



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the February 21st, 2019 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/2-19-BPAC-Agenda.pdf>.

Meeting called to order at 6:02 pm by BPAC Chair, Kenya Wheeler.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with eight commissioners present (X). One arrived just after roll call (x).

Commissioners	Present
Reginald K Burnette Jr	X
Andrew Campbell	X
Jesse Jones	x
Phoenix Mangrum	X
George Naylor (Vice-Chair)	X
Zachary Norris	X
Mariana Parreiras	X
Midori Tabata	X
Kenya Wheeler (Chair)	X

Introductions were made.

- Other attendees: Tom Holub, Daniel Swafford, Grey Gardner, Scott Amundson, Dave Campbell, Robert Prinz, John Martoni, Bradley Cleveland, Efrom Stone, Patricia Schader, Jumana Nabti, Scott Blanks, Jennifer Anderson, Jayne Chang, Dianne Yee, Denise Bartolone, Chris Hwang
- City Staff: Bruce Williams, Ed Manasse, Catherine Payne, Edmond Siu, Hank Phan, Lisa Jacobs, Eva Phillips, Jason Patton, Noel Pond-Danchik

Commissioner Wheeler announced that Item 8. Biannual Major Development Projects would go after Item 5. TDA Article 3 Projects Update.

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from the January 17th, 2019 meeting and January 31st, 2019 special meeting** was made (Tabata), seconded (Parreiras), and approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- Commissioner Tabata noted that the only reason she did not nominate Commissioner Burnette Jr. for an officer position last month was that he declined a nomination because he is already very busy with other bicyclist and community engagement work. She thanked Commissioner Burnette Jr. For being very active in the community and representing his community at the BPAC.
- Robert Prinz congratulated the City for fixing thirty-two out of thirty-five potholes he reported on SeeClickFix within a week and a half. On the other hand, he has issues getting gaps in the concrete fixed. He suggested short term concrete fixes as an item for the Infrastructure Committee of BPAC

or the full BPAC. To report problems to the City yourself, go to <https://www.oaklandca.gov/services/oak311>.

- Efrom Stone from the Beth Jacob Congregation Synagogue asked that the rectangular rapid flashing beacon (RRFB) at the intersection of Park Blvd and E 38th St, right next to the synagogue, be set to recall on the Sabbath and holidays because many Jewish people cannot use electricity on those days and thus cannot actuate the RRFB.
- Scott Blanks reported frustration with issues he reported on SeeClickFix not being resolved or resulting only in patch fixes. One issue is about the wooden bridges like the one on the south-east corner of the Racine St and North St intersection that often gets knocked out by weather or people parking their cars on it. While there needs to be a more permanent fix than these wooden bridges, the issue is marked “resolved” when the bridge wood has been replaced without fixing the underlying issue.
 - Commissioner Wheeler urged people to continue reporting problems of all sizes to SeeClickFix because even if the City cannot immediately fix larger projects, it still calls the issue to the attention of the City and gives them a sense of how important the issue is to people.
 - Commissioner Parreiras agreed with Scott and added that the broken bridges are a tripping hazard and a safety issue because they essentially create a hole. She called it a priority that all the wooden bridges be replaced with safer, longer term fixes.
- Daniel Swafford of the Montclair Village Association announced that the Montclair Village Antioch Court Improvement Project is shovel ready. They are seeking support for construction dollars. See the attached handout for more details.
 - Commissioner Wheeler suggested considering the project for discussion at a further meeting, potentially during the Capital Improvements Project (CIP) and City budget discussion which will come within the next few months.

Item 4. Committee Report Back

Committees of the BPAC with activities in the past month provided brief updates to the Commission. Committee announcements sent in ahead of time and a list of active committees are included as attachments.

- Commissioner Parreiras from the Legislative Committee contacted Yvonna Cázares of the Office of the Mayor to connect with Joanne Karchmer, Deputy Chief of Staff from the Office of the Mayor, to talk about upcoming legislative items for this year.
- Commissioner Jones met with Ahmed Ali Bob from Oakland’s Department of Transportation (OakDOT) and obtained a list of community groups. She is interested in discussing what to do with the list at another BPAC meeting.
- Commissioner Wheeler from the Committee on Police and Bicyclist/Pedestrian Relations announced that they will schedule their next meeting at the end of the BPAC meeting.

Item 5. TDA Article 3 Projects Update

Bruce Williams, OakDOT Funding Manager, provided a brief update on the process and timeline for programming annual state Transportation Development Act (TDA) Article 3 grant funds, which total approximately \$400K per year for bicycle and pedestrian projects. The City proposes projects and they must be reviewed by the BPAC.

Funding may be used for:

1. Construction and/or engineering of a bike/pedestrian projects
2. Maintenance of a multi-purpose path
3. Bicycle safety education program (limited to 5% of county total)
4. Development of bike and pedestrian plans
5. Restriping Class II bike lanes

Examples of previous uses of the funding are the Stairs and Paths Project, education classes offered through Bike East Bay, bicycle wayfinding signage, “swift and effective” projects, funding completion of grant funded projects, and the Peralta Streetscape Project. Williams will be returning to the BPAC next month to review proposed projects. Then City Council will adopt the list and the application will be submitted to MTC for their action. Funds will be available by July 1, 2019.

Summary of Discussion:

- TDA Article 3 funds should be used in future years once the East Bay Greenway is built to commit to maintaining the East Bay Greenway because Alameda County Transportation Commission (Alameda CTC) will not build the portion in Oakland until there is a commitment to maintain it.

Speakers other than commissioners: Dave Campbell

Item 8. Biannual Major Development Projects

Catherine Payne from Oakland’s Planning Department presented a list of major development projects to flag for the BPAC’s review. Out of the many projects currently under development, Payne chose seven projects to discuss with the Commission: California College of the Arts, 98th St and San Leandro St, Brooklyn Basin, Howard Terminal (A’s Stadium), Lake Merritt BART Transit Oriented Development (TOD), 500 Kirkham, and West Oakland BART. Development projects greatly affect the streetscape and are an opportunity for the Commission to tell City Council what they want to see and influence the pedestrian and bicyclist facilities. See the attached handout for a list of all planning projects and the attached presentation for further details.

Summary of Discussion:

- There is no updated information from the applicant of the Safeway site at Broadway and Pleasant Valley Ave.
- The Zoning Code 17.116 Off-Street Parking and Loading Requirements has been updated twice in the past few years which included eliminating all residential parking minimums downtown. They look forward to working with OakDOT to continue to update the code to look at transit stops and lower the parking maximums.
 - Commissioner Parreiras reported that the amount of parking approved since the updates to the code implemented in 2016 has dropped 44%, a huge improvement. The Commission is interested in how much parking is proposed for the new developments.
- Since many projects do not have Environmental Impact Reports (EIRs), the best way to hear about projects is probably to have Catherine Payne come to the BPAC on a regular basis to present on projects and follow up with her with contacts about specific projects. There is also an online tool that lists projects which you can find at <https://aca.accela.com/OAKLAND/Default.aspx>.
- The sidewalk around the Brooklyn Basin on Embarcadero is only about six or seven feet wide, likely because the project was approved in 2006.
- There should be a bikeway by Brooklyn Basin alongside the Bay Trail. Originally, they needed two traffic lanes in each direction and one lane of parking, but they may remove the parking and install a class 4 bikeway in the future.

- On the West Oakland BART project, nothing was mentioned about Fifth Street which currently has broken or no sidewalk, homeless encampments, parking, and flooding caused by the rain.
 - Payne recommended calling the Code Enforcement Hotline to report unsafe conditions in vacant projects at (510) 238-3381.
- The Planning Department works with OakDOT to review the applications for developments at several steps in the design and review process.
- Wider sidewalks were recommended across all projects.

Speakers other than commissioners: Ed Manasse, Dianne Yee

Item 6. Downtown Specific Plan

Ed Manasse, Interim Deputy Director of the City of Oakland Bureau of Planning, presented on the Downtown Oakland Specific Plan Preliminary Draft. This plan has been ongoing since 2015 and the preliminary draft presented at the meeting was just published in January of this year. The comment period for the Notice of Preparation concluded today, and the Environmental Impact Report will be finished before this August. This initial version of the Downtown Specific Plan describes transformative ideas and initial recommendations that connect the community's downtown goals to strategic actions. The Preliminary Draft Plan contains potential supportive policies to embrace opportunity and address racial disparities towards an inclusive and equitable downtown. The Preliminary Draft Plan is available on the City's website: <https://www.oaklandca.gov/documents/preliminary-draft-plan>. The vision for transportation is found on page 54-55. Mobility and Accessibility is addressed in Chapter 3 (page 143). See the attached presentation for more details.

Summary of Discussion:

- Since the Lake Merritt Station Area Plan was already adopted, the Downtown Specific Plan does not study that area but does bring recommendations for the Chinatown area on things like park improvements, community center needs, and bicyclist/pedestrian improvements into the Downtown Specific Plan section on implementation. From a transportation perspective, Chinatown was included as part of the Downtown Specific Plan.
- While the City is trying to leverage money coming from outside developers to achieve greater goals, many of the projects listed in the Plan can be done with independent funding sources like grants.
 - The City is considering raising the transportation impact fee which currently covers CEQA impacts but no actual improvements. With an enhanced impact fee, the City can use the money to pay for transportation projects as they see fit.
- It is important to connect Downtown with the water given there is a freeway in the way. The City is looking at ways to use money from the enhanced impact fee or incentivizing developments to meet their public art requirement to make underpass improvements.
- The two-way street conversion priorities were chosen by OakDOT and were identified for their potential to make significant complete street improvements to the streets since doing two-way conversions are very expensive and require replacing all the traffic signals.
- While the Plan discusses removing Interstate 980 to enhance the connection between downtown and West Oakland it is too big of a project to be within the scope of the Environmental Impact Report and will need its own project as a follow up to the Downtown Specific Plan.
- One way streets make some bicyclists feel more comfortable especially for left turns.
- Scooters are mentioned in the plan but there are no detailed recommendations because the transportation scope was done before the scooters arrived in Oakland. The plan will add information on scooters in the next six months, but their impact should be studied separately.

- The Planning Department is working with the Mayor's Commission on Persons with Disabilities to include specific recommendations on disability access/accessibility over the next six months.

Speakers other than commissioners: Hank Phan, Sarah Fine, Kent Lewandowski, Hank Phan, Jayne Chang, Scott Blanks

Item 7. ATP 19th Street BART to Lake Merritt Urban Greenway

Edmond Siu, Civil Engineer in Complete Streets Design with OakDOT, provided an update on the Active Transportation Program (ATP) funded 19th Street BART to Lake Merritt Urban Greenway project on Thomas L. Berkley Way (20th Street) between Broadway and Harrison Street, currently undergoing design by City staff. The project will provide pedestrian and bicycle safety improvements, signal and lighting modifications, wayfinding signage, and minor landscaping. The purpose of this project is to improve infrastructure to facilitate multimodal access into and around Downtown Oakland for recreation and commute destinations. See the attached presentation and handout for more details.

Summary of Discussion:

- AC Transit busses will be rerouted off 20th St, continuing up Broadway and onto Grand Ave.
 - The City needs to address Broadway, especially with more bus lines and regarding conflicts with Transportation Network Companies (TNCs) like Uber and Lyft.
- There were multiple comments about the need to reduce space for cars and widen the sidewalks given the high pedestrian density and future higher density once all the new developments are built.
 - There is little turning action for cars on 20th St so the left turn pockets should be eliminated so that there is more room to widen the sidewalk.
 - The intersections should be made right turn only from 20th St to avoid stalling traffic and because left turns often cause crashes especially in an area with so many pedestrians.
 - The street should be designed for pedestrians and see what space is left over for other modes.
 - The sidewalk should be widened to connect the new pedestrian plaza to BART.
- Either add a bike box on Franklin St to make a left onto 20th St or convert Franklin St into a two-way street as recommended in the Downtown Specific Plan as soon as possible.
- There will be ramps up from the bike lane to access the BART station.
- There should be a striped and geofenced place for scooter drop-off.
- The bicyclist area and pedestrian area should be separated as much as possible especially in the TNC pick-up/drop-off zone. The bike lane should be at street level and there should be a railing so that pedestrians do not walk throughout the bike lane and are channeled across it at specific locations.
- The bike racks in front of the entrance should be moved closer to the building face.
- Currently BART's service vehicles park on the sidewalk, but they should park in the TNC pick-up/drop-off zones.

Speakers other than commissioners: Efrom Stone, Dave Campbell, Dianne Yee, Jumana Nabti

- A motion to **extend the meeting by thirty minutes** was made (Tabata) and seconded (Parreiras), with all commissioners voting in favor. The motion passed.

Item 9. Oakland's Next Paving Plan

Sarah Fine, Complete Streets Paving Program Manager, presented on staff's progress developing a citywide plan for which streets to pave over the next few years. In the past, the City prioritized major streets for repaving due to limited funds. Now with Measure KK and SB1, the City can increase paving on neighborhood streets while keeping major streets in good condition. Following policy direction from City Council, staff have developed a proposal that incorporates equity, street condition, and safety to prioritize repaving. See the attached presentation for more details.

Summary of Discussion:

- Right now, developments pave half of the street in front of the development, but it was suggested that they pave the whole block in front of the development.
- In addition to coordinating with utilities, the City could require steeper penalties when a cut must be made on a moratorium street. While moratoriums do not mean that a street cannot be cut into within those five years, it just means they will need to provide additional street restoration. The restoration requirements should be raised to further discourage cutting into freshly paved streets.
- The City now has City Council authorization to enter agreements with PG&E.
- Giving Councilmembers some paving money to use at their discretion allows them to do something about the intense pressure they get from their constituents. If they choose not to use the money, it will go back to being prioritized by OakDOT's method. One difference between the previous paving prioritization method is that at least now the streets that City Council chooses will be publicized and transparent.
- While bike routes will not inherently be prioritized higher, they are more likely to be chosen since the new paving plan focuses on paving arterial streets, which most bike routes are. The Paving Program is coordinating with the Bike Plan team to choose between neighborhood streets.
- If a street is paved in addition to other capital projects on the street, that money comes from paving, although striping and other bikeway improvements are relatively cheap.
- The Pavement Condition Index (PCI) map will be updated at the online open house. (See the presentations for more details)

Speakers other than commissioners: Scott Blanks, Dave Campbell, Lisa Jacobs, Grey Gardner

- A motion to ***extend the meeting by fifteen minutes*** was made (Tabata) and seconded (Parreiras), with all commissioners voting in favor. The motion passed.

Item 10. Three-month look-ahead, suggestions for meeting topics, announcements

Announcements

- Commissioner Tabata: On January 29th, Commissioners Tabata, Wheeler, and Naylor presented the 2018 BPAC annual report to Public Works Committee which was well received by the Committee.
- Commissioner Tabata: Jelani Killings of the Public Ethics Commission is researching a question about conflicts of interest about whether commissioners must recuse themselves from discussions about projects on the streets they live on.
- Commissioner Naylor: Commissioners Tabata, Wheeler, and Naylor met with the Chief of Staff for the Councilmember from District 4, Sheng Thao who is leading a meeting on street calming measures on 35th Ave and public safety issues on Wednesday, March 13th at 6pm at the Redwood Heights Recreation Center. See attached flyer for more details.
- Robert Prinz: Bike East Bay (TDA Article 3 funded) bicycle skills classes are coming up. The first class of 2019 is at Chavez Library from 1-3pm on Saturday, March 9th. See the attached flyer and calendar or go to <https://bikeeastbay.org/UC101> for more details.

Meeting adjourned at 9:05 pm.

Minutes recorded by Noel Pond-Danchik, Pedestrian Program Coordinator, emailed to meeting attendees for review on February 26th, 2019 with comments requested by 5pm, Tuesday, March 12th, 2019 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the March 2019 meeting agenda and considered for adoption at that meeting.

Montclair Village Antioch Court Improvement Project

Project # C428310 – Unfunded CIP Status

Background

A Merchant, Area Resident, and City of Oakland Community Initiative

In 2008 The Montclair Village Association (MVA) and Montclair Safety & Improvement Council (MSIC), in partnership with the City of Oakland, began envisioning a safer, more pedestrian friendly, commercial district. The Antioch Court Improvement Plan is the result of broad community engagement to address vehicle, bicycle, and pedestrian safety concerns, along with the recurring request for public space in the Village.

A Community Vision

Montclair Village is a nexus of the greater Montclair community with thousands of visits each day, 220 + businesses and four adjacent public schools (three elementary and one middle). The plan includes the creation of a much-needed urban open space to bolster small business retail economy, leverage destination status of an adjacent new retail and restaurant development project, and serve as an example for Oakland's public space program.

- \$725,000 Total Project Cost
 - \$35,000 Invested to date by the MVA, with additional \$250,000 pledged from private community fundraising
 - \$90,000 invested to date by City of Oakland (OPW/BPAC) for construction plans
 - \$150,000 committed from District 4 Council Worst Roads Fund
 - 150+ individually purchased donor bricks to-date with our full campaign yet to begin
 - **Project is shovel-ready with construction plans complete**

Benefits

Aligns with City-Wide Vision to Develop Safe Streets and Destination Districts

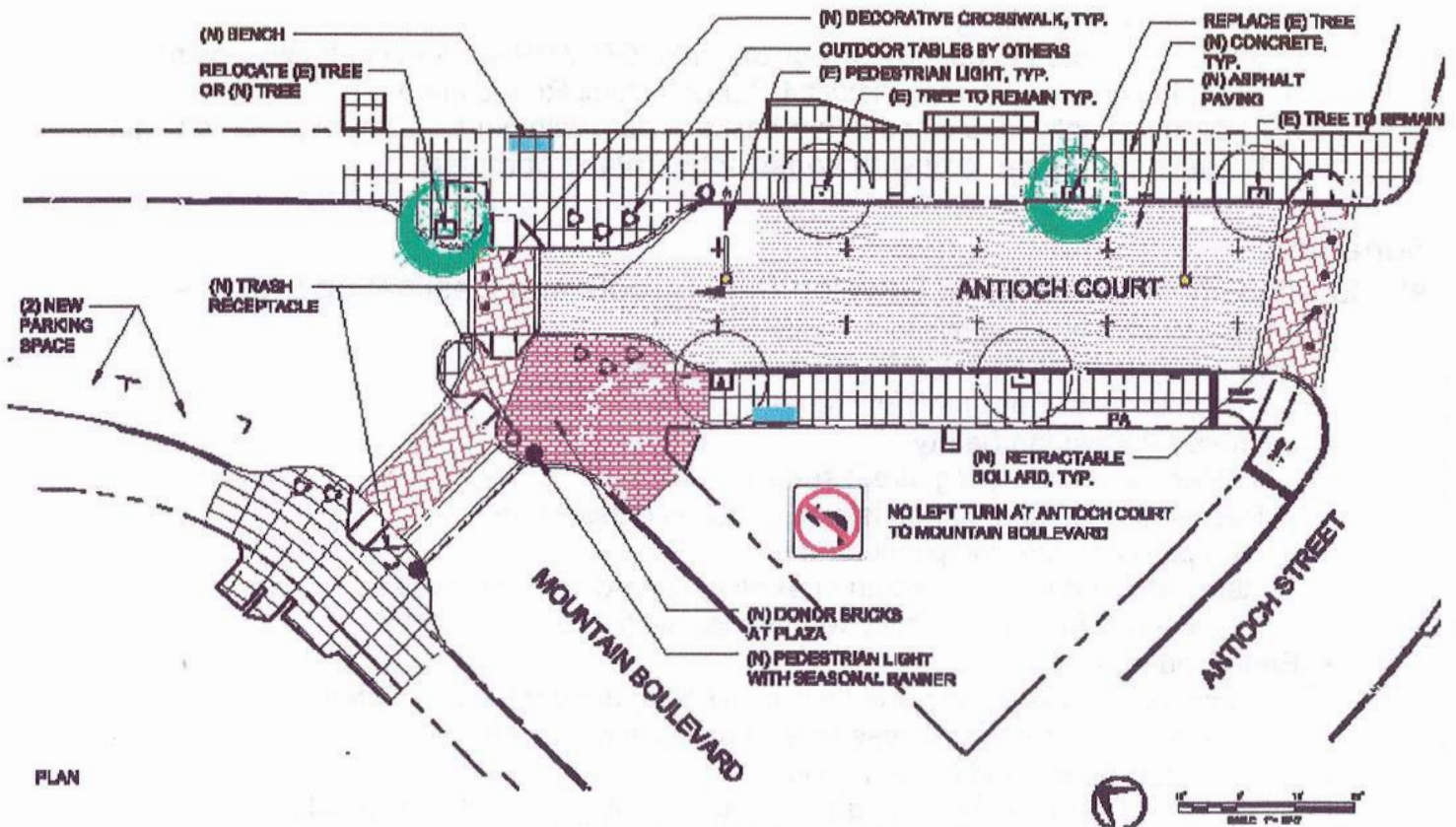
- A More Walkable, Healthy Community
 - Provides hub for area walking paths and trails
 - Integrates with Oakland Bike Route 8
- Improved Pedestrian Safety
 - Addresses deteriorating street surface
 - Resolves existing drainage issues, reduces cross-slope
 - Incorporates ADA-compliant ramps
 - Relocates and reduces length of existing hazardous cross walks
 - Increases safety and visibility with the installation of new bulbouts
- Enhanced traffic calming
 - Improves vehicle routing and flow, eliminating dangerous blind left turn
 - Improves bike-friendly access for a large cycling community
- Public Open Space and Place-making
 - Antioch Court can be closed temporarily, creating a needed destination venue for outdoor dining, events and community-building
 - Highlighting the space will be the decorative arrangement of 500 donor bricks
 - Public benches and public art will engage and connect Oaklanders and draw visitors to shop and play in Oakland
- 12 Area nonprofit and community groups submitted formal letters of support for the project

Action Needed

The Antioch Court Improvement Plan has brought the Neighborhood together and is an example of community in action (Residents, Merchants, and Oakland government). Infrastructure improvement funding for this project will make an immediate impact on the local economy, the health and vitality of Oakland residents, and create a space that all of Oakland can enjoy!

Fund construction of CIP # C428310

- Shovel ready project
- Construction Plans are ready for signature and bid process
- Coordination with adjacent private commercial development project at 2080 Mountain (PLN 15377) enhances aesthetic, reinforces walkability, and increases destination draw to the pedestrian plaza



February 2019 BPAC Agenda Item #4 Attachment

Active BPAC Committees/Task Forces/Liaisons

Committee Name / Liaison Role	Date Created	Purpose	Commissioners	Community Members	Status
Bike Plan Update Committee	10/19/17	Advise staff on the update to Oakland's Bicycle Plan	Naylor, Tabata, Wheeler	Robert Prinz, Chris Hwang, Chris Kintner, Matt Ward	active
Infrastructure Committee	2/16/17	Review and comment on the design of projects	Tabata, Burnette Jr, Naylor, Parreiras	Robert Prinz, Phoenix Mangrum	ongoing
Legislative Committee	6/21/18	Research and develop policy recommendations for consideration by the BPAC	Kidd, Naylor, Parreiras, Wheeler	Chris Kintner and Phoenix Mangrum	ongoing
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	5/17/18	Monitor Committee activities and report back to the BPAC	Naylor; Kidd (substitute)		active
Liaison to Mayor's Commission on Persons with Disabilities	5/17/18	Monitor MCPD activities and report back to the BPAC	Campbell; Parreiras (substitute)		active
Liaison to Police Commission	9/20/18	Monitor Commission activities and report back to BPAC	Naylor		active
Open Forum Committee	3/17/16	Review and analyze comments received during Open Forum	Kidd, Tabata, Villalobos		ongoing
Committee to Address Police/Bike-Ped Interactions	9/20/18		Wheeler, Naylor	Tom Holub	active

Three-month agenda look-ahead

March

- TDA Article 3 Projects: Recommended List
- Bike to Work Day Planning
- Reminder to file Form 700
- Capital Improvement Program Update (tentative)

April

- Biannual Paving Update
- FY 19/21 Proposed Budget Discussion (tentative)

May

- Bike to Work Day Report Back
- Biannual Strategic Planning Projects

Commissioner announcements

1. Commissioner Tabata: The Infrastructure Committee met Thursday, February 7th. Commissioner Tabata volunteered as Chair and Commissioner Mangrum volunteered as co-chair. The committee discussed:
 - a. Fruitvale Ave. median pedestrian warning sign conflicts,
 - b. 20th St protected bikeway design, and
 - c. 35th Ave street safety.
2. Commissioner Tabata: Councilmember Noel Gallo held a meeting on Wednesday, February 6th about 35th Ave safety and Commissioners Mangrum, Naylor, and Tabata attended.
3. Commissioner Campbell, liaison to the Mayor's Commission with Disabilities: I attended the January 28, 2019 meeting of the Mayor's Commission on Persons with Disabilities. DoT presented its proposals related to sidewalk repairs, which the BPAC received on January 17, 2019. A majority of commissioners voted to support the proposals on Buy/Sell/Repair, Private Repairs & Paving, Limited-Time Permit Fee Waiver and Permanent Fee Waiver for Low-Income Homeowners. However, none were supported unanimously. The commission did not support the proposal to modify the Oakland Municipal Code to reduce City liability related to private damage.
4. Commissioner Campbell: On the City's 2019 Legislative Priorities - At the 1/31/19 meeting I was assigned the task of reviewing the already developed 2019 legislative priorities to identify any items of interest to the BPAC. Items of interest to BPAC that the City intends to focus on at the state and federal level include:
 - Infrastructure and transportation funding
 - Monitoring scooter-related legislation
 - Reinvigorating SB 375 to enhance sustainable community efforts
 - Funding for Re-Connect Oakland - 980 conversion
 - Safe Routes to School funding for additional school sites
 - Funding for Increased traffic and pedestrian safety

Staff announcements

1. None
-

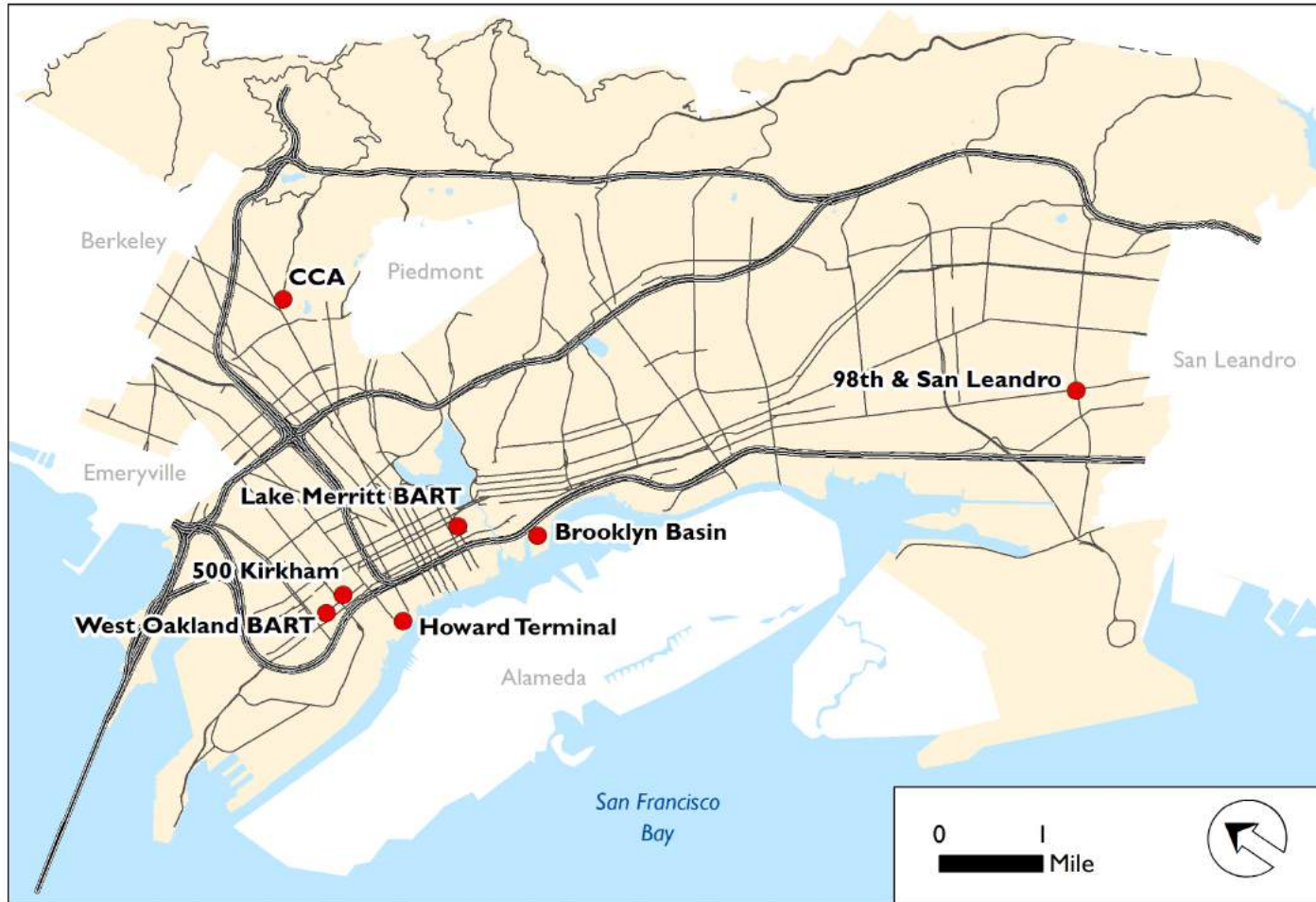
CITY OF OAKLAND / PLANNING BUREAU/MAJOR DEVELOPMENT PROJECTS LIST/SPRING 2018/ <small>Cont.</small>																																													
#	PROJECT NAME	PROJECT ADDRESS	COMPANY	CONTACT	APPLICANT				APPLICATION NUMBER	SPECIFIC PLAN AREA or DISTRICT	BUILDING STORIES	RESIDENTIAL				OFFICE SQUARE FOOTAGE	RETAIL SQUARE FOOTAGE	INDUSTRIAL SQUARE FOOTAGE	OTHER NON-RESIDENTIAL SQUARE FOOTAGE	STAFF PLANNER			APPLICATION SUBMITTAL DATE	APPLICATION APPROVAL DATE	BUILDING PERMIT FILED DATE	BUILDING PERMIT ISSUED DATE	BUILDING PERMIT COMPLETION DATE (ESTIMATED)	PERMIT COMPLETION DATE (CONFIRMED)	PROJECT STATUS	PROJECT NOTES															
					PHONE	EMAIL	Market	Medium Density				Low	Very Low	NAME	EMAIL					PHONE																									
1	44 Seven @ 17th	1640 Broadway	Lensar Corp.	LYWOOD@lensar.com	(415) 975-4991	twoods@lensar.com	PLN14248	Downtown		33	255				11,000	5,000					Mike Rivera	mriviera@oaklandnet.com	(510) 238-6417	7/4/2015	2016	B1601981	6/6/2016	12/6/2016	575,000.00	1/2/2019		Under Construction	Condominiums												
2	1750 Webster St	1750 Webster St	Heller Manus Architects	Jordan Rose	(415) 247-1100 x185	JordanR@hellermanus.com	ZIP15030	Downtown		22	158					600			153,000		Mike Rivera	mriviera@oaklandnet.com	(510) 238-6417	2015	2017							Pre-application Application Approved													
3	Marriott Hotel	1431 Jefferson St	Stanton Architecture	Michael Staton	(415) 865-9600	mstaton@stantonarchitecture.com	PLN17033	Downtown		22						1,960					Mike Rivera	mriviera@oaklandnet.com	(510) 238-6417	2017	2017									Application Under Review											
4	1755 Broadway	1750 Broadway	Rubicon Point Partners	Chris Reff	(415) 500-6410	chris@rubiconpoint.com	ZIP170064	Downtown		38	307					5,000					Mike Rivera	mriviera@oaklandnet.com	(510) 238-6417	2017	2008																				
5	Brooklyn Basin Parcel B	250 5th St	Signature Development	Frank Flores	(510) 817-2729	fflores@signaturedevelopment.com	PUD06010-PUDF03	Downtown		8	241					2,800					Mike Rivera	mriviera@oaklandnet.com	(510) 238-6417													Under Construction	Condominiums								
6	WOD	0 Kirkham St	Tim Lewis	Mike O'Hara	(510) 238-9111	mohara@timlewis.com	PLN15211	WOSP		8	424					22,000					Mike Rivera	mriviera@oaklandnet.com	(510) 238-6417	2015	2016											Application Approved									
7	Nautlius Group	5110 Telegraph Ave	RAD	Randy Miller	(510) 398-0888	rmiller@radurban.com	PLN15074	Temescal		6	188		17			33,800					Mike Rivera	mriviera@oaklandnet.com	(510) 238-6417	2015	2020	B1603859	8/15/2016	1/2/2018	533,662,760.00	2020					Under Construction										
8	Baxter Apts	4901 Broadway	SRM Development	Ryan Leong	(509) 944-4557	ryan@srmddevelopment.com	PLN14248	Temescal		6	126					7,400					Mike Rivera	mriviera@oaklandnet.com	(510) 238-6417	2014	2015			6/30/2015	2/29/2016	\$24,162,264.00	2018					Under Construction	122 apartments 4 single residences								
9	The Hub	500 Kirkham St	Panoramic Interests	Zac Shore	(415) 701-7002	zac@panoramic.com	PLN17428 & PUDF07	WOSP		23 & 7	948		84		13,040				25,895		Mike Rivera	mriviera@oaklandnet.com	(510) 238-6417	2017																					
10	West Oakland Station	1451 7th St	SUDA	Regina Davis	(510) 482-7020	regina@reginadavisconsulting.com	ZIP170096	WOSP		10	136		34		1 Million	75,000					Mike Rivera	mriviera@oaklandnet.com	(510) 238-6417	2017																					
11	San Pablo Ave	5300 San Pablo Ave	Dogtown	Francesca Boyd	(510) 301-9630	fboyd@dogtowndev.com	CDV13267	Downtown													Mike Rivera	mriviera@oaklandnet.com	(510) 238-6417																						
12	Temescal Muse	364 40th St	John Malik & Associates	John Malik	(510) 595-8042	john@malick.com	PLN14246	Temescal		6	24					2,999					Mike Rivera	mriviera@oaklandnet.com	(510) 238-6417	2015	2016	B1602769	7/13/2016	2/22/2017	55,848,011.00	2018							Under Construction								
13	4045 Broadway	4045 Broadway	Broadway Green, LLC	Matt Branagh	(925) 743-9500	MattB@branagh.net	PLN15084	Temescal		5	39		4			2,999					Mike Rivera	mriviera@oaklandnet.com	(510) 238-6417	2015	2016	B1603292	7/13/2016	2/22/2017	55,800,000.00	2018							Under Construction	Condominiums							
14	Lake House Apts	601 MacArthur Blvd	Lake House Apts	James Branch	(415) 678-0427	jbranch@yllprop.com	PLN17281	Lake Merritt		4	25					2,999					Mike Rivera	mriviera@oaklandnet.com	(510) 238-6417	2017																					
15	Merrill Gardens	5238 Coronado Ave	SRM Development	Ryan Leong	(509) 944-4557	ryan@srmddevelopment.com	DRN13320	Rockridge		5	127					5,550					Mike Rivera	mriviera@oaklandnet.com	(510) 238-6417	2017																					
16	The Amador	4435 Piedmont Ave	Jones & Haydu Architects	Hulett Jones	(415) 558-0400	hulett@joneshaydu.com	PLN4296	Piedmont		3	25										Mike Rivera	mriviera@oaklandnet.com	(510) 238-6417	2017																					
17	Kapor Center	2134 2148 Broadway	Fougerson Architects	Anne Fougerson	(415) 641-5744	afougerson@fougerson.com	DR13227	Downtown		4	0					40,000			4,000		Mike Rivera	mriviera@oaklandnet.com	(510) 238-6417	3/4/2015	7/14/2015	B1503375	8/10/2015		56,623,447.00	2018															
18	Key System Building	1100 Broadway	Ellis Partners	Matt Weber	(415) 391-9800	mweber@ellispartners.com	CDM07390-R01	Downtown		18						380,000	10,000				Mike Rivera	mriviera@oaklandnet.com	(510) 238-6417	4/5/2017	10/4/2017	B1704965	10/27/2017	2/27/2018	558,392,000.00	2017															
19		2400 Fibert St	Rebenok Design and Consulting	John Havrilesko	(815) 354-2653	john@rebenokdesign.com	ZIP180018	WOSP		4	111		20								Mike Rivera	mriviera@oaklandnet.com	(510) 238-6417	2/15/2018																					
20	1700 Webster	1700 Webster Street / 330 17th Street	Gerding Edlen	Brent Gauke	(415) 395-0891		PLN15138-R01	Downtown		23	206					3,000					Pete Vollmann	pvollmann@oaklandnet.com	(510) 238-6167	2015	2015	B1602198		3/1/2017	\$44,500,000.00	2018															
21	Acis Cyrene Apartments	9400 International Blvd	Related California	Colby Northridge	(949) 660-7232	cnorthridge@related.com	DR11008	Downtown		5	1		34	24		3,500					Pete Vollmann	pvollmann@oaklandnet.com	(510) 238-6167	2011	2012	B1600956 / B1600962 / B1600965 / B1600966	8/28/2015	12/3/2015	\$11,600,000.00	2018															
22	Prosperity Place	188 11th Street / 1110 Jackson Street	EBALDC	Everett Cleveland	(510) 287-5353 ext 339	ecleveland@ebaldc.org	DR10243-R01	Lake Merritt		5	1		0	30	40						Pete Vollmann	pvollmann@oaklandnet.com	(510) 238-6167	2014	2014	B1601452	12/22/2014	3/8/2015	\$13,100,000.00	2018	3/9/2017														
23	Seminary Point	5803 Foothill Blvd.	Sunfield Development	Sid Afshar	(510) 452-5555	sidafshar@sunfielddevelopment.com	CDMV11076	Downtown		1						27,000					Pete Vollmann	pvollmann@oaklandnet.com	(510) 238-6167	2011	2011	B1600956 / B1600962 / B1600965 / B1600966	3/4/2016	1/12/2017	\$3,770,000.00	2018															
24	Hanover Uptown	325 27th Street / 2640 Broadway	The Hanover Company	Scott Youdall	(925) 277-3445	scyoudall@hanoverco.com	PLN15241	Broadway-Valdez		7	255					37,000					Pete Vollmann	pvollmann@oaklandnet.com	(510) 238-6167	2015	2016	B1601578	4/12/2016	11/3/2016	\$60,800,000.00	2018															
25	Hanover Waverly	2400 Valdez Street / 2450 Valdez Street	The Hanover Company	Scott Youdall	(925) 277-3445	scyoudall@hanoverco.com	PLN15336	Broadway-Valdez		7	225					23,000					Pete Vollmann	pvollmann@oaklandnet.com	(510) 238-6167	2015	2016	B1601536	4/8/2016	11/9/2016	\$47,000,000.00	2018															
26	Alta Waverly	2302 Valdez Street / 2315 Valdez Street / 2330 Webster Street	Wood Partners	Brian Pianca	(415) 888-8537	bpawoodpartners.com	PLN14340	Broadway-Valdez		7	196					31,500					Pete Vollmann	pvollmann@oaklandnet.com	(510) 238-6167	2014	2015	B1505023	11/20/2015	5/31/2016	\$39,300,000.00	2018/2019															
27	The Webster	301 19th Street / 1889 Harrison Street	Trammell Crow	Stephanie Hill	(415) 381-3001	sh@trammellcrow.com	PLN15040	Broadway-Valdez		7	234					16,000					Pete Vollmann	pvollmann@oaklandnet.com	(510) 238-6167	2015	2015	B1604907	10/7/2016	7/19/2017	\$55,250,000.00	2019															
28	19th & Harrison	3073 - 3093 Broadway	Cityview	Stephen Siri	(415) 975-4991	tyler_wood@liveLMC.com	PLN16071	Downtown		7	224					3,500					Pete Vollmann	pvollmann@oaklandnet.com	(510) 238-6167	2016	2016	B1603871	8/16/2016	8/25/2017	\$33,600,000.00	2019															
29	The Broadway	150 & 155 4th Street	Carmel Partners	Greg Pasquali	(415) 231-0221	gpasquali@carmelpartners.com	PLN14272	Broadway-Valdez		7	423					21,000					Pete Vollmann	pvollmann@oaklandnet.com	(510) 238-6167	2014	2014	B1503302	8/5/2015	3/25/2016	\$90,950,000.00	2018															
30	4th & Madison	378 11th Street	Ridgmont Hospitality	Dhruv Patel	(510) 407-9308	dhruv@ridgmont.com	PLN15096	Lake Merritt		7	234					5,000				61,593	Pete Vollmann	pvollmann@oaklandnet.com	(510) 238-6167	2015	2016	B1604005 / B1604010	11/10/2015	11/10/2016	\$73,000,000.00	2019															
31	Downtown Hampton Inn	378 11th Street	Ridgmont Hospitality	Dhruv Patel	(510) 407-9308	dhruv@ridgmont.com	PLN15096	Lake Merritt		7	234					5,000					Pete Vollmann	pvollmann@oaklandnet.com	(510) 238-6167	2015	2016	B1605571	11/18/2016	11/14/2017	\$12,350,000.00	2019															
32	450 8th Street	450 8th Street	Signature Development	Frank Flores	(510) 817-2729	fflores@signaturedevelopment.com	PLN14308	Downtown		6	50					4,000					Pete Vollmann	pvollmann@oaklandnet.com	(510) 238-6167	2015	2015	B1503888	7/23/2015	7/5/2016	\$7,000,000.00	2018															
33	450 23rd Street	450 23rd Street	Signature Development	Frank Flores	(510) 817-2729	fflores@signaturedevelopment.com	PLN15119-R01	Downtown		6	65					3,700					Pete Vollmann	pvollmann@oaklandnet.com	(510) 238-6167	2015	2015	B1505306	12/11/2015	9/17/2016	\$10,000,000.00	2018/2019															
34	3000 Broadway	3000 Broadway	Lowee Enterprises	Alan Chamorro	(415) 758-0990	achamorro																																							

#	PROJECT NAME	PROJECT ADDRESS	COMPANY	CONTACT	PHONE	EMAIL	APPLICATION NUMBER	SPECIFIC PLAN AREA or DISTRICT	BUILDING STORIES	Height	Moderate	Low	Very Low	OFFICE SQUARE FOOTAGE	RETAIL SQUARE FOOTAGE	INDUSTRIAL SQUARE FOOTAGE	RESIDENTIAL SQUARE FOOTAGE	NAME	EMAIL	PHONE	APPLICATION SUBMITTAL DATE	APPLICATION APPROVAL DATE	BUILDING PERMIT	BUILDING PERMIT FILED DATE	BUILDING PERMIT ISSUED DATE	JOB VALUE	BUILDING PERMIT COMPLETION DATE (ESTIMATED)	COMPLETION DATE (CONFIRMED)	PROJECT STATUS	PROJECT NOTES
156		0 19th Street	Baran Studio Architecture	Matt Baran	(415)722-1355	mbaran@baranstudio.com	PLN18082	Downtown	6	93								Maurice Brenyah-Addow	mbrenyah@oaklandnet.com	(510)238-6370	2/6/2018								Application Under Review	Mixed Use



City of Oakland Major Projects Highlights

Prepared for BPAC, February 21, 2019



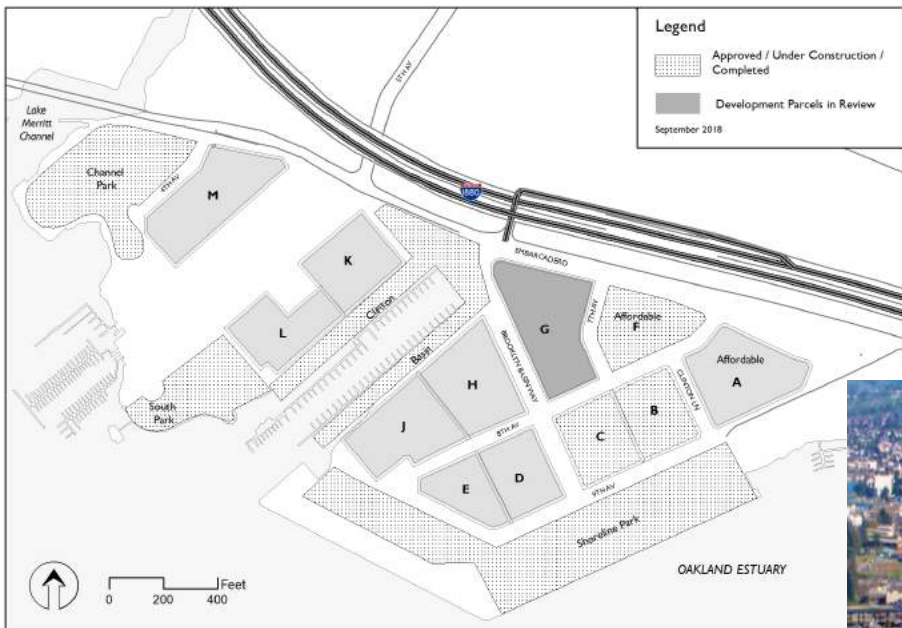
Select Major Projects, 2019



California College of the Arts: preapplication for 589 dwelling units, 30,000 sf art/commercial space



98th and San Leandro: Preapplication for 401 dwelling units



Brooklyn Basin Status



Brooklyn Basin: Application for GPA, Rezone, revision to PUD, amendment to DA to increase density by 20% and increase marina facilities to front Shoreline Park.



Lake Merritt BART TOD, ENA awarded 2018: 517 du (44% affordable), 500,000 sf commercial



Howard Terminal (A's Stadium): Up to: 35,000 seat capacity sports stadium, 3,500 seat capacity entertainment venue, 2.27 million sf commercial development, 4,000 dwelling units.



500 Kirkham: Application for 1032 units (8% affordable), groundfloor commercial



West Oakland BART: 762 dwelling units (20% affordable), 440,000 sf commercial (PUD approved 2/6/19)

Development Planning Tools for Delivering Bicycle and Pedestrian Facilities

- Reliance on Zoning Regulations:
 - 17.116 Off-Street Parking and Loading Requirements
 - OMC 17.117 Bicycle Parking Requirements
- Application of Conditions of Approval (SCAs #77-84)
- Charging Transportation Impact Fees
- Negotiating Community Benefit Opportunities
 - Development Agreements
 - Specific Plans (see LMSP for objective)
- Conducting Design Review



**Review of Preliminary Draft Plan
OAKLAND DOT STAFF MEETING**

PROCESS





Community Events

- Feb. 10
Lunar New Year
- Feb. 24
Black Joy Parade



Planning Commission

- Jan. 23
Preliminary Draft Plan
- Feb. 6
Continue Preliminary Draft Plan and open EIR Scoping Session
- Feb. 20
Continuation meeting



Advisory Board Meetings

- Feb. 4
Landmarks Board
- Feb. 13
Parks and Recreation
- Feb. 21
Bike and Pedestrian



Stakeholder Meetings

- TBD
(Jan.-Feb.; meetings held with neighborhood groups, public agencies, and by topic (affordable housing developers, artists, etc.)

REPORT ORGANIZATION

Introduction & Background 5

Purpose / How to Use This Report
Planning Process
Context & Key Issues

Vision & Goals 37

Overall Plan Goals & Outcomes
Equity Framework
Downtown Vision and Central Ideas
Neighborhood Vision

01: Economic Opportunity 81

Desired Outcomes
Existing Conditions
Economic Opportunity Framework
Supportive Policies

02: Housing & Affordability 111

Desired Outcomes
Existing Conditions
Housing and Affordability Framework
Supportive Policies

03: Mobility & Accessibility 141

Desired Outcomes
Existing Conditions
Mobility Framework
Supportive Policies

04: Culture Keeping 185

Desired Outcomes
Existing Conditions
Supportive Policies

05: Community Health 213

Desired Outcomes
Existing Conditions
Community Health Framework
Supportive Policies

06: Land Use & Urban Form 249

Desired Outcomes
Existing Conditions
Land Use Framework
Supportive Policies

07: Implementation 297

Appendices A.1

EQUITY APPROACH



Policies and Measures of Success address key disparities:

- Housing Cost Burden
- Homelessness
- Displacement
- Disconnected Youth
- Unemployment Rate
- Median Income

Economic Opportunity

Central Idea: Make downtown a racially and economically diverse regional employment center by identifying office priority sites, targeting training for living wage jobs to fill those spaces, and by investing in small businesses and businesses owned by people of color.

Figure VG-2: Street scene in Lake Merritt Office District



Go to [page 106](#) to see the before and after transformation

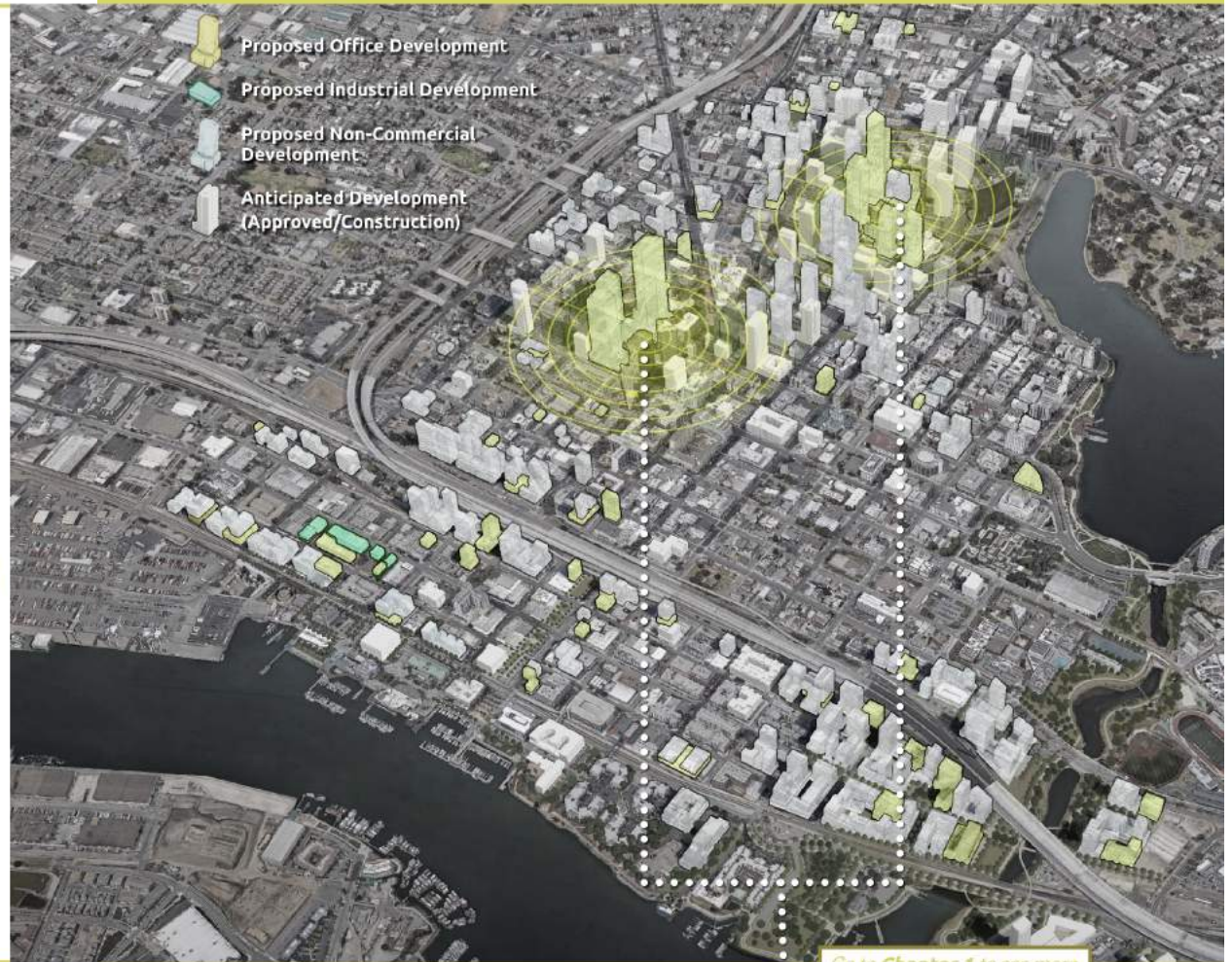
Big Challenges:

- Low revenues to fund City services
- Huge wealth disparities
- Regional imbalance of jobs & housing leading to transit overload and inadequate opportunity for residents

Key City Investments & Policies:

- Capitalize on geographic and transit assets by identifying office priority sites and promoting density at downtown's regional transit hubs
- Activate ground floor retail and commercial spaces by developing a City program to master lease vacant retail and commercial spaces, and sub-lease them to small local retailers, artists and artisans
- Expand initiatives and partnerships with the tech sector, and other sectors targeted for expansion, to increase equitable business development and employment opportunities
- Expand existing and develop new local hire and training programs

THE SPECIFIC PLAN UNLOCKS UP TO: +17.2 M Sq. Ft. of New Commercial Space
+184.3 K Sq. Ft. of New Industrial Space



Go to [Chapter 1](#) to see more

...if built, that generates:
+\$15 Million in Impact Fees for Affordable Housing and Roughly 55 Thousand Jobs

OFFICE PRIORITY AREAS

Housing & Affordability

Central Idea: Maintain downtown as a mixed-income residential area by creating 4,350 to 7,250 new affordable units

Figure VG-3: Potential new development near Estuary Park



Go to [page 134](#) to see the before and after transformation

Big Challenges

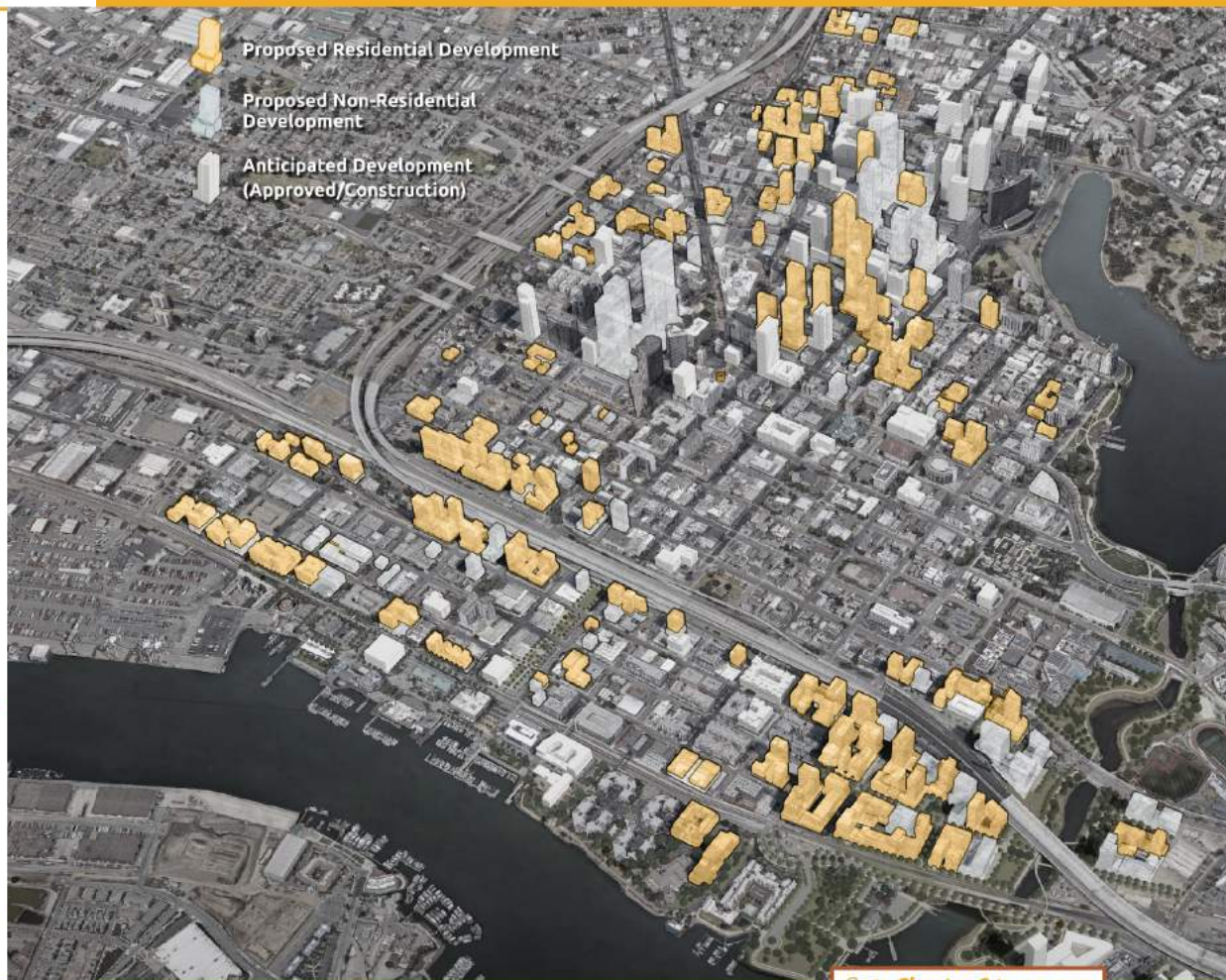
- Insufficient affordable housing and funding to subsidize it
- High housing cost burden
- Highest displacement and cost burden among African Americans and other groups historically impacted by disparities in life outcomes
- Increasing share of homeless residents with the highest increase among African Americans

Key City Investments & Policies:

- Prioritize a portion of citywide housing funds generated by downtown for downtown projects by adapting scoring criteria and/or increasing impact fees
- Study the establishment of an inclusionary housing requirement for downtown that would replace affordable housing impact fees
- Establish a program to incentivize community-desired benefits in exchange for increased development potential
- Encourage large units for families and accessible units for older adults and people with disabilities

THE SPECIFIC PLAN

UNLOCKS UP TO: +29,077 New Residential Units Downtown



Go to [Chapter 2](#) to see more

...if built, that generates:
+\$639.7 Million in Impact Fees for new Affordable Housing



ENSURE SUFFICIENT HOUSING IS BUILT



Measures of Success

- **16,000 to 29,000** new housing units are created in downtown by 2040.
- As part of overall projected housing production, a certain number of income-restricted units are constructed or converted from market-rate to income-restricted by 2040:
 - Option 1: 4,350 units (15%)
 - Option 2: 5,800 units (20%)
 - Option 3: 7,250 units (25%)

ENSURE SUFFICIENT HOUSING IS BUILT

Mobility & Accessibility

Central Idea: Connect people across Oakland to downtown and unify downtown by expanding high-quality transit, bicycle facilities, pedestrian access and amenities for an active street life.

Figure VG-4: Broadway & 14th Street



Go to **page 172** to see the before and after transformation

Big Challenges:

- Infrequent, undependable and circuitous transit access creates barriers for those already most vulnerable
- Pedestrian accidents
- Freeways on the west and south edges of downtown create barriers

Key City Investments & Policies:

- Streetscape investment, including curb ramps, high visibility crosswalks, landscaping and public space improvements
- Investment in dedicated transit lanes
- Investment in downtown's bicycle network to expand the number of high quality facilities and increase the overall number of connected and continuous routes throughout

EXTENSIVE NETWORK OF MULTIMODAL STREETS



Go to **Chapter 3** to see more

MEASURES OF SUCCESS

- Reduction in pedestrian and bicycle severe injuries and fatalities due to auto collisions, especially for people of color (who are disproportionately impacted now)
- Increase in walking and bicycling mode share for residents and employees
- Modern curb ramps are installed at all sidewalk intersections and accessible pedestrian signals (APS) at all intersections identified in the Project List (Appendix)
- Cost of roundtrip transit fare between downtown and Oakland neighborhoods/availability of low income fare reduction
- Transit service levels (frequency of service) increase between low-income areas of Oakland and downtown
- ADA-accessible on-street parking (blue zones) and passenger loading zones available, affordable and close to destinations

CONNECTIVITY & ACCESS IMPROVEMENTS

- Filling in gaps in sidewalk network and widening sidewalks
- Improvements at freeway interchanges, over-and under-crossings
- Opening new street connections or segments where the pedestrian network is incomplete or disconnected
- Streetscape amenities such as lighting and wayfinding signages
- Directional curb ramps and accessible pedestrian signals (APS)
- Completing the “Green Loop” system of integrated walking and biking paths through downtown



BICYCLE NETWORK

The proposed network includes two tiers:

- The Core Network, which will provide at least three high-quality bikeways in the east-west and north-south directions that connect into the surrounding neighborhoods
- The Vision Network, which will provide additional low-stress connections throughout downtown



TRANSIT NETWORK

Proposed transit network improvements focus on infrastructure improvements that will enable AC Transit in partnership with the City of Oakland to:

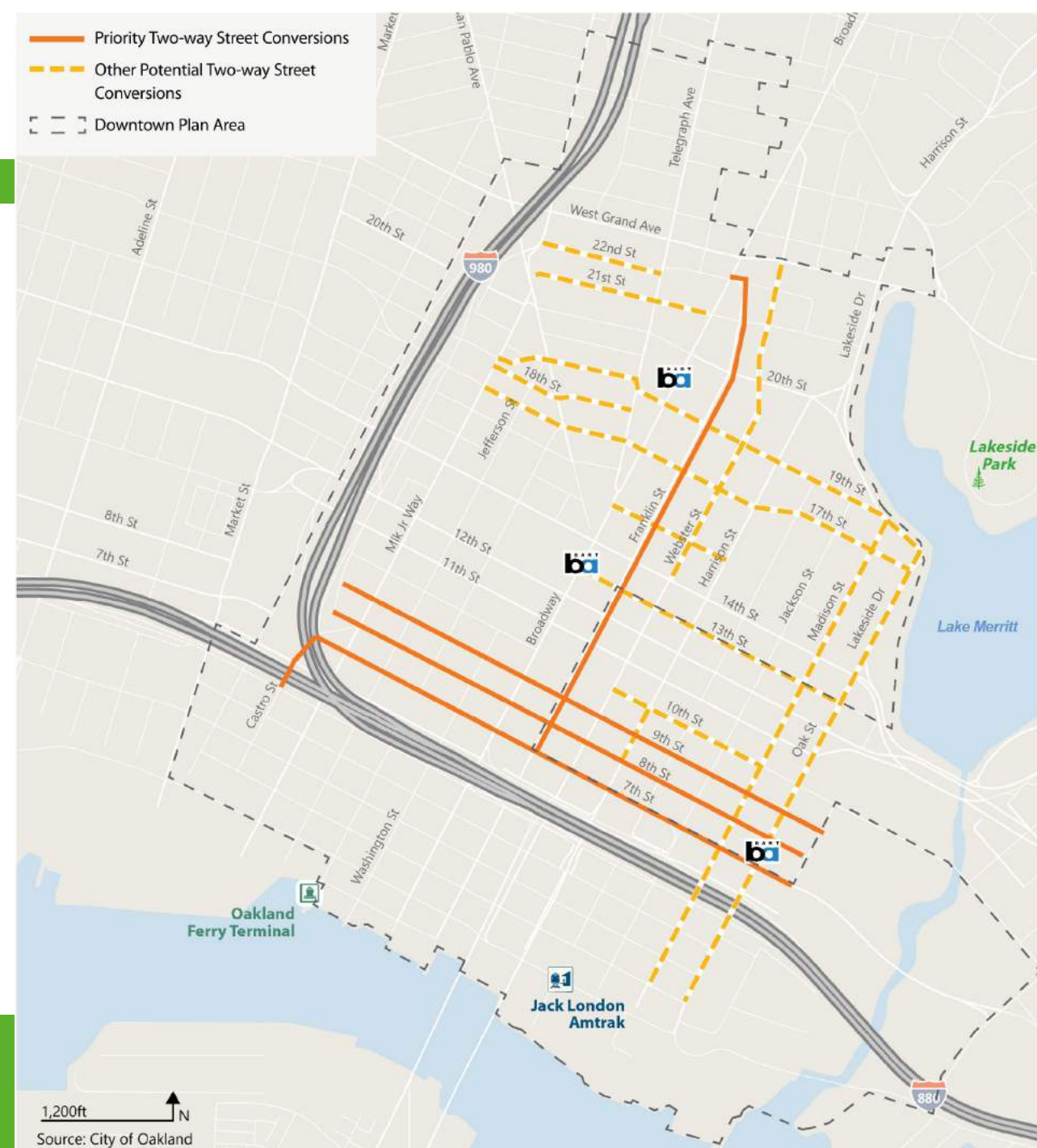
- Reduce bus travel times
- Increase bus frequencies
- Ensure reliability, safety, and security for bus passengers
- Reduce transit costs, particularly for low-income members of the community



STREET CONVERSIONS

Strategies to rebalance street space for all users include:

- Complete Streets projects that reflect transportation priorities for each street
- Converting one-way streets with excess capacity back to two-way
- Parking management strategies that incentivize people to drive less



COMFORTABLE, SAFE AND INVITING STREETS



COMFORTABLE, SAFE AND INVITING STREETS



OPPORTUNITIES IMPROVED PUBLIC REALM



OPPORTUNITIES FOR IMPROVED PUBLIC REALM



Culture Keeping

Central Idea: Leverage and protect Oakland's diverse cultures as an engine for artistic innovation and economic growth by establishing and implementing cultural districts downtown with support for cultural institutions and businesses.

Figure VG-5: The BAMBD District on 14th Street



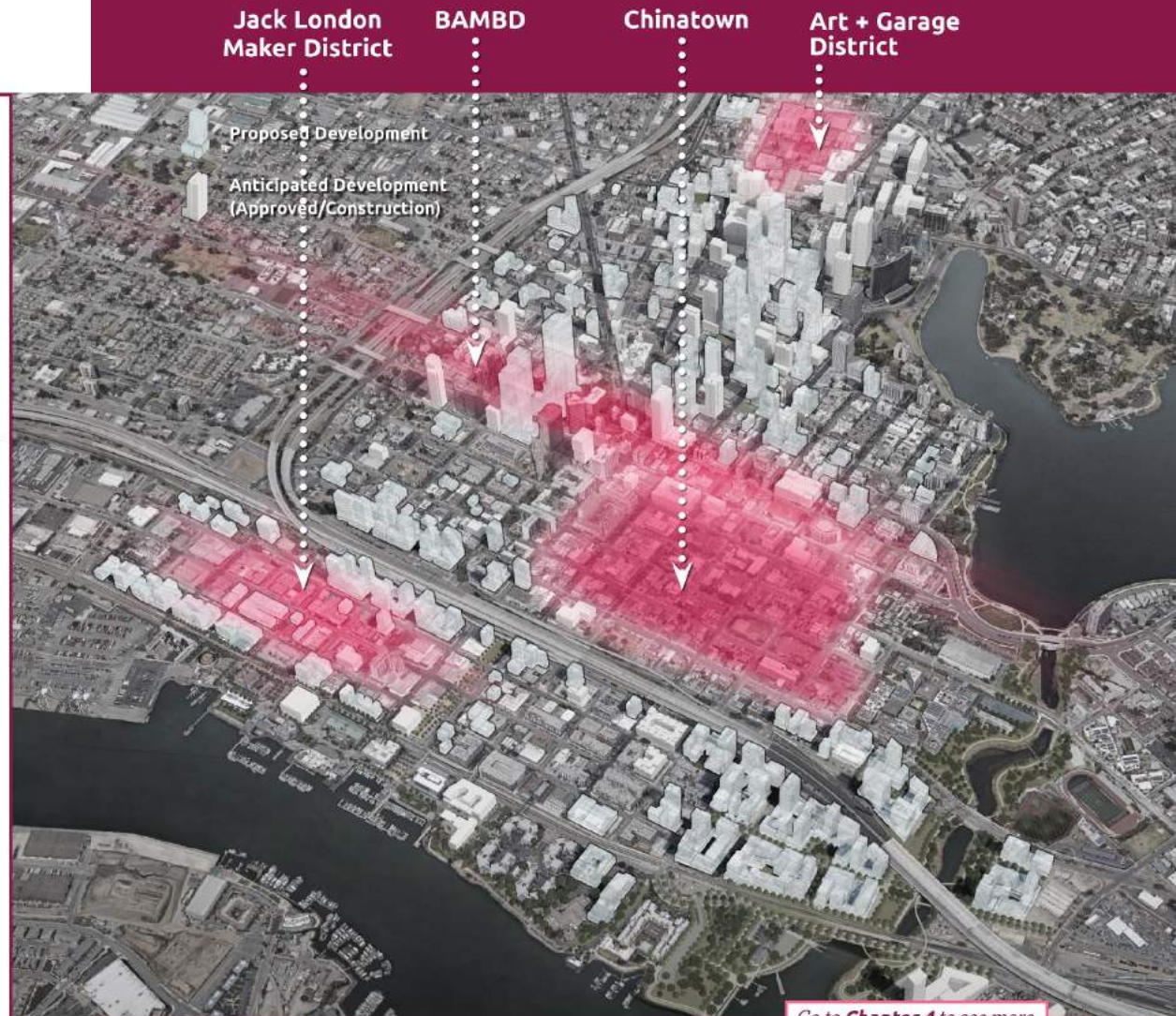
Go to **page 204** to see the before and after transformation

Big Challenges:

- Declining shares of African American and Asian residents
- Unaffordable art/artisan small-scale manufacturing space and lack of art space
- Displacement of ethnic and cultural businesses

Key City Investments & Policies:

- Provide affordable space for entrepreneurs, small local retailers, artists and artisans by developing a City-run master lease program
- Dedicated ground floor space for cultural, arts, and maker uses in new developments located in cultural districts
- Construct coordinated streetscape and public space improvements that help identify and enhance arts and culture districts



CULTURAL DISTRICTS

With special zoning and land use regulations to preserve arts & culture.

Go to **Chapter 4** to see more

DIVERSE VOICES AND FORMS OF EXPRESSION FLOURISH



DIVERSE VOICES AND FORMS OF EXPRESSION FLOURISH



Land Use & Urban Form

Central Idea: Foster new development that serves Oaklanders and addresses housing and employment demand by preserving historic and cultural assets, updating land development regulations, and providing increased building intensity in exchange for pre-defined community benefits.

Figure VG-7: Aerial view of potential new downtown development



Big Challenges:

- Limited number of prime sites for office development
- Disconnected commercial and residential activity centers
- Varying condition of parks and streetscapes
- Shortage of public restrooms

Key City Investments & Policies:

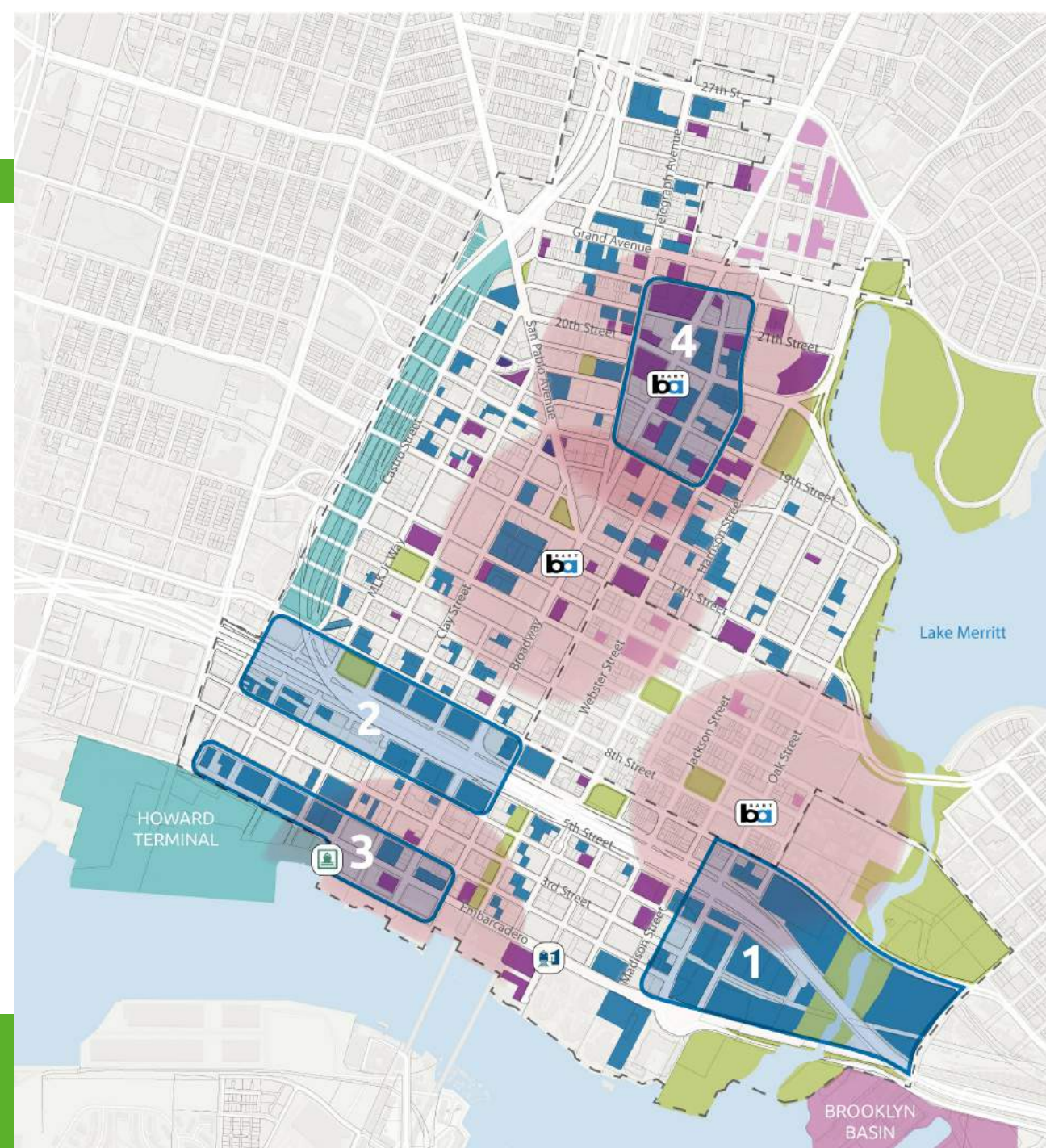
- Develop and invest in a coordinated system of streetscape improvements to link commercial and residential activity centers with the waterfront via the "Green Loop"
- Revise land use & zoning regulations to reflect plan goals and target new density near transit
- Designate "Office Priority Sites"
- Designate arts/culture districts
- Create a streamlined development incentive program to provide increased building intensity in exchange for pre-defined community benefits



Greatest intensity in the core, near BART

Opportunity sites near Victory Court

OPPORTUNITIES FOR TRANSFORMATIONAL CHANGE



DEVELOPMENT INCENTIVE PROGRAM: POSSIBLE BENEFITS

Neighborhood	Draft Options for Priority Benefits
KONO	<ul style="list-style-type: none"> Affordable Arts & PDR Space Parks & Open Spaces
Uptown	<ul style="list-style-type: none"> Affordable Commercial (including community-serving nonprofit) / Neighborhood Retail
Lake Merritt Office	<ul style="list-style-type: none"> Parks & Open Space
Lakeside	<ul style="list-style-type: none"> Parks & Open Spaces
Central Core (Including BAMBD)	<ul style="list-style-type: none"> Affordable Commercial / Neighborhood Retail Affordable Arts & PDR Space
West of San Pablo	<ul style="list-style-type: none"> Parks & Open Space
Old Oakland	<ul style="list-style-type: none"> Affordable Commercial / Neighborhood Retail
Jack London:	<ul style="list-style-type: none"> Affordable Arts & PDR Space Parks & Open Space*
<p>* Larger developments, including potential projects in Victory Court, will likely need to provide a greater array of community benefits, in particular public open space.</p>	

Community Health

Central Idea: Enhance quality of life and health for all Oaklanders by improving and expanding public spaces, implementing urban greening projects, reducing private vehicle trips, and shifting to renewable energy sources.

Figure VG-6: Webster Green



Go to [page 232](#) to see the before and after transformation

Big Challenges:

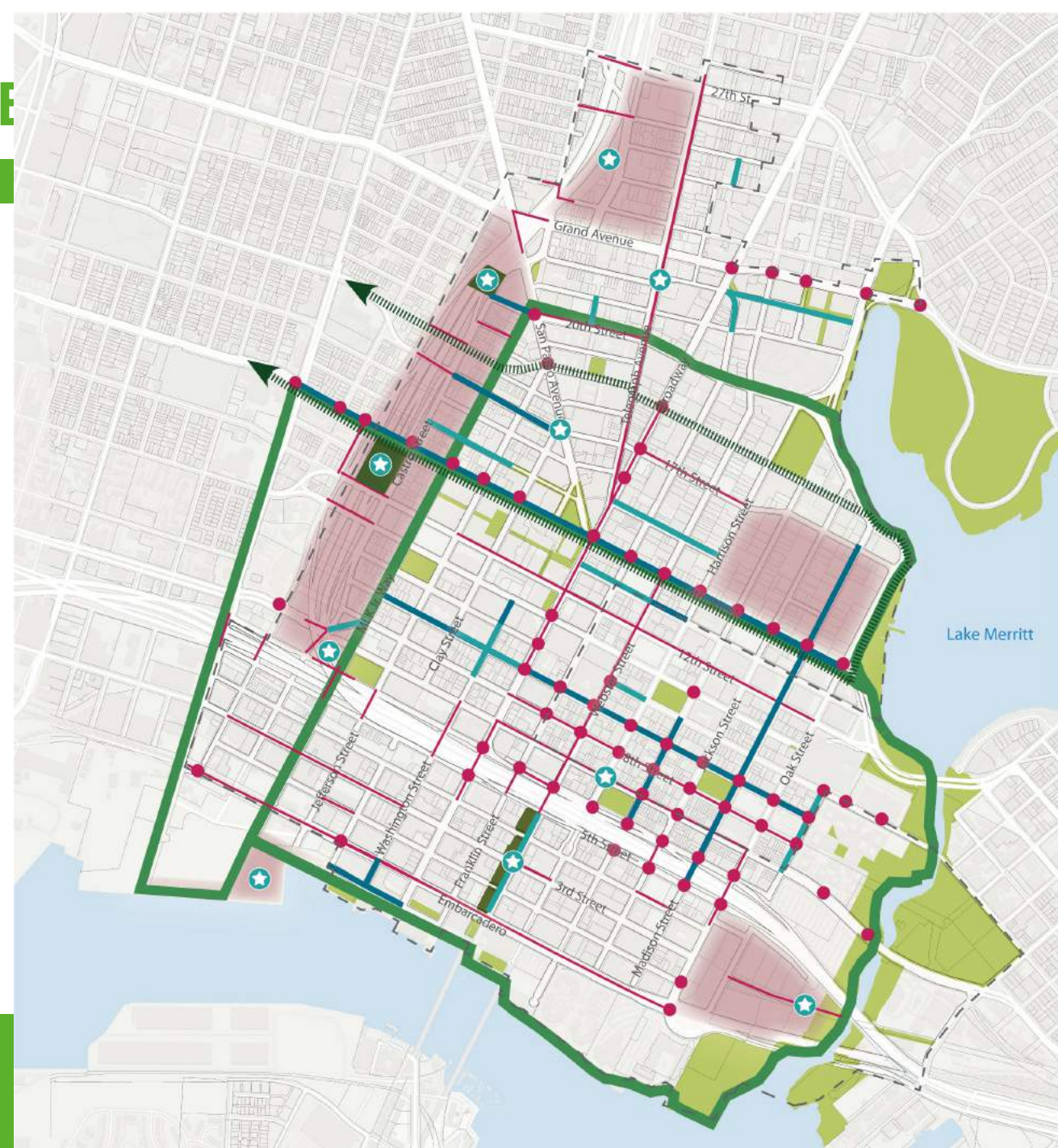
- High asthma rate, particularly for African Americans and others living along high-traffic corridors
- Sea level rise and other environmental stressors
- Small businesses unable to thrive due to limited foot traffic, fear of crime

Key City Investments & Policies:

- Create a safe and healthy public realm through street, parks, and open space improvements
- Draft and adopt design guidelines for streets and public spaces
- Support clean transportation modes to reduce greenhouse gas (GHG) emissions
- Eliminate fossil fuels from buildings systems and vehicles
- Apply concepts from CURB Strategy, Sustainable Oakland, Sea Level Rise Road Map and others for a more resilient downtown

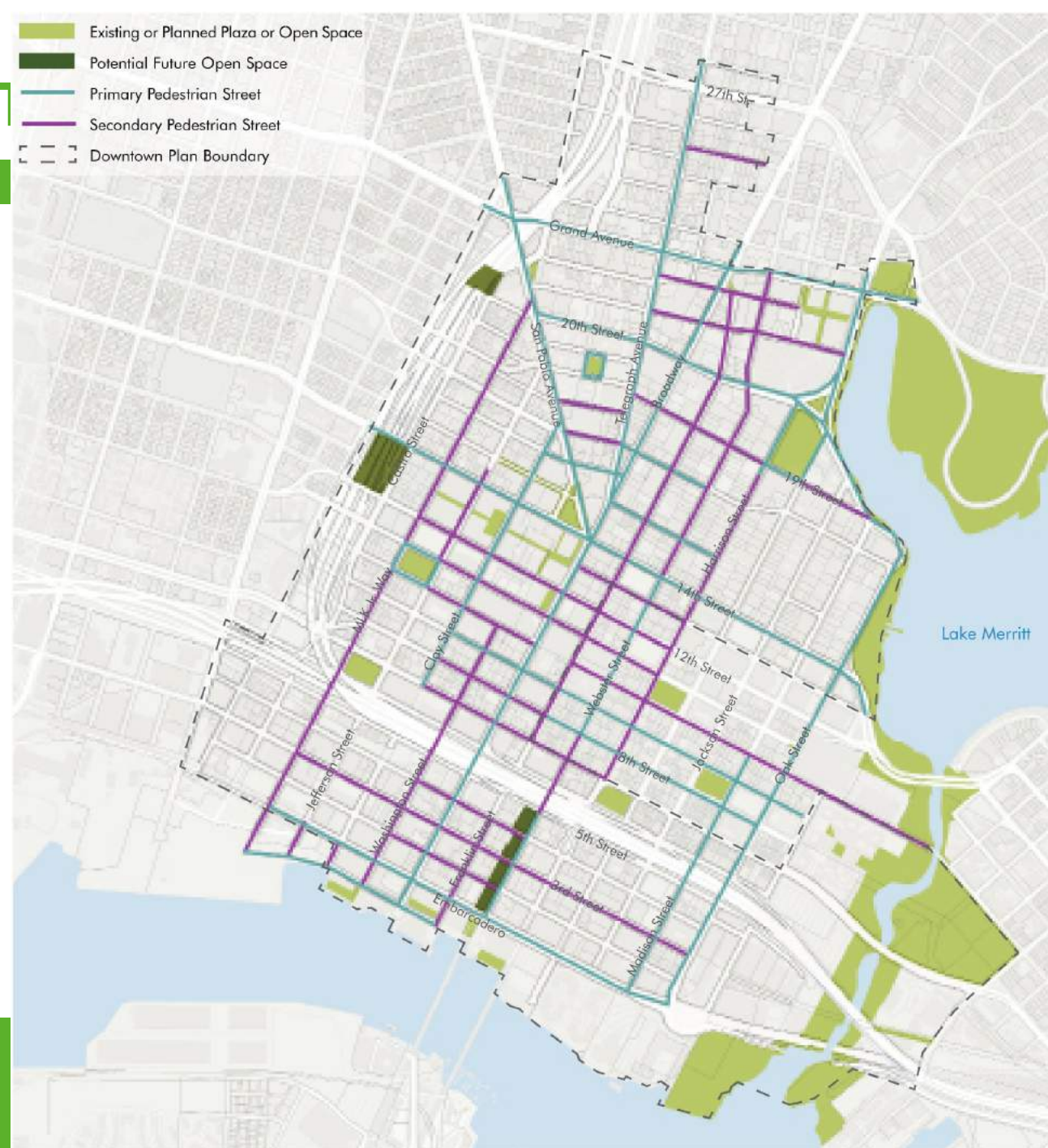


A HEALTHY, ACTIVE PUBLIC REALM

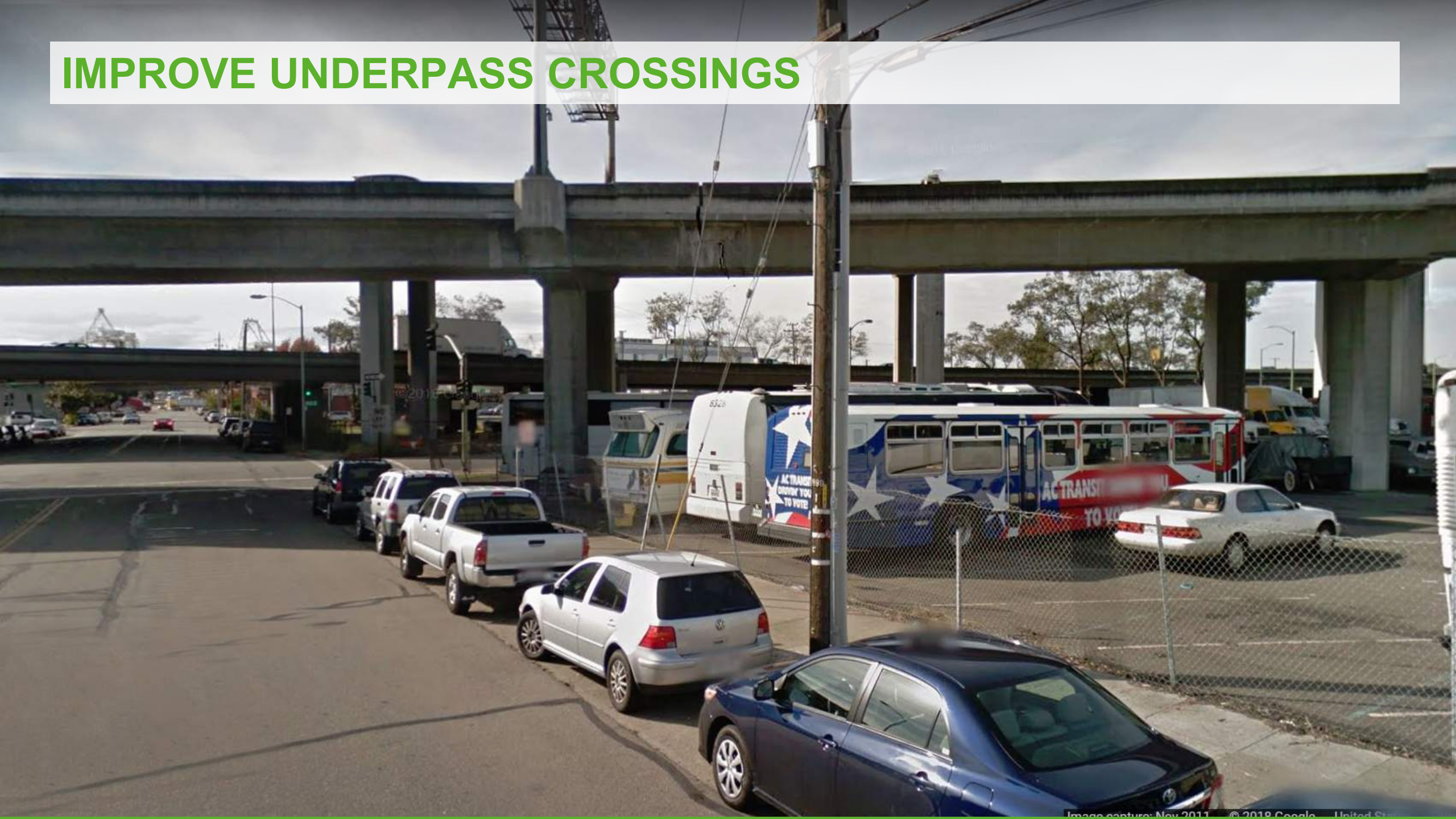


PEDESTRIAN PRIORITY STREET

- Streets where special attention should be given to support the pedestrian realm through building design, implemented through changes to zoning or design guidelines.
- This includes attention to active ground floor uses along the sidewalk, a minimum percentage of doors and windows (no blank walls or facades) on each building facade, inclusion of shading devices such as awnings or balconies above the sidewalk, and limited curb cuts / continuous street wall.



IMPROVE UNDERPASS CROSSINGS



IMPROVE UNDERPASS CROSSINGS



PROVIDE VIBRANT PUBLIC SPACES



PROVIDE VIBRANT PUBLIC SPACES





LEVERAGE DEVELOPMENT FOR LAKE MERRITT CHANNEL IMPROVEMENTS

earth
www.earth.com



LEVERAGE DEVELOPMENT FOR LAKE MERRITT CHANNEL IMPROVEMENTS

PROCESS



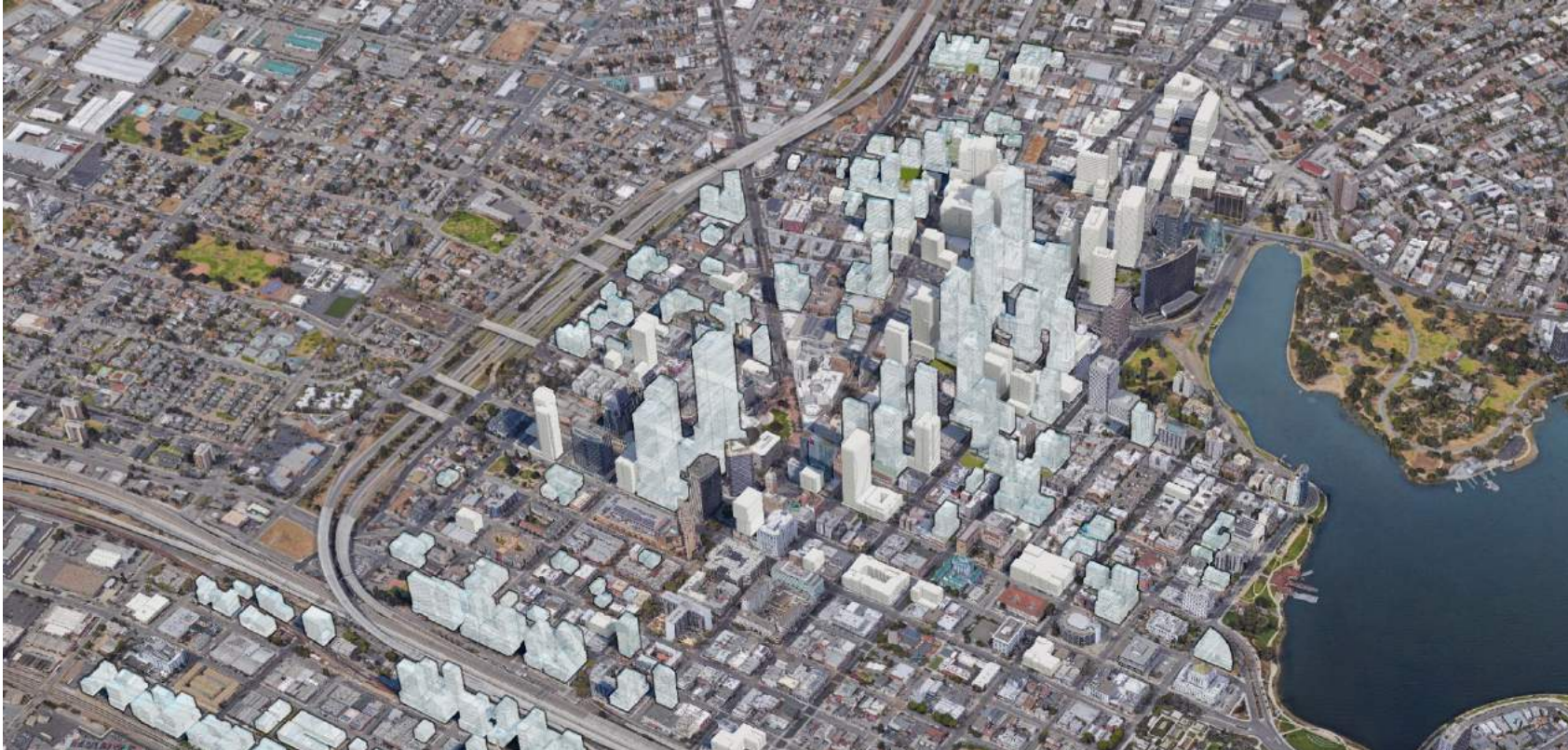
UPCOMING PRELIMINARY DRAFT PLAN REVIEW

Upcoming Public Hearings

- Planning Commission, **February 20**
- Bicycle and Pedestrian Advisory Commission, **February 21**

Stakeholder Meetings:

- Affordable housing developers
- Market rate developers
- Neighborhood groups
- Advocacy groups
- Youth engagement
- Festivals



THANK YOU!

Send additional input to
plandowntownoakland@oaklandca.gov

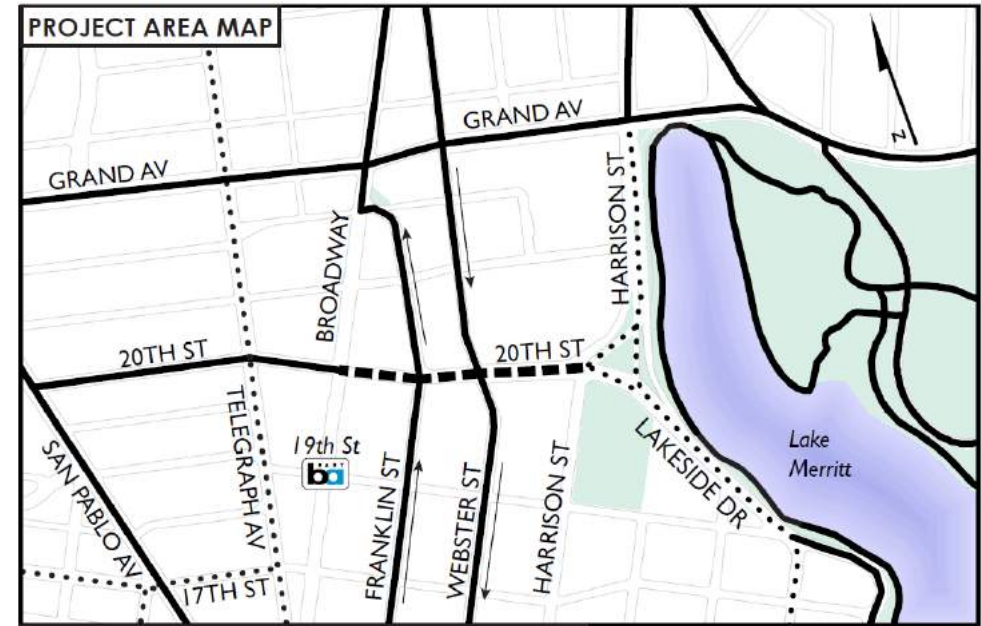


ACTIVE TRANSPORTATION PROGRAM
**19TH STREET BART STATION TO
LAKE MERRITT URBAN GREENWAY**

BICYCLE & PEDESTRIAN ADVISORY COMMISSION
FEBRUARY 21, 2019

BACKGROUND

- Location: Thomas L. Berkley Way (20th Street) between Broadway and Harrison Street
- 20th Street Complete Streets Study (2013) analyzed existing conditions, proposed improvements, and traffic operations
- Active Transportation Program Grant (2015)
- BART TIGER Grant (2016) – Streetlighting and Wayfinding Signage
- Build on recent investments to connect Lake Merritt, Bay Trail, Snow Park, BART, and Downtown destinations



EXISTING CONDITIONS

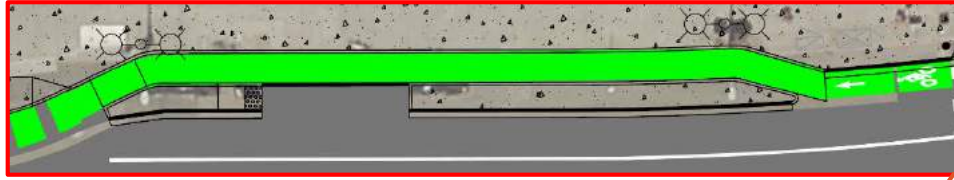
- Narrow sidewalks - widths vary from 8-10 ft., which does not provide sufficient capacity for high pedestrian volumes
- Class III bike lane from Broadway to Franklin and transitions to a Class II bike lane to Harrison Street
- Four-lane roadway & high vehicle speeds
- Long pedestrian crossing distances – pedestrian delay and vehicle exposure
- Bicycle-bus conflicts at bus stops



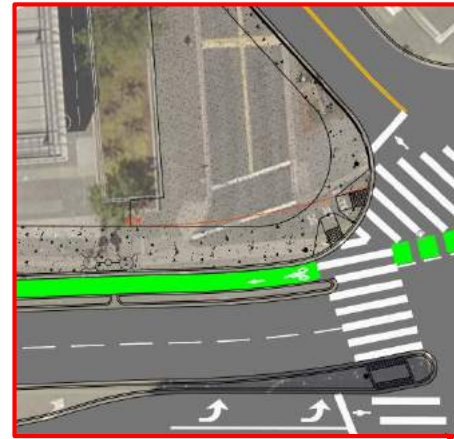
GOALS & IMPROVEMENTS

- Close a gap between recreation and commute destinations in Downtown Oakland for both bicyclists and pedestrians and improving “First Mile” access from dense residential neighborhoods
- Calm traffic speeds (lane reduction) and reprioritize walking and biking on this street, consistent with the City’s General Plan, Pedestrian Master Plan (2002), and Bicycle Master Plan (2007).
- Low traffic stress dedicated bicycle space and pedestrian enhancements
- Sidewalk Widening, Extensions (Bulb-out), Medians, Roadway alignment
- ADA Compliant Curb Ramps, Signage, Striping
- Signalized intersections improvements

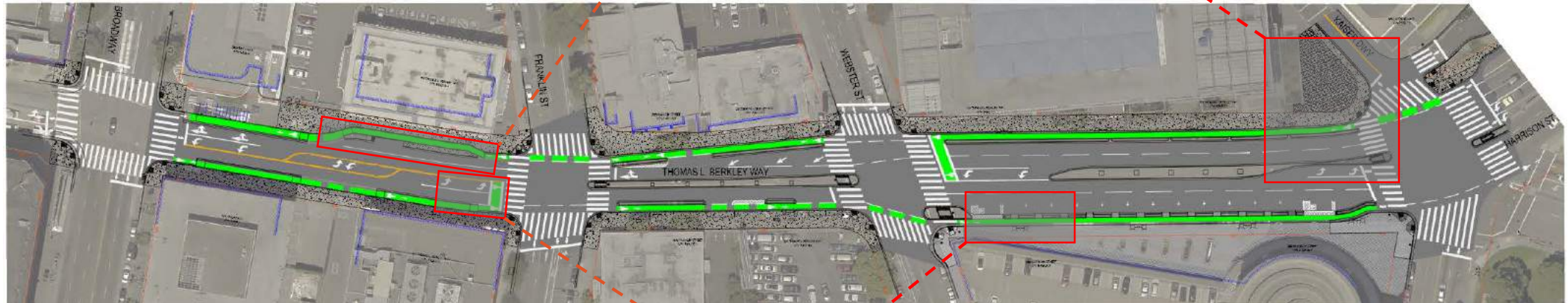
DESIGN FEATURES



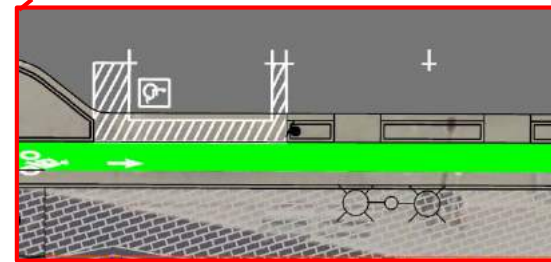
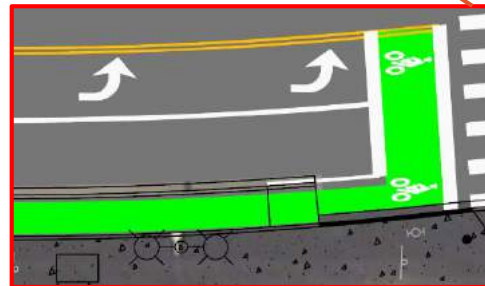
- BART drop off – pick up zone
- Street level separated bike lane



- Realignment of the left turn movement into the Kaiser Center



- Intermediate level separated bike lane
- Bike box

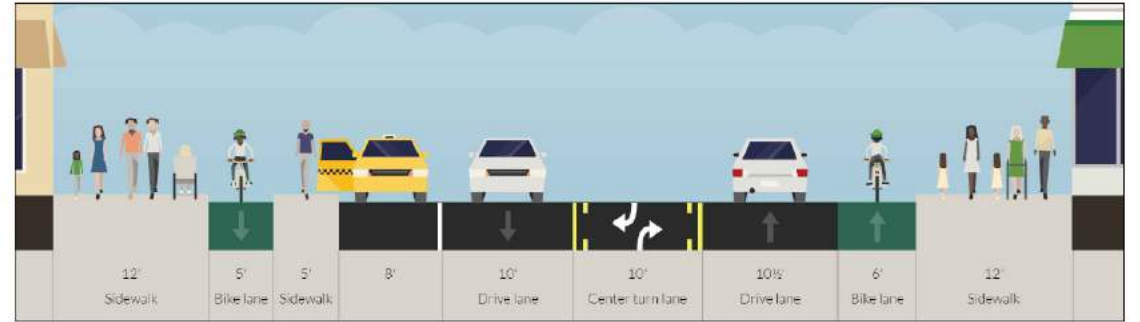


- Parking protected separated bike lane
- ADA Parking

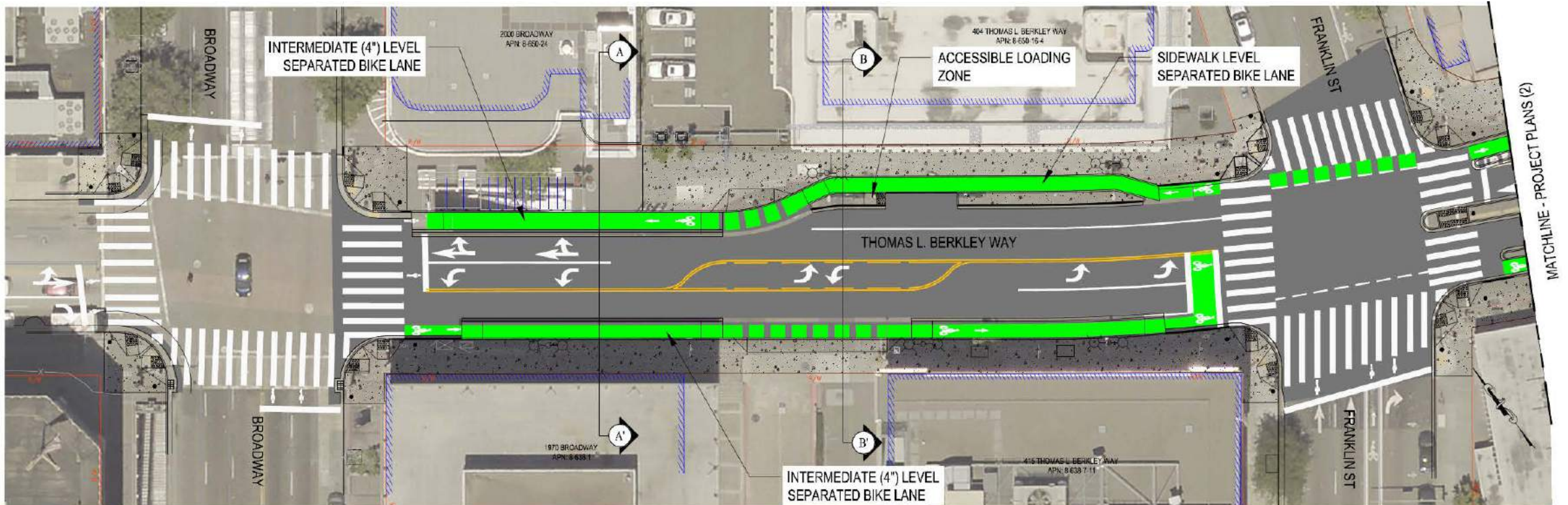
PROJECT PLANS (BROADWAY - FRANKLIN)



SECTION A - A'



SECTION B - B'



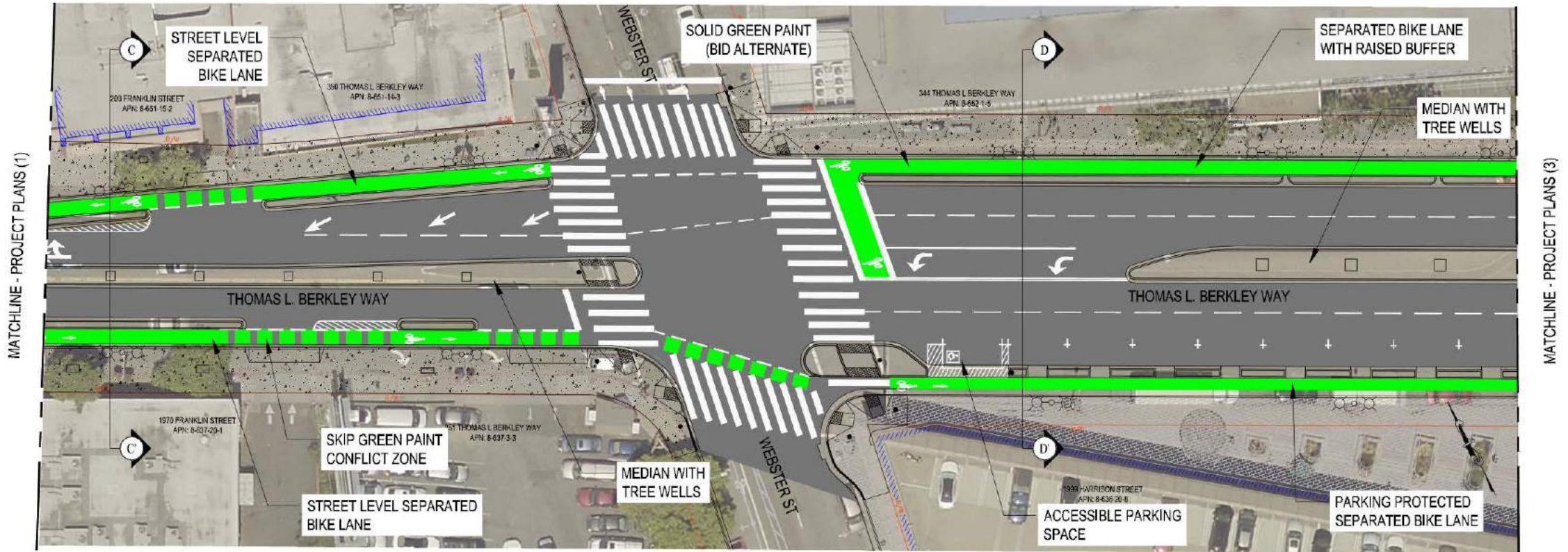
PROJECT PLANS (WEBSTER)



SECTION C - C'



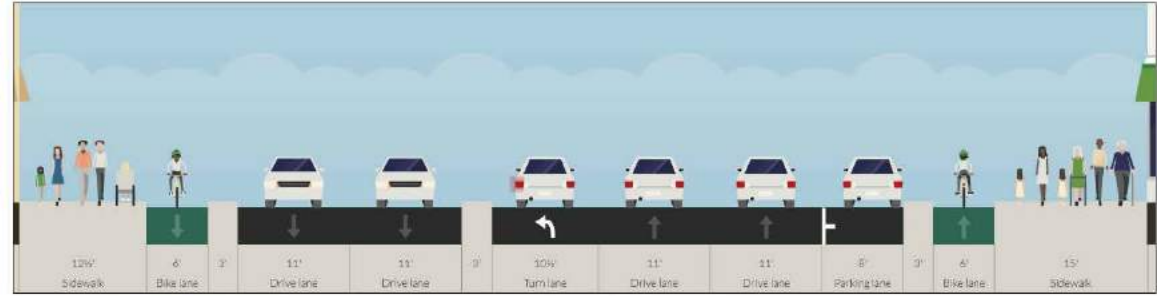
SECTION D - D'



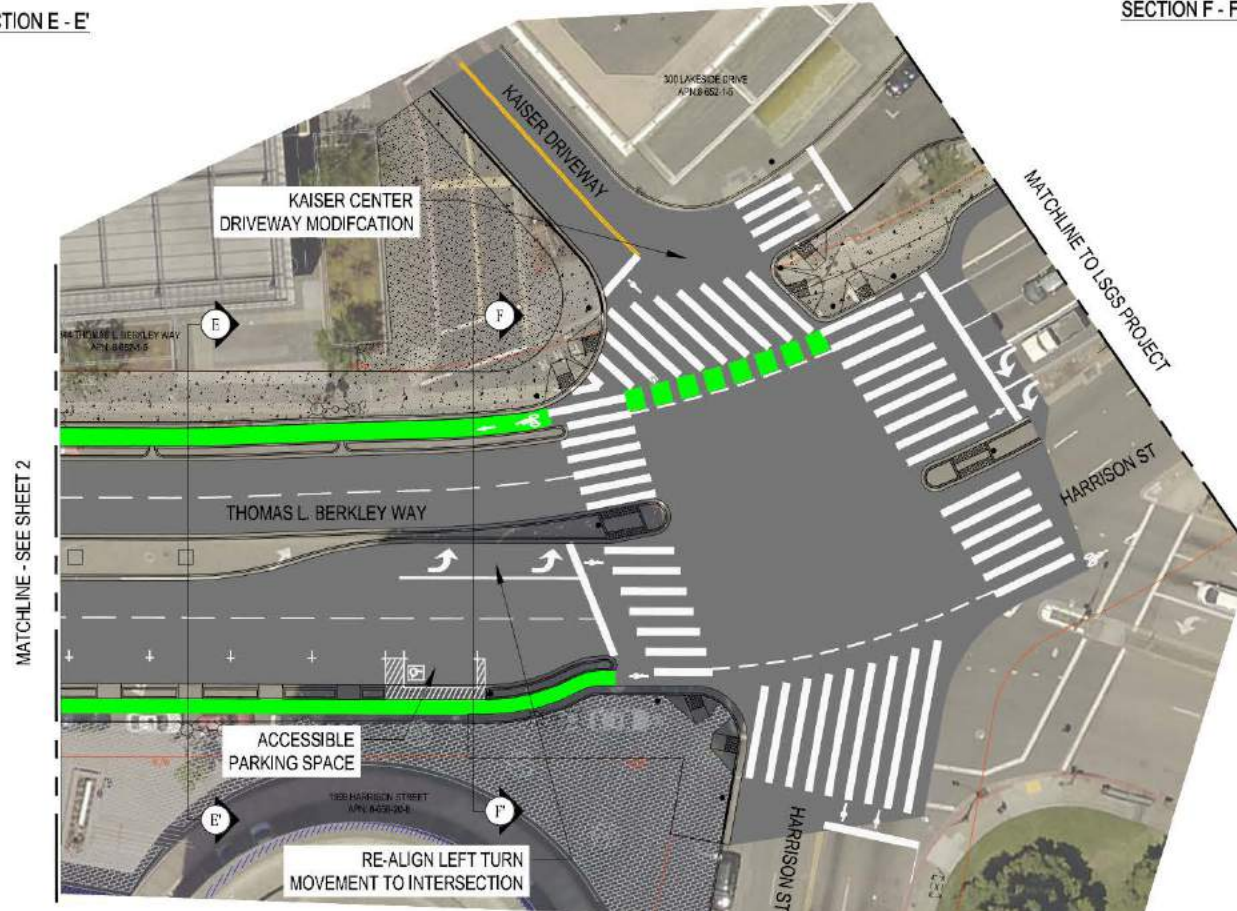
PROJECT PLANS (HARRISON)



SECTION E - E'



SECTION F - F'



PROJECT SCHEDULE

Phase	Date
Environmental	Q2 2017 (Completed)
Design	Q3 2019 (In Progress)
Construction	Q3 2020 (Anticipated Start)



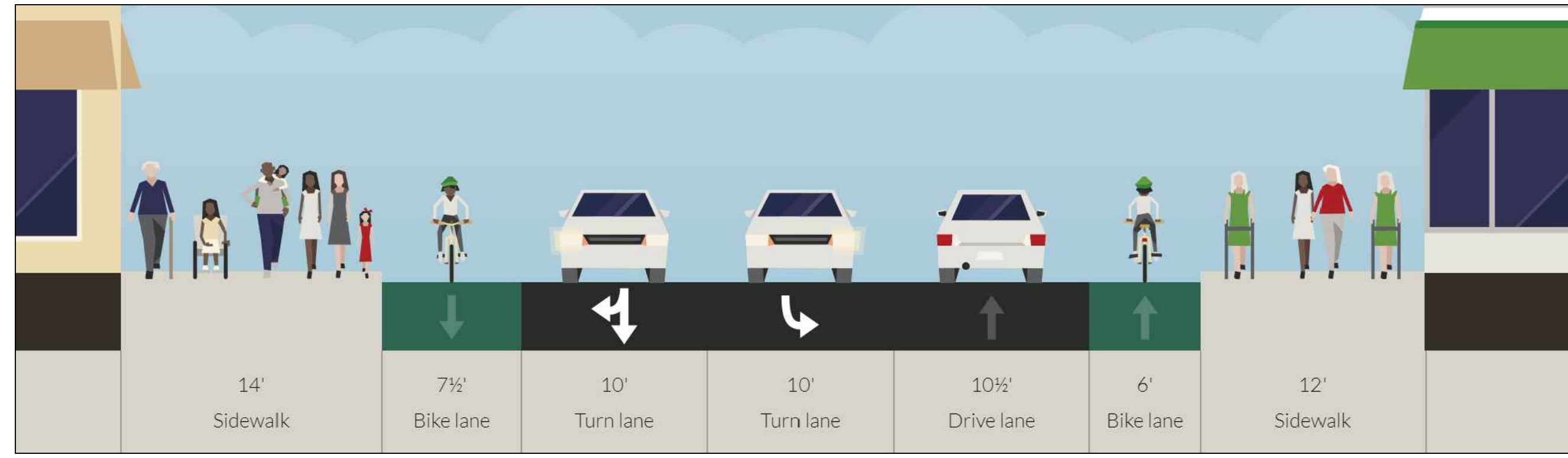
THANK YOU

Edmond Siu

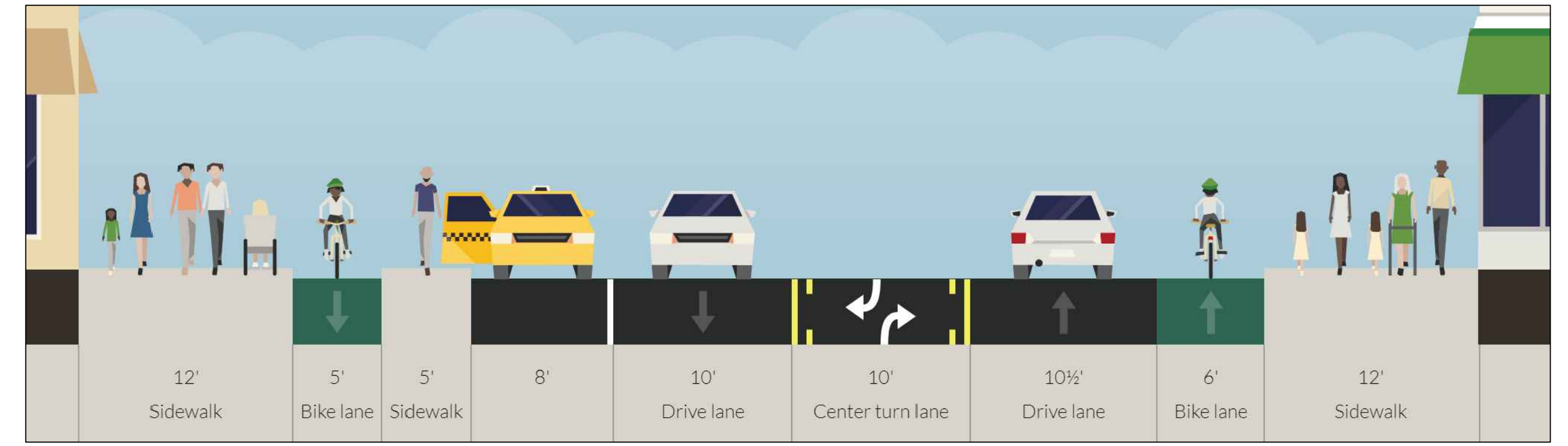
Civil Engineer

Complete Streets Design | OakDOT

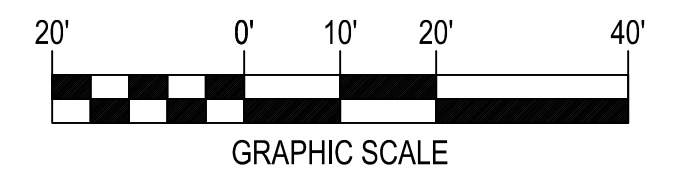
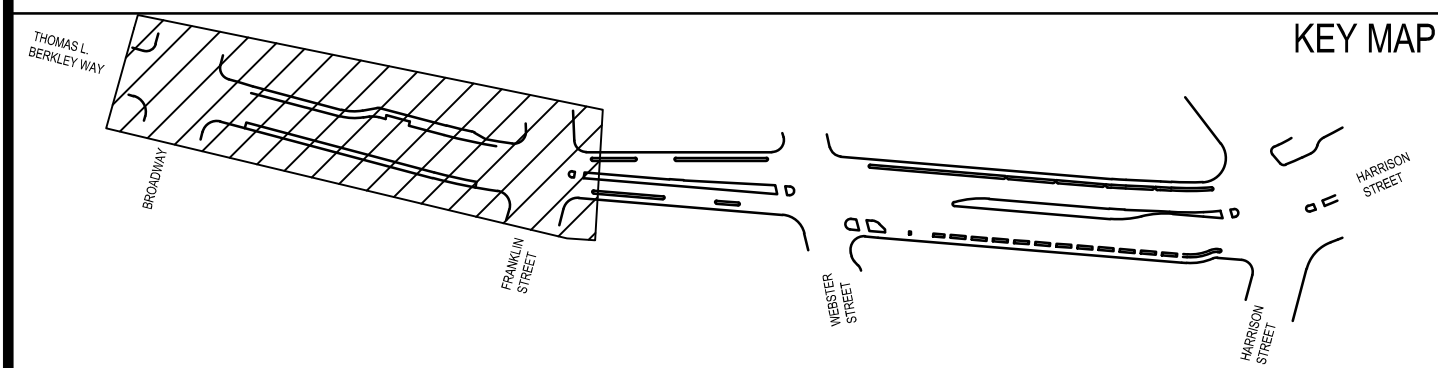
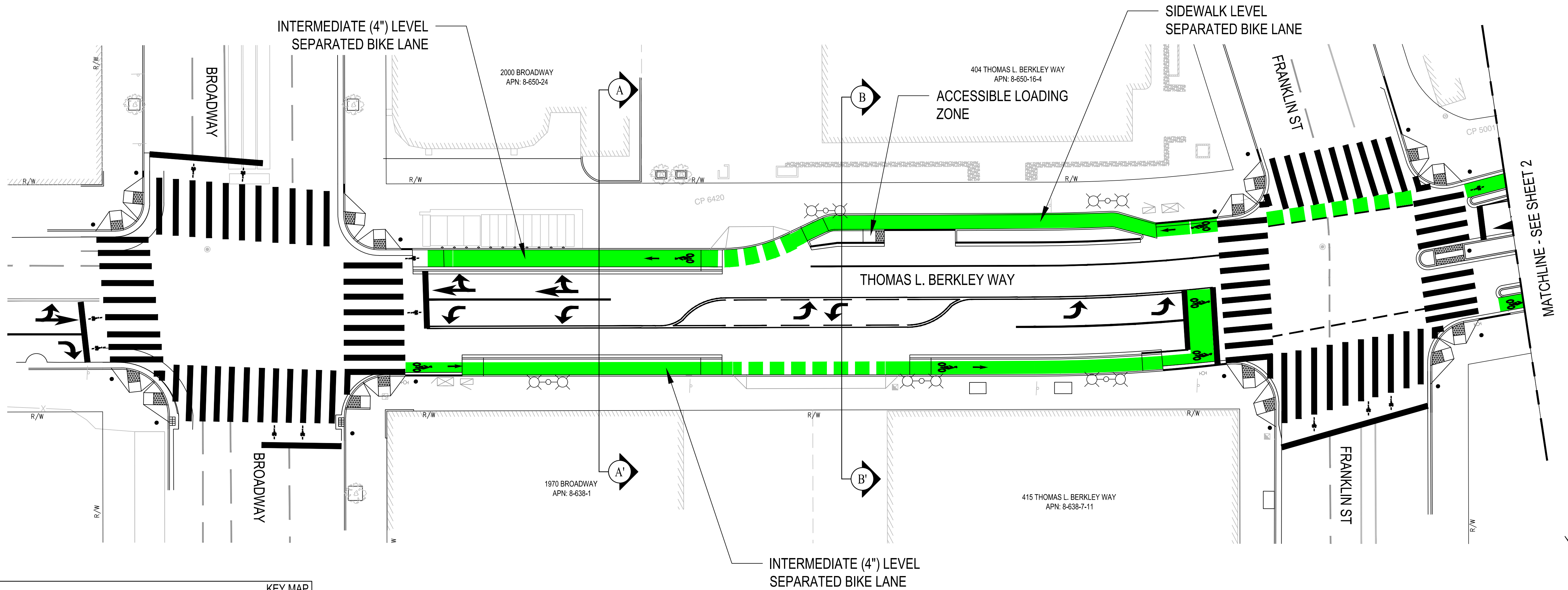
esiu@oaklandca.gov



SECTION A - A'



SECTION B - B'



CITY OF OAKLAND
DEPARTMENT OF TRANSPORTATION
250 FRANK H. OGAWA PLAZA, SUITE 4314 • OAKLAND CA, 94612
(510) 238-3437 • FAX (510) 238-7227

ACTIVE TRANSPORTATION PROGRAM

19TH STREET BART TO LAKE MERRITT URBAN GREENWAY

CONCEPT DESIGN
NOT FOR CONSTRUCTION

CIVIL ENGINEER		No.	DATE	BY	REFERENCE
RCE NO.					
CHECKED BY	CHECK BY				
DESIGNED BY	DESIGN BY				
DRAWN BY	DRAWN BY				

LAYOUT PLAN

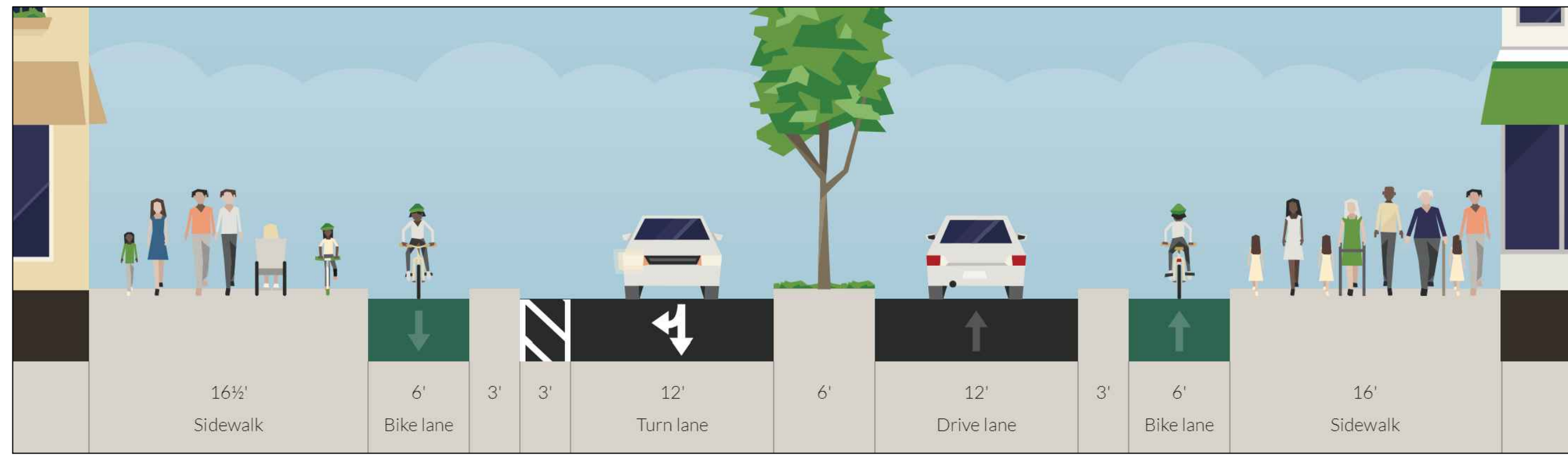
PROJECT NO.
1003211
FEDERAL AID PROJECT NO.
ATPL-5012 (144)

SCALE:
1" = 20'

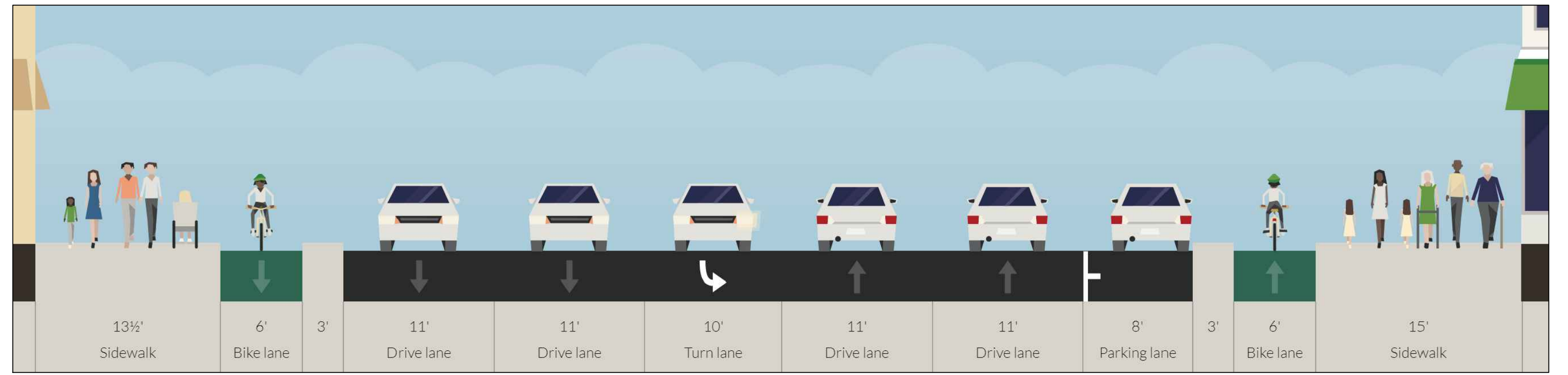
DATE:
FEBRUARY 1, 2019

SHEET NO.
1 OF 3

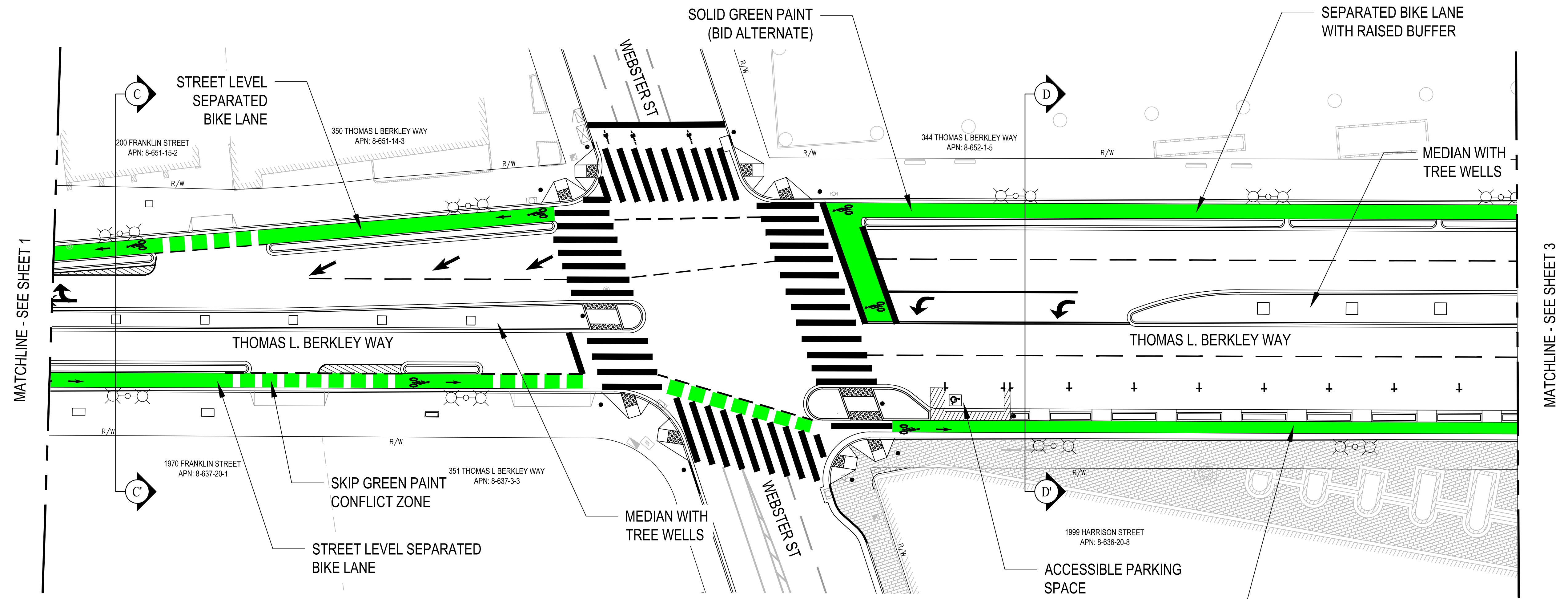
DRAWING NAME: 19th Street BART to Lake Merritt Urban Greenway (ES)2: DESIGN/19: Exhibits/002_BPACT-1.1.dwg
PLOT DATE: 02-07-19
PLOTTED BY: Alaiqo



SECTION C - C'

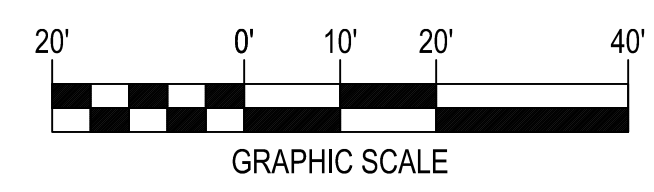
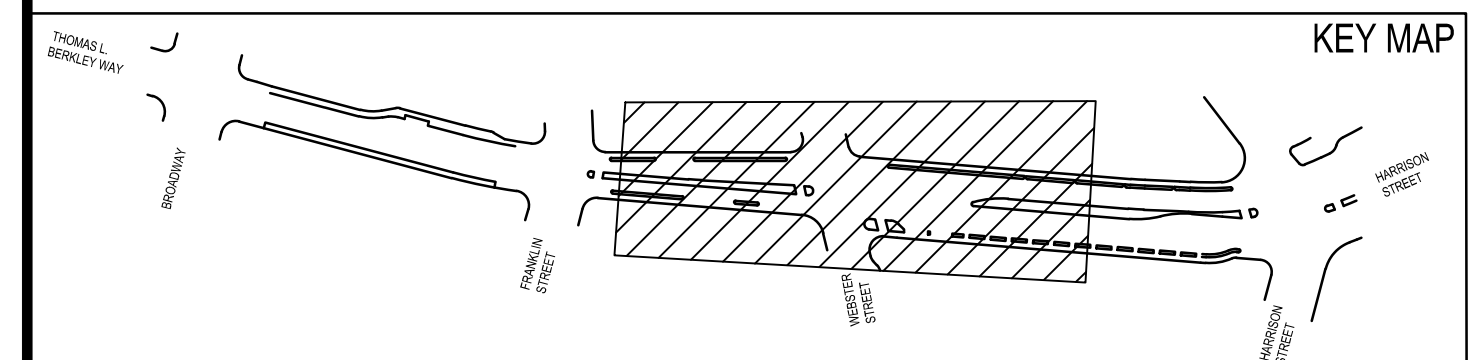


SECTION D - D'



MATCHLINE - SEE SHEET 1

MATCHLINE - SEE SHEET 3



CITY OF OAKLAND
 DEPARTMENT OF TRANSPORTATION
 250 FRANK H. OGAWA PLAZA, SUITE 4314 • OAKLAND CA, 94612
 (510) 238-3437 • FAX (510) 238-7227

ACTIVE TRANSPORTATION PROGRAM

19TH STREET BART TO LAKE MERRITT URBAN GREENWAY

CONCEPT DESIGN
NOT FOR CONSTRUCTION

CIVIL ENGINEER		No.	DATE	BY	REFERENCE
RCE NO.					
CHECKED BY	CHECK BY				
DESIGNED BY	DESIGN BY				
DRAWN BY	DRAWN BY				

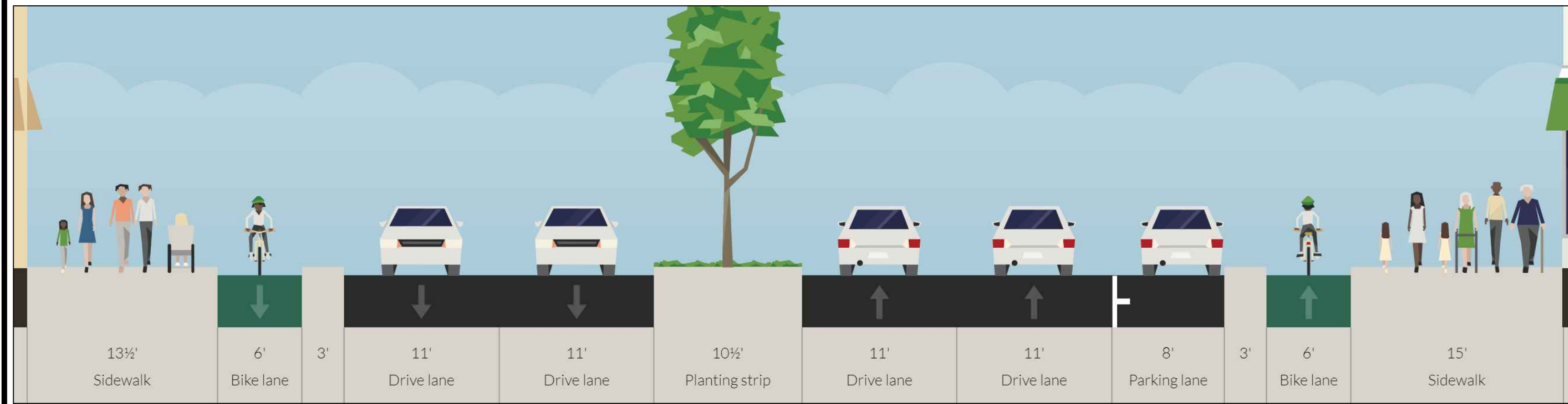
LAYOUT PLAN

PROJECT NO.
1003211

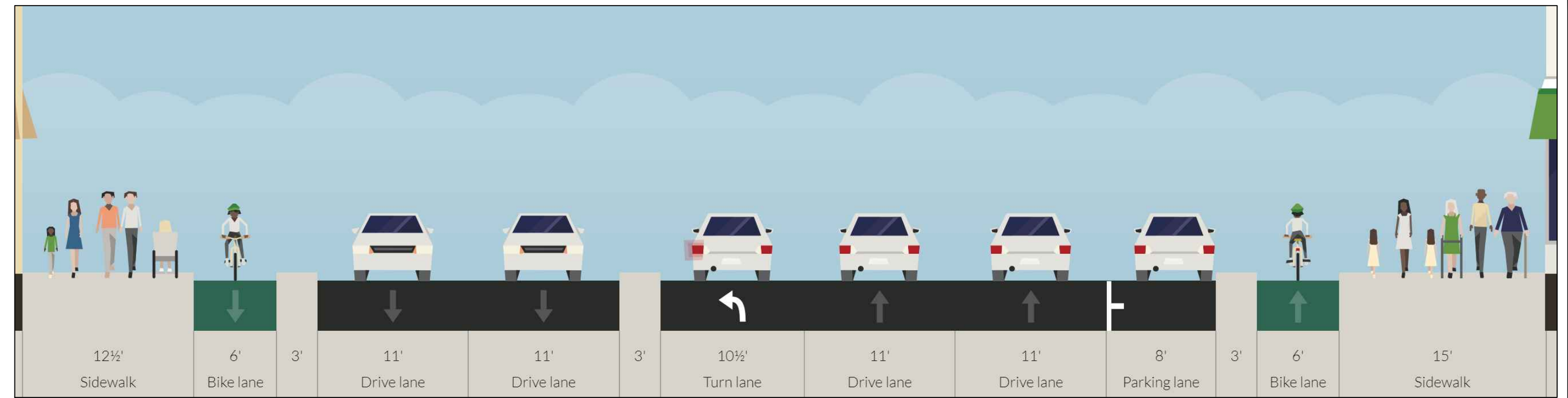
FEDERAL AID PROJECT NO.
ATPL-5012 (144)

SCALE: 1" = 20'	SHEET NO. 2 OF 3
DATE: FEBRUARY 1, 2019	

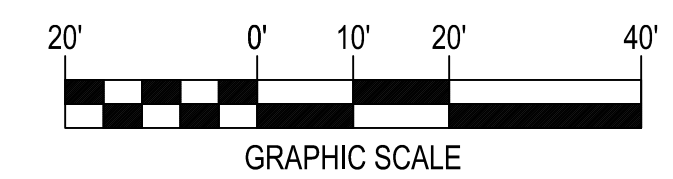
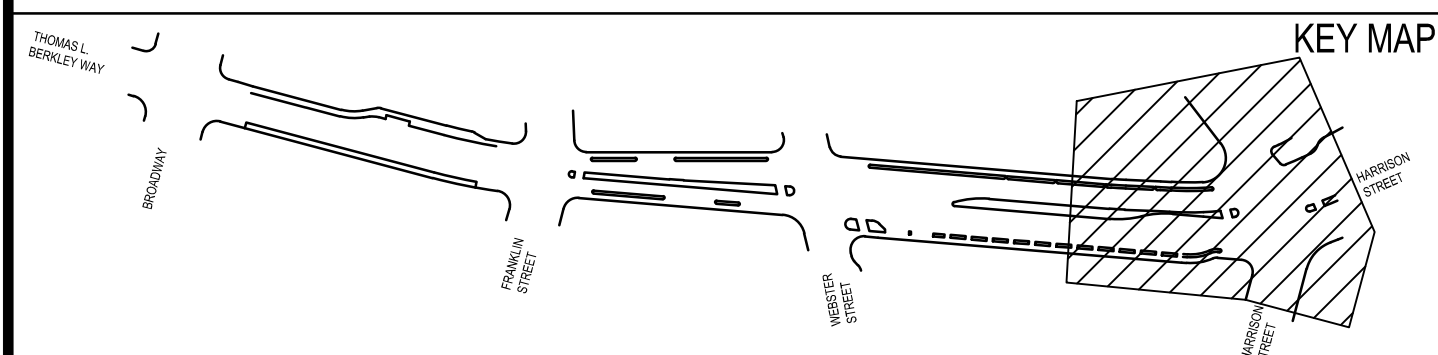
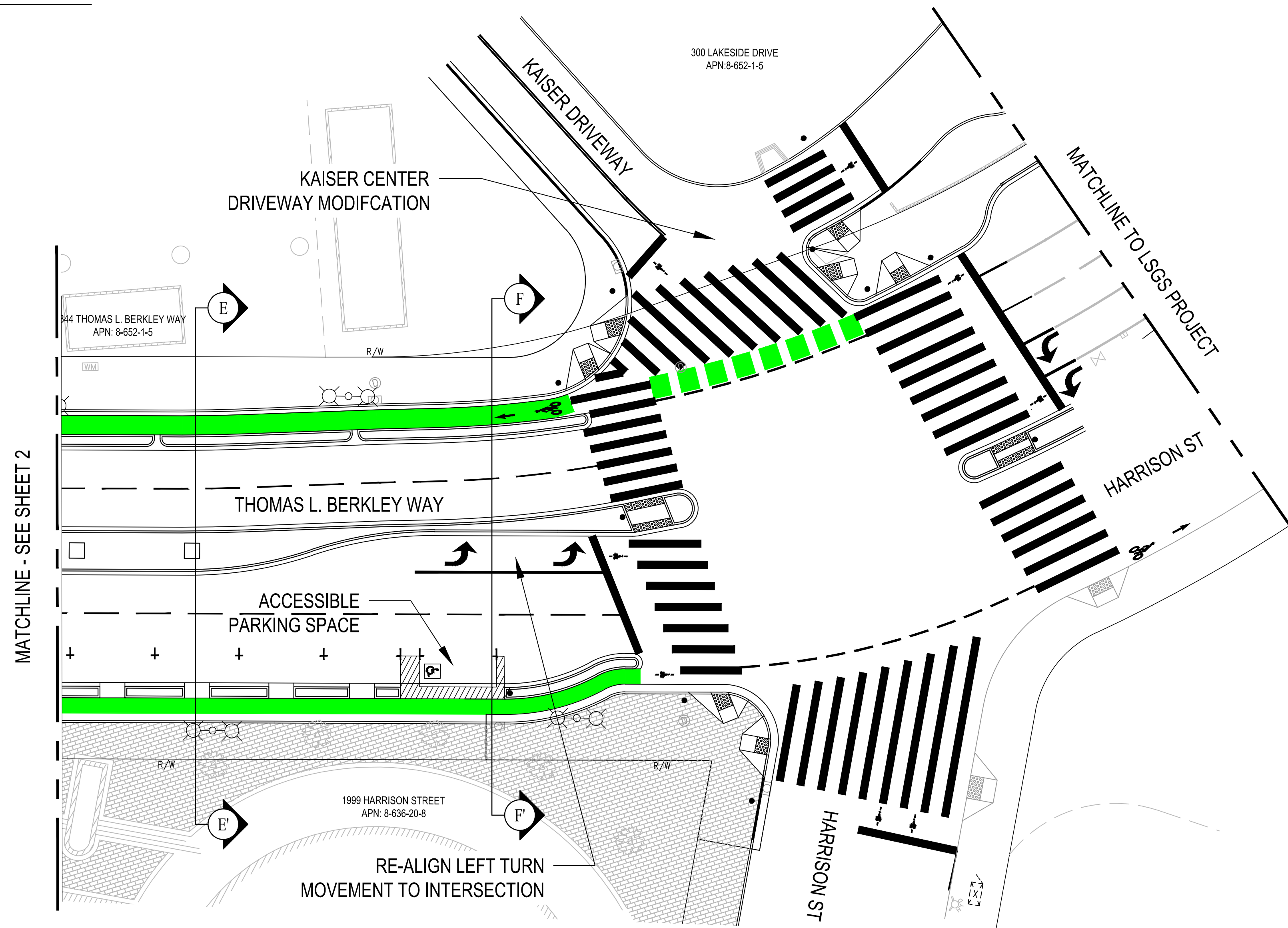
DRAWING NAME: E:\Green Streets Delivery\PROJECTS\CS\1 - ACTIVE\1003211 - 19th St BART to Lake Merritt Urban Greenway (ES)\2 - DESIGN\Exhibits\002_BPA\CS1-1.dwg
 PLOT DATE: 02-07-19
 PLOTTED BY: Alaiqo



SECTION E - E'



SECTION F - F'



CITY OF OAKLAND
 DEPARTMENT OF TRANSPORTATION
 250 FRANK H. OGAWA PLAZA, SUITE 4314 • OAKLAND CA, 94612
 (510) 238-3437 • FAX (510) 238-7227

ACTIVE TRANSPORTATION PROGRAM

19TH STREET BART TO LAKE MERRITT URBAN GREENWAY

CONCEPT DESIGN
 NOT FOR CONSTRUCTION

SUPERVISING CIVIL ENGINEER

CIVIL ENGINEER		No.	DATE	BY	REFERENCE
RCE NO.					
CHECKED BY	CHECK BY				
DESIGNED BY	DESIGN BY				
DRAWN BY	DRAWN BY				

LAYOUT PLAN

PROJECT NO.
1003211
 FEDERAL AID PROJECT NO.
 ATPL-5012 (144)

SCALE:
 1" = 20'

DATE:
 FEBRUARY 1, 2019

SHEET NO.
 3 OF 3

DRAWING NAME: E:\Green Streets Delivery\PROJECTS\CS01 - ACTIVE\1003211 - 19th St BART to Lake Merritt Urban Greenway (ES)2 - DESIGN\B. Echols\002_BPA01-1.dwg
 PLOT DATE: 02-07-19
 PLOTTED BY: Alaiqo



Repave Oakland

Policy Preview of Oakland's Next Paving Plan

Bicyclist & Pedestrian Advisory Commission

February 21, 2019

Quick Definitions

Pavement Condition Index (PCI)

A grade that describes the condition of a street on a scale of 0 to 100. Anything between 0-50 is a street in poor condition. 100 is a brand new street.

Planning Area

A simple way of referring to different parts of Oakland:

- Central East Oakland
- Coliseum/Airport
- Downtown
- East Oakland Hills
- Eastlake/Fruitvale
- Glenview/Redwood Heights
- North Oakland Hills
- North Oakland/Adams Point
- West Oakland

Quick Definitions

Underserved Populations

Populations and communities that have experienced historic or current disparities.

This definition includes **people of color, low-income households, people with disabilities, households with severe rent burden, people with limited English proficiency, and youth/seniors.**

Equity

Equity is a goal. It means that your identity has no detrimental effect on the distribution of resources, opportunities, and outcomes for our City's residents. **To achieve equity, we prioritize the needs of underserved populations.**

Paving Basics

Pavement Condition Index (PCI)

- A numeric grade that scores the condition of street on a scale of 0 to 100.

0

50

70

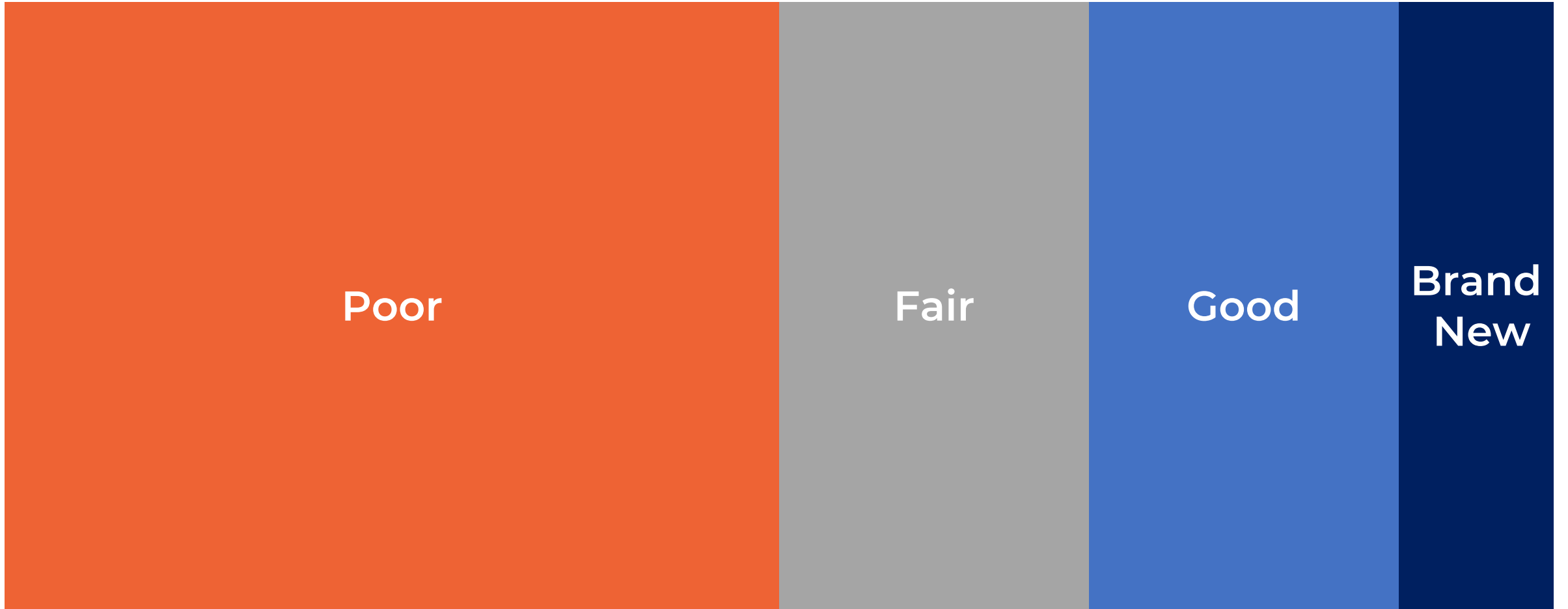
90 100

Poor

Fair

Good

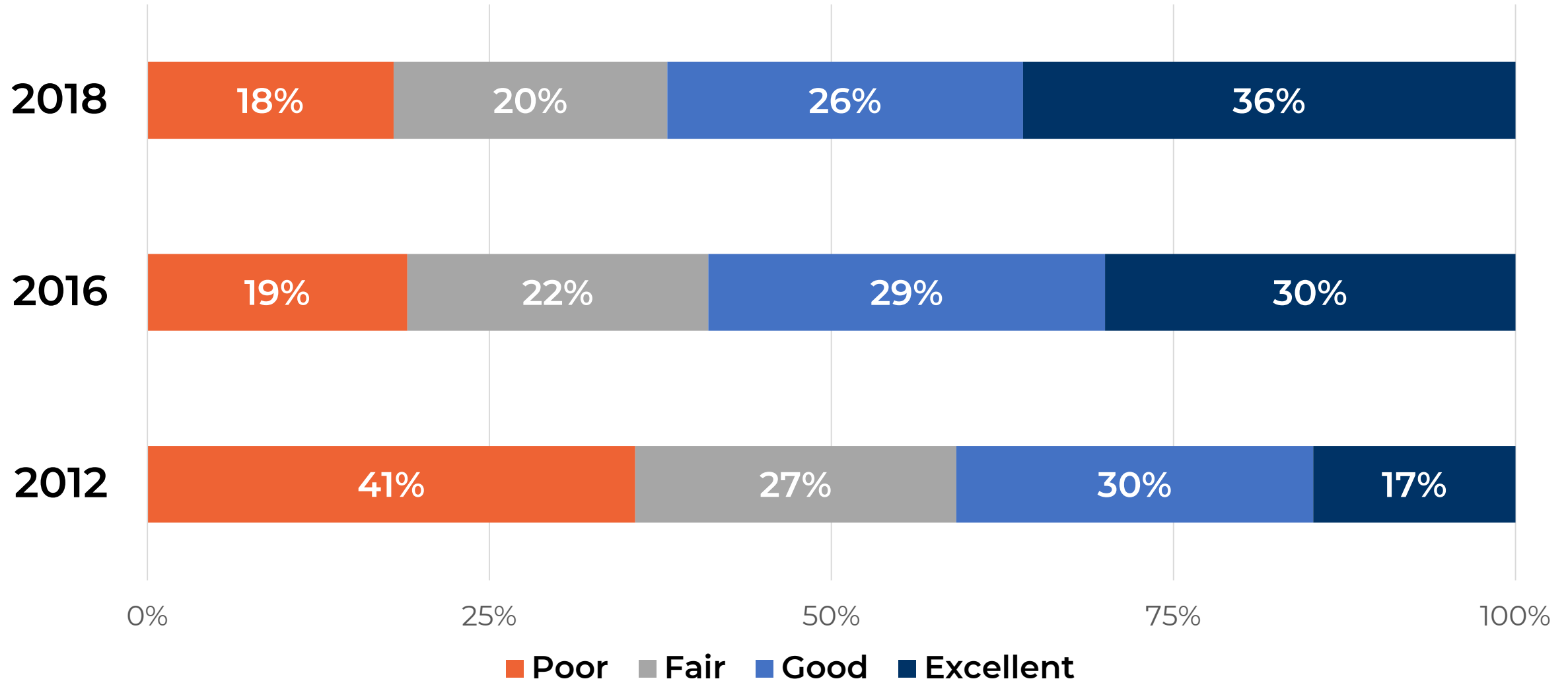
Brand
New



Current Conditions

Major Streets Have Improved

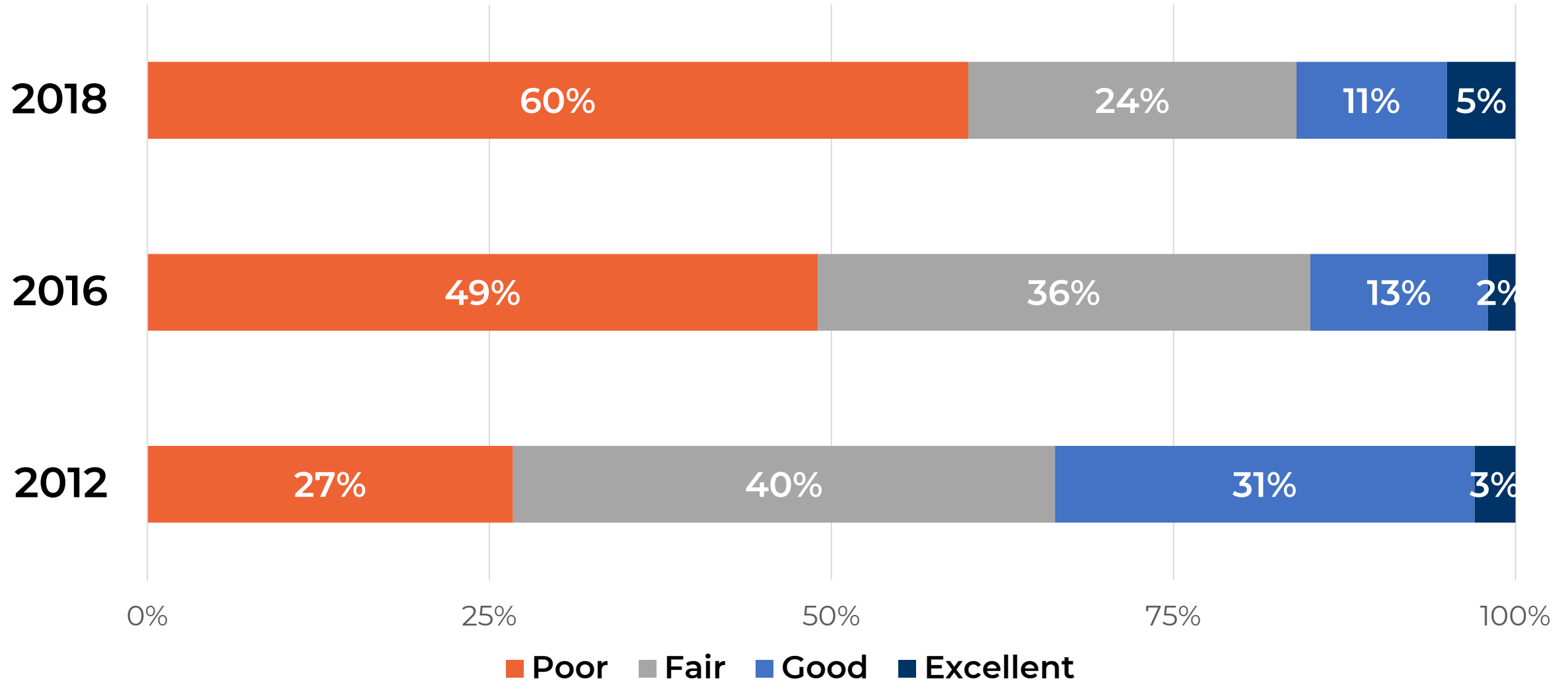
- An increasing majority of Oakland's major streets are now in good or excellent condition
- Examples: MLK Way, E 14th St



Current Conditions

Local Streets Need Improvement

- The majority of Oakland's local streets are now in poor condition



2014 Five Year Prioritization Plan

Five Year Plan

- **Streets with more vehicle volume** because heavier vehicles = more wear and tear
- Both **preventative and significant maintenance** to stretch life of paving

80%

Worst Streets

- Selected based on **input from City Council**, staff recommendation based on **complaints**, and **street condition assessment**
- Utility cost-share

20%

2019 3-Year Paving Plan

3

Demonstrate quick action with a **3-year citywide paving plan**.

100

Deliver **\$100M in paving construction**, tripling average annual spending.

75

Prioritize \$75M on local streets to improve neighborhood quality of life.

100M

Major Streets

25M

Program funds **citywide** to keep major streets in **good condition**

Prioritize individual streets by **street condition** and **traffic safety history**

PCI Goal

70



70

Local Streets

75M

Program funds in nine planning areas by **equity** and **street condition**

Prioritize individual streets by **street condition, equity, and school proximity**

PCI Goal

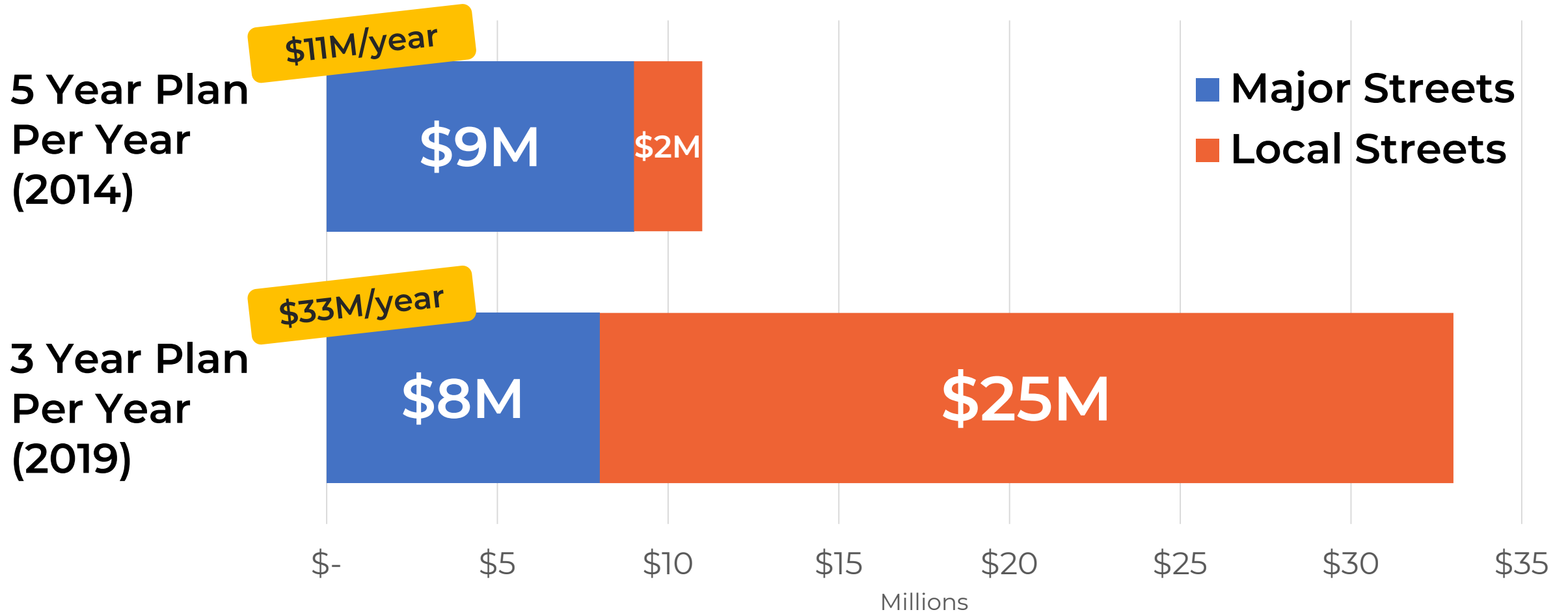
47



50

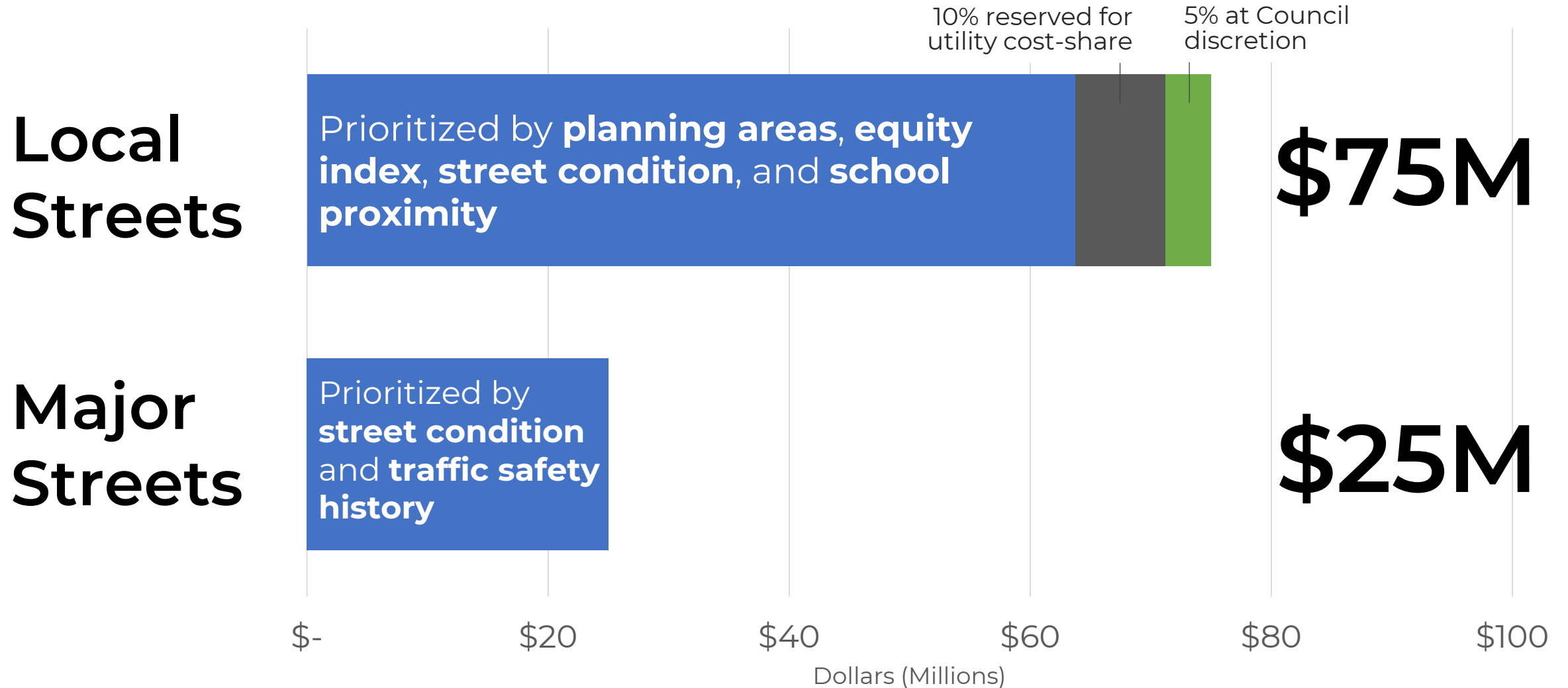
New vs Old Plan

- With little funding for paving, Oakland historically just worked to keep major streets in fair to good condition.
- More funds are available for paving now. Because of this, the 2019 Plan can **maintain funding levels for major streets** while still increasing local streets paving.



Proposed Priorities

- Use street condition, equity, and safety to prioritize
- Utility cost-share means more streets can be fully repaved after utility construction.



Planning Areas



Planning Areas

- Use Planning Areas to identify **Local Streets** needs based on **street condition**, **population density**, and **equity factors**.

	Pop.	Total Street Miles	Median Income	Avg Street Slope	% People of Color	% Low Income
Central / East Oakland	98,937	165	\$43k	1.3%	93%	55%
Coliseum / Airport	3,752	20	\$44k	2.1%	96%	50%
Downtown	19,169	40	\$40k	1.2%	76%	46%
East Oakland Hills	30,733	98	\$89k	5.1%	73%	22%
Eastlake / Fruitvale	98,739	134	\$45k	2.1%	85%	49%
Glenview/Redwood Heights	31,976	78	\$103k	4.7%	48%	16%
North Oakland Hills	23,658	110	\$158k	7.6%	31%	6%
North Oakland / Adams Point	79,213	126	\$76k	2.1%	50%	27%
West Oakland	36,863	60	\$37k	2.1%	77%	55%
Citywide	412,040	830	\$58k	3.2%	73%	39%

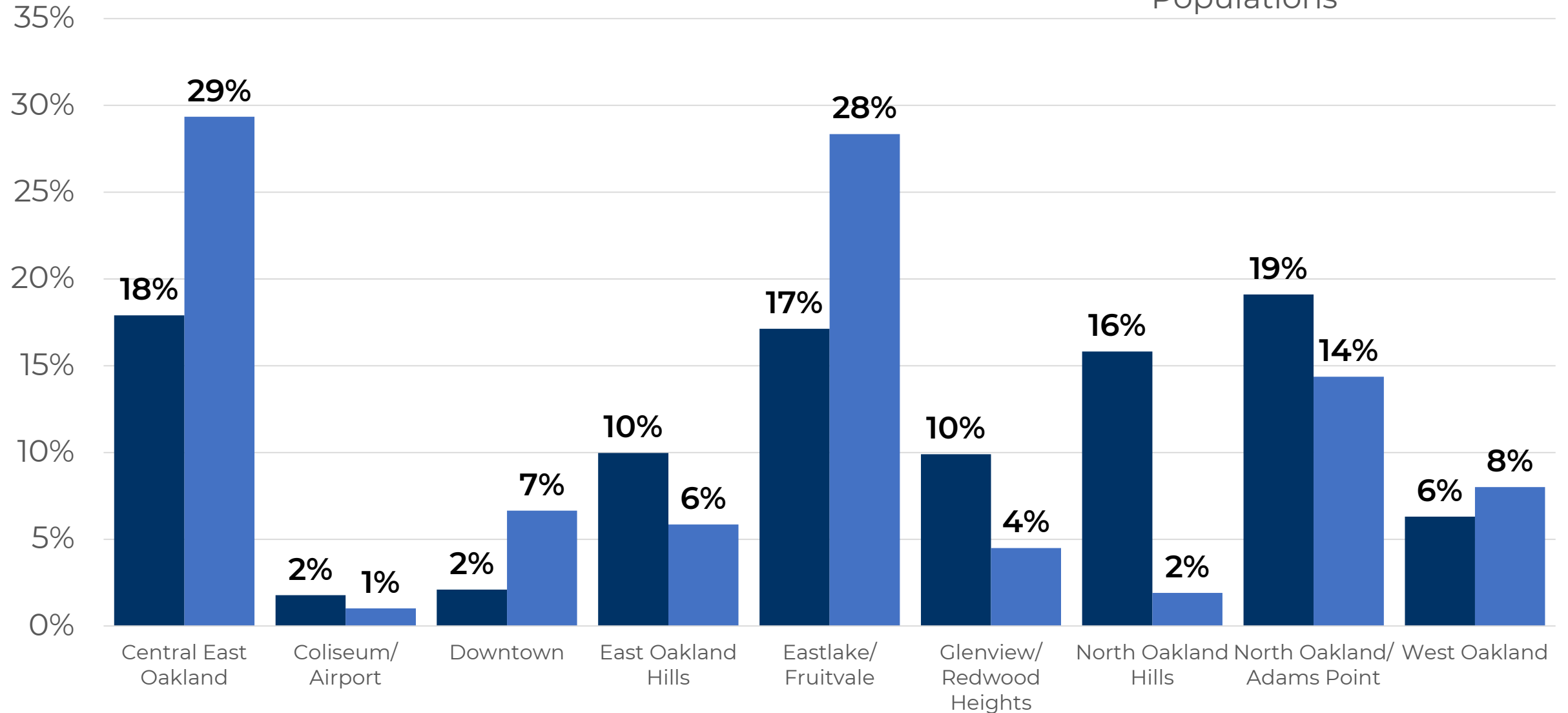
Planning Areas

- Use Planning Areas to identify **Local Streets** needs based on **street condition**, **population density**, and **equity factors**.

	Pop.	Citywide Share of Underserved Pop.	Citywide Share of Local Street Miles (PCI < 50)	Local Streets Avg PCI	People Per Local Street Mile (PCI < 50)
Central / East Oakland	98,937	29%	18%	48	1,400
Coliseum / Airport	3,752	1%	2%	48	536
Downtown	19,169	7%	2%	54	2,311
East Oakland Hills	30,733	6%	10%	51	781
Eastlake / Fruitvale	98,739	28%	17%	48	1,460
Glenview/Redwood Heights	31,976	4%	10%	48	818
North Oakland Hills	23,658	2%	16%	46	379
North Oakland / Adams Point	79,213	14%	19%	40	1,050
West Oakland	36,863	8%	6%	47	1,040
Citywide	412,040			47	1,044

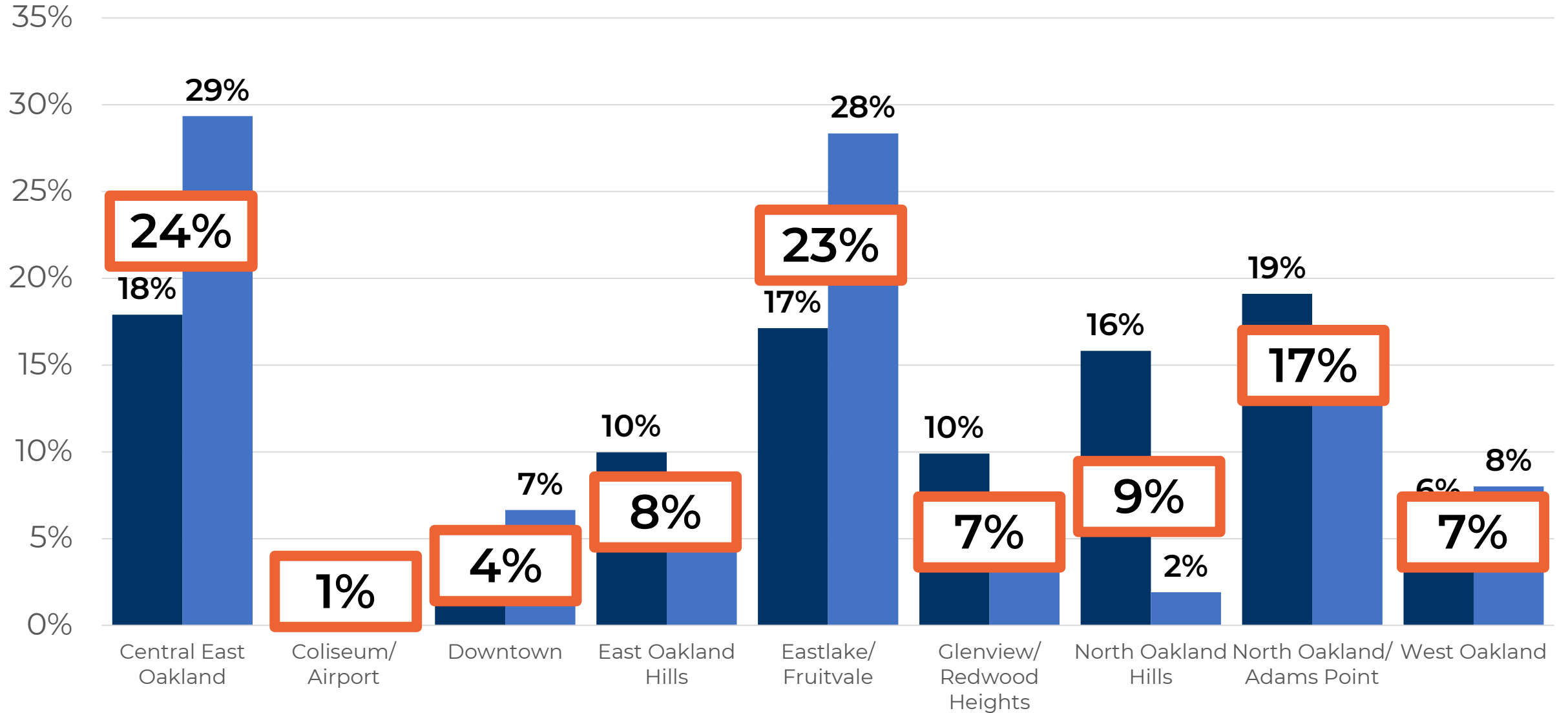
Street Condition & Equity

- Share of Local Streets In Poor Condition
- Share of Underserved Populations

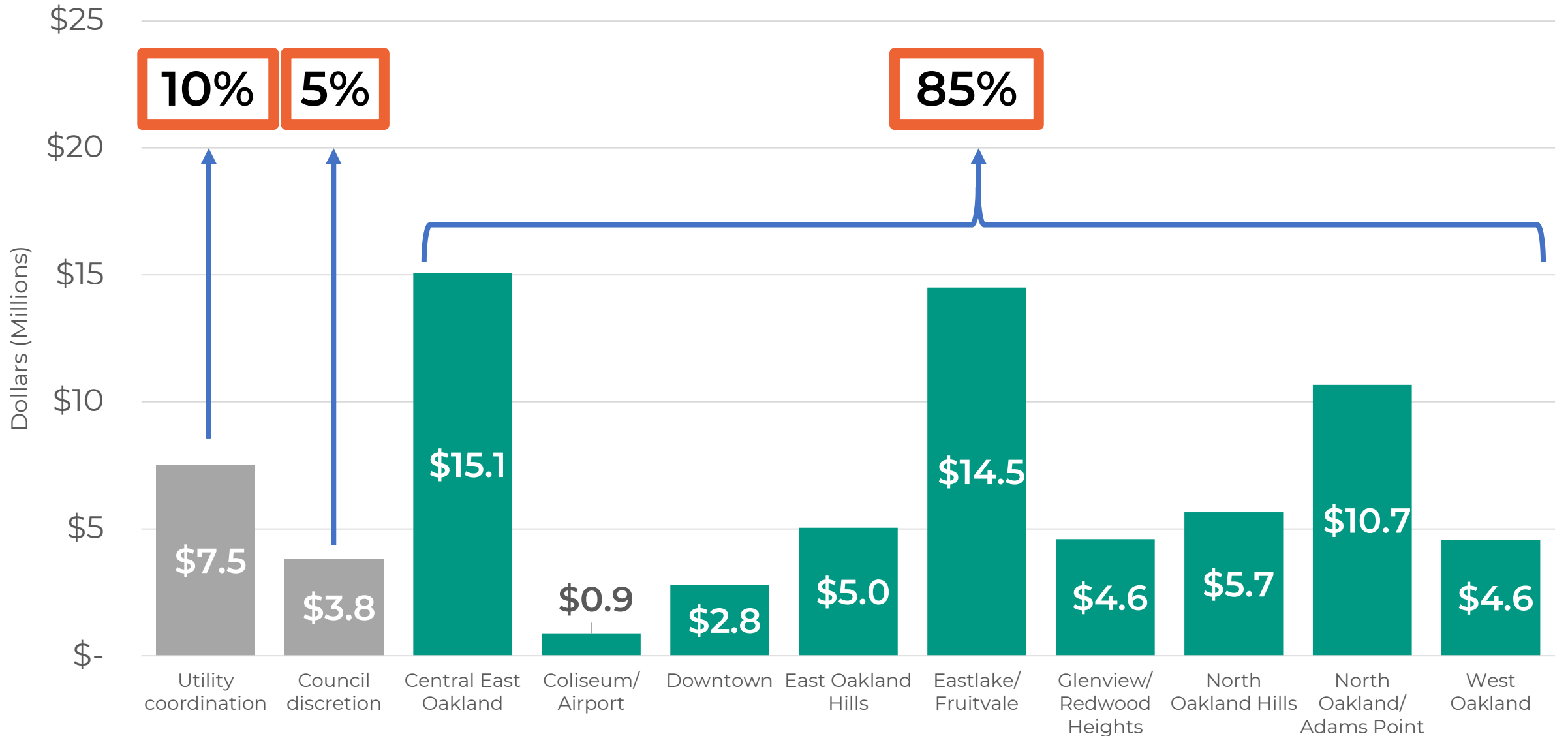


Funding By Planning Area

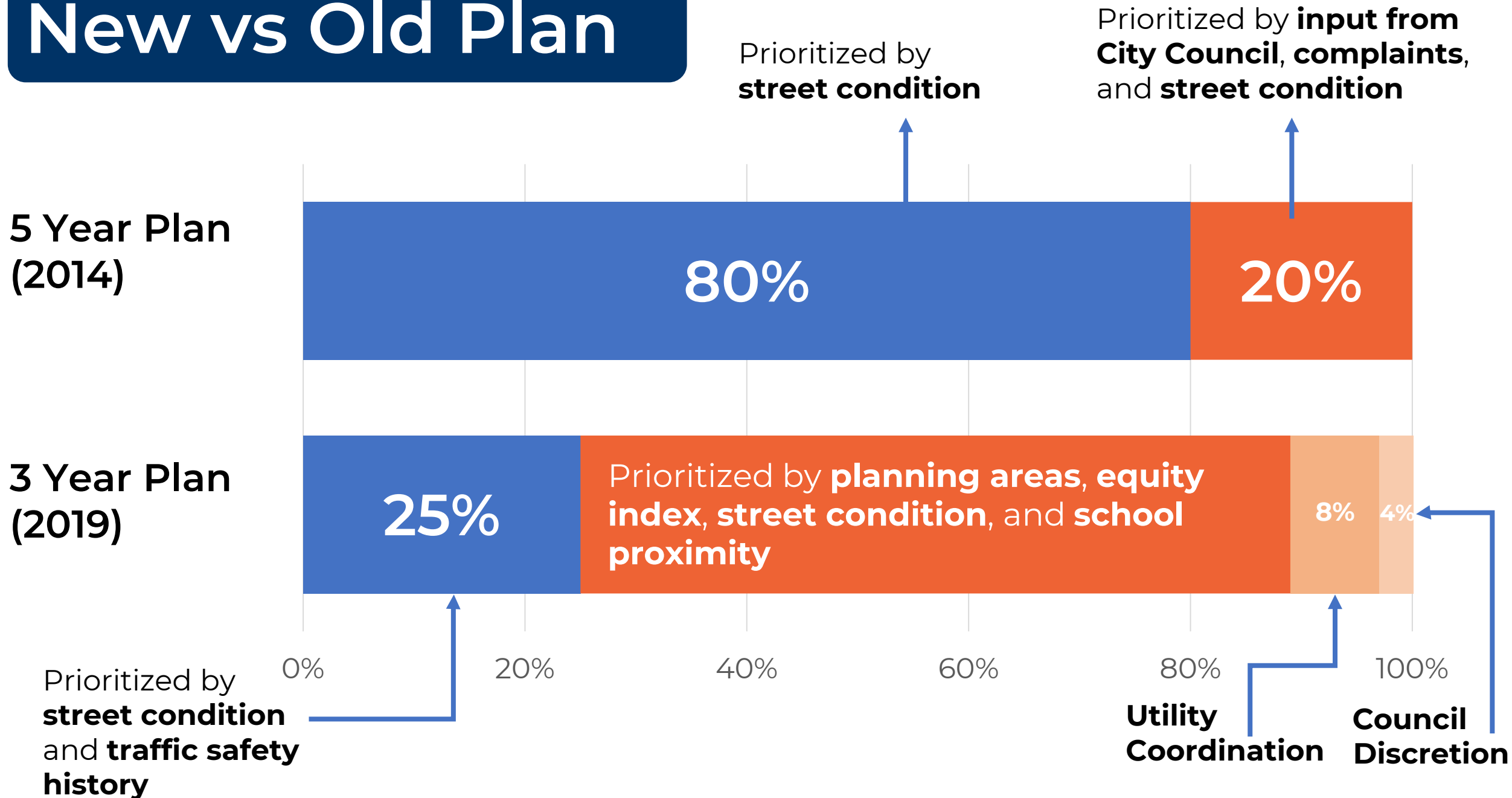
- Distribute funding for local streets by the share of underserved populations and share of local street miles in poor condition



Proposed Local Streets Funding



New vs Old Plan



Major Changes

- **Equity-driven capital planning**
- **Increased local streets repaving**
- **“Council Discretion” replaces “Worst Streets”**
- **Added sunshine & accountability on prioritized streets**
 - 89% of spending identified at plan adoption
 - Staff to bring Council Discretion streets to PWC in Fall 2019
 - Utility Coordination streets will be reported annually
- **Making safety routine**
 - Incorporate safety improvements like high visibility crosswalks on all projects

Staying the Same

- **Level of funding for Major Streets**

Arterials, which carry the most trips every day across all modes, will be kept in good condition.

- **Complete Streets coordination on Major Streets**

Street improvement recommendations from Let's Bike Oakland, Let's Walk Oakland, Downtown Oakland Specific Plan, and other adopted plans will be folded into Paving Program.

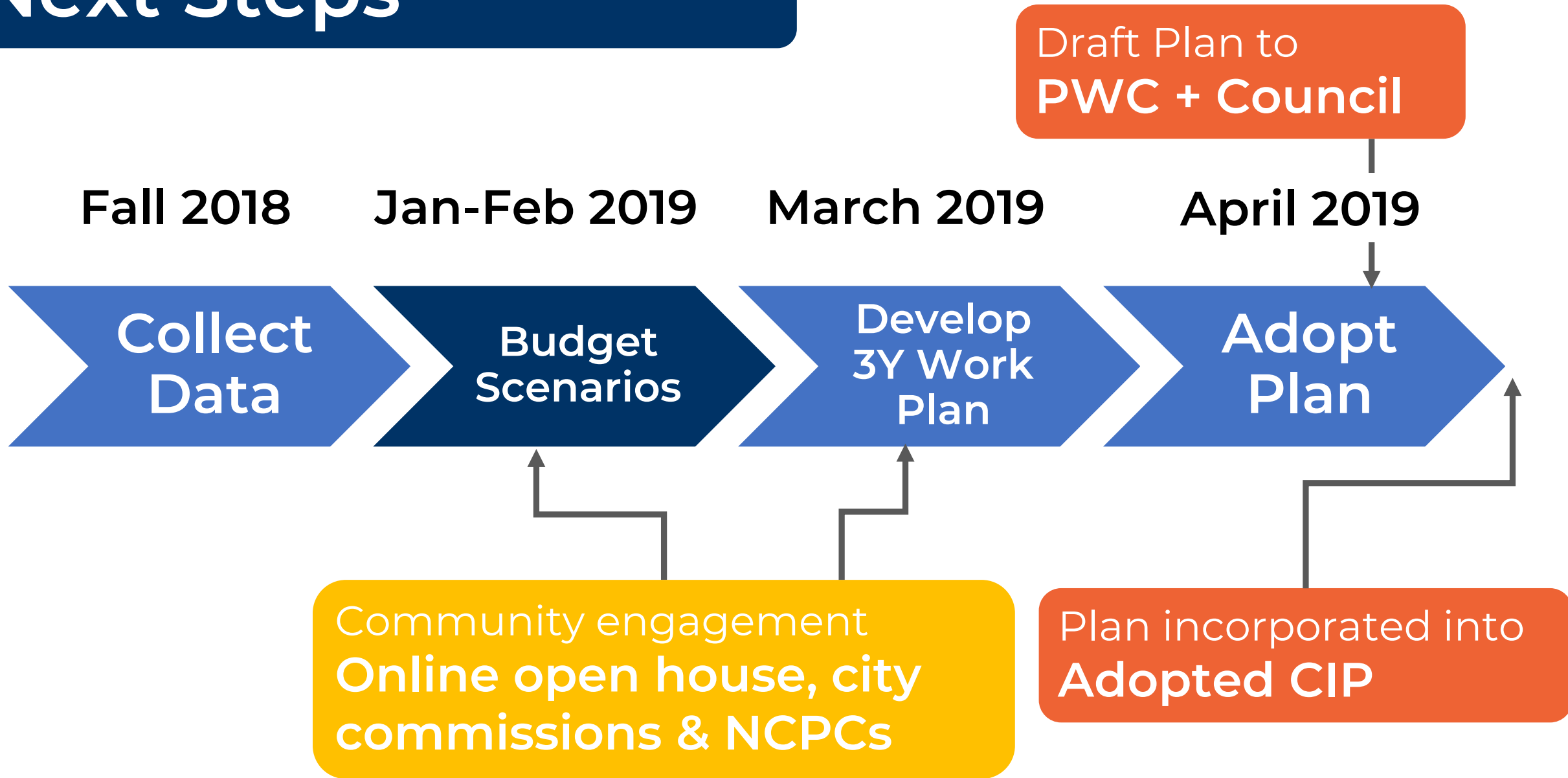
- **Coordination with ADA Transition Plan**

Paving Program will continue to improve curb ramps and perform sidewalk repairs during paving construction.

Tough Medicine

- **In three years, funding for major streets must double**
To keep major streets at an average PCI of 70, funding for major streets rehabilitation and preservation must increase from \$8.3M/year to **\$15M/year**.
- **No cost break in maintaining the status quo for local streets**
For the next 8 years, Oakland will need to spend **\$25M/year** on local streets **just to maintain an average PCI of 50**.
- **Oakland needs to spend at least \$40M/year in paving construction to maintain the status quo.**
- **Measure KK is a non-renewable resource**
Measure KK infrastructure funding will **run out in 5 years**.

Next Steps



Community Meetings

Date	Meeting	Time	Address
3/13/2019	Online Open House		www.oaklandca.gov
3/13/2019	Bella Vista NCPC	7:15p	Bella Vista Elementary School Auditorium 1025 E. 28 th St
3/13/2019	Brookfield/Columbia Garden/Sobrante Park RAC	6:00p	Madison Park Academy 400 Capistrano Drive
3/14/2019	Prescott NCPC	6:30p	Sullivan Community Center, 1671 8th Street
3/15/2019	Coliseum Melrose NCPC	6:00p	81st Avenue Library, 1021 81st Ave
3/20/2019	Beat 33X/24X Neighborhood Improvement Council	6:00p	Eastmont Police Substation 2651 73rd Ave
3/20/2019	Chinatown NCPC	4:00p	Hotel Oakland, 270 13th Street
3/20/2019	Golden Gate NCPC	6:30p	Charles Porter Golden Gate Recreation Center 1075 62nd Street
3/21/2019	Fruitvale Unity NCPC	6:30p	Fruitvale San Antonio Senior Center 3301 E 12th St #201
3/27/2019	Melrose-High Hopes NCPC	7:00p	Horace Mann School 5222 Ygnacio Avenue

A group of construction workers in bright orange and yellow safety gear are working on a street paving project. They are using shovels and tools to spread material on the ground. In the background, there are residential buildings and a white utility vehicle. The scene is outdoors during the day.

Thank you!

Sarah Fine / sfine@oaklandca.gov
Complete Streets Paving & Sidewalks
Oakland Department of Transportation



TOWNHALL MEETING

Street Calming Measures on 35th Avenue
and Public Safety Issues

Wednesday, March 13 at 6:00pm

Redwood Heights Recreation Center
3833 Aliso Avenue, Oakland, CA

~PRESENTERS~

Oakland Department of Transportation
Oakland Police Department

Join Councilmember Sheng Thao for a conversation around issues of transportation and public safety throughout District 4. You will have the opportunity to hear from city staff about solutions and share your questions and concerns with us.

For more information, call: (510) 238-7004 or email: district4@oaklandca.gov.

FREE BICYCLE SKILLS CLASSES

URBAN CYCLING 101 FOR ADULTS AND TEENS



2019 classes:

Saturdays, 1-3pm at Oakland Libraries

- Mar 9: Chavez Library
- Apr 20: Golden Gate Library
- May 4: Rockridge Library
- May 11: Main Library
- Jun 8: W Oakland Library
- Jun 22: Dimond Library
- Jul 20: 81st Ave Library
- Aug 17: Golden Gate Library
- Sept 21: Chavez Library (Spanish-language class)
- Oct 19: W Oakland Library
- Nov 16: 81st Ave Library
- Dec 14: Bike East Bay office, Jack London Square

Urban Cycling 101

Learn rules of the road, how to equip your bicycle, avoid bike theft, ride after dark, and prevent crashes.

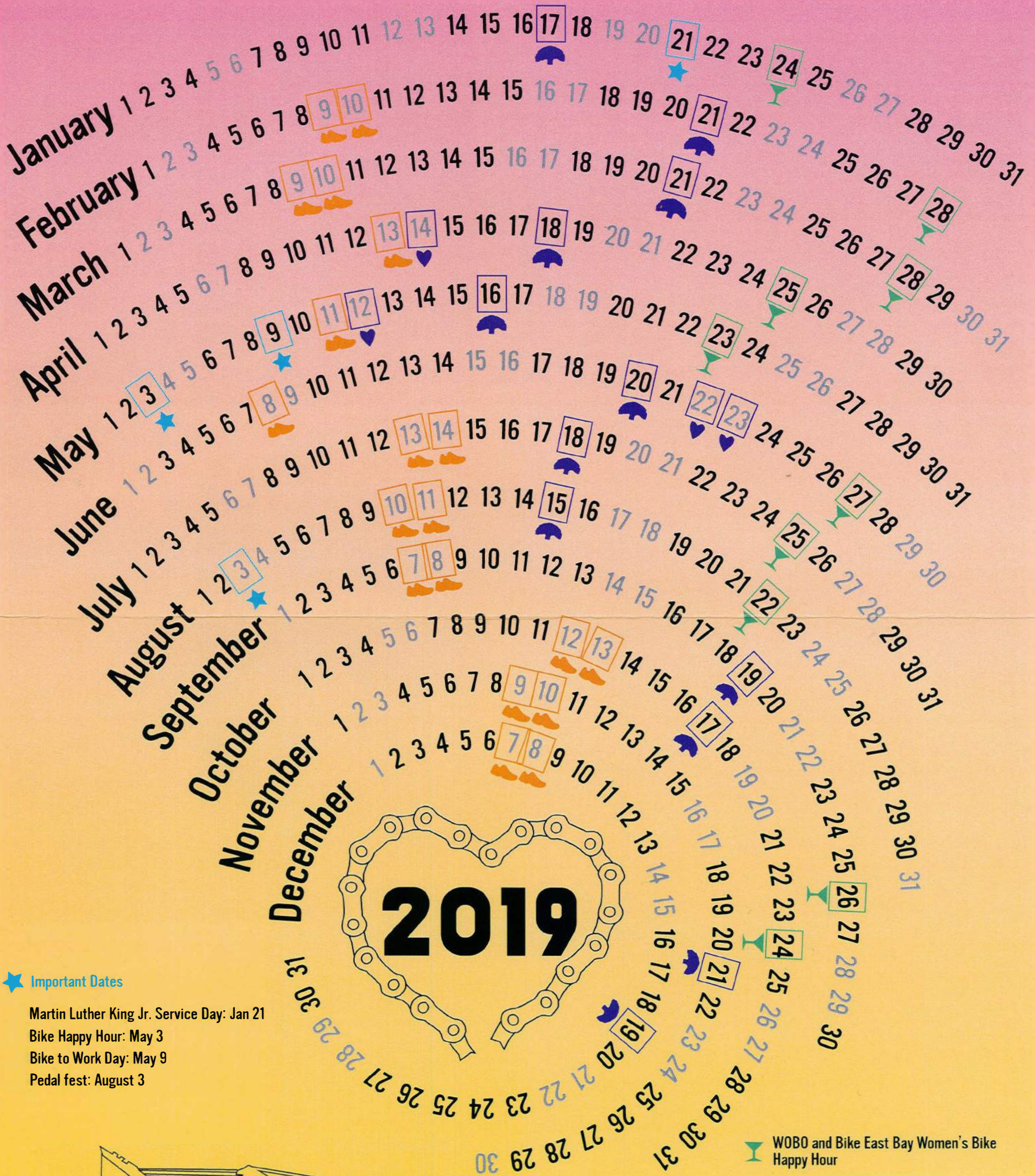
Indoor classes, no bike required.
Reflective gear, bike maps, and Smart Cycling booklets for all participants.


Brought to you by:





Complete class details & registration:
BikeEastBay.org/education or call (510) 845-7433

WALK OAKLAND BIKE OAKLAND

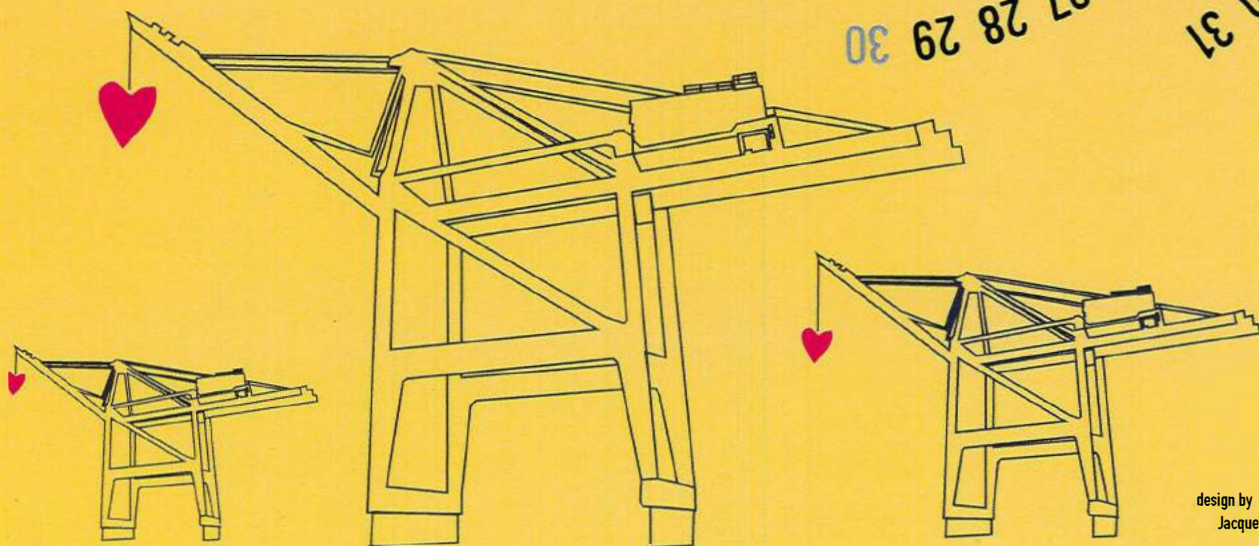


 WOBO and Bike East Bay Women's Bike Happy Hour

 Bicyclist and Pedestrian Advisory Commission dates

 WOBO Weekend: Saturday Oakland Urban Paths Walk, Sunday: Social Ride

 Ride Like A Girl Series (Bike Commuting Basics, Cyclofemme ride, Campout)



design by
Jacqueline Gauthier




 @walkoakbikeoak
 wobo.org