



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the May 16, 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/May-2019-BPAC-Agenda.pdf>.

Meeting called to order at 6:05 pm by BPAC Chair, Kenya Wheeler.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with seven commissioners present (X). Two (-) were excused (provided notice of absence as specified in by-laws).

Commissioners	Present
Reginald K Burnette Jr	-
Andrew Campbell	X
Jesse Jones	-
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: Rosa Villalobos, Robert Prinz, Patricia Schader, Tom Holub, Grey Gardner
- Staff: Noel Pond-Danchik, Jason Patton

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from April 18, 2019** was made (Tabata), seconded (Mangrum). All Commissioners voted in favor except Commissioner Parreiras who abstained. The motion was approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- Tom Holub: Commissioner Burnette Jr will be on a panel with Dr. Adonia Lugo about biking while Black on Sunday, May 26th from 4-6pm at the East Bay Center for the Performing Arts, 339 11th St., Richmond, CA. For more details, go to https://irp-cdn.multiscreensite.com/8c96ec67/files/uploaded/5_14_19%20Mobility4All%20Event%20Word%20OFlyer.pdf.
- Commissioner Campbell: Attendees were encouraged to sign a card for Commissioner Jones who recently had a baby.
- Robert Prinz: There is an item coming to BART's next Board meeting on May 23rd to discuss different types of bicycle accommodation on BART's new fleet of trains. For the Bart Board agenda, go to <https://www.bart.gov/sites/default/files/docs/agendas/05-23-19%20Board%20Packet.pdf>.

Item 4. Committee Report Back

Committees of the BPAC with activities in the past month provided brief updates to the Commission. A list of active committees is included in the agenda packet.

Summary of Discussion:

- Commissioner Parreiras on behalf of the Legislative Committee: The SF County Transportation Authority passed a resolution this month in support of prioritizing Vision Zero. The resolution should be revised and emulated for and by Oakland. See the attached handout of San Francisco's resolution for further details.
- Commissioner Tabata on behalf of the Open Forum Committee: The open forum tracking form is now current. You can find the log here: https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/htmlview.
- Commissioner Campbell on behalf of the Planning Commission Review Committee: The committee met and minutes from the meeting are forthcoming. On June 5th, the Planning Commission will be reviewing and approving the Bike Plan. Some members of the committee will be going to speak in support of the Bike Plan.
- Tom Holub on behalf of the Committee on Bicyclist/Pedestrian/Police interactions: Some of the information on biking and policing and safety should be included in the final Bike Plan.
- Vice Chair Naylor as the Liaison to the Measure KK Oversight Committee: During the May 13th meeting, the committee discussed Measure KK Bond money which funds transportation projects, City buildings, and affordable housing. Vice Chair Naylor recommended advocating using some of the money to fund the building of space for bike programs in libraries and Parks and Recreation facilities.
 - It was recommended that the BPAC reach out to the Library Commission and Parks and Recreation Commission.

Speakers other than commissioners: Tom Holub

Item 5. Fiscal Year 2019 - 2021 Proposed Budget Discussion and OakDOT Organizational Update

Wlad Wlassowsky, OakDOT's Assistant Director, reviewed the Mayor's proposed budget, especially those aspects with direct relevance to bicyclists and pedestrians. The budget was announced a week and a half ago and will be brought before City Council next month. Additionally, he provided an overall OakDOT organizational update. See the presentation for further details.

Summary of Discussion:

- While the City is responding quickly to asphalt repairs, they are taking too long to respond to concrete repairs. Infrastructure Committee met with a member of the Great Streets Maintenance group and learned that there is only one crew of five people doing all the concrete repairs for the city. Can the City add more positions to that group?
 - The constraint is finding concrete finishers, a skilled laborer position. They are currently trying to train existing staff to become concrete finishers.
- The Safe Streets Division of Oakland's Department of Transportation (OakDOT) is currently working on creating a system and documentation for Rapid Response to traffic crashes.
- OakDOT is on track to spend the money it is receiving from bonds, particularly for paving. OakDOT has been increasing their capacity both in-house and through contracts and can spend more money and accomplish more projects.

- Oakland is behind in competitive salaries compared to neighboring cities and the private sector, but people may be drawn to working for the OakDOT because of the exciting and creative work being done here.
- It would be helpful to know what projects these funds are paying for so that active transportation advocates can advocate in support of more funding for OakDOT.
- Wlassowsky is looking forward to filling the Safe Streets Manager position, the Major Corridors and Signals group, and the two senior transportation planner positions in Planning and Project Development and the Bike and Pedestrian Program. He also looks forward to the many new staff growing in capacity. Eventually, he imagines there could be a second Assistant Director position.

Speakers other than commissioners: Chris Hwang, Dave Campbell

Item 6. Capital Improvement Program (CIP) Process Update

Julieth Ortiz, from OakDOT Strategic Planning and Administration, presented the new Capital Improvement Program (CIP) process to date, including transportation projects identified in the Mayor's proposed CIP budget. See the attached presentation and attached spreadsheet for further details and an example of CIP prioritization scoring.

Summary of Discussion:

- More outreach should have been done to get public input from Deep East Oakland in District 6 and District 7.
- The projects from Deep East Oakland were not recommended because of high estimated costs and because they were not yet developed enough.
- West Oakland was very successful in the number of requests. The West Oakland Industrial Streets project was initiated by the public through this project.
- More work should be done to explain what capital projects are to the community.
- There were some projects that were eligible for the CIP in the last cycle that did not make it into this cycle. They were reviewed and staff was supposed to resubmit their projects that were not funded. However, they tried to make sure the projects were represented in the most recent CIP.

Speakers other than commissioners: Robert Prinz

Item 7. Bike to Work Day Report Back

Chris Hwang, representative of Walk Oakland Bike Oakland, lead a recap and discussion about Oakland's 26th annual celebration of Bike to Work Day in Oakland and at Frank Ogawa Plaza. This year, Oakland was celebrated for its new designation as a Gold Level Bicycle Friendly Community. This was the first year that every pedal pool was led by a commissioner. See the attached presentation for further details and find photos of the event here: <https://malcolmwallacephotography.pixieset.com/biketowork2019/>

Summary of Discussion:

- Happy Hour will no longer happen on May 31st. A new date will be decided once the 13th Street Commons opens.
- The City of Oakland was a major sponsor of bike to work day. The biggest energizer station and transportation fair was at Frank Ogawa Plaza.
- The Downtown Streets team was present at the event.

Speakers other than commissioners: None

→ A motion to **extend the meeting for ten minutes** was made (Norris), seconded (Parreiras). All Commissioners voted in favor. The motion passed.

Item 8. ACTC San Pablo Ave Corridor Discussion

Robert Prinz and Dave Campbell of Bike East Bay provided a report back from the Infrastructure Committee's presentation by Alameda County Transportation Commission (Alameda CTC) on the San Pablo Ave multi-modal corridor project, and lead a discussion about opportunities for the Oakland segment. You can find out more about the project on Alameda CTC's website at <https://www.alamedactc.org/programs-projects/multimodal-arterial-roads/sanpabloave/>. See the attached presentation for further details.

- The corridor will not be multimodal without a bicycle facility. If the other goal is to improve bus service, a bus lane must also be included. Thirty percent of traffic is diverted from the freeway. If lanes are reduced, the vehicles will go back to the freeway.
- Parallel bike lanes may not actually direct bike traffic off San Pablo Ave meaning more bicyclists will travel in either the street or bus lane or on the sidewalk.
- Managed lanes (lanes that are either designated parking or driving depending on the time of day) are dangerous because they put high speed traffic next to pedestrians.
- Mixing zones where bicyclists and vehicle drivers turning right are dangerous for bicyclists.
- The median space should be used to protect the bus lane rather than as a median.
- The draft Bike Plan shows San Pablo Ave as a protected bike lane in the Oakland sections.
- The end of San Pablo Ave in Oakland toward Downtown is very different than other parts of the corridor. For instance, there is less traffic there and no parallel streets.
- There was a corridor study done years ago when it was first decided that bike facilities would go on parallel facilities.
- Option A is a great vision of what the corridor should be, but a dedicated bus lane will take a long time. Short term bus improvements should be implemented on a shorter time frame.
- As a public road, bicyclists are allowed and will bike on it. Given that, provisions must be made for them.

→ A motion to **recommend that the BPAC endorse Concept A** was made (Tabata), seconded (Campbell). All Commissioners voted in favor. The motion passed. Chair Wheeler will write a letter of support for Concept A to Alameda CTC.

Speakers other than commissioners: Jason Patton

→ A motion to **extend the meeting for ten minutes** was made (Naylor), seconded (Norris). All Commissioners voted in favor. The motion passed.

Item 9. Three-month look-ahead, suggestions for meeting topics, announcements

See the agenda for the three-month look-ahead and announcements.

Three-month look-ahead

- Chair Wheeler: The Bike to Work Month review item should be moved until after the Happy Hour event happens.
- Jason Patton: We received a request from San Leandro to talk about the roundabout at Foothill Blvd, MacArthur Blvd, and Superior Ct at the next BPAC meeting in June.

Suggestions for meeting topics

- Dave Campbell: 14th St Active Transportation Project
- Commissioner Parreiras: A presentation by Megan Wier from the San Francisco Department of Public Health about how they are tracking crash information from hospital reports and emergency responses. This has contributed to an additional thirty-nine percent of crashes in addition to those from SWITRS. Alameda County Public Health should also be invited to hear the presentation.

Announcements

- Chair Wheeler: The MacArthur Bike Station is open as of Wednesday at the MacArthur BART Station.
- Dave Campbell: There will be a celebration of the Snow Park grand opening soon.

Meeting adjourned at 8:28 pm.

Attachments

- Handout: San Francisco's Resolution of Support for Expediting Delivery of Vision Zero Safety Projects and Prioritizing Safety Over Traffic Flow and Parking When Designing for Street Improvements
- Presentation: Item 5. Fiscal Year 2019 - 2021 Proposed Budget Discussion and OakDOT Organizational Update Presentation
- Presentation: Item 6. Capital Improvement Program (CIP) Process Update Presentation
- Handout: Example of CIP prioritization scoring
- Presentation: Item 7. Bike to Work Day Report Back Presentation
- Presentation: Item 8. ACTC San Pablo Ave Corridor Discussion Presentation

Minutes recorded by Noel Pond-Danchik, Pedestrian Program Coordinator, emailed to meeting attendees for review on Wednesday, May 22, 2019 with comments requested by 5pm, Wednesday, June 5, 2019 to npond-danchik@oaklandca.gov. Revised minutes will be attached to the June 2019 meeting agenda and considered for adoption at that meeting.

RESOLUTION OF SUPPORT FOR EXPEDITING DELIVERY OF VISION ZERO SAFETY PROJECTS AND PRIORITIZING SAFETY OVER TRAFFIC FLOW AND PARKING WHEN DESIGNING FOR STREET IMPROVEMENTS

WHEREAS, Vision Zero is San Francisco's policy and commitment to build better and safer streets, educate the public on traffic safety, enforce traffic laws and adopt policy changes that save lives, with the goal of zero traffic deaths in the city by 2024; and

WHEREAS, Every year in San Francisco, about thirty people lose their lives and over 500 people are severely injured while traveling on city streets; and

WHEREAS, Ten people have been killed in traffic deaths in San Francisco in the first three months of 2019, including six pedestrians, one bicyclist, one person riding in a motor vehicle, and two motorists; and

WHEREAS, Recent fatal crashes underscore the need for quick action; and

WHEREAS, Achieving Vision Zero requires a commitment to expedite all safety projects in San Francisco, both on and off the High Injury Network, which is the thirteen percent of San Francisco's streets that account for 75 percent of the city's severe traffic injuries and fatalities; and

WHEREAS, City [Charter Section 8A](#) includes the [Transit-First Policy](#), which states that decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety; and

WHEREAS, San Francisco agencies with responsibility for implementing street safety projects, including the San Francisco Municipal Transportation Agency (SFMTA), should enable expedited project delivery on the High Injury Network through:



- Efficient planning, design and piloting implementation of project concepts to support timely completion of safety improvements;
- Robust and timely community outreach and engagement, as part of the planning, design and piloting processes;
- Streamlined project approval processes as necessary (e.g., Transportation Code amendments or other modifications to the legislative process);
- Identifying necessary resources for staffing and funding; and

WHEREAS, To meet the Vision Zero goal, the SFMTA must prioritize traffic safety over traffic flow and parking when designing for street improvements; now therefore be it

RESOLVED, That the Transportation Authority hereby urges the SFMTA to expedite delivery of Vision Zero safety projects to eliminate traffic deaths and severe injuries on San Francisco streets; and be it further

RESOLVED, That the Transportation Authority hereby urges the SFMTA to prioritize traffic safety over traffic flow and parking when designing for street improvements; and be it further

RESOLVED, That the Transportation Authority will work with the SFMTA to identify funding, if determined to be necessary, to ensure that the necessary resources for expedited project delivery are available; and be it further

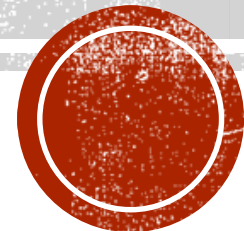
RESOLVED, That the Vision Zero Committee shall request that the SFMTA provide quarterly reports to track the delivery of top priority safety projects; and to report on the identification, implementation and effectiveness of strategies to facilitate faster implementation of Vision Zero projects.

OakDOT Proposed Budget & Organizational Overview



CITY OF OAKLAND
Department of Transportation
Strategic Planning and Administration

BPAC
May 16th, 2019

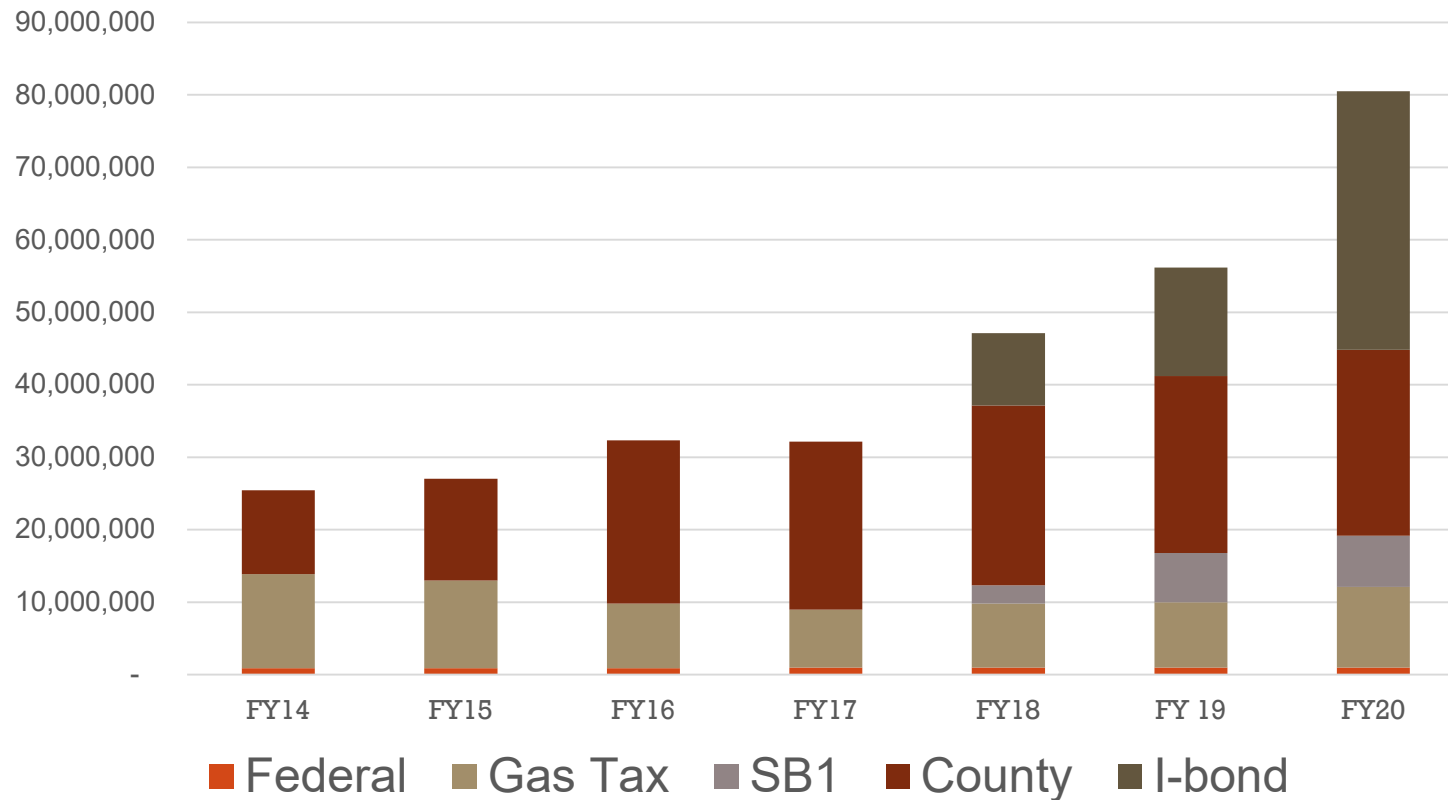


WHAT ACTIVITIES ARE FUNDED IN THE DOT?

- Planning of all modes
 - Engineering and Design
 - Maintenance (Streets, Streetlights, etc.)
 - Bicycle and Pedestrian programs
 - Parking garages and lots
 - Parking policy and enforcement
 - Mobility Management
-
- Major capital construction still in Public Works, but Transportation provides funds

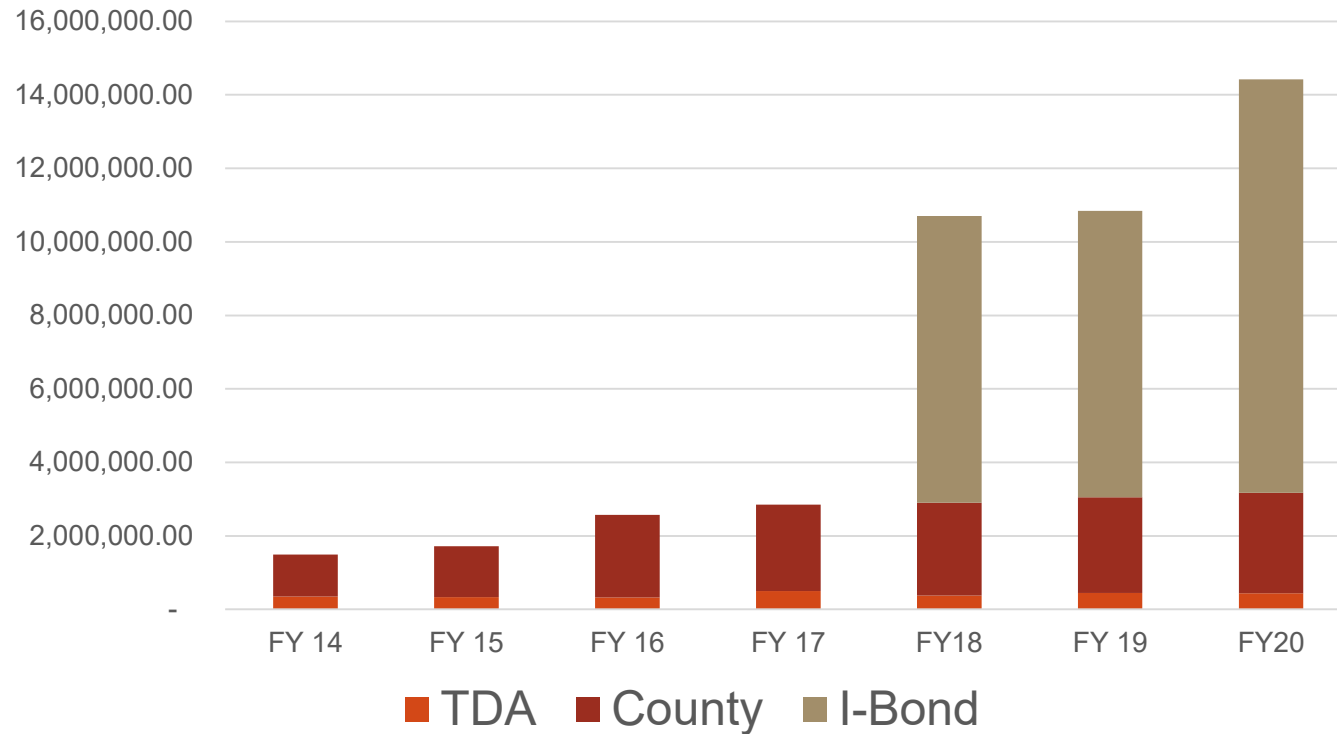
FUNDS AVAILABLE FOR STREETS & ROADS

Funding has tripled, largely due to Measure KK, but also due to Measure BB and SB1



BICYCLE AND PEDESTRIAN FUNDING

KK has also had a large impact on bike and ped funding



I-BOND – MEASURE KK

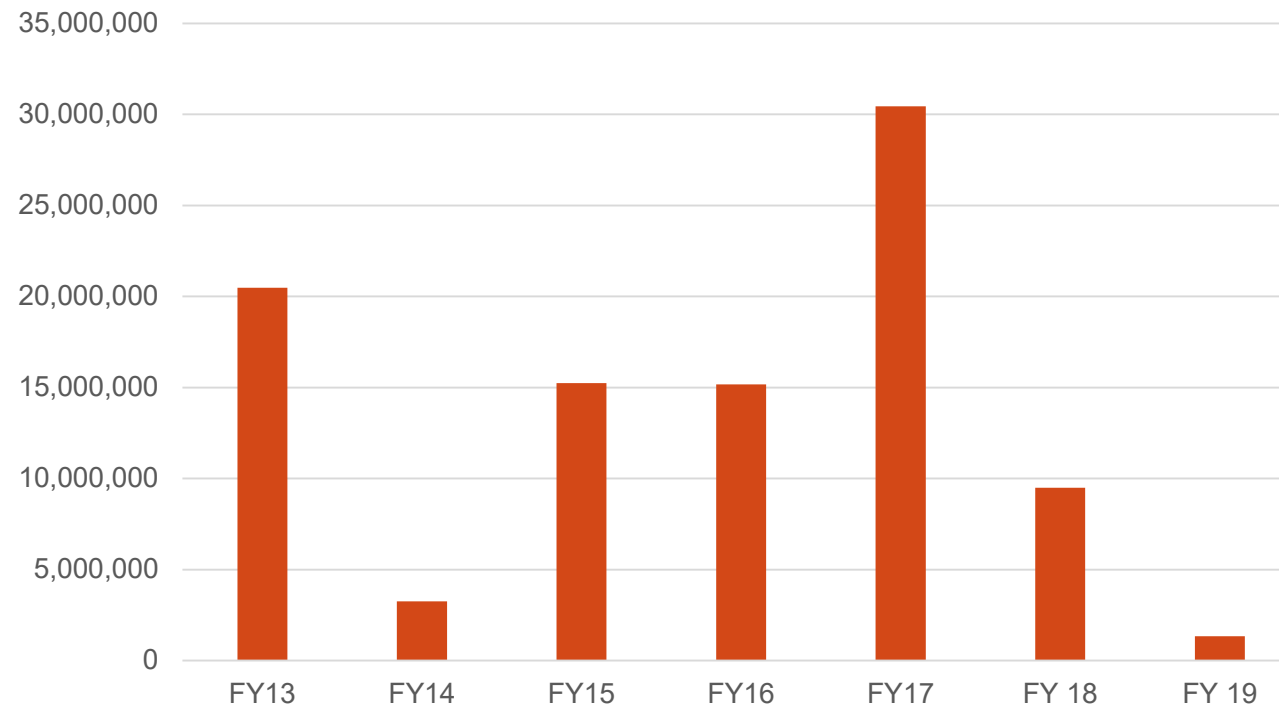
- Passed in November, 2016
- \$350 million for paving and transportation projects
- Assumed over 10 years - \$35 million per year
 - largely paving, but other transportation projects, including bike/ped are specifically allowed
- FY 17/19 budget included first “tranche” for I-bond sale of \$40.6 M – (\$25 M for paving)
- FY 19/21 budget includes second “tranche” of funding totaling \$ 96.8 M – (\$75.8 for paving)
- Non-paving is nearly all bike/ped related (including complete streets grant match funds)

OPERATIONS VS. CIP

- Increases in funding (BB 2014, SB1 2016, and KK 2016) have allowed Oakland to increase both Operations & Maintenance (O&M) and Capital Projects (CIP)
- Measure KK provide most of the CIP budget, while all other sources fund mostly operations
- Increased funding for operations has allowed Oakland to expend transportation funding for street lights, street trees, crossing guards, and street maintenance crews

GRANT HISTORY FOR TRANSPORTATION PROJECTS

Grants are very cyclical but important part of budget; Oakland has received as much as \$30 million and as little as \$2 million.



FY 2019-2021 BUDGET HIGHLIGHTS

- Total operating budget of approximately \$63 million per year
- Total CIP budget of 110 million over two years
- Few significant changes in structure
- Only 5 new staff positions (317 to 322) from last budget
- Focus is filling vacant staff positions (18%)

FY 2019-2021 BUDGET HIGHLIGHTS

Divisions	Current Staffing
Administration	44
Great Streets Delivery	65.5
Great Streets Maintenance	69
Street Lighting	12
Safe Streets	58
Parking Management	73.5
	322

FY 2019-2021 BUDGET HIGHLIGHTS

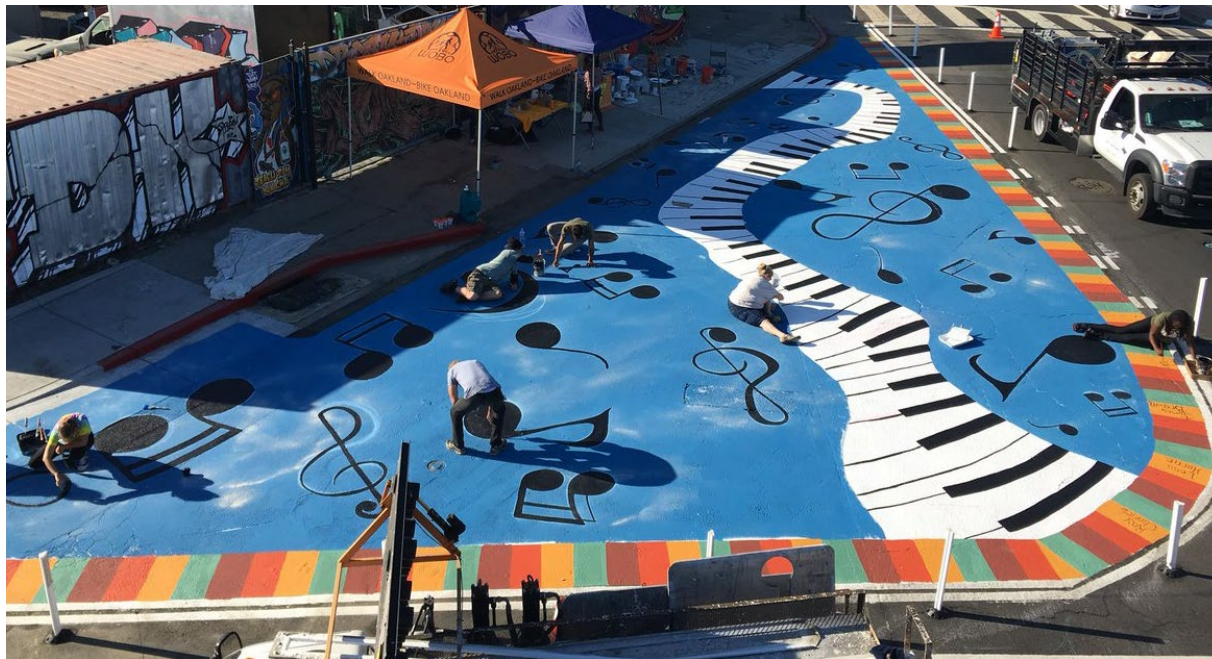
- Continued Stress on the General Fund and other fund sources:
 - Responsibility for funding operation of street lights transferred from the Lighting and Landscape Assessment District to Gas Tax (an allowable use of funds).
 - \$2.9 million over two years
 - These funds were previously used for roadway maintenance activities; these activities are also funded with other funds including Measures B and BB, and overall roadway investment will still increase.

FY 2019-2021 BUDGET HIGHLIGHTS



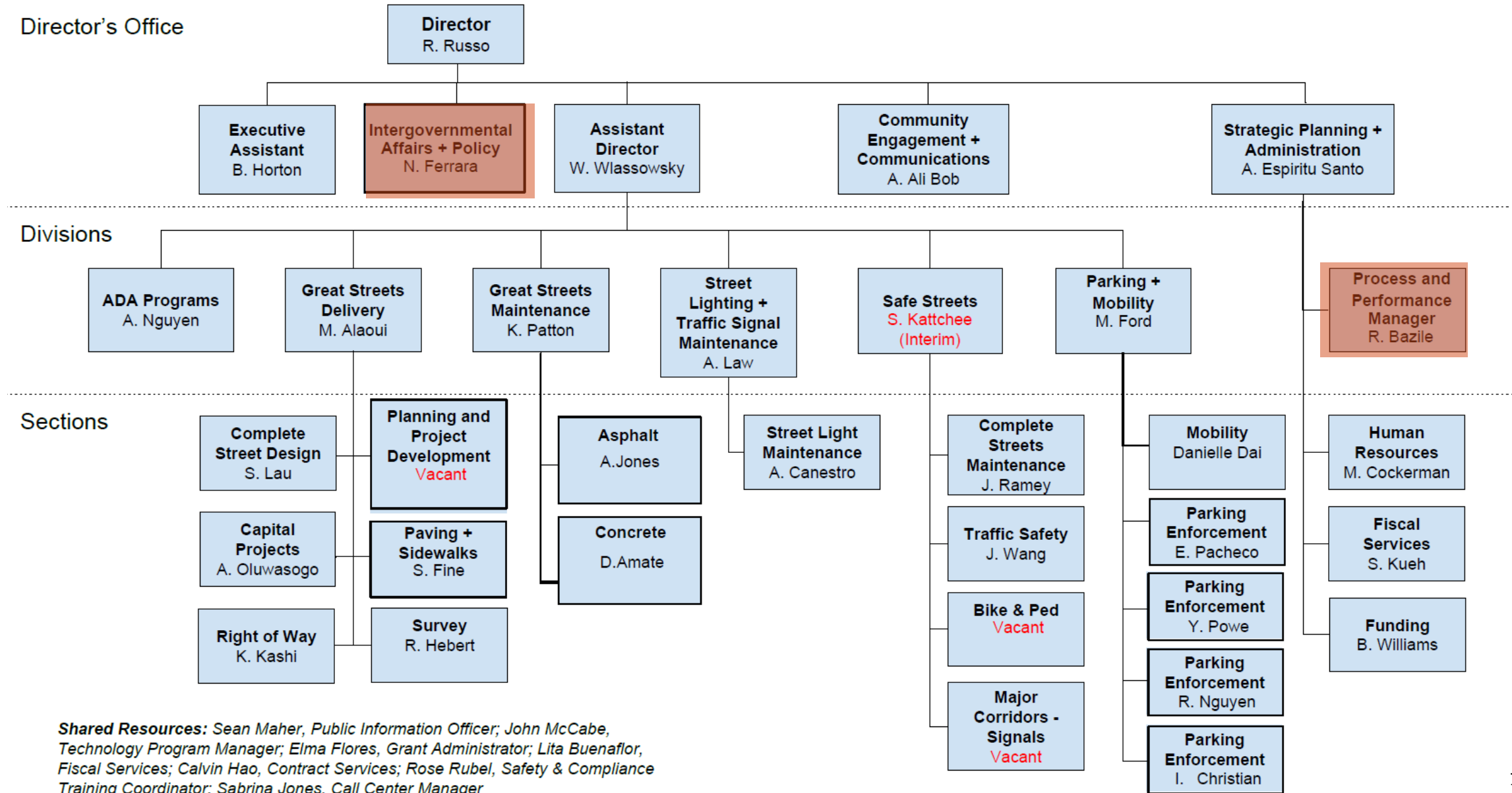
- New section in Great Streets for Structures and Emergency Response in DOT
 - **Focus on bridge, emergency repairs, stairways, rr crossings**
 - Separates team from the group delivering complete streets grants projects.
 - New positions:
 - **1 supervising civil engineer**
 - **1 civil engineer**
 - **1 assistant engineer**

FY 2019-2021 BUDGET HIGHLIGHTS



- New Bike/Ped Operating Budget
 - \$352,000 over two years
 - For the first time, there will be funds available for some programmatic initiatives, especially those identified in the recent Bike and Ped Plans such as:
 - Paint the Town
 - Library Bicycle Mechanics Program

OAKDOT CONTINUES TO BUILD OUT ITS ORGANIZATIONAL STRUCTURE



Shared Resources: Sean Maher, Public Information Officer; John McCabe, Technology Program Manager; Elma Flores, Grant Administrator; Lita Buenaflor, Fiscal Services; Calvin Hao, Contract Services; Rose Rubel, Safety & Compliance Training Coordinator; Sabrina Jones, Call Center Manager

WE EXPECT THE VACANCY RATE TO CONTINUE TO DROP WITH UPCOMING RECRUITMENTS

Department Vacancy Rate Over Time

Date	Vacant	Hired	Total	Vacancy Rate
9/25/2017	86	231	317	27.3%
1/2/2018	75	243	317	23.5%
1/16/2018	73	245	317	22.9%
3/12/2018	69	249	317	21.6%
8/29/2018	59	259	317	18.5%
11/15/2018	58	258	317	18.2%
1/23/2019	64	253	317	20.0%
5/15/2019	57	260	317	18.0%

Department Vacancy Rate by Position Type

Type of Position	Hired	Vacant	Total	Vacancy Rate
Leadership	25	8	33	24%
Administrative	13	4	17	24%
Technical	62	25	87	29%
Field Crews	92	16	108	15%
Parking	68	4	72	6%
Total	260	57	317	18%

KEY RECRUITMENTS IN THE PIPELINE

- **Public Works Maintenance Worker (13)**
 - HR to provide list for interview by end of May
- **Assistant Engineer I/II (9)**
 - Posting closes this Sunday
- **Transportation Planner I/II (5)**
 - Posting closes this Sunday
- **Senior Transportation Planner (2)**
 - Currently interviewing

THANK YOU!

Questions?



Proposed CIP Budget

Fiscal Year 2019-2021

Bicyclist and Pedestrian Advisory Commission

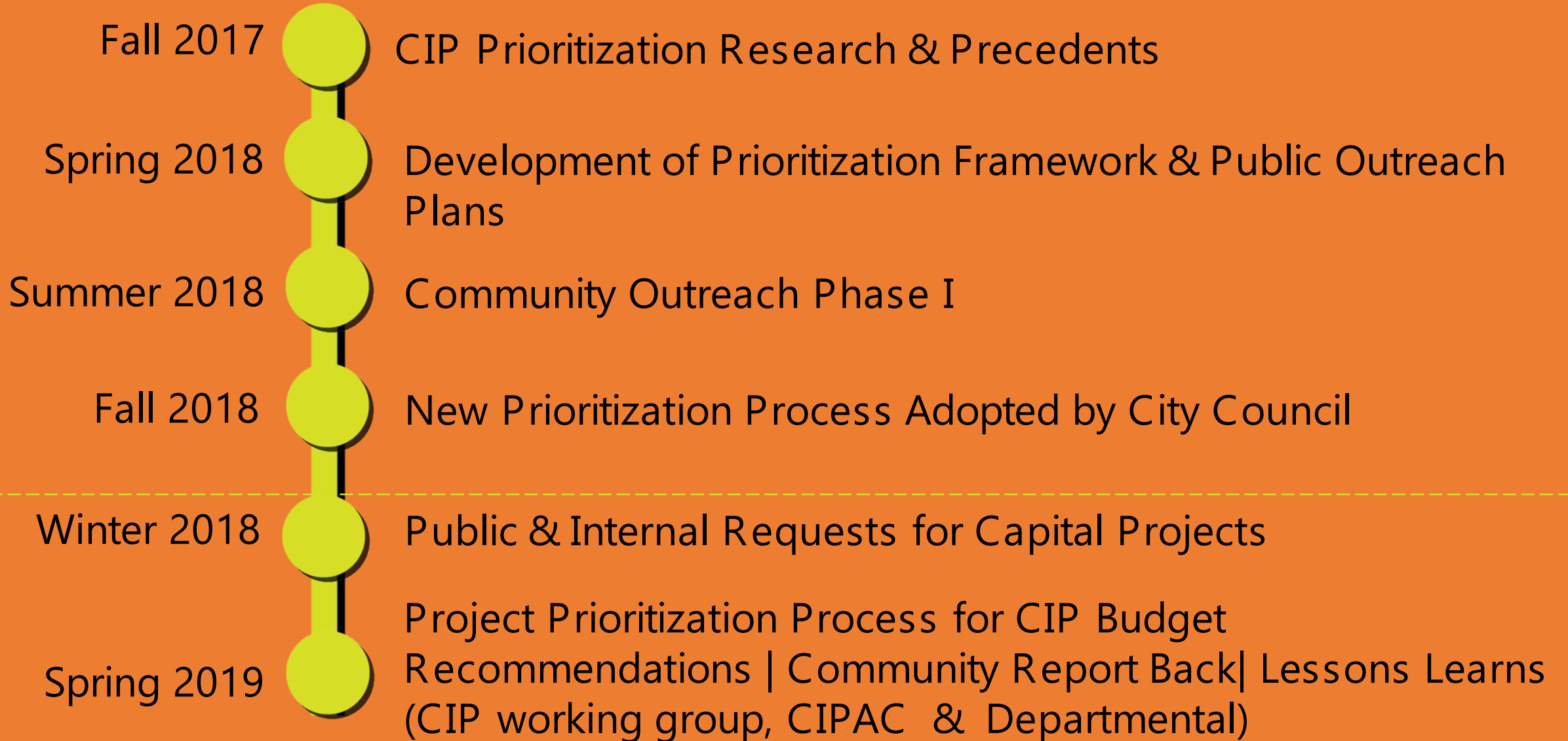
Oakland DOT & Public Works Department

May 16, 2019



CITY OF
OAKLAND

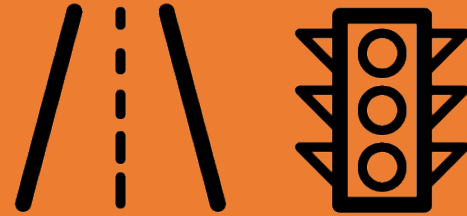
CIP PRIORITIZATION CHRONOLOGY



CAPITAL IMPROVEMENT PROGRAM ASSETS



Parks & Open Space



Transportation



Building & Facilities



Sanitary Sewer



Drainage & Watershed



Technology

PRIORITIZATION FACTORS



Investment in underserved communities



Renovate/replace broken/outdated city property



Improve safety and encourage healthy living



Ready-to-go projects without delay



Build new and upgrade city-owned property



Combine city projects to save time and money



Improve the environment and address climate change



Address areas where the city may be held financially and legally responsible



Benefit small Oakland businesses and create job opportunities for Oaklanders

PRIORITIZATION FACTORS WEIGHTING SYSTEM

Equity: Investment in Underserved Oakland (16 pts.)

Health & Safety
(16 pts.)

Existing Conditions
(13 pts.)

Economy
(13 pts.)

Environment
(11 pts.)

Required Work
(10 pts.)

Improvement
(8 pts.)

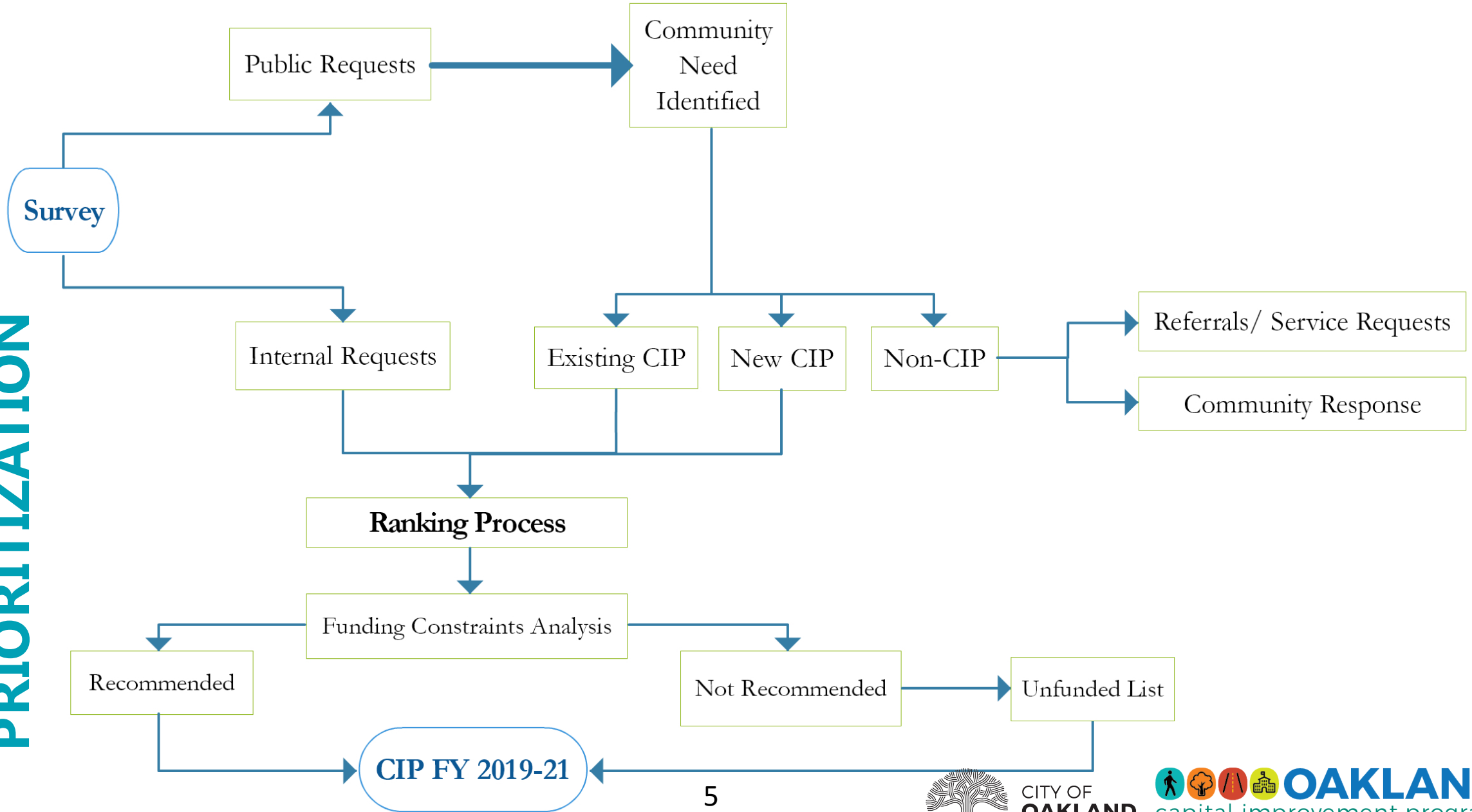
Collaboration
(8 pts.)

Shovel Ready
(5 pts.)

Equity is also considered by identifying projects that **address disparities within** the Health/Safety, Economy, Environment, Improvement and Collaboration Factors

I. Develop | Test Tool → II. Data Gathering → III. Internal Review → III. Community Report Back

CAPITAL PROJECTS
PRIORITIZATION



PUBLIC INTAKE PROCESS



How would you like to see Oakland improve? The city wants your input on capital project ideas!

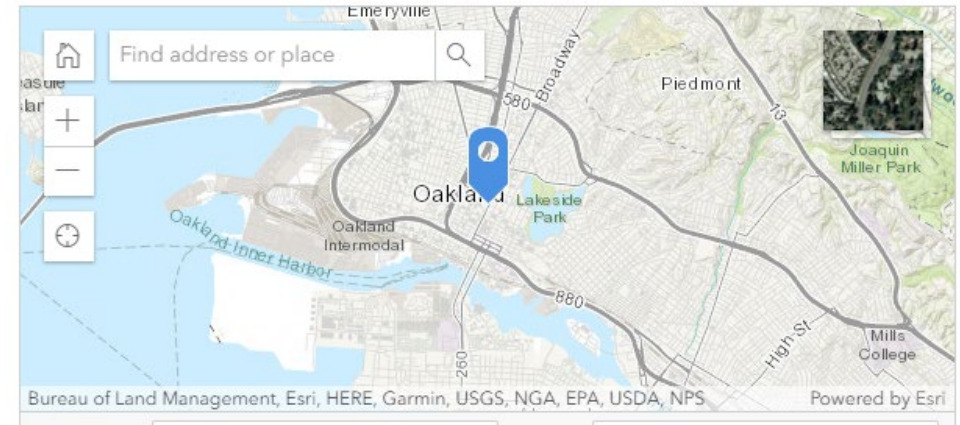
Click on 'Default Language' above to take this survey in Spanish, Chinese or Vietnamese

The City of Oakland is updating our process to identify capital projects for funding. Capital Projects improve and maintain Oakland's public facilities and infrastructure, and can include streets, public buildings, sewers, parks, and technology. This survey is also available in Spanish.

PLEASE SUBMIT FORM BY OCTOBER 22, 2018

What category best describes your project idea? Check all that apply*

¿Dónde está ubicado su proyecto?*



How would you like to see Oakland improve? The city wants your input on capital project ideas!

Click on 'Default Language' above to take this survey in Spanish, Chinese or Vietnamese

屋崙(奧克蘭)市政府現正更新重大工程籌資的確認程序。重大工程旨在改善和維護屋崙(奧克蘭)市的公共設施和基礎建設，包括街道、公共建築、下水道、公園和科技等等。市政府希望你提供有關重大工程的構想！

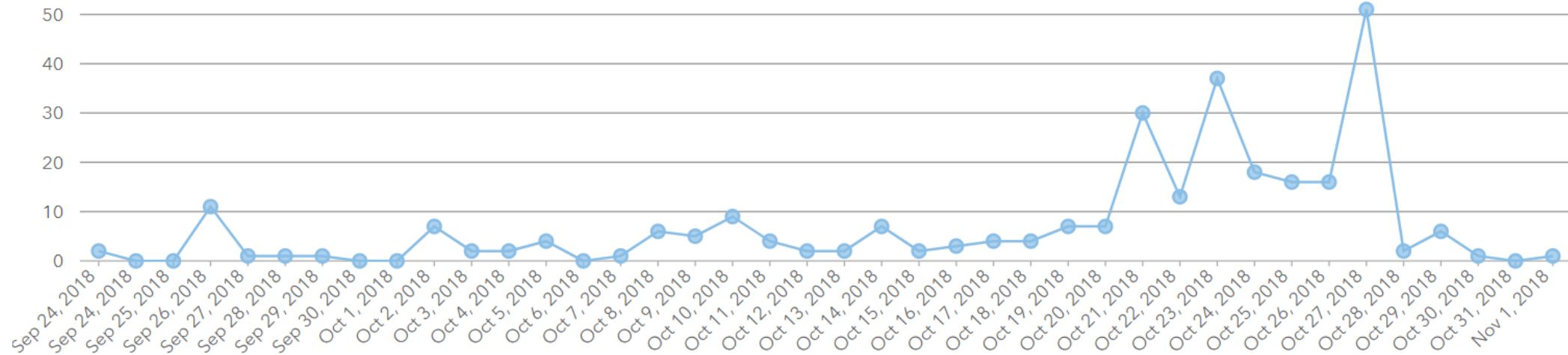
請在 2018 年 10 月 22 日以前提交

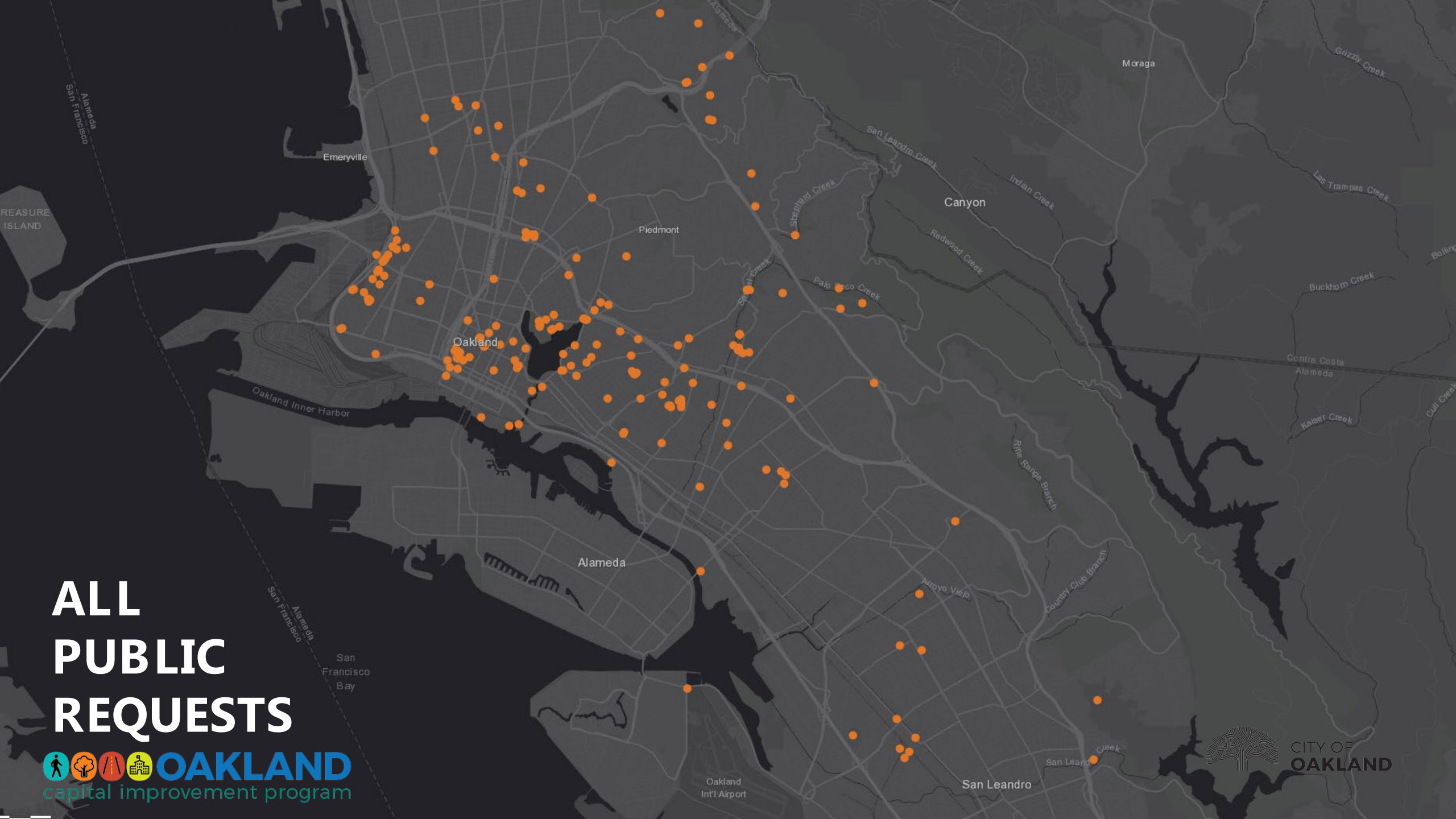
勾選所有符合你構想的工程類別?*

PUBLIC INTAKE PROCESS

Surveys Count: 285 (Total: 327)

9/24/18 - 11/2/18






ALL PUBLIC REQUESTS



INTERNAL INTAKE PROCESS

CIP Internal Request Form



CITY OF OAKLAND

- Project Information ▶
- Contact Information ▶
- Evaluating Asset Categories ▶
- Funding ▶

Additional information to support project request?
(Character Limit = 2,000)

2000

Submit

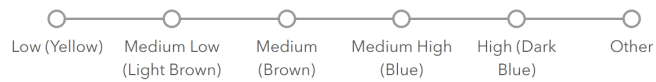
INTERNAL INTAKE PROCESS



EQUITY

(1a) Select the Disadvantage Index of the project area your project benefits as indicated on the [Equity Dashboard Map](#).*

If your project expands to multiple areas, select the area with the highest index. Reference map



(1b) Is the project located within 1/4 mile radius of existing [affordable housing developments](#)?*

Please right-click to open the map link in the new tab or window

-Please Select-



HEALTH & SAFETY

(2a) Is the project targeted to reduce health and safety disparities? (i.e. for transportation, check [high injury network map](#) for pedestrian and bike safety).*

Project reduces known disparity by including elements that will benefit environmental health factors such as improved air quality, reduced temperatures, or increased resiliency to climate change impacts; or improved infrastructure in a Landslide Area of Impact or an area of known documented Health and Safety Concerns per 311 call logs, service requests, or other records; or improved safety factors such as pedestrian and bike safety, traffic calming; or increased access to trails and walkways

-Please Select-



EXISTING CONDITIONS

(6a) Is project necessary to: (Select ALL that apply)*

For example, Project maintains or reduce the actual and predictive flooding caused by condition of specific asset, will it help with the sequencing work for the betterment of system, i.e. capacity improvements or preserve properties with existing creekside native wildlife and habitat already occurring at the site; project lessens the amount of system/facility downtime or increases productivity? .

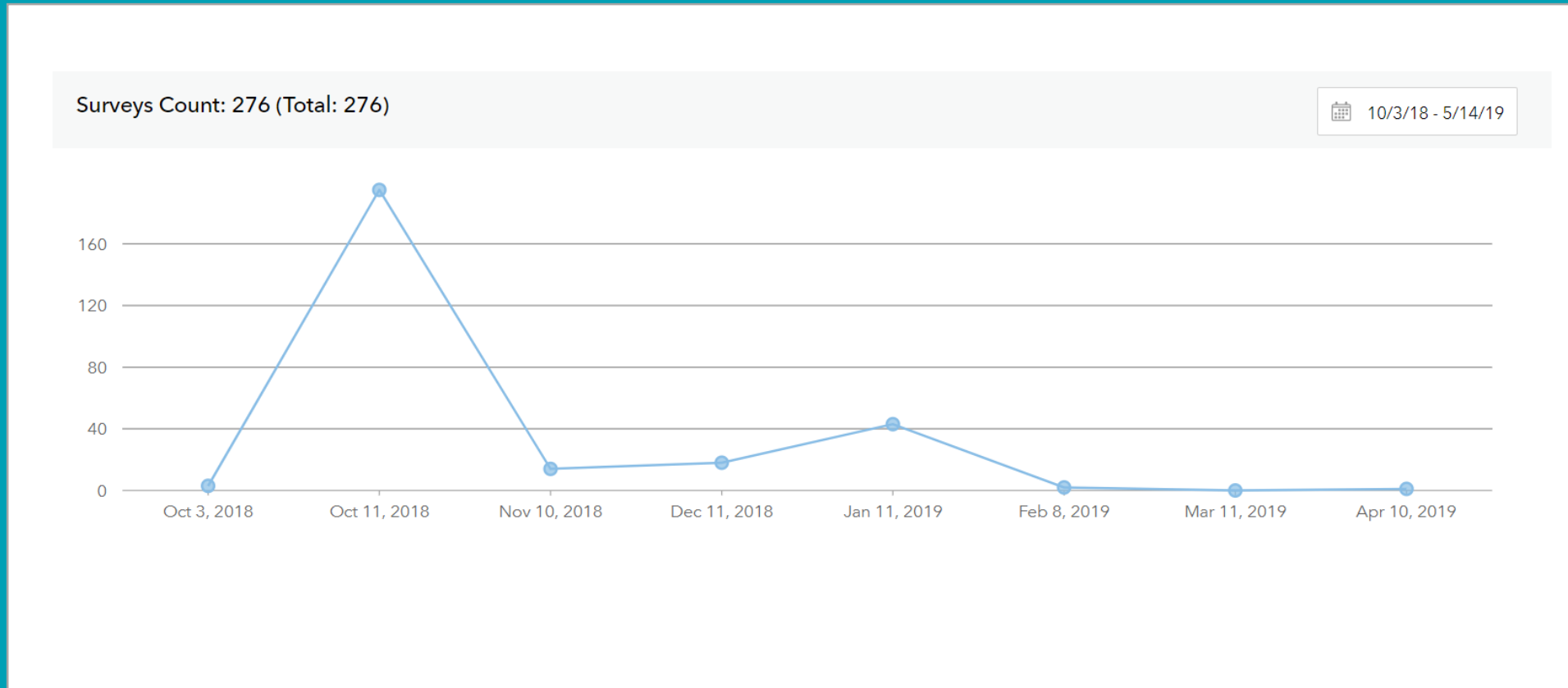
-Please Select-

- Maintain current infrastructure footprint
- Improve current infrastructure
- Replace current infrastructure
- Other
- None

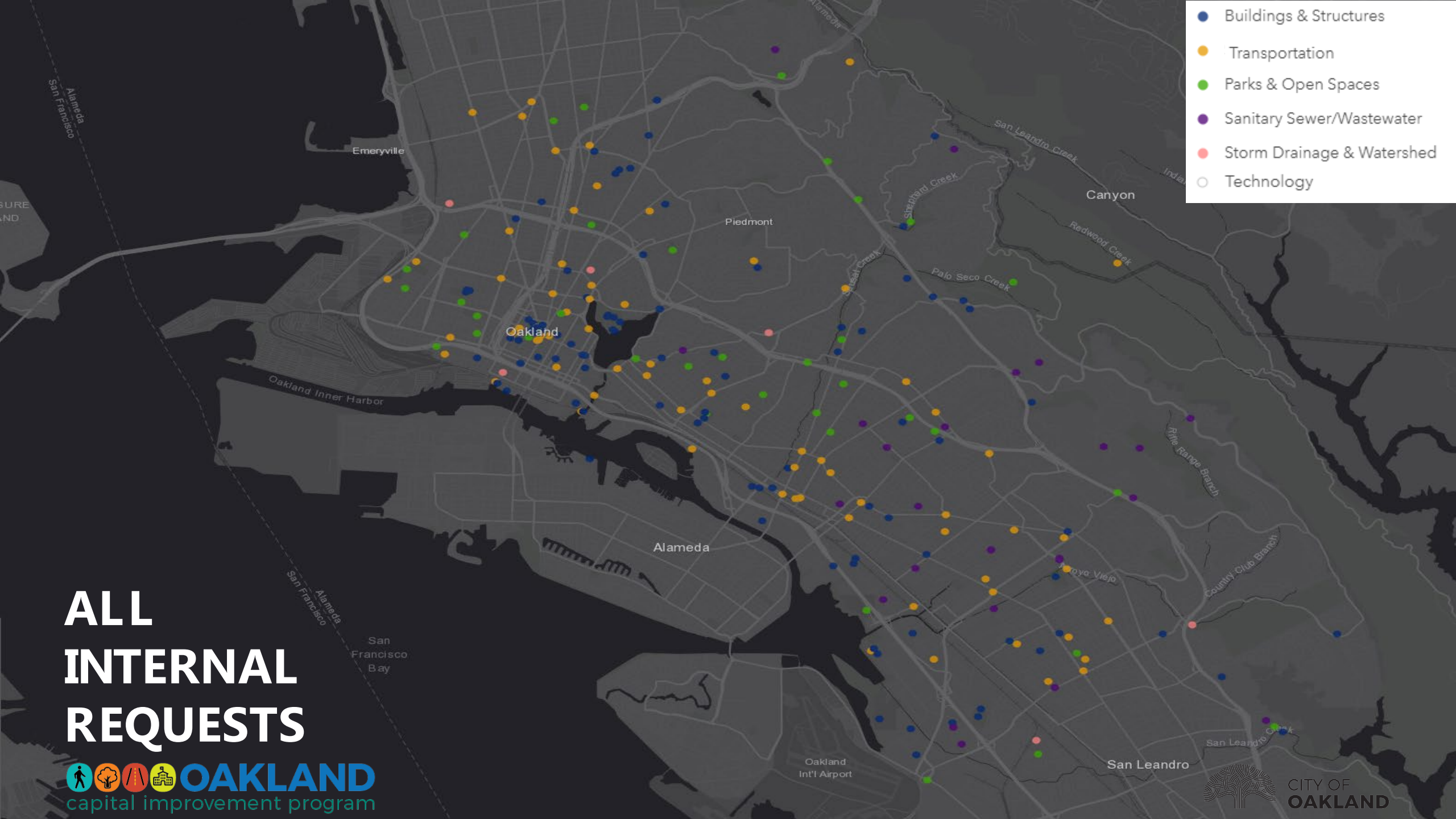
2000



INTERNAL INTAKE PROCESS

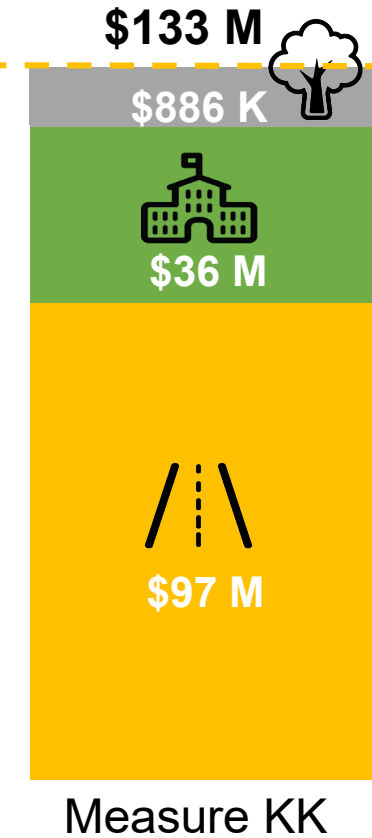
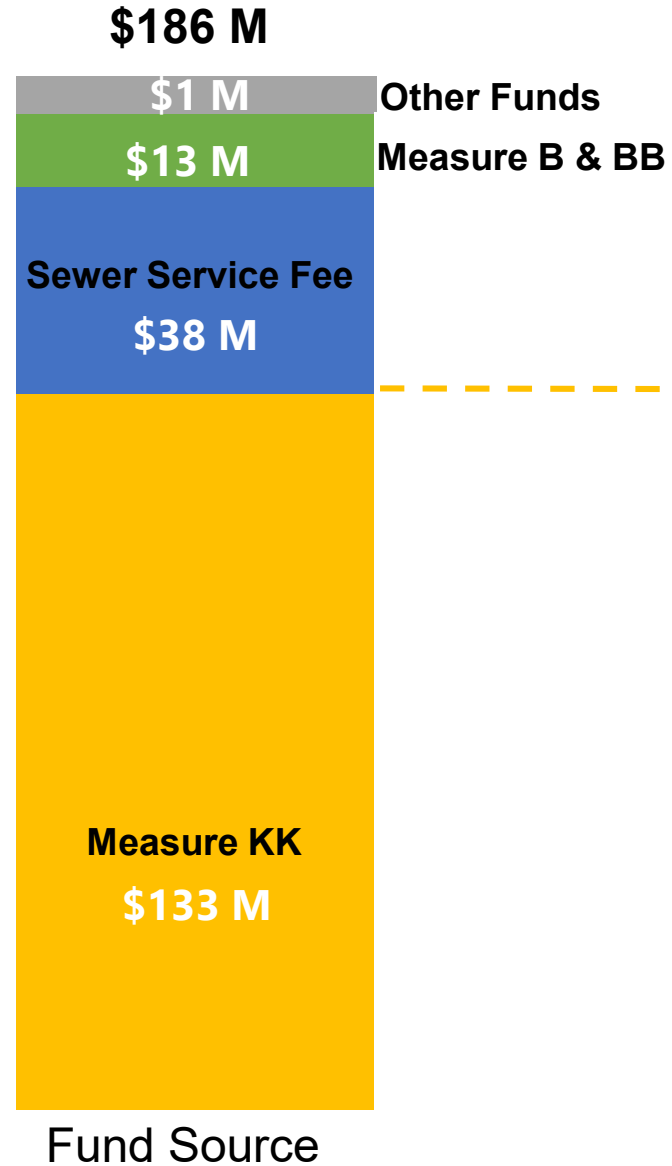
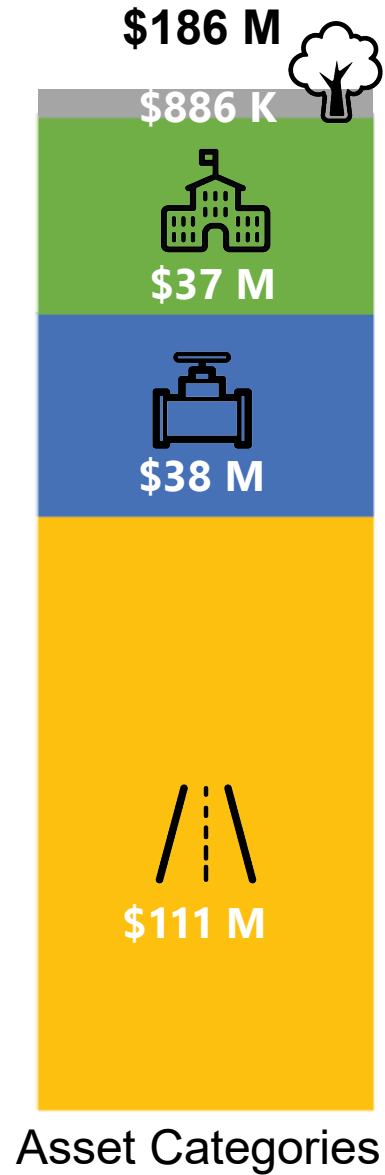


- Buildings & Structures
- Transportation
- Parks & Open Spaces
- Sanitary Sewer/Wastewater
- Storm Drainage & Watershed
- Technology



ALL INTERNAL REQUESTS

CIP BUDGET FY 2019-2021



OAKDOT CIP PROGRAMS FY 2019-21



1



2



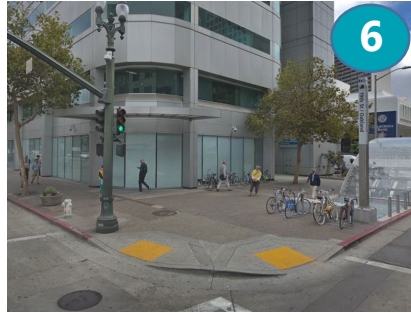
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4



5



6



7



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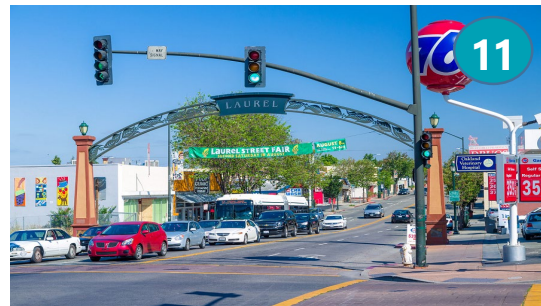
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11

- 1 **Bike/Ped Plan Implementation**
- 2 Bridge Repair Citywide
- 3 Citywide Street Resurfacing
- 4 Community-Based Planning
- 5 Complete Streets Capital
- 6 Curb Ramps
- 7 Emergency Roadway Repair
- 8 **Intersection Safety Improvements**
- 9 Neighborhood Traffic Safety / Safe Routes to Schools
- 10 Sidewalk Repair
- 11 Traffic Signal Management
- 12 Transportation Grant Matching

RECOMMENDED PROJECTS BY FUND SOURCE

Project Name	FY 2019-20	FY 2020-21	FY 2019-21
Measure B – Bike/Ped	264,000	264,000	528,000
Bike and Ped Plan Implementation Program	264,000	264,000	528,000
Measure BB - ACTC	\$1,560,000	\$1,560,000	\$3,120,000
Bike and Ped Plan Implementation Program	560,000	560,000	1,120,000
Community-Based Transportation Planning	500,000	670,000	1,170,000
Complete Streets Capital Program	500,000	330,000	830,000
Measure KK	47,000,000	49,750,000	96,750,000
Citywide Street Resurfacing	35,750,000	40,000,000	75,750,000

Complete Streets Capital Program	6,000,000	6,000,000	12,000,000

Curb Ramps Program	2,000,000	2,000,000	4,000,000

Neighborhood Traffic Safety Program / Safe Routes to Schools	2,250,000	750,000	3,000,000

Sidewalk Repair Program	1,000,000	1,000,000	2,000,000

RECOMMENDED PROJECTS BY FUND SOURCE

Project Name	FY 2019-20	FY 2020-21	FY 2019-21
Gas Tax RMRA	\$200,000	\$200,000	\$400,000
Curb Ramps Program	200,000	200,000	400,000
Measure B – ACTC Local Streets & Roads	\$4,800,000	\$5,000,000	\$9,800,000
Bridge Repair Program	1,270,000	1,270,000	2,540,000
Emergency Roadway Repair Program	1,500,000	300,000	1,800,000
Intersection Safety Improvements Program	550,000	750,000	1,300,000
Neighborhood Traffic Safety Program / Safe Routes to Schools	750,000	750,000	1,500,000
Traffic Management Program	500,000	500,000	1,000,000
Transportation Grant Matching	230,000	1,430,000	1,660,000

BIKE/PED IMPLEMENTATION PROGRAM

Recommended Priority Projects



Pedestrian Plan Implementation | Score = 85

- Medium disadvantaged index, near affordable housing
- Uses MTC Communities of Concern for equity analysis
- Identifies high injury network/corridor to address immediate safety risks
- Improve access to local amenities/provide health co-benefits
- More than sidewalks and crosswalks (art, trees, open space, curb ramps)

Pedestrian Stairs and Path | Score = 80.5

- Medium disadvantaged index, near affordable housing
- Provides network to access transit/ amenities/ schools/ recreation
- Safer/accessible to more users, including those with different abilities
- WOBO, OUP | historic significance | means of egress

Priority Bikeways Design/Cons Bike Plan Implementation | Score = 77

- Medium disadvantaged index, near affordable housing
- Expands Oakland's bike network, creating a safer alternative to driving
- Bike wayfinding system emphasizes neighborhood commercial districts
- Current bike plan priorities do not overlap with the high injury network*

East Oakland Bicycle Blvd Intersection Implementation | Score = 76.5

- High need for equity | Addresses neighborhood network gaps
- Driven by community outreach from Bike Plan Update

Fund Source	FY2019-20	FY2020-21	FY2019-21
Measure B Bike/Ped	264,000	264,000	528,000
Measure BB ACTC	560,000	560,000	1,120,000
Total	824,000	824,000	1,648,000

COMPLETE STREETS CAPITAL PROGRAM HIGHLIGHTS



Lower Park Blvd Bike and Ped Enhancements | Score = 90.5 High Ranking Project

- ❑ Socioeconomic diverse region, near affordable housing
- ❑ High injury network - Improves ped/bike safety
- ❑ Addresses immediate safety risks rehabilitating pavement, calming traffic and reducing traffic conflicts
- ❑ Encourages mode shift, decreasing VMT, minor air quality improvements, decreasing albedo which impacts temperature
- ❑ Coordinated with AC transit to improve bus service along corridor
- ❑ Improve economic activity in the Lake Merritt Parkway Commercial District



ATP 14th St Safe Routes in the City | Score = 86.5 Grant Matching Projects Approved by Council

- ❑ Road diet, transit boarding station, Class IV bike lane, pedestrian refugees
- ❑ Addresses safety conditions along high injury corridor
- ❑ Bikeway connection from West Oakland to Downtown
- ❑ Green infrastructure - storm rain gardens
- ❑ Encourages walking and transit use
- ❑ Tight deadline to meet grant requirements
- ❑ Project needs improved collaboration and required work

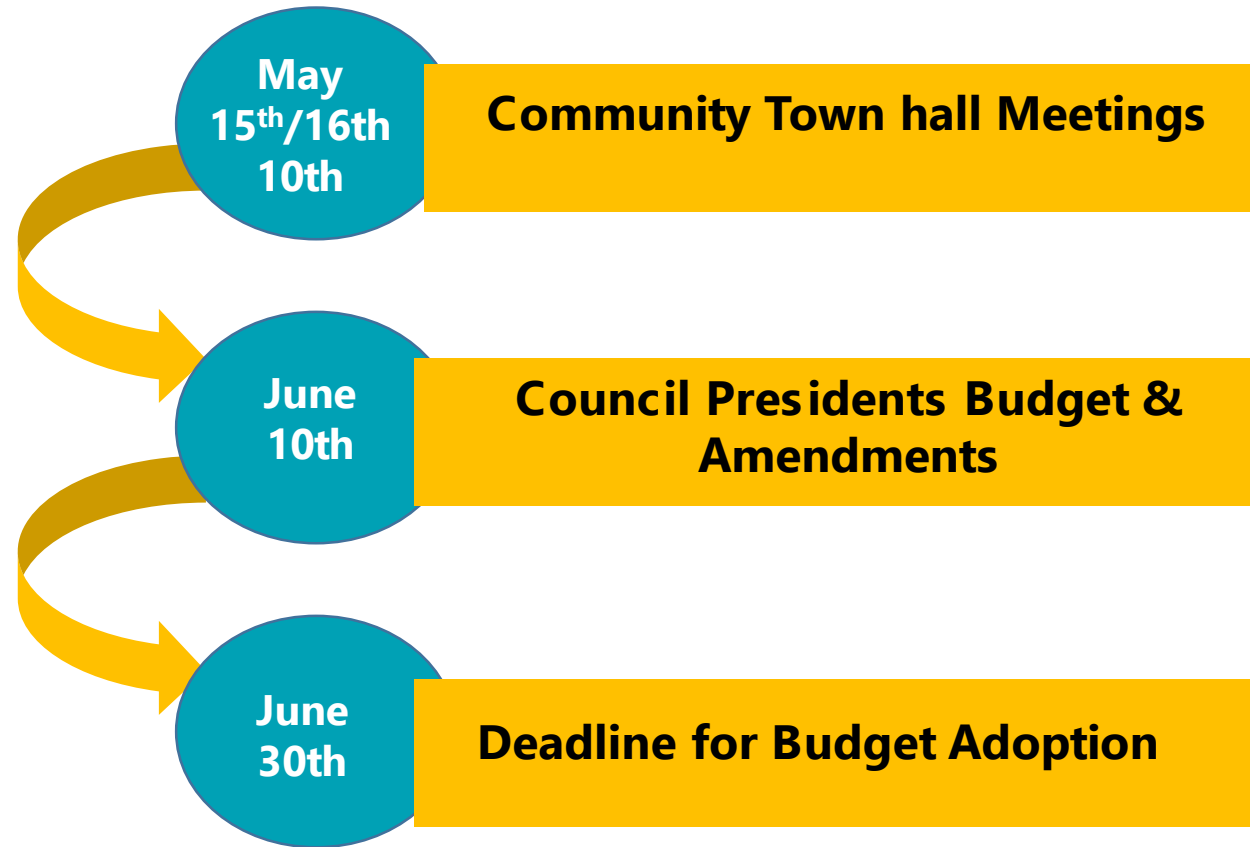
NOT RECOMMENDED PROJECTS

Transportation	Estimated Costs	Total Score
Plaza de la Fuente (Fruitvale BART)	12,166,000	74
Sidewalk Improvements (84th Ave, D St, G St & 92nd Ave)	10,500,000	74
Transit Priority Capital Improvements - Broadway	12,000,000	74
East Oakland Industrial Streets*	10,000,000	70
Adeline Safety Improvements	2,428,300	70
Pedestrian Lighting Installation	4,000,000	70
East Bay Greenway - Final Segment	14,000,000	69
Bancroft Greenway	10,000,000	68
Laurel District Commercial Street Improvement	2,000,000	68
Foothill Buffered Bike Lanes*	5,000,000	67
Webster/10th Ped Scramble	500,000	65
MLK Road Diet*	5,000,000	64

Transportation	Estimated Costs	Total Score
East Oakland Mobility Hubs Pilot	492,000	62
Downtown Specific Plan Transp. Improvements*	8,000,000	59
Middle Park Blvd Traffic Calming	1,500,000	59
5th Avenue Streetscape	5,000,000	56
Caldecott Tunnel Area Improvements	4,000,000	55
West Oakland Walk*	550,000	54
Replacement of existing lighting with LED fixtures	2,000,000	52
Intelligent Transportation System Program	2,000,000	47
Park Blvd Upper - Road Diet and Retaining Wall	1,010,000	44
16th/Embarcadero Safety Improvements*	1,000,000	41
Frontage Rd Median and Channelized Turn Lanes*	16,750,000	37
Antioch Court	750,000	31
TOTAL	130,646,300	

Partially Funded
 *= Public Request, New CIP

ADOPTION TIMELINE



LESSONS LEARNED

In-take/Submission Process

- Begin early
- Improve instructions/provide guidance to Departments before in-take begins
- Clarify/standardize response choices
- Better guidance on the intake form
- More time for Departments to review Public Requests

Public Intake Process Phase

- Workshop with communities in advance
- Standardize response choices

Prioritization Process Phase

- Evaluation consistency across all asset categories
- No organized process for recommended not funded projects
- Reconsider our funding mechanisms

QUESTIONS & ANSWERS

CIP Prioritization Factors	Criteria	OPW - Lincoln Sq. Rec. Ctr.	DOT: Lower Park Blvd Ped & Bike Enhancements
1) Equity (16 Points)	Project invests in historically underinvested communities. Project is located within 1/4 mile of a 100% affordable housing development(s).	16	16
2) Health and Safety (16 Points)	<ul style="list-style-type: none"> - Project provides health resources or opportunities specifically designed to reduce health and safety disparities. - Project addresses an immediate life safety risk, imminent environmental hazard or health threat. - Project improves the public health; it increases life expectancy, provides healthy living opportunities or increases access to community services. 	9	16
3) Community Investment and Economic Prosperity (13 Points)	<ul style="list-style-type: none"> - Project provides economic development resources and opportunities designed to reduce disparities; such as livable wage job and educational opportunities, employment readiness, and business ownership among low-income people and People of Color. - Project promotes economic development, neighborhood well-being and anti-displacement stabilization - Project creates, preserves or enhances existing cultural, historical or natural resources. 	13	10
4) Environment (11 Points)	<ul style="list-style-type: none"> - Project promotes urban greening, engages communities, empowers a broad range of stakeholders and promotes leadership for neighborhoods most in need. - Project improves natural environment or promotes sustainable neighborhoods by integrating green infrastructure, low impact design or other sustainable strategies. - Project promotes resiliency by reducing the emergency impact of natural disasters, including large-scale effects of climate change. 	11	8
5) Improvement (8 Points)	<ul style="list-style-type: none"> - Project improves or expands resources or opportunities specifically designed to reduce disparities. - Project improves or expands the level and quality of services; it improves the public welfare, enhances the well-being of people, wildlife, or property. 	8	8
6) Existing Conditions (13 Points)	<ul style="list-style-type: none"> - Project increases the usefulness, reliability, or productivity of the infrastructure, including network or system-wide benefits and/or prevents breakdowns. - Project reduces operations and maintenance capital expenditures or prevents more costly future repairs. - Project increases the useful life of the asset. 	9	13
7) Project Readiness (5 Points)	<ul style="list-style-type: none"> - Project design phase (feasibility study completed, schematic design completed, CEQA completed, right of way acquisition completed, regulatory compliance completed, construction drawings completed) - Project has significant barriers to completion, requires right of way acquisition, or necessitates State or Federal legislation. - Project has restrictive funding deadlines within current budget cycle. 	0.5	1.5
8) Collaboration (8 Points)	<ul style="list-style-type: none"> - Project is driven/planned by community members or groups who historically been overlooked, underrepresented or not heard from (i.e. youth, minority groups, single parent families, seniors, disabled etc. - Project is identified on an approved Oakland master, policy, area or community plan and/or has been identified via a public engagement process. - Project leverages existing funding sources, generate revenues or provide cost savings by collaborating with other projects or agencies. 	7	8
9) Regulatory Mandate (10 Points)	<ul style="list-style-type: none"> - Project improvement is legally mandated by court order, settlement or other legal obligation or reduces liability potential. - Project corrects a regulatory deficiency or brings infrastructure into compliance with current laws, regulations or policy. 	0	10
TOTAL SCORE		73.5	90.5

Oakland Bike To Work Day 2019

Bicyclist and Pedestrian Advisory Commission
May 16, 2019
Chris Hwang, Walk Oakland Bike Oakland
WOBO.org



**MAY
9
2019**

OAKLAND



**BIKE > TO > WORK
DAY**



COUNCILMEMBER PEDAL POOLS
TO DOWNTOWN STARTING AT 7AM



PANCAKE BREAKFAST & TRANSPORTATION FAIR
FRANK OGAWA PLAZA 7AM-9:30AM

#NoPolluteCommute

MORE INFO:
WOBO.ORG/BIKE-TO-WORK-DAY-2019



WOBO
WALK OAKLAND-BIKE OAKLAND



CITY OF OAKLAND





20,000 Bicycle commuters in Alameda & CC Counties

22 Oakland Energizer Stations

4,317 Bicyclists Counted, 800 in Frank Ogawa Plaza

3,010 Bike Bags Distributed

1 Proclamation



2
tries



5 of 8

City Councilmembers and 1 Elephant rode with 7 Commissioners in
7 pedal pools to City Hall



20

tabling organizations + 1
bus + 5 adaptive bikes + 1
car share + Bike Valet + 1
Fix-It Station

1000s of prizes

AC Transit, Alameda County Transportation
Commission, Amtrak San Joaquins, Bay Area Air
Quality Management District, Bay Trail Project, Bike
East Bay, BORP Adaptive Sports, Caltrans District 4,
City of Oakland - Rent Adjustment Program, Cycles of
Change, Downtown Streets Team, Ford GoBike (Lyft
Bikes and Scooters), GIG Car Share, Lane Lookout,
LIME Bikes & Scooters, LuckyDuck Bicycle Café,
Oakland A's, Oakland Public Library - Bike Library
Walk Oakland Bike Oakland

1,000

servings of pancakes, fruit, coffee, orange juice consumed



Photos by Malcolm Wallace

[malcolmwallacephotography.pixieset.com//
biketowork2019/](https://malcolmwallacephotography.pixieset.com//biketowork2019/)



WOBOW

WALK OAKLAND ← BIKE OAKLAND



San Pablo Avenue Corridor Project



Oakland BPAC

April 4, 2019

Cathleen Sullivan

Agenda

- Project Purpose and Goals
- Background
- Concept Development and Evaluation
- Next Steps



San Pablo Avenue Corridor



San Pablo Avenue Corridor Project

- Legend:**
- BART Station
 - BART Above/Below Ground
 - Capital Corridor Stations
 - Freight Rail and Capital Corridor Tracks
 - San Pablo Avenue Corridor
 - Freeways
 - Water
 - Parks/Open Space

Building on Many Planning Efforts

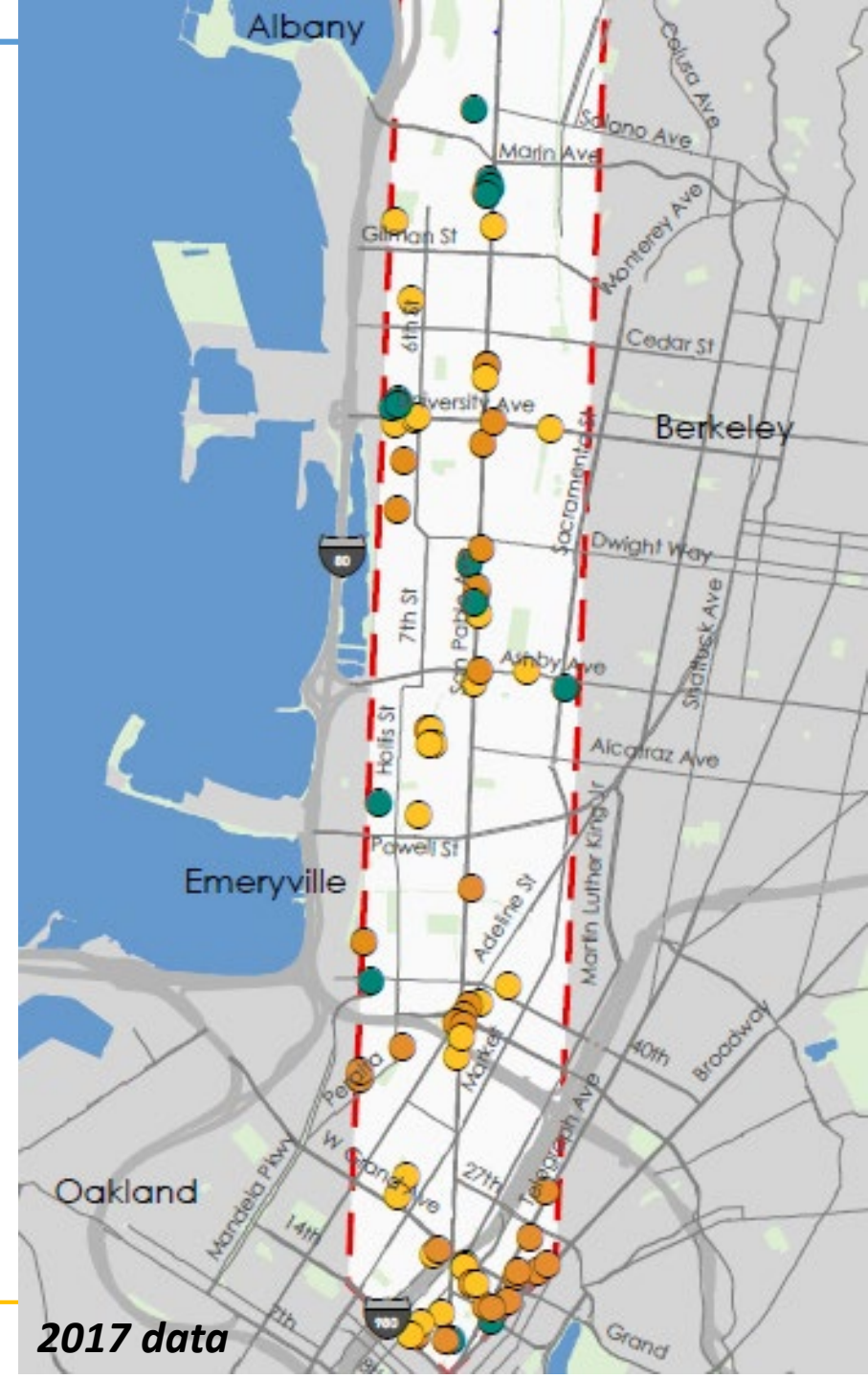


Growth in the Corridor

- The entirety of San Pablo Avenue, and some surrounding areas, are designated as Priority Development Areas
- The corridor is developing today

Recent, Planned, and Proposed Development Projects, by Type

- Commercial and Industrial ●
- Mixed-Use Residential ●
- Residential ●



2017 data

Project Purpose and Goals

The purpose of the San Pablo Avenue Multimodal Corridor Project is to improve multimodal mobility, efficiency, and safety in an effort to sustainably meet current and future transportation needs, and help support a strong local economy and growth along the corridor, while maintaining local contexts.

Goals

- Effectively and efficiently accommodate anticipated **growth**
- Improve **comfort and quality** of trips for all users
- Enhance **safety** for all travel modes
- Support **economic development** and adopted **land use policies**
- Promote **equitable** transportation and design solutions

Current Conditions - Highlights

- San Pablo Avenue is among the highest injury corridors in Alameda
- Auto performance is good for an urban arterial: reliable and high speed
- Auto travel time is 10-35% faster than Rapid bus
- Rapid bus (72R) is scheduled every 12 minutes, but 20%-25% of buses arrive more than 18 minutes after prior bus
- Significant loading activity; side streets are inadequate alternative
- Crossing conditions for pedestrians and bicyclists are poor
- 30% of trips on San Pablo Avenue are pass-through trips with no origin or destination in study area

Future (2040) Baseline Conditions

- With significant growth projected, future congestion will be much worse
- Intersections are a choke point today and will be worse in the future
- Bus travel time will nearly double
 - Reliability will get worse
- Increased pedestrian and bicycle activity anticipated

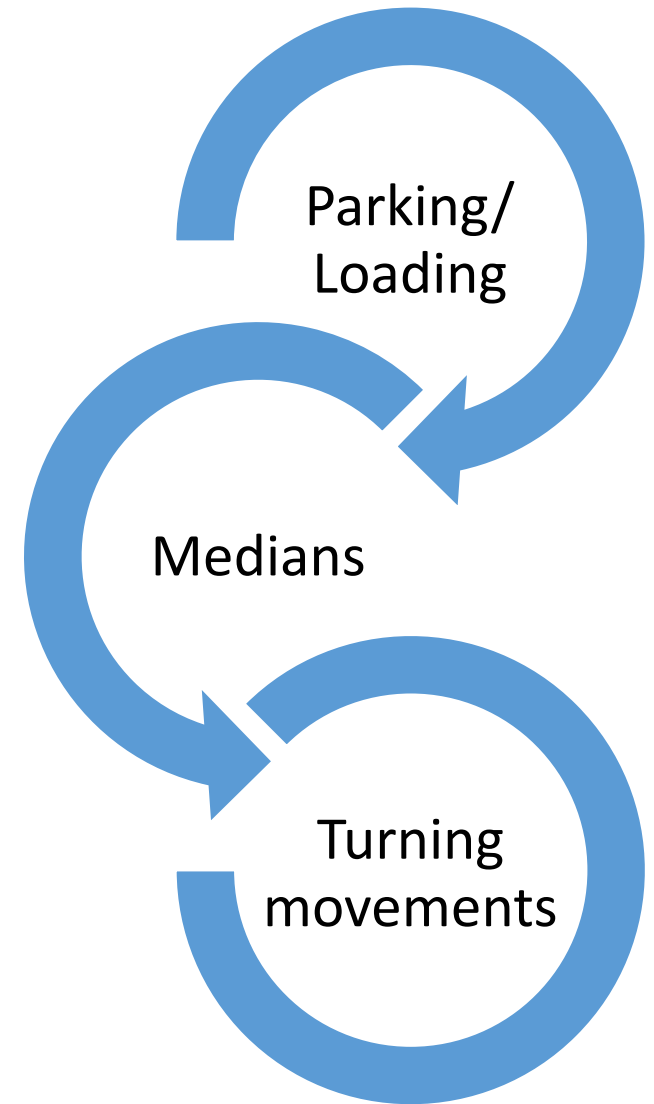
72 Rapid Corridor Travel Time (Southbound AM Peak Period)		
Existing Conditions	Baseline Future (2040)	Increase
60 minutes	115 minutes	55 minutes (192%)

Concept Development Framework

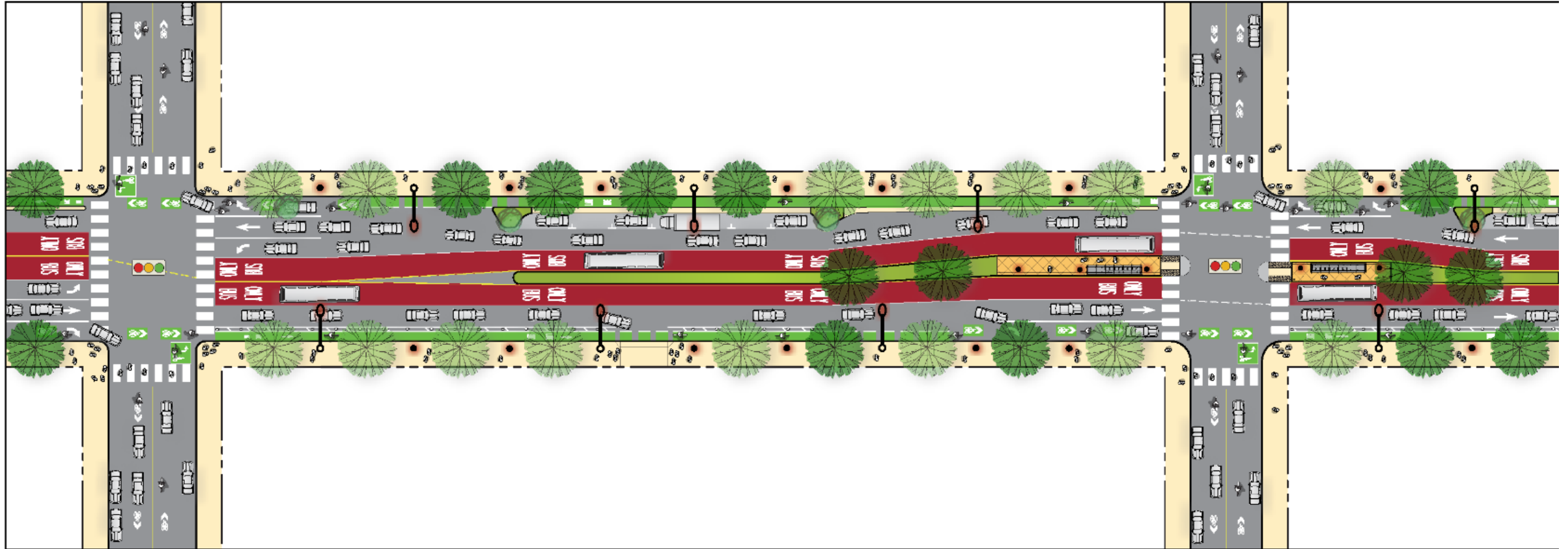
- Only utilize existing right of way – no major widenings or sidewalk reductions, 73-74' in Alameda County
- Intersections do not widen out and have more demands, therefore intersections dictate design feasibility
- Only way to implement a “road diet” is to create a bus lane to preserve bus performance
- Basic pedestrian safety improvements in every alternative

Concepts for Consideration

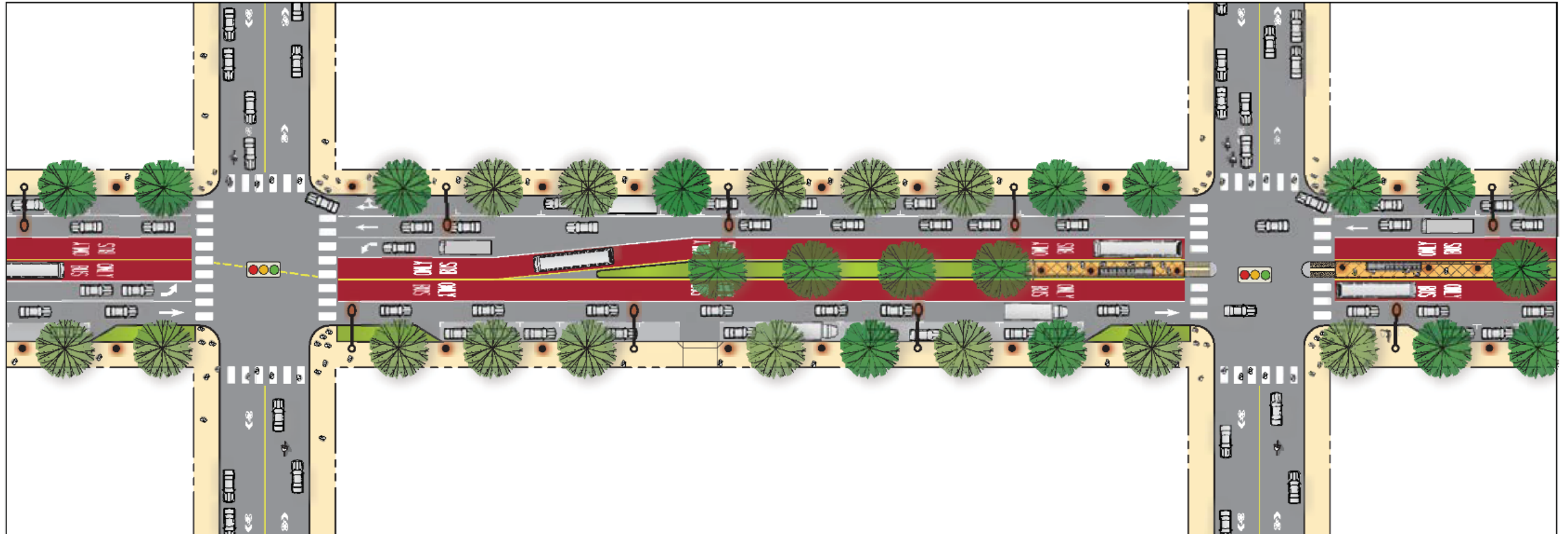
- **Concept A: Bus and Bike Lanes on San Pablo**
 - Dedicated bus lane and stations
 - One auto lane
 - Dedicated bike lane
- **Concept B: Bus and Managed Lane on San Pablo**
 - Dedicated bus lane and stations
 - Managed parking/auto lane in PM peak
 - Bike facility on parallel street
- **Concept C: Bike Lane on San Pablo**
 - Dedicated bike lane on San Pablo
 - Transit islands, queue jump lanes
 - Two auto lanes



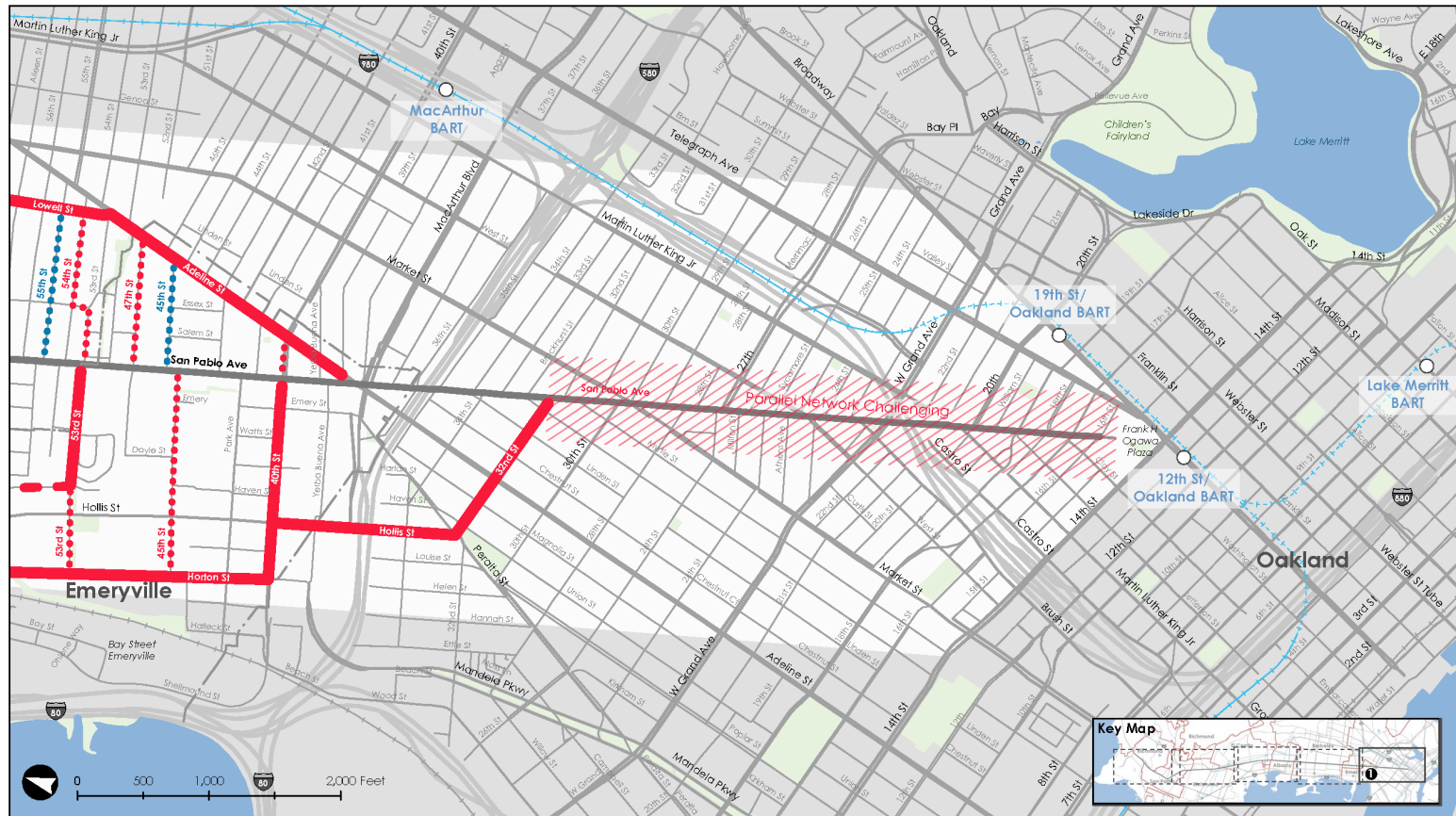
Concept A: Bus and Bike Lanes on San Pablo



Concept B: Bus and Managed Lane on San Pablo; Parallel Bike Facility



Parallel Bike Facility Options

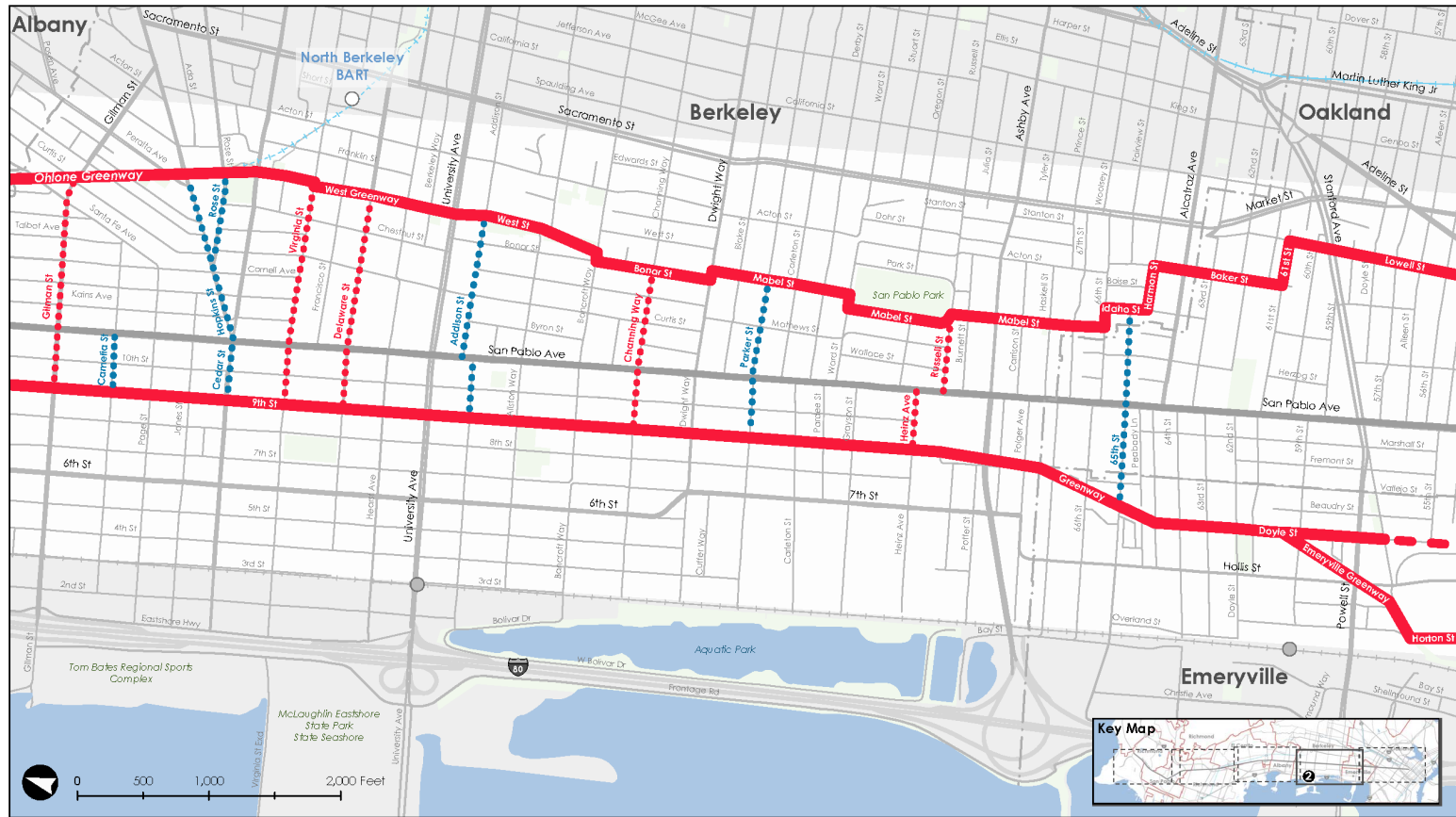


Legend:

- BART Station
- BART Above/Below Ground
- Capital Corridor Stations
- Freight Rail and Capital Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space
- Potential Parallel Bike Route
- Parallel Alignment TBD
- Parallel Network: Challenging
- Bike Route Connections to/from San Pablo
- Proposed Bike Route Connections to/from San Pablo (Based on current local plans)

San Pablo Avenue Corridor Project

Parallel Bike Facility Options



- Legend:**
- BART Station
 - BART Above/Below Ground
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San Pablo Avenue Corridor Project



Parallel Bikeway Network - 2
March, 2019

Parallel Bikeway treatments

- Neighborhood “Greenways”
- Striping to maximize safety for bicyclists
- Traffic calming
- Improved lighting

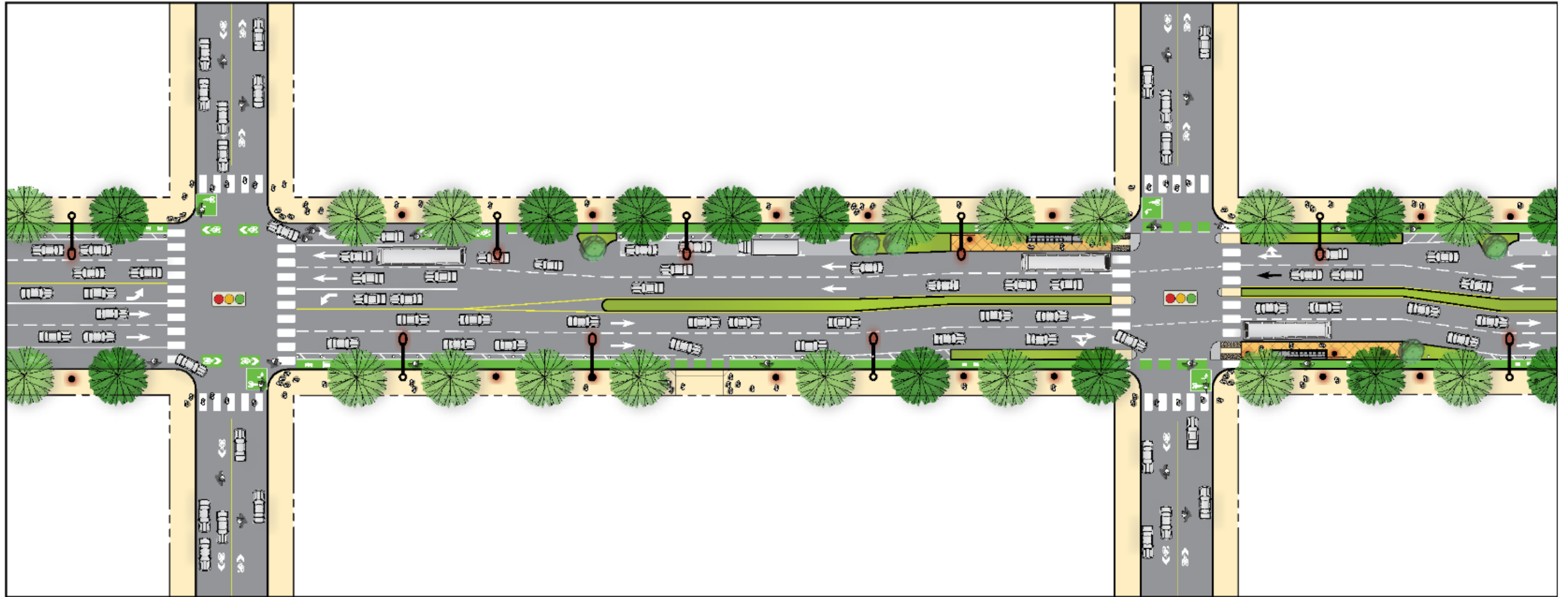


Parallel Bikeway treatments

- Improved intersections to prioritize bicycle route, improve safety
- Wayfinding signage
- Improved connections to/from, and crossings of, San Pablo
- Bike parking corrals at intersections



Concept C: Bike Lane on San Pablo



Overall Evaluation Findings

- Bus lane is necessary to preserve/enhance bus performance in congested future
- Dedicated bus lane creates significant auto diversion from San Pablo to other facilities, largely I-80 (~30%); Intersection delay likely to be worse
- Must preserve access to/from I-80 at major intersections
- Difficult to create a low-stress bicycle facility on San Pablo and preserve turn lanes for neighborhood access
- Curbside loading space supports businesses and ADA/senior accessibility
- Construction disrupts community and impacts businesses for short term

Additional Evaluation Findings: BIKE

- Parallel network can create low stress facility
- Bikes may still use San Pablo because destinations are there
- Best way to create a connected/continuous low-stress option in the corridor may be a hybrid
 - Bike facility on San Pablo in some segments (where inadequate parallel bicycle facility)
 - Parallel bicycle facility where viable street network exists

Next Steps

- April – May 2019: Public Engagement
 - Workshops
 - Tabling at events
 - Intercept surveys
 - Online survey: <http://bit.ly/sanpabloave-survey>
- Early Summer 2019: Select option(s) to advance
 - Could be hybrid or variation of Concepts presented today
- Summer 2019: More detailed project development and start environmental process

Q & A



History/Schedule

