



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the April 20, 2017 meeting**  
**City Hall, 2<sup>nd</sup> Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)**

Meeting agenda at [www2.oaklandnet.com/oak062348](http://www2.oaklandnet.com/oak062348)

Meeting called to order at 6:01pm by BPAC Vice-Chair, Robert Prinz.

**Item 1. Roll Call/Determination of Quorum/Introductions**

At roll call, quorum was established with eight commissioners present and the ninth arriving shortly thereafter.

Commissioners	Present
Reginald K Burnette Jr	X
Ryan Chan (Chair)	X
Chris Hwang	X
Christopher Kidd	X
Fred McWilliams	X
Robert Prinz (Vice-Chair)	X
Midori Tabata	X
Rosa Villalobos	X
Kenya Wheeler	X

Introductions were made.

- Other attendees: Eric Fischer, Ashley Moretz, Jennifer Anderson, Amanda Leahy, Mike Alston, Carol Levine, Bob Fearman
- Staff: Jennifer Stanley, Iris Starr, Matt Nichols, Menaka Mohan, Carissa Lee

**Item 2. Approval of meeting minutes**

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from March 16, 2017** was made (Tabata), seconded (Kidd), and passed with one abstention (Burnette, Jr who was excused from the March meeting). Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

**Item 3. Open Forum / Public Comment**

- Bob Fearman reported persisting problems with motorists driving in the bike lane on Oak St under I-880, an outcome of the recent bike lane project. He recommends that car parking be removed to alleviate the pinch point.
- Eric Fischer reported persisting problems with traffic signal timing near the MacArthur BART station and that he has received no response from multiple reports to the Call Center. As a next step, it was suggested that he consider contacting his Council member.

**Item 4. 2017 Draft Pedestrian Master Plan Update**

Iris Starr with the Department of Transportation (DOT) gave an update on the draft Pedestrian Master Plan (PMP). Menaka Mohan is managing the project. **See Powerpoint.**

#### Key points:

- The values in the DOT Strategic Plan (Safety, Equity, Responsiveness, and Vitality) form a basis for the PMP.
- The PMP needs to be updated every five years to be eligible for certain funding sources.
- A safety analysis resulted in a High Injury Network, followed by a needs analysis, 38 recommendation actions, and a prioritization scheme that weights Safety, Equity, and Walkability equally. Walkability was defined as access to walking destinations—proximity, it was suggested, is a better term.
- No projects require CEQA analysis based on traffic impacts.
- Next step is review by the Planning Commission (May 17), presentation to the Community and Economic Development Committee (June 13), followed by a presentation to the City Council (June 20).
- People are encouraged to explore data in this map (<http://oakbec.s3.amazonaws.com/MapLanding/maps/CapitalImprovementProjectAnalysis.html>), which is referenced in Appendix G of the draft plan.

#### Summary of discussion:

- The analysis identified the correlation between high injury locations and low-income areas.
- Contributing factors are analyzed in Chapter 6.
- The funding plan is related to the City's Capital Improvement Project (CIP) Budget programmatically (specific projects aren't called out); prioritization factors include availability of funding/"bang for the buck."
- Consider improvements that benefit pedestrians, bicyclists and transit users simultaneously (e.g. road diets).
- The Plan doesn't highlight enforcement due in part to equity concerns.
- Not every action is informed by the Equity value (Temporary Traffic Control, for example).
- Pedestrian improvements should be integrated with paving projects.
- Can the plan address economic development/vibrancy?
- Use the plan to enhance areas with an already low-carbon footprint where many people are not driving currently.
- The Plan should address that many don't ride the bus because some bus stops are unsafe due to the presence of drug dealers, etc.
- Be aware that SWITRS data/reports from Oakland may get reflected, instead, in adjoining jurisdictions.
- High injury corridors were not adjusted for volumes.
- Routine upgrades deserve attention to detail.
- Freeway on/off ramps are a barrier to walkability and should be addressed. Also surface level crossings.
- Enforcement is identified as lowest tier solution. However, cars that block sidewalks are a problem. Education is needed to communicate this.
- Specific projects are listed in the plan appendix.
- Can the vision be updated to be larger and more compelling? As it stands, the document is practical, but not very visionary.
- The Plan refers to what City staff will do, but doesn't refer much in the text to the community's involvement.
- Developer-funded improvements are supported via processes already in place, such as Traffic Impact Fee funds—the Plan could make this more explicit.
- The City has hired a new Vision Zero Coordinator, and an engagement process is forthcoming.

Email comments to [mmohan@oaklandnet.com](mailto:mmohan@oaklandnet.com).

- A motion to authorize the Chair and Vice Chair to write a letter of support to the Planning Commission, Public Works Committee, and CED committee supporting the PMP update was made (Chan), seconded (Tabata), and passes with all voting favor.

Speakers other than commissioners: Eric Fischer, Carol Levine, Mike Alston

### **Item 5. iBond & Equity Analysis**

Matt Nichols, Policy Director for Infrastructure & Transportation for the Mayor's Office gave an overview of the work to date developing an equity analysis for the ibond; the measure (which passed by over 80%) requires various analyses, including equity and cost. The Mayor's budget will be released on April 30 or May 1, and includes proposals to use the first tranche of bond funds. After the release of the budget, there will be more public forums and chances to comment. (Matt expressed his willingness to return to the BPAC when there is a draft budget available to discuss.) The process to date for developing proposals for the use bond funds included an Infrastructure Working Group convened by the Mayor, which held three meetings. At these meetings the group adopted six factors for how to prioritize and weight projects. Factors include safety, leveraging outside funds, preventative maintenance and hazard elimination. The results of the analysis are in an online map at [http://oakbec.s3.amazonaws.com/Dev/Equity\\_Dashboard\\_2.html](http://oakbec.s3.amazonaws.com/Dev/Equity_Dashboard_2.html). It was acknowledged that the Mayor's working group wasn't an adequate public process—and more engagement will come in the fall. The budget includes proposals for new DOT staff, but not all at once. Additional staff might be approved as part of a mid-year budget adjustment. The bond can't fund all operations costs, but additional new (and more flexible) funding from the state gas tax gives the City options.

Other items:

- Matt noted that State legislation allowing a five-year pilot project in San Francisco and San Jose for automated speed enforcement has made it out of privacy committee. Oakland supports this legislation and encourages others to support it. Oakland's new Vision Zero Coordinator (starting in May) comes to us from San Francisco where she helped spearhead this legislation.
- Matt also invited people to attend a bike ride on May 2 with the Mayor, Jeanette Sadik-Kahn (former NYC Transportation Commissioner), and new DOT Director Ryan Russo from base of the Bay Bridge path to a ribbon cutting to celebrate the opening of path on weekdays. Matt will provide details via to Jennifer for distribution to the group.

### **Item 6. Three month look-ahead, suggestions for meeting topics, announcements**

*Three-month look-ahead*

No changes were made since the agenda packet was circulated.

*Suggestions for meeting topics*

Move the San Leandro Creek Trail project to DOT (also requested in March).

*Announcements (other than those printed in the agenda)*

- **Stylish Spokes: A Celebration of Women and Biking**, a short film by Claire Bonham-Carter and Greg Miller, is looking for screening opportunities. "Biking in heels. In a long dress. In the rain. You can always make it work. Stylish Spokes celebrates the freedom of biking, as demonstrated by stylish women riding in unconventional cycling attire. These women are noticed through the eyes of

several frustrated commuters who marvel at the style and ease with which these cyclists navigate their city.”

- Commissioner Burnette, Jr: The Scraper Bike Team will be fixing up bikes in May at First Friday and Off the Grid and will be holding a fix it class at the 81<sup>st</sup> Ave Library on May 3. Other bike month events can be found on the Oakland Library web page.
- Commissioner Burnette Jr (and Anthony Propernick, both of whom work at the 81<sup>st</sup> Ave Library) were named “movers and shakers” by the Library Journal, recognized for their bicycling-related work in the innovation category that honors those doing transformative work in their communities.
- Commissioner Prinz: There will be a grand opening/ribbon cutting for Oakland’s newest cycle track on upper Broadway, Monday, May 8/TBD based on time availability of Council Member Kalb. The facility includes a bike signal and protected bike phase. Check Bike East Bay website for more information.
- Commissioner Hwang: Citizen Jane, a new film about Jane Jacobs is being released in New York, and then coming to SF and Berkeley, Friday, April 28 at the Shattuck Theaters.

Meeting adjourned at 8:07p.

#### **Attachments**

- Draft Pedestrian Master Plan (Powerpoint)

*Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on April 26, 2017, with comments requested by 5pm, Tuesday, May 2 to [jstanley@oaklandnet.com](mailto:jstanley@oaklandnet.com). Revised minutes were attached to the May 2017 meeting agenda and adopted at that meeting.*

City of Oakland  
Department of Transportation  
**Oakland Walks!**  
2017 Draft Pedestrian Master Plan Update  
BPAC April 20, 2017



## Summary



City of Oakland  
SUMMARY  
BPAC 4/20/17

## Agenda



- I. Introductions
- II. Project Overview
- III. Feedback
- IV. Next Steps

SUMMARY  
BPAC 4/20/17

## Summary



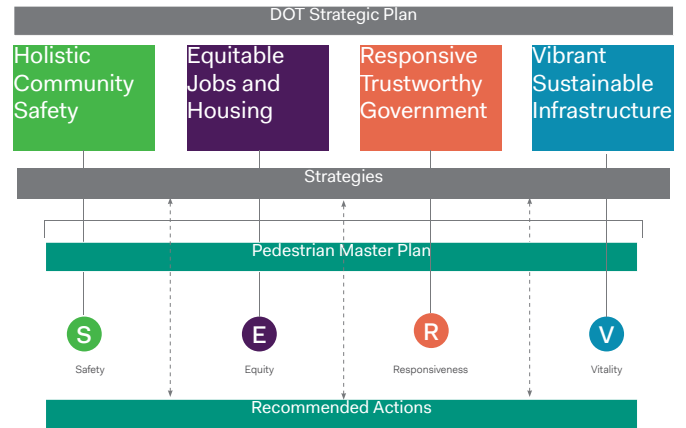
- Last PMP in 2002
- New approaches
- Safety, Equity, Walkability
- 5 year implementation
- Over \$100 million to implement
- Required for local funding

SUMMARY  
BPAC 4/20/17

# Policy Framework



POLICY FRAMEWORK  
BPAC 4/20/17



POLICY FRAMEWORK  
BPAC 4/20/17

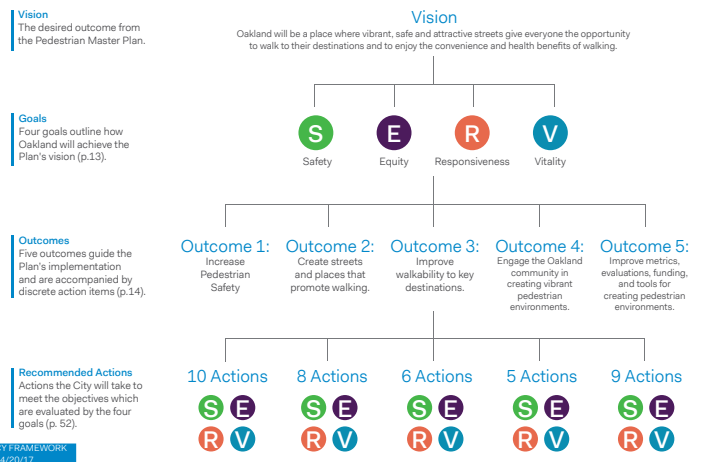
# DOT Strategic Plan



POLICY FRAMEWORK  
BPAC 4/20/17

1. **EQUITABLE** Jobs and Housing
2. **Holistic Community SAFETY**
3. **VIBRANT** Sustainable Infrastructure
4. **RESPONSIVE** Trustworthy Government

# PMP Policy Framework



POLICY FRAMEWORK  
BPAC 4/20/17

## Safety



Oakland Public Library

SAFETY  
BPAC 4/20/17

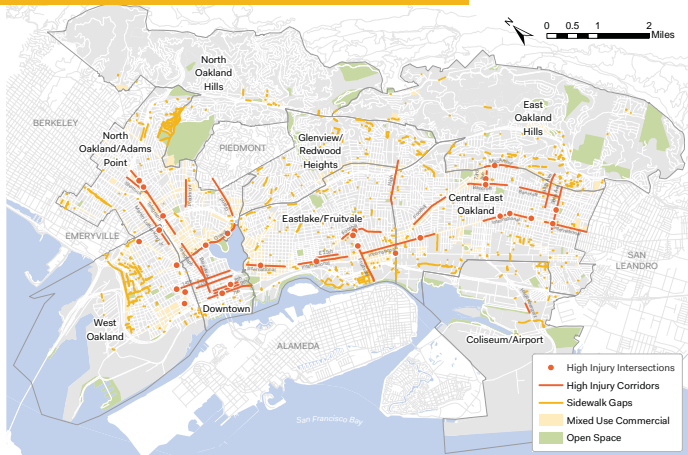
## Traffic Fatalities by Race (2008-2014)

Race or Ethnicity	Number of Fatalities	Fatalities (%)
Asian	11	31%
Black	9	25%
Hispanic (any race)	10	28%
White	5	14%
Other	1	3%
<b>Total</b>	<b>36</b>	<b>100%</b>

Source: Oakland Police Department, 2008-2014

SAFETY  
BPAC 4/20/17

## High Injury Network (2008-2014)



SAFETY  
BPAC 4/20/17

## Existing Conditions



Kerby Olson

EXISTING CONDITIONS  
BPAC 4/20/17

# What We Learned

## Existing Conditions

- 27%** 27% of all trips in Oakland are made by walking.
- 78%** 78% of trips to public transit are made on foot.
- 1,120** Oakland has 1,120 miles of sidewalk.
- 31** and 31 miles of sidewalk gaps.
- 3x** Asian Americans in Oakland are more than 3x as likely to be killed by a motorist while walking than whites.

## Safety Analysis

- 267** Each year in Oakland, an average of 267 pedestrians are injured in motor vehicle collisions.
- 7** On average, 7 pedestrians are killed each year in motor vehicle collisions.
- 36%** 36% of pedestrian injuries and deaths happen on...
- 2%** ...just 2% of Oakland's streets.
- 62%** Motorists are at fault for 62% of collisions with pedestrians.

## Community Outreach

- 588** Almost 600 Oaklanders responded to our online survey about pedestrian conditions and potential improvements.
- 7** We attended meetings across Oakland and asked community and neighborhood groups for input.
- 4** We met four times with the Plan's Pedestrian Advisory Group and Technical Advisory Group, to receive and apply their input.

EXISTING CONDITIONS  
BPAC 4/20/17

# Central East Oakland

Central East Oakland is located between the Eastlake/Fruitvale district and the City of San Leandro, MacArthur Boulevard, and the Coliseum/Airport area. This area includes the Eastmont Mall and the commercial areas of Fairfax (on Foothill Boulevard) and Elmhurst. Commercial areas are also located along the wide, fast-moving International Boulevard. Industrial development is located near I-880; otherwise, Central East Oakland is primarily residential. Area residents are 53% non-white and 29% live below the federal poverty line. Nearly a quarter of Oakland's fatal pedestrian crashes and nearly one-third of crashes that resulted in serious injury were in this area.

Walk Score®: 67 (Somewhat Walkable)



Table 3.6: East Oakland Hills Facilities, Demographics, and Safety

Facilities	Area (sq miles)	Area (% of City)	Sidewalks (miles)	Streets (miles)	Curb ramps ADA% (%)	Curb Ramps Non-ADA% (%)	No curb ramps (%)	Signals w/ good heads (%)	Sidewalk damaged (%)
Central East Oakland	10	19%	93	143	27%	4%	69%	81%	16%
Citywide	56	100%	1,120	1,002	42%	13%	45%	47%	22%

Demographics	Total pop.	African American (%)	Asian (%)	Hispanic/Latino* (%)	White (non-Hispanic) (%)	Other (%)	17 and under (%)	65 and over (%)	With a disability (%)	Severely rent burdened (%)
Central East Oakland	30,586	41%	10%	14%	28%	7%	20%	15%	12%	38%
Citywide	402,339	26%	16%	26%	27%	6%	21%	12%	12%	30%

Safety	Avg. fatalities/year	Avg. severe injuries/year	Avg. injuries/year	Avg. fatalities/100k/year	Avg. injuries/100,000/year	Avg. injuries/street mile
Central East Oakland	3.6	6.3	56.4	1.7	59	0.2
Citywide	7	21.5	268.5	1.7	56	0.2

\*Note: Hispanic indicates the Hispanic Ethnicity category on the Census. Any individual who described themselves as Hispanic plus a race category is included as Hispanic/Latino.

EXISTING CONDITIONS  
BPAC 4/20/17

# Nine Planning Areas



EXISTING CONDITIONS  
BPAC 4/20/17

# Needs Analysis



NEEDS ANALYSIS  
BPAC 4/20/17



## Needs Analysis



- Gap between where Oakland is now and where it needs to be
- Informed by Existing Conditions and community outreach
- Planning, Program, and Policy needs

NEEDS ANALYSIS  
BPAC 4/20/17

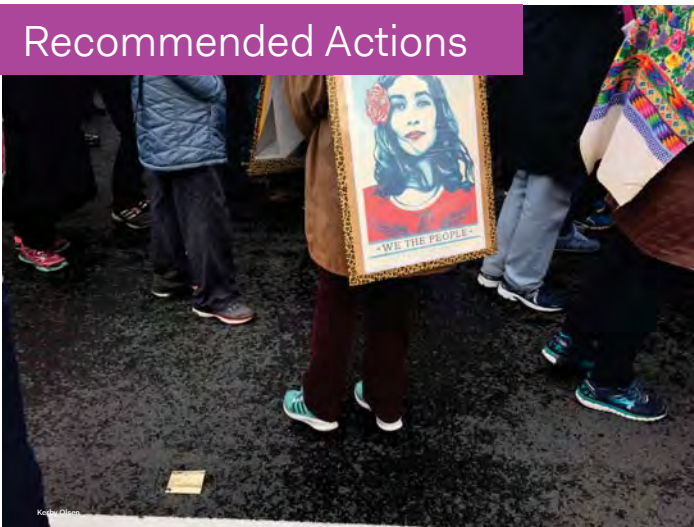
## Recommended Actions



- 38 Recommended Actions
- Each action meets one or more of the four Goals and is categorized by Outcome
- Costs broken down by capital and operations

NEEDS ANALYSIS  
BPAC 4/20/17

## Recommended Actions



RECOMMENDED ACTIONS  
BPAC 4/20/17

## Example Table

No	Action	Equity <b>E</b>	Safety <b>S</b>	Vitality <b>V</b>	Responsiveness <b>R</b>	Capital	Operating
1.	Example Action		x			\$ 15,000	\$ -
2.	Example Action			x	x	\$ 900	\$ 54

\*Costs (in 1000s)

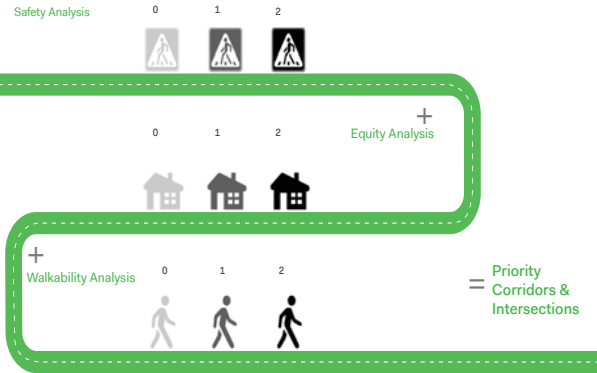
RECOMMENDED ACTIONS  
BPAC 4/20/17

## Increase Pedestrian Safety

No	Action	E	S	V	R	Capital	Operating
1.	Implement improvements to High Injury Corridors and Intersections	x				\$ 15,000	\$ -
2.	Adopt a Vision Zero Policy and communication strategy					\$ 900	\$ 150
3.	Implement a pedestrian signal policy that prioritizes pedestrian safety	x				\$ -	\$ 20
4.	Implement a temporary traffic control protocol for new developments that impact the pedestrian environment	x				\$ -	\$ 10
5.	Establish 25 mph zone program	x	x			\$ -	\$ 20
6.	Improve security for pedestrians through lighting	x	x			\$ 7,400	\$ -
7.	Work with the Department of Race and Equity and the Police Department to enforce traffic safety that does not further impact racial disparities or racial profiling	x	x			\$ -	\$ -
8.	Work with advocates to change state laws related to speed limits and automated speed enforcement. Additionally, develop local policies augmenting the California Manual on Uniform Traffic Control Devices.	x				\$ -	\$ 40
9.	Implement the pedestrian safety toolkit	x				\$ 3,000	\$ 20
10.	Maintain roadway features that reduce speeds and make pedestrian crossings safer	x				\$ -	\$ 55,000
<b>Total</b>						<b>\$ 26,300</b>	<b>\$ 55,250</b>

RECOMMENDED ACTIONS  
BPAC 4/20/17

## Prioritizing Improvements



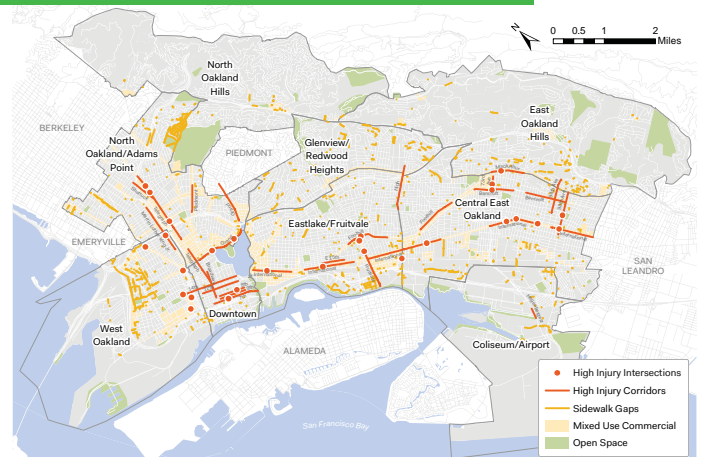
PROPOSED MEMORANDUMS  
BPAC 4/20/17

## Prioritizing Improvements



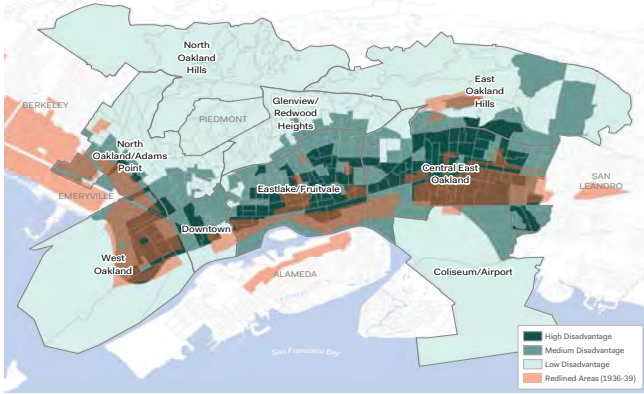
PROPOSED MEMORANDUMS  
BPAC 4/20/17

## Safety



PROPOSED MEMORANDUMS  
BPAC 4/20/17

## Equity



SPAC 4/20/17

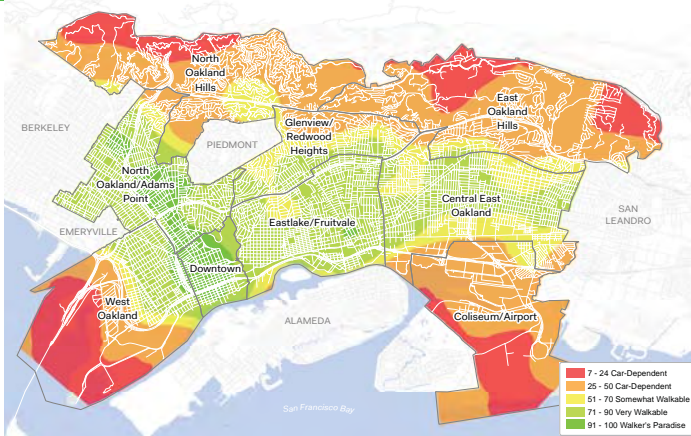
## Example

Table 6.3 High Injury Corridors

Tier	Street Name	Start	End	Safety Score	Equity Score	Walk Score®	Total
High	International Blvd	High St	Fruitvale Ave	1.58*	1.71	1.85	5.15
High	Broadway	9th St	19th St	1.61	1.62	1.99	5.12
High	Foothill Blvd	Mitchell St	40th Ave	1.74	1.50	1.75	4.99
High	International Blvd	High St	56th Ave	1.83	1.34	1.67	4.83
High	8th St	Franklin St	Fallon St	1.40	1.48	1.91	4.79
High	9th St	Franklin St	Fallon St	1.28	1.48	1.91	4.66
High	International Blvd	16th Ave	28th Ave	1.61	1.26	1.73	4.59
High	Telegraph Ave	William St	27th St	1.51	1.09	1.93	4.53
High	Martin Luther King Jr Way	29th St	40th St	1.47	1.33	1.72	4.52
High	14th St	Myrtle St	Oak St	1.29	1.32	1.91	4.51
High	MacArthur Blvd	Foothill Blvd	82nd Ave	1.58	1.41	1.50	4.49
High	International Blvd	73rd Ave	91st Ave	1.50	1.49	1.49	4.48
High	Foothill Blvd	51st Ave	Seminary Ave	1.45	1.46	1.50	4.41
High	International Blvd	1st Ave	12th Ave	1.29	1.39	1.73	4.41
High	12th St	Jefferson St	Oak St	1.12	1.33	1.94	4.39
High	Grand Ave	Valley St	El Embarcadero	1.59	0.94	1.85	4.38
High	Fruitvale Ave	Alameda Ave	E 18th St	1.15	1.46	1.77	4.38
High	15th St	21st Ave	26th Ave	1.07	1.55	1.74	4.35
High	7th St	Washington St	7th St Bridge	1.21	1.33	1.81	4.35
High	Bancroft Ave	Church St	80th Ave	1.39	1.41	1.52	4.32
High	International Blvd	95th Ave	Durant Ave	1.44	1.32	1.57	4.30
High	90th Ave	A St	MacArthur Blvd	1.43	1.36	1.40	4.19
High	Bancroft Ave	Church St	Havenacourt Blvd	0.93	1.48	1.68	4.09
High	Martin Luther King Jr Way	40th St	44th St	1.10	1.22	1.78	4.07

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## Walkability



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## Appendix B: Safety Strategy



APPENDIX B  
SPAC 4/20/17

# Studied in Safety Strategy

Street Name	Start	End	Funding Source/Plan	Treatment
BANCROFT	CHURCH ST	80TH AVE	Highway Safety Improvement Program 2010	Install HAWKs and RRFBs at eleven locations along the corridor; install signal mast arms at three locations; and install a landscape at the northeast corner of Bancroft and 67th Street. Corridor improvements from Havenscourt to 80th Ave
BROADWAY	9TH ST	11TH	East Bay Bus Rapid Transit	At uncontrolled marked crosswalks, install rectangular rapid flashing beacons
BROADWAY	16TH ST	19TH ST	East Bay Bus Rapid Transit	At uncontrolled marked crosswalks, install rectangular rapid flashing beacons

# Improvements/Countermeasures

**Corridor Performance Summary (2008-2013)**

Table C.1A provides the Broadway Street from 9th Street to 11th Street and 16th Street to 19th Street performance measure results.

Performance Measure	Score
Annual Equivalent Property Damage Only Score	50.0
Risk Factors Met	5
Total Safety Performance Index Value	1.43

**Risk Factors Met:** Arterial Functional Classification, Four or More Lanes on Major Street, Median Presence, Pedestrian Signal Head, Countdown Presence at Signals, and Pedestrian Actuation at Signals.

**Crash Analysis and Field Review Summary**

Site photos highlight field review observations. The corridor map highlights the location and severity of crashes. Crash trends and field review observations are highlighted below.

**Identified Crash Trends**

- pedestrian crashes over the six-year period
- All crashes were injuries
- 4 of the 9 crashes occurred when pedestrians had the right-of-way

**Field Review Observations**

- There are 23 AC Transit routes within 10 to 30-minute headways and 21 MBT Stations.
- Broadway is primarily a four-lane undivided street. There is a portion of Broadway with a median from 9th Street to 11th Street.
- There are 5 signalized intersections.
- Conflict between buses and vehicles at bus stop locations

**Countermeasures Selection**

The following near-term countermeasures could potentially reduce pedestrian crash frequency and severity:

- Convert each intersection to fixed pedestrian recall
- At each intersection, set pedestrian countdown timers within the CA MUTCD recommended time of 3.5 feet per second
- At each intersection, shorten signal cycle length
- At each intersection, implement Leading Pedestrian Interval (LPI)
- Implement pedestrian safety zones extending from the curb at each intersection

The following long-term countermeasures could be integrated with the City of Oakland's Downtown Specific Plan:

- At signalized intersections adjust signal timing to separate turning movements from pedestrian crossing phase
- Extend median to provide refuge island on the south side of the Broadway and 11th Street intersection
- Implement road diet on low volume cross streets to shorten pedestrian crossing distances

**Planning Level Cost Estimates**

Near-Term Potential Countermeasures: \$85,000  
Longer-Term Potential Countermeasures: \$491,250

**Corridor**  
Broadway from 9th Street to 11th Street and 16th Street to 19th Street  
Oakland, CA

# Associated Funding

Street Name	Start	End	Funding Source/Plan	Treatment
12TH ST	JEFFERSON	OAK	East Bay Bus Rapid Transit	Pedestrian Improvements included as part of East Bay Bus Rapid Transit
14TH ST	MYRTLE	OAK	Funded by ATP 2016	Awarded ATP grant in 2016, between Brush and Oak, resulting in a reduction of travel lanes from four to two lanes, additional of Class IV protected bicycles lanes, improved pedestrian facilities including refuges, market crossings, and retained signals, storm drain crossings, and transit boarding islands
8TH ST	FRANKLIN	FALLON	High Safety Improvement Program (2013)	Upgraded traffic signals on 8th St/Madison St, 8th St/Oak St. New bikeway striping, repaved, and new ADA curb ramps along the corridor. Identified in LMSA Plan as a community priority for two way conversion, or sidewalk extensions. Downtown Plan calls for 2-waying the street with a potential parking protected Class IV bike lane
98TH AVE	A ST	MacArthur	High Safety Improvement Program (2012)	98th Ave. Corridor (including intersections with MacArthur Blvd, Bancroft Ave, Sunnyside St, Holly St, International Blvd, D St, E St, Medford Ave, San Leandro St, Pippin St, Walter Ave, and Edes Ave. Install advanced "stemma zone" detection, crosswalks, speed feedback signs, construct bulb-outs
BANCROFT AVE	CHURCH ST	HAVENSCOURT BLVD	High Safety Improvement Program (2016)	Install HAWKs and RRFBs at eleven locations along the corridor; install signal mast arms at three locations; and install a landscape at the northeast corner of Bancroft and 67th Street. Corridor improvements from Havenscourt to 80th Ave
BROADWAY	9TH ST	19TH ST	East Bay Bus Rapid Transit	Pedestrian Improvements funded through the BRT. Includes new ADA curb ramps as well as pedestrian access to new stations. Included in downtown Oakland specific plan (Broadway from Embarcadero to 27th Street). Specific sections included in safety strategy
FOOTHILL BLVD	RUTHERFORD ST	40TH AVE	Former Redevelopment Streetscape	Partially funded. Streetscape improvements funded through Redevelopment, from Mitchell St to Rutherford St
FOOTHILL BLVD	51ST AVE	SEMINARY	Former Redevelopment Streetscape	Partially included in the safety strategy, unfunded from Trask St to Seminary Ave

# Feedback from PAG/TAC

- Elevate equity throughout the Plan
- Consider renaming Walkability to Walk Access to Destinations" / "Access to Desirable Destinations
- Think about the colors on the maps, and consider overlaying the equity map and high injury corridors
- Link health data to walkability, such as life expectancy, asthma, and diabetes

## Next Steps

Planning Commission

May 17, 2017

CED/PWC Committee

June 13, 2017

City Council

June 20, 2017

Explore the Data!

<http://oakbec.s3.amazonaws.com/MapLanding/maps/DOTDashboard.html>



NEXT STEPS  
BPAC 4/20/17

## Thank You!

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Menaka Mohan

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<https://beta.oaklandca.gov/documents/pedestrian-master-plan-update>

