLAND CITY COUNCIL

RESOLUTION No. 73036 C. M. S.

INTRODUCED BY COUNCILMEMBER _____

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RESOLUTION DECLARING THE CITY OF OAKLAND'S SUPPORT OF PUBLIC TRANSIT AND OTHER ALTERNATIVES TO SINGLE-OCCUPANT VEHICLES

WHEREAS, public transit including buses, trains and ferries carries 120,000 riders per day in Oakland and reduces air pollution by eliminating the need for private automobiles; and

WHEREAS, shifting additional trips from the private automobile to public transit has many benefits including: reducing traffic congestion, thereby making streets safer for pedestrians and bicyclists; decreasing demand for auto parking so that land can be put to more productive use; decreasing automobile tail pipe emissions; and potentially reducing the cost of housing by eliminating the need for garage space; and

WHEREAS, a shift from private vehicles to public transit or other transportation modes also reduces an individual's transportation costs thereby freeing up personal resources for other important needs; and

WHEREAS, increased speed, better accessibility to, and improved frequency of transit services encourages greater use of public transit and increases fare box revenues; and

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; and

WHEREAS, improvements to public transit infrastructure and pedestrian facilities can increase the attractiveness and use of public transit by making it safer, more convenient, and more comfortable; and

WHEREAS, increased use of other transportation alternatives including bicycling and walking, carpooling, vanpooling, and telecommuting also reduce traffic congestion and improve air quality, as well as enable more efficient use of our roadway system by accommodating more people in fewer vehicles; and

WHEREAS, use of transportation alternatives also frees up roadway space for freight and commercial vehicles thereby stimulating economic development; and

WHEREAS, a balanced transportation system which offers an array of choices to travelers makes communities more livable; and

WHEREAS, in determining improvements that will facilitate travel by public transit and other alternative modes of transportation, it is important to strike a balance between economic development opportunities and the mobility needs of those who travel by other than the private automobile; now therefore be it

RESOLVED, that it shall be the official policy of the City of Oakland to encourage

and promote use of public transit in Oakland and to expedite the movement of and access to transit vehicles on designated "transit streets;" and be it further

RESOLVED, that the City, in constructing and maintaining its transportation infrastructure, shall resolve any conflicts between public transit and single occupant vehicles on City streets in favor of the transportation mode that provides the greatest mobility for people, rather than vehicles, giving due consideration to the environment, public safety, economic development, health, and social equity impacts; and be it further

RESOLVED, that as part of the General Plan Transportation Element, a system of transit preferential streets and associated transit-oriented improvements shall be proposed; and be it further

RESOLVED, that the General Plan Congress shall consider and incorporate in the General Plan Transportation Element, as appropriate, various methods of expediting transit services on designated streets and encouraging greater transit use including but are not limited to:

1. Creating exclusive bus lanes.
2. Restricting automobile turning movements that conflict with transit vehicles.
3. Synchronizing traffic signals for buses on transit preferential streets.
4. Permitting transit vehicles to preempt traffic signals.
5. Installing sidewalk curb cuts at all transit stops.
6. Bulbing out bus stops into the travel lane.
7. Enforcing parking restrictions at bus stops.
8. Encouraging regular maintenance of bus stops and the provision of amenities such as benches, shelters, and posting of schedules.
9. Ensuring that designated transit loading areas are not blocked by news racks, trash receptacles, or other barriers.
10. Adhering to transit-oriented design features in all developments served by public transit (See AC Transit Board Policy No. 520).
11. Discouraging provision of free parking at transit stations and employment sites.
12. Promoting intermodal transfer stations to encourage seamless transfers among transit modes; and be it further

RESOLVED, that it shall also be the official policy of the City of Oakland to encourage and promote bicycle and pedestrian travel by providing a bicycle circulation system which includes, Class I, II and III facilities, safe and secure bicycle parking, pedestrian/bicycle bridges, pedestrian plazas, bicycle loop detectors, traffic calming devices, crosswalks and sidewalk bulbs, median "safety zones," and repair of damaged sidewalks.

IN COUNCIL, OAKLAND, CALIFORNIA, October 29, 19 96

PASSED BY THE FOLLOWING VOTE:

AYES- BAYTON, CHANG, DE LA FUENTE, JORDAN, MILEY, RUSSO, SPEES, ~~WOODS-JONES~~, and PRESIDENT HARRIS **18**

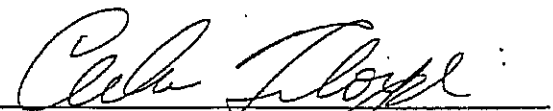
NOES- **NONE**

ABSENT- **NONE**

ABSTENTION- **NONE**

Excused- Woods-Jones #1

ATTEST:



CEDA FLOYD

City Clerk and Clerk of the Council
of the City of Oakland, California