

CITY OF OAKLAND



DALZIEL BUILDING . 250 FRANK H. OGAWA PLAZA . SUITE 4314 . OAKLAND . CALIFORNIA . 94612
Department of Transportation
Safe Streets Division

Bicyclist and Pedestrian Advisory Commission, Policy and Legislative Committee Special Meeting Agenda Tuesday, November 12th, 2024; 5:30-7:10 pm City Hall, Hearing Room 4

BPAC Home Page: www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission

Resources for Commissioners: <https://www.oaklandca.gov/resources/resources-for-bpac-members>

Previous Meeting Information and Minutes: <https://www.oaklandca.gov/meeting/august-2023-bicyclist-pedestrian-advisory-commission-bpac-policy-and-legislative-committee-meeting>

Commissioner Members *(Co-chairs in bold)*
Alex Frank, David Ralston, **Nick Whipps**

Community Members *(Co-chairs in bold)*
Kevin Dalley

This is an in-person meeting. People participating in the meeting must attend in person. Remote participation including public comment via teleconferencing is not available at this time. Hybrid meetings may commence once the City of Oakland has established meeting procedures and allocated resources for simultaneously supporting in-person and remote participation. All Commission meetings will include procedures to comply with the open meeting requirements of the City's [Sunshine Ordinance](#) and the State's [Brown Act](#).

If you have any questions, please email Pierre Gerard (PGerard@oaklandca.gov) or Noel Pond-Danchik (NPond-Danchik@oaklandca.gov), staff liaisons to the Commission.

PARTICIPATION INSTRUCTIONS

Enter City Hall at the entrance on 14th Street. After receiving a security screening, proceed forward and either to the right to the elevators, or to the stairs farthest from the 14th Street entrance, on the left. Hearing Room 4 is located on the 2nd floor of City Hall on the side of the building farthest from 14th Street. There will be a sign-in sheet and paper agenda packets for participants.

There is public bicycle parking in the [Dalziel Garage](#) and [throughout Frank H. Ogawa Plaza](#), including 12 [BikeLink](#) eLockers at [the corner of 14th Street and Broadway](#).

To request security escort services anywhere within Frank Ogawa Plaza and locations outside the Plaza within a two- to three-block radius, please visit the City Hall security station. The escort can assist visitors to the 12th Street BART Station stairway/elevator, the Dalziel Garage elevator inside 250 Frank Ogawa Plaza, the City Center West parking garage, and other public parking garages in the nearby area. Escort services are available until 11:30 pm every night and extended on nights coinciding with City Council meetings.

To access the Dalziel Garage elevators inside 250 Frank Ogawa Plaza, please visit the City Hall security station to request access to the gated wheelchair-accessible exit behind City Hall and exit through the gate across from the elevator entrance to the left of the front doors to 250 Frank Ogawa Plaza.

Time	#	Topic
5:30	1	Introductions and Updates on Previous Agenda Items (5 minutes)
5:35	2	Public Comment (10 minutes) - Members of the public may comment on any issue within BPAC Policy and Legislative Committee's subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. To request City services, please contact the City of Oakland Call Center; information at www.oaklandca.gov/services/oak311 .
5:45	3	Goals for Policy and Legislative Committee Attachment (15 minutes) – Determine and review the goals for the Policy and Legislative Committee.
6:00	4	<p>General Plan Update Overview Attachment (30 minutes) – The City of Oakland is currently updating its General Plan and wants to hear from community members. The Oakland General Plan Update will set forth a vision for Oakland's future development that reflects community priorities and values. We aim to create livable and connected neighborhoods where people have access to everything they need, such as grocery stores, entertainment, stores, libraries, parks, and safe transportation. Once adopted in 2026, the General Plan will guide the city's development for the next 20 years.</p> <p>The Oakland General Plan Update process has two phases. Phase I began in November 2021 and concluded in October 2023. We adopted the Housing, Environmental Justice, and Safety Elements. Phase 2, initiated in Fall 2024, focuses on the Land Use and Transportation Element (LUTE), Open Space, Conservation, and Recreation (OSCAR) Element, Noise Element, and the Infrastructure and Capital Facilities Element.</p> <p>The LUTE designates the kinds, location, and intensity of land uses, as well as appropriate zoning controls to achieve development policies. It also sets the policy foundation for a safe and reliable transportation system that facilitates the efficient movement of goods and people. Planning Bureau staff will provide an overview of the General Plan Update, with a focused discussion on the LUTE's role in promoting active transportation and welcomes feedback from the BPAC.</p>
6:30	5	Pedestrian Plan Update Attachment (30 minutes) – Staff from the Oakland Department of Transportation, Bicyclist & Pedestrian Program, Safe Streets Division, will present and request input on updating the City of Oakland Pedestrian Plan. Oakland's first Pedestrian Plan was adopted in 2002 (https://www.oaklandca.gov/resources/2002-pedestrian-master-plan) and was updated in 2017 (www.oaklandca.gov/resources/pedestrian-plan-update).
7:00	6	Future Agenda Item Suggestions Attachment (10 minutes) – Determine agenda items for next few meetings: February 10 and May 12, 2025, and beyond.



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin, or Spanish interpreter, please email bikeped@oaklandca.gov or call (510) 238-6313 or 711 (for Relay Service) at least five (5) working days before the meeting. Please refrain from wearing scented products to this meeting as a courtesy to attendees with chemical sensitivities.

Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete en español, Cantones, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a bikeped@oaklandca.gov o llame al (510) 238-6313 o al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

會場有適合輪椅出入設施。需要殘障輔助設施，手語，西班牙語，粵語或國語翻譯服務，請在會議前五個工作天電郵 bikeped@oaklandca.gov 或致電 (510) 238-6313 或 711 (電話傳達服務)。請避免塗搽香氛產品，參加者可能對化學成分敏感。請避免塗搽香氛產品，參加者可能對化學成分敏感。

Địa điểm tổ chức cuộc họp có đường dành riêng cho xe lăn. Để yêu cầu các phương tiện hỗ trợ phục vụ người khuyết tật hoặc yêu cầu thông dịch viên ASL, tiếng Quảng Đông, tiếng Quan Thoại hoặc tiếng Tây Ban Nha, vui lòng gửi email đến địa chỉ bikeped@oaklandca.gov hoặc gọi đến số 711 (với Dịch vụ Tiếp âm) ít nhất năm (5) ngày làm việc trước khi cuộc họp diễn ra. Vui lòng không sử dụng các sản phẩm có mùi thơm khi tham gia cuộc họp này như một phép lịch sự đối với những người tham dự nhạy cảm đối với các chất hóa học.

The City of Oakland Bicyclist and Pedestrian Advisory Commission (BPAC) Policy and Legislative Committee is composed of BPAC Commissioners and other volunteer members of the public. This Committee examines Oakland's streets through the lens of safety and movement challenges faced by pedestrians and bicyclists, and makes policy suggestions that city agencies can implement to address these issues.

These meetings are held in public once per quarter, at which topics for subcommittees, which meet ad-hoc for specified periods of time to develop policy recommendations to be presented at the full committee, are decided upon. The quarterly meeting will follow all the requirements for a commissioner meeting, including proper noticing and minutes, and will be held in person.

During the quarterly meeting, the committee will discuss which topics to pursue, continue or close. Ad-hoc working groups will have the freedom to choose how and when they meet in the interim.

Agenda materials, presentations and schematics are distributed in advance of meetings when possible, to assist committee members with formulating questions and ideas. All presentation items used will be linked from the individual meeting notes documents, for public information purposes and as a historical record of the committee meetings, along with the written notes provided.

Topics are prioritized and selected for review by the committee using a number of factors. These factors include but are not limited to:

- Urgency: The risk a situation presents;
- Policy Relevance: Whether the issue can be solved with a change to city agency policy;
- Public interest: As expressed at BPAC meetings or via requests from the public to Commissioners, staff, or elected officials;
- Safety: Whether there is a history of injuries from the policy failure, or significant risk presented.

Meeting date	Projects reviewed	Comments
8/14/2023	Inaugural Meeting	Minutes and recording: www.oaklandca.gov/meeting/august-2023-bicyclist-pedestrian-advisory-commission-bpac-policy-and-legislative-committee-meeting
11/13/2023	[Canceled]	
2/12/2024	Election of Committee (Co-)Chair(s), Ad-hoc Committee on Fire Code Amendments, Oakland General Plan Update, Committee Goals	Minutes and recording: www.oaklandca.gov/meeting/february-2024-bicyclist-pedestrian-advisory-commission-bpac-policy-and-legislative-committee-meeting
5/13/2024	[Canceled]	
6/10/2024	Special Meeting [Canceled]	
8/12/2024	Committee Organization & Discussion/Election of Committee Chair and Vice-Chair, Bicyclist and Pedestrian Severe Injury and Fatality Crash Reporting, Service Requests, Oakland General Plan Land Use and Transportation Element Update Discussion	Recording: www.oaklandca.gov/meeting/august-2024-bicyclist-pedestrian-advisory-commission-bpac-policy-and-legislative-committee-meeting



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Bicyclist and Pedestrian Advisory Commission, Policy and Legislative Committee

Committee Goals

BPAC Home Page: www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission

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Determining issues	3
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Sending policies and legislation to council	3
1. When do we send policies and legislation to Public Works and Transportation or to the council?	3
2. Is it appropriate to send some policy suggestions to OakDOT rather than to council or committee?	3
Communication with committee	3

Overview

This is an attempt at deciding how to run and organize the BPAC Policy and Legislative Committee.

Establishment of BPAC and Policy and Legislative Committee

Here's some background of the establishment of BPAC and the Policy and Legislative Committee.

In the resolution which established BPAC, the city council included tasks for BPAC related to policy:

- The purpose of BPAC includes providing advice to the City Council on bicyclist- and pedestrian-specific policies.
- BPAC shall provide annual reports to the Public Works [and Transportation] Committee ... to identify key policy issues affecting the safety of and access for bicyclists and pedestrians in Oakland.

Establishment of BPAC

BPAC was established February 4, 2014 by the City Council. Here are some excerpts of the resolution.

Section 2. The purpose of the Bicyclist and Pedestrian Advisory Commission is to advise City Council and staff on bicyclist- and pedestrian-specific policies, projects, and programs, and on the accommodation of bicyclists and pedestrians in all transportation plans, policies, projects and programs. The Commission shall serve as a resource to City staff and a forum for the public's participation in and review of the City's efforts to improve the safety and access of walking and bicycling in Oakland. The duties and functions of the Commission are as follows:

- a. Review and advise on proposed projects for Transportation Development Act Article 3 funding;
- b. Provide input to staff on the expenditure of Measure B Bicycle & Pedestrian Pass-through funds.
- c. Provide input to staff in implementation of the Bicycle Master Plan, the Pedestrian Master Plan, and other related Plans.
- d. Identify projects and plans that are pertinent to the Commission's purpose and prioritize those projects and plans for design review by the Commission

Section 9. The Chair of the Public Works Committee of the City Council shall serve as a liaison between the Bicyclist and Pedestrian Advisory Commission and the City Council. The Commission shall provide annual reports to the Public Works Committee of the City Council to summarize the Commission's work over the course of the year and to identify key policy issues affecting the safety of and access for bicyclists and pedestrians in Oakland.

BPAC purpose statement should be revised to include reference to advise city council and staff on policies, policies, and programs.

Establishment of Policy and Legislative Committee

June 2023 BPAC meeting establish Policy and Legislative Committee

At this time, the Policy and Legislative Committee was renamed from Legislative Committee

By-Laws, City of Oakland, Bicyclist & Pedestrian Advisory Commission

From the BPAC by-laws:

Committees can be formed by an action of the BPAC selecting two to four commissioners to serve on the committee. The appointed commissioners can select up to three additional non-commissioners as members of the committee. The action forming the committee shall specify the charge and duration of the committee.

Goals for Committee

Establish membership

The committee may have up to 4 commissioners as members, and up to 3 community members.

Currently there are 3 commissioner members, though Alex will be leaving the commission at the end of the year:

Alex Frank, David Ralston, **Nick Whipps**

Up to 2 additional commission members may join. Jimmy Jessup is interested, and there are new commissioners joining BPAC soon.

The community members need to be established. The latest agenda lists 7 community members, which is more than is allowed. Anyone from the community may attend, and be placed on the mailing list.

Anwar Baroudi, Ajah Burts, **Kevin Dalley**, Caleb Jones, Alison Knowles, Natalie Mall, Robert Prinz

Minutes

How do we create minutes?

Meeting frequency

Is once a quarter frequent enough for meetings? Does this depend upon the number of pending agenda topics?

Determining issues

How do we determine issues?

When do we spin off ad hoc committees?

Do ad hoc committees work for this committee?

From the inaugural meeting:

How do we determine topics:

- Urgency (risk a situation presents)
- Policy relevance → not every bicyclist/pedestrian safety issue is a policy issue.
 - Policies or lack thereof
- Public Interest
- History

The goal is to have a priority list of topics to work on.

How do we want to operate?

- Elevate which topics we want to focus on.

Tracking issues

Sending policies and legislation to council

1. When do we send policies and legislation to Public Works and Transportation or to the council?
2. Is it appropriate to send some policy suggestions to OakDOT rather than to council or committee?

Communication with committee

Is it possible to create a mailing list for communicating with the committee and interested persons?

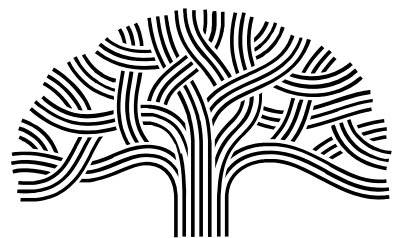
If so, the mailing list should be readable by anyone, as a matter of Brown Act and Oakland Sunshine.

General Plan Update (GPU) Phase 2 Overview

**Presentation to the Policy and Legislative
Committee of the Bicyclist & Pedestrian
Advisory Commission (BPAC)**

November 12, 2024

Planning and Building Department



**CITY OF
OAKLAND**



Agenda

- General Plan Background
- Land Use & Transportation Element (LUTE)
 - Background
 - Transportation Related Topics
 - Community Interests
- Process and Next Steps
- Discussion

General Plan Background

City of Oakland Team

Management Team

- Joanna Winter, Planner IV, Phase 2 Project Manager
- Laura Kaminski, Strategic Planning Manager
- Tarisha Bal, Deputy City Attorney

Land Use and Transportation Element (LUTE)

- Lakshmi Rajagopalan and Michelle Matranga, Strategic Planning Co-Leads
- Charlie Reem, OakDOT Lead

Noise Element

- Ruslan Filipau, Lead

Infrastructure and Capital Facilities Element

- Daniel Findley, Lead

Open Space, Conservation, and Recreation (OSCAR) Element

- Khalilha Haynes, Lead

Community Engagement

- Khalilha Haynes and Aaron Lehmer, Technical Communications Specialist

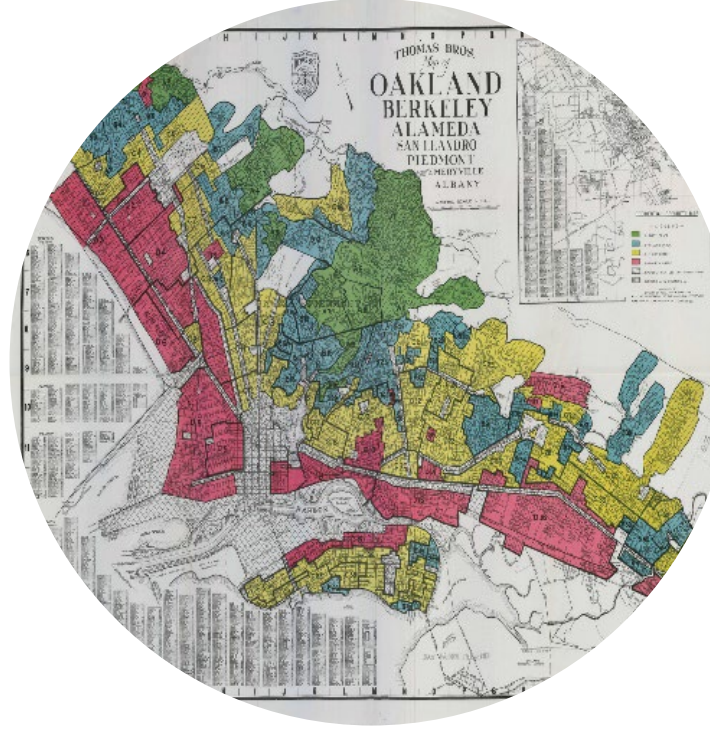
General Plan Advisory Committee (GPAC)

- Timothy Green, Lead

What is a General Plan?



**Constitution for
development and
conservation**



**Opportunity to reduce
racial inequities and
engage the community in
the planning and
decision-making process**



**Identifies challenges
and accomplishments,
and provides direction
for future development**

Phased Update

PHASE 1:
2020-2023



PHASE 2:
2023-2026



Active Transportation Policy Direction for the LUTE

Environmental Justice Element

- **EJ-A.28** Include policies that promote a fine-grained neighborhood land use pattern that encourages getting around without a car.
- **EJ-A.29** Include policies related to bicyclist, pedestrian, and roadway improvements that prioritize safety and comfort of non-auto users.
- **EJ-A.30** Develop an active citywide greenway network that will connect communities between Oakland's neighborhoods, parks on the Bay shoreline, and regional parks. Identify zones in need of green infrastructure investments.

Safety Element

- SAF-A.24** Include policy recommendations from the West Oakland Truck Management Plan:
- Traffic calming to keep truck traffic off residential streets
 - Improve truck route signage
 - Identify preferred routes for vehicular traffic
 - Modify truck routes and prohibited streets



Oakland 2045
**Oakland Environmental
Justice Element**
Adopted September 26, 2023
Resolution #: 89907 C.M.S



Oakland 2045
Oakland Safety Element
Adopted September 26, 2023
Resolution #: 89907 C.M.S

Land Use & Transportation Element (LUTE)

Land Use and Transportation Element (LUTE)

Land Use: How Oakland will grow and change, and what will be preserved and maintained

- Population, housing, and economic development/jobs
- Kinds, locations, and intensities of land uses (zoning)
- Arts, history, and culture
- Intentional Focus on neighborhood needs and social equity

Transportation: How destinations in Oakland and beyond will be linked and connected

- Movement of people and goods
- All modes and transportation systems
- Transportation system safety, comfort, convenience, and accessibility
- Reducing greenhouse gases

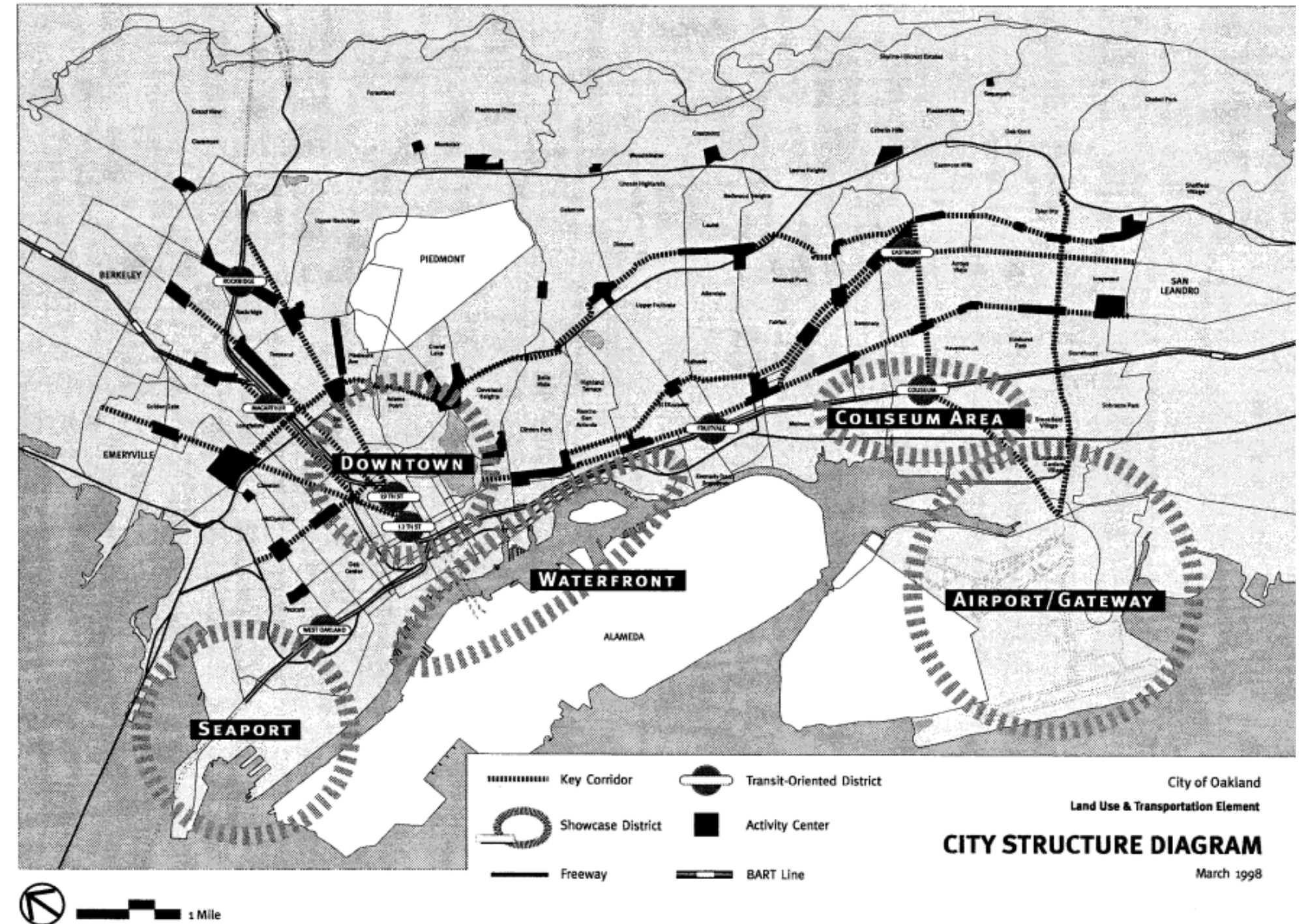


Background: Land Use and Transportation Element

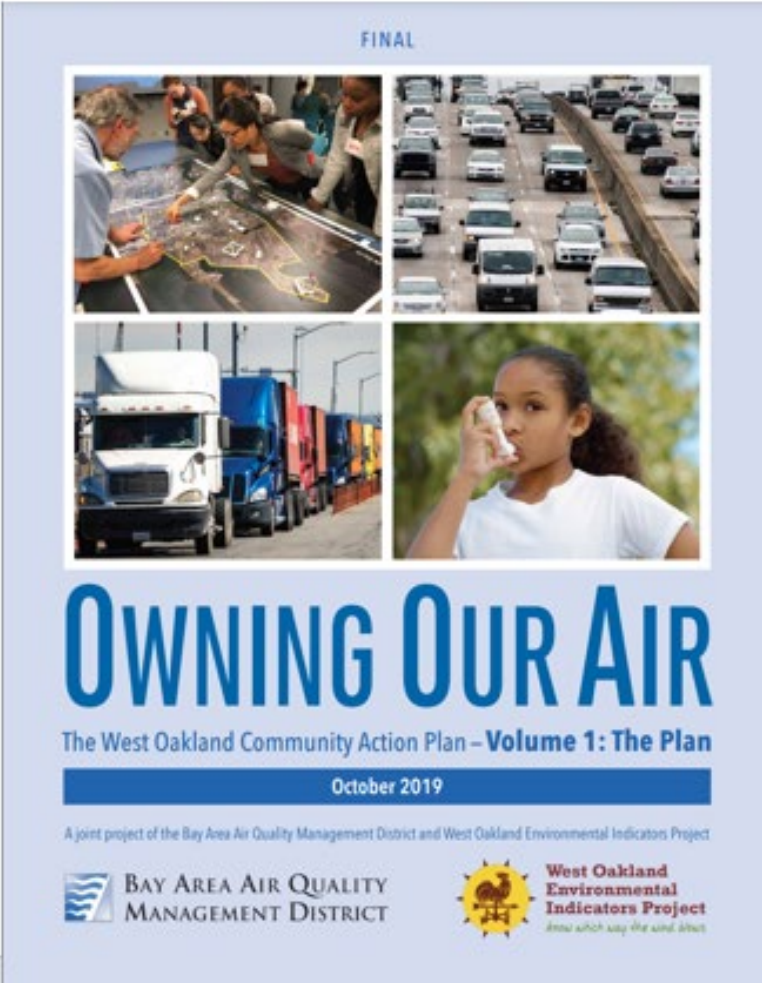
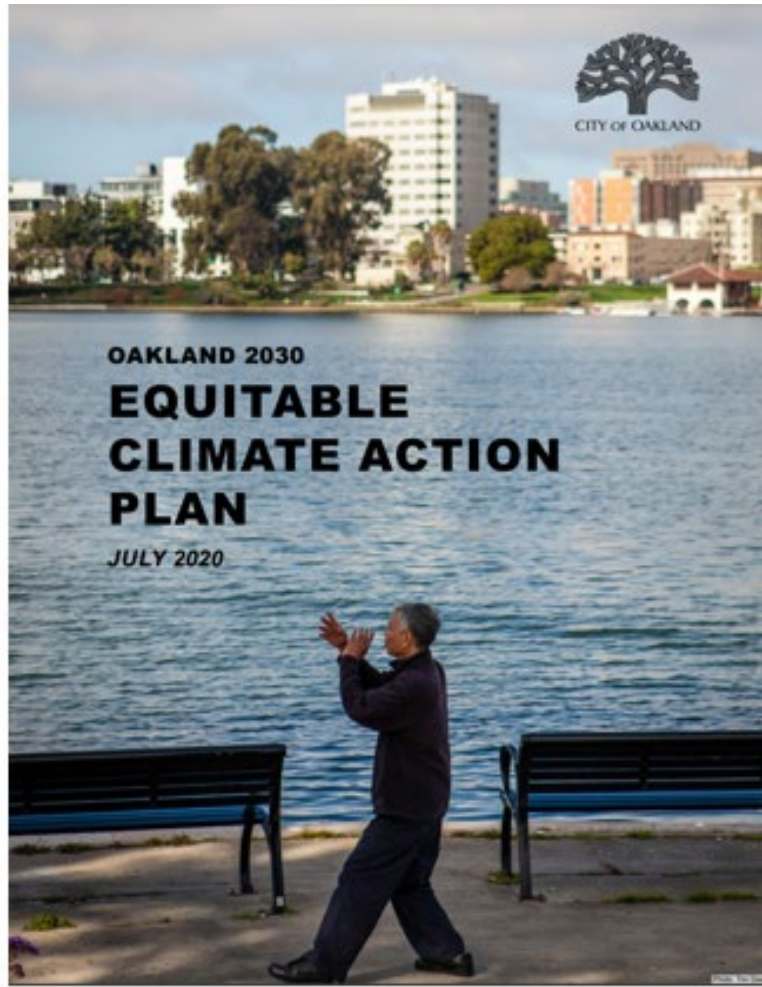
Last comprehensively updated
in 1998

Previous areas of focus:

- Industry and commerce
- Transportation and Transit-Oriented Development
- Downtown, Waterfront and other showcase areas
- Neighborhoods



Recent Planning Efforts



LUTE Update: Big Picture Questions

- How can we create more **equitable distribution** of opportunity in our neighborhoods?
- How can we make it easier, safer, and more accessible for people to get where they need to go **without a car**?
- How can transportation policies promote **economic development** ?
- How can transportation policies support **climate action**?
- How can transportation policies **advance racial and social equity**?
- How can the plan build upon existing work and **community planning efforts** and **priorities**?



LUTE Update: Transportation Focus

Increasing focus on:

- Access and proximity to destinations and essential amenities
 - Walkable, livable neighborhoods
 - Human-scale urban design and placemaking
- Greenhouse gas emissions and air quality
- Emerging technology and Intelligent Transportation Systems
- Equity
- Safety/Vision Zero
- Regional Connectivity (Link21)



LUTE Update: Transportation Guidance

Related laws and policies:

- Complete Streets (AB 1358, 2008: must plan for multimodal transportation networks)
- Greenhouse gas reduction targets (AB 32 and SB 32)
- Coordinating land use, transportation, and housing planning (SB 375)
- Shift in CEQA evaluation from LOS to VMT (SB 743)
- Air quality (AB 617)
- Evacuation planning (SB 99 and AB 747)
- Regional Transit Oriented Communities Policy (MTC/ABAG)



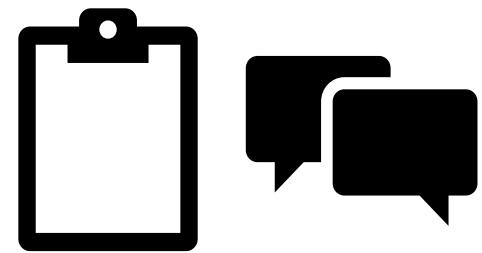
Issues of Interest from Recent Engagement

- Street safety and reducing collisions
 - Traffic/safety issues around schools
- I-980 redevelopment
- Link21
- Supporting zero-emissions trucks
- Equity & truck routes (I-580 study)
- Goods movement
- Road Maintenance
- Pedestrian environment/streets as placemaking
- Slow streets/flex streets
- Universal design
- Micromobility
- Infill transit stations
- Transit accessibility
- Transit planning for a variety of trip types
- How to allocate funding and distribute transit line service
- Needs based, low-cost fares for BART
- BRT on highways
- Subsidized fare for last mile/universal basic mobility benefits
- Utilize existing unused parking spaces/monetize spaces

Process and Next Steps

Phase 2 Timeline

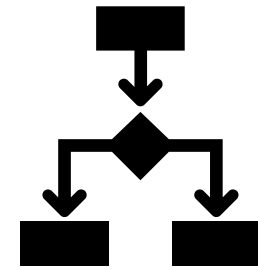
FALL 2024
(NOW)



Initial Engagement

Build on Phase 1 input and get thoughts on Phase 2 issues and strategies

WINTER 2024 –
SPRING 2025



Develop Alternatives

Evaluate different options, concepts, and tradeoffs to achieving community goals

SPRING 2025 –
SUMMMER 2025



Preferred Alternative

Combine preferred alternatives concepts into the Preferred Plan

SPRING 2025 –
SUMMMER 2025



Element Development

Using community input, develop elements for public review

SPRING 2025 –
SUMMMER 2025



Hearings and Adoption

Elements go to decisionmakers for consideration

**Community engagement opportunities and feedback loops (where the City shares how input has been incorporated) to occur at all steps*

Community Engagement



Image: Deeply rooted youth fellows and Unity council members at the Oakland General Plan table, Source: Karla Guerra



A. "Karlem" Khan, @ak2webd3, and Jessica Lee, @jessicazlee, discuss their vision for Oakland's future @oaklandasiansc.



Focus on Oakland's most impacted residents

- Working class communities
- Communities of color
- Unhoused
- Formerly incarcerated
- Youth
- Communities experiencing environmental injustices

Engagement Events:

- Tabling at Existing Community Events
- Neighborhood and Townhall Workshops
- Discussion Groups
- Decisionmaker Meetings
- Online Engagement

Community Engagement & Next Steps

Current - Initial Engagement & Data Assembly

- Assembly of Interdepartmental Teams and General Plan Advisory Committee (GPAC)
- Round 1: Town Hall Meetings and Presentations to Boards & Commissions
- Pop-up/events tabling
- Online and in-person survey

Deliverables: Baseline Assessment, Opportunity Sites evaluation

Next – Alternatives Development & Evaluation, and Ground Truthing

- Ongoing Interdepartmental and GPAC Meetings
- Round 2: Town Hall Meetings and Presentations to Boards & Commissions
- Ongoing pop-up/events tabling
- Focused workshops, charettes, and targeted engagement
- Online and in-person survey

Deliverables: Equity Analysis, Draft Alternatives and Preferred Alternative

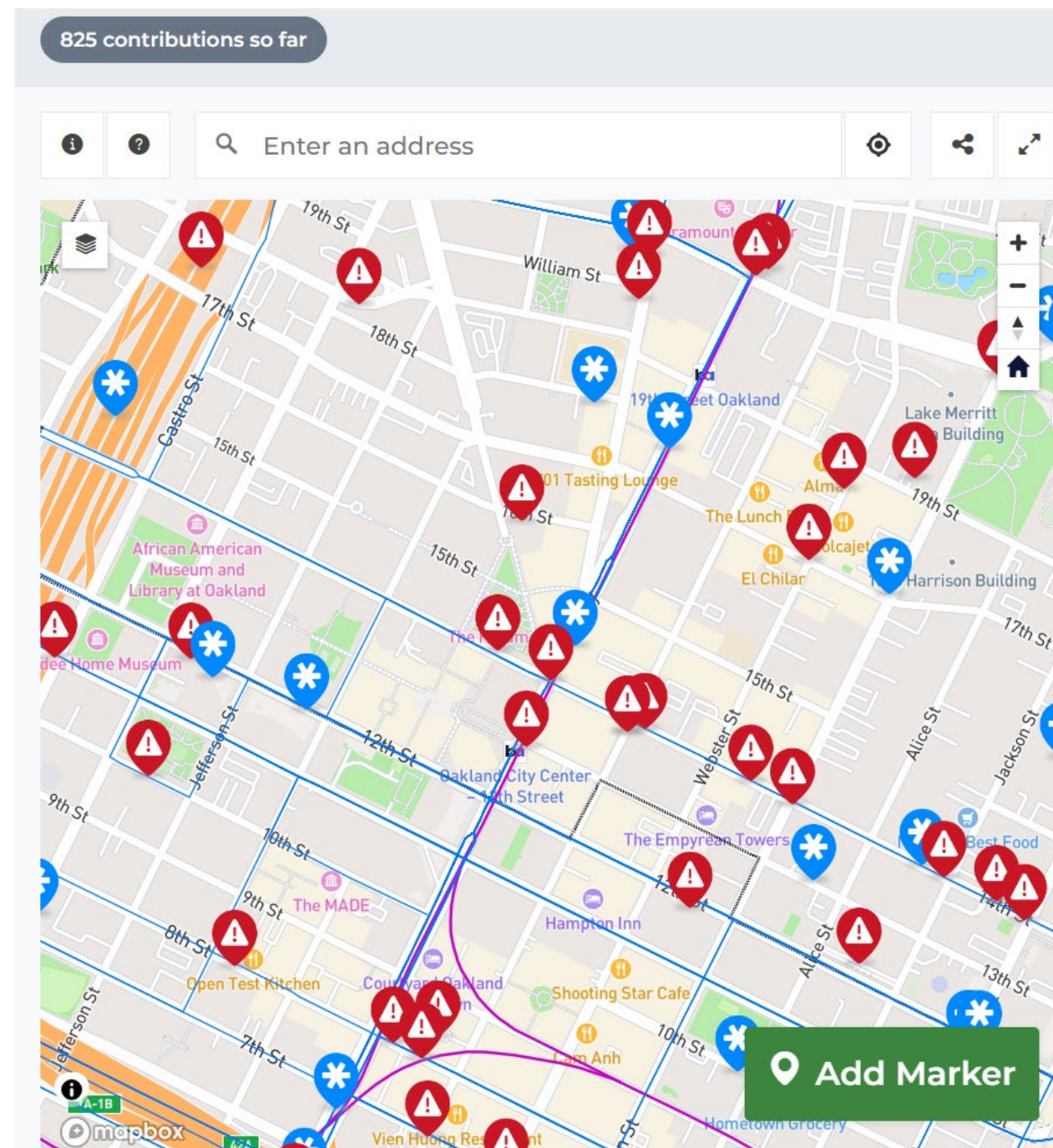
Spring 2025 – Alternative Refinement; Element Development (Vision and supporting goals, policies, and implementation measures); EIR Update

Question 12. Transportation Issues and Solutions

What transportation-related issues exist in your neighborhood? For example,

- Buses don't come often
- No shade at bus stops
- Not enough parking
- Schools backup traffic
- Vehicle collisions or speeding
- Abandoned vehicles
- Scooters block the sidewalk, etc.

What ideas do you have to improve issues in your neighborhood?



How will we coordinate to align the LUTE and the Pedestrian Plan updates?

- **Interdepartmental Coordination Meetings**
- **General Plan and Pedestrian Plan Update Coordination**
 - Plan updates
 - LUTE development to occur once an alternative is identified (Spring/Summer 2025)
 - Coordinated outreach – walking tours
 - Data sharing

What is BPAC's role in General Plan development?

- Policy and Legislative Committee/LUTE team working sessions
- Presentations to the full BPAC for feedback on key deliverables
- General Plan Advisory Committee (GPAC) Liaison

Discussion

Discussion Questions for BPAC

- How can the LUTE build upon existing work and community planning efforts and priorities?
What other efforts should we be aware of?
- Of the issues the BPAC has identified, what solutions or transportation policies are appropriate for the LUTE versus the Pedestrian Plan?
- What are potential land use and transportation conflicts with BPAC Priorities?



Contact Us:

Joanna Winter, Planner IV, Phase 2
Project Manager
JWinter@oaklandca.gov

Michelle Matranga, Planner III,
LUTE/Transportation Co-Lead
MMatranga@oaklandca.gov

Visit the General Plan Update website for more information and to sign-up for regular updates:

oaklandca.gov/topics/general-plan-update

BPAC Policy and Legislative Committee Meeting

November 12, 2024

Oakland Walks!

Pedestrian Plan Update

Bicycle & Pedestrian Program

Safe Streets Division

City of Oakland
Department of Transportation



Background



City of Oakland

- Citywide “big picture” plan for improving pedestrian safety and access
- Required by the Alameda County Transportation Commission (ACTC) for receiving Measure BB sales tax and Vehicle Registration Fee funds
- Each Pedestrian Plan is a standalone document but adopted as part of the Land Use and Transportation Element of Oakland’s General Plan
- Building on the:
 - 2002 Pedestrian Plan – one of the first in the nation
 - 2017 Pedestrian Plan

Our Update Approach

- Make it **useful**
- Keep it **short**
- Build on **the best of 2002 and 2017 Plans** while...
- Addressing **new ideas and issues**
 - e.g., Essential Places, Slow Streets, COVID impacts on travel patterns
- **Partner with community-based organizations** for activity-based outreach

2017 Plan: Policy Framework

Policy Framework

The following graphic outlines how the Plan's organization. The vision, goals, and actions provide the foundation of the Plan. Each action is evaluated by one or more of the four goals.

Vision

The desired outcome from the 2017 Pedestrian Plan.

Vision

Oakland will be a place where vibrant, safe and attractive streets give everyone the opportunity to walk to their destinations and to enjoy the convenience and health benefits of walking.

Goals

Four goals outline how Oakland will achieve the Plan's vision (p.13).



Safety



Equity



Responsiveness



Vitality

Outcomes

Five outcomes guide the Plan's implementation and are accompanied by discrete action items (p.14).

Outcome 1:

Increase Pedestrian Safety

Outcome 2:

Create streets and places that promote walking.

Outcome 3:

Improve walkability to key destinations.

Outcome 4:

Engage the Oakland community in creating vibrant pedestrian environments.

Outcome 5:

Improve metrics, evaluations, funding, and tools for creating pedestrian environments.

Recommended Actions

Actions the City will take to meet the objectives which are evaluated by the four goals (pg. 54).

10 Actions



9 Actions



6 Actions



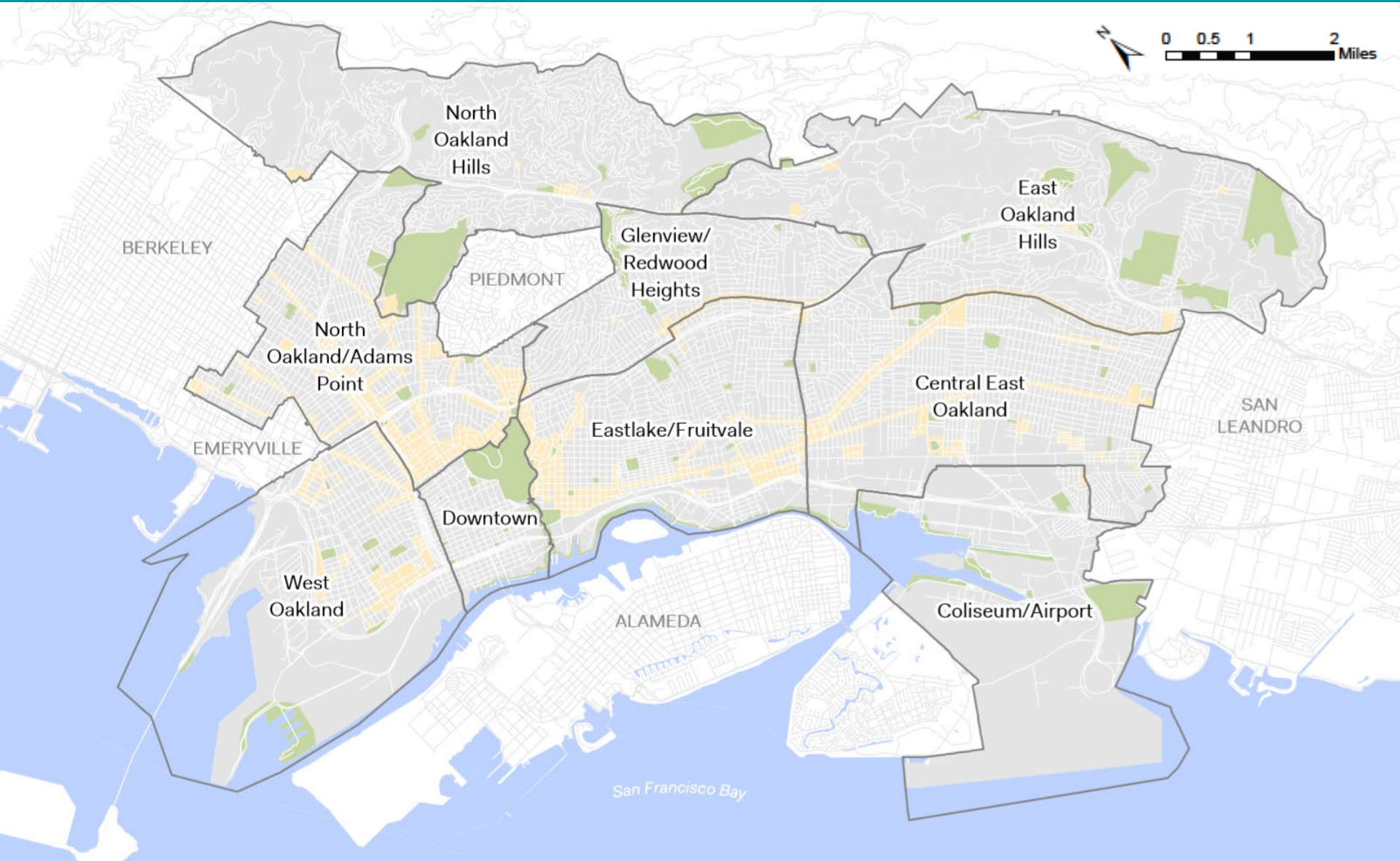
5 Actions



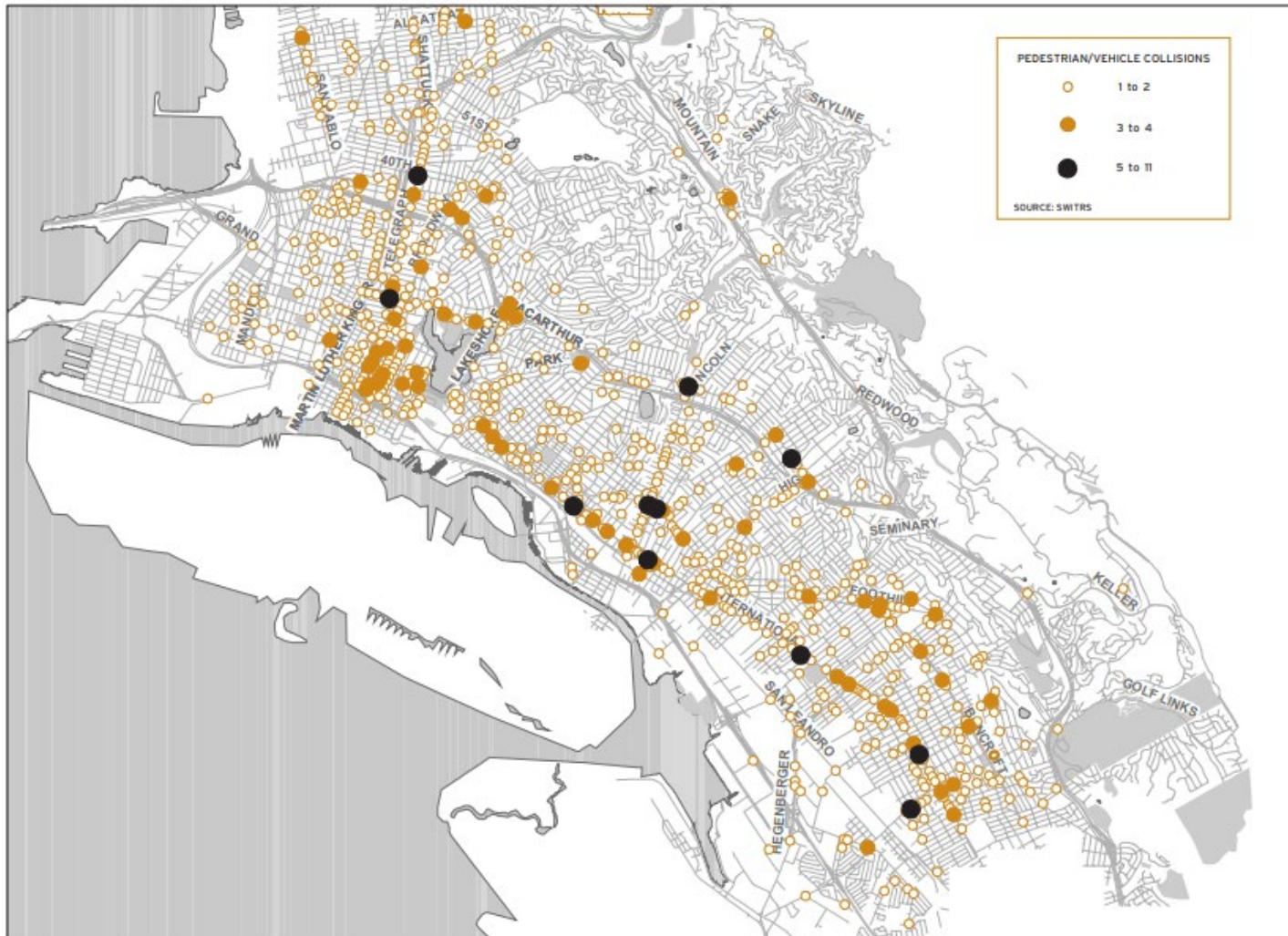
9 Actions



2017 Plan: Nine Planning Areas



2002 Plan: Crash Analysis

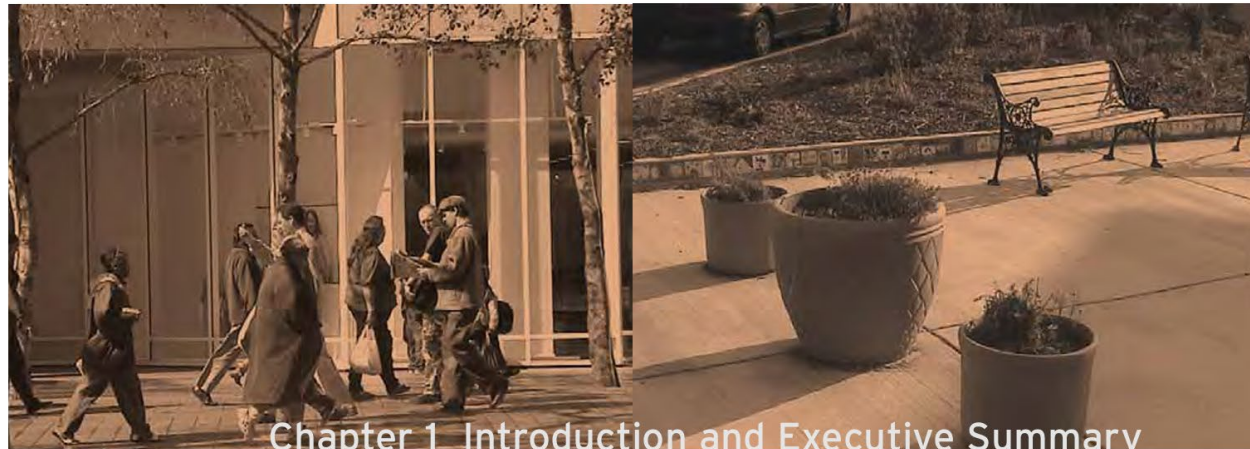


MAP 1 PEDESTRIAN/VEHICLE COLLISIONS—OAKLAND (1996-2000)

2017 and 2002 Plans: Vision

The Vision of the 2017 Pedestrian Plan

The vision of the 2017 Pedestrian Plan Update is to make Oakland a walker's paradise: Oakland will be a place where vibrant, safe and attractive streets give everyone the opportunity to have convenient and healthy walks to places that serve both every day needs and offer access to Oakland's multiple and amazing places, including parks, the waterfront, and cultural destinations.



Chapter 1 Introduction and Executive Summary

Vision Statement To promote a pedestrian-friendly environment; where public spaces, including streets and off-street paths, will offer a level of convenience, safety and attractiveness to the pedestrian that will encourage and reward the choice to walk.

Draft Vision and Goals

Oakland will be a place where vibrant, safe, and accessible streets promote equity, sustainability, and health for pedestrians of all ages and abilities.



Safety

Target policy and improvements where there are the most crashes. Implement the kind of safety improvements **most needed where they're needed most.**



Equity

Redress historical patterns of disinvestment by **directing resources to create equitable, accessible walking conditions to meet the needs of Oakland's diverse communities.**



Responsiveness

Partner with neighborhood groups and community-based organizations and **support community-led initiatives** related to creating more vibrant pedestrian environments.



Vitality

Build Oakland's pedestrian environment to be **welcoming, well-connected, supportive of local economies, and sustaining of healthy communities.**

Oakland Has (about)...

850

Total centerline miles of roadway

191

Centerline miles of arterial streets

108

Centerline miles of collector streets

551

Centerline miles of local streets

5,900

Intersections

700

Traffic Signals

2022

20,100

Curb ramps, of which

2023

37% of which are ADA compliant

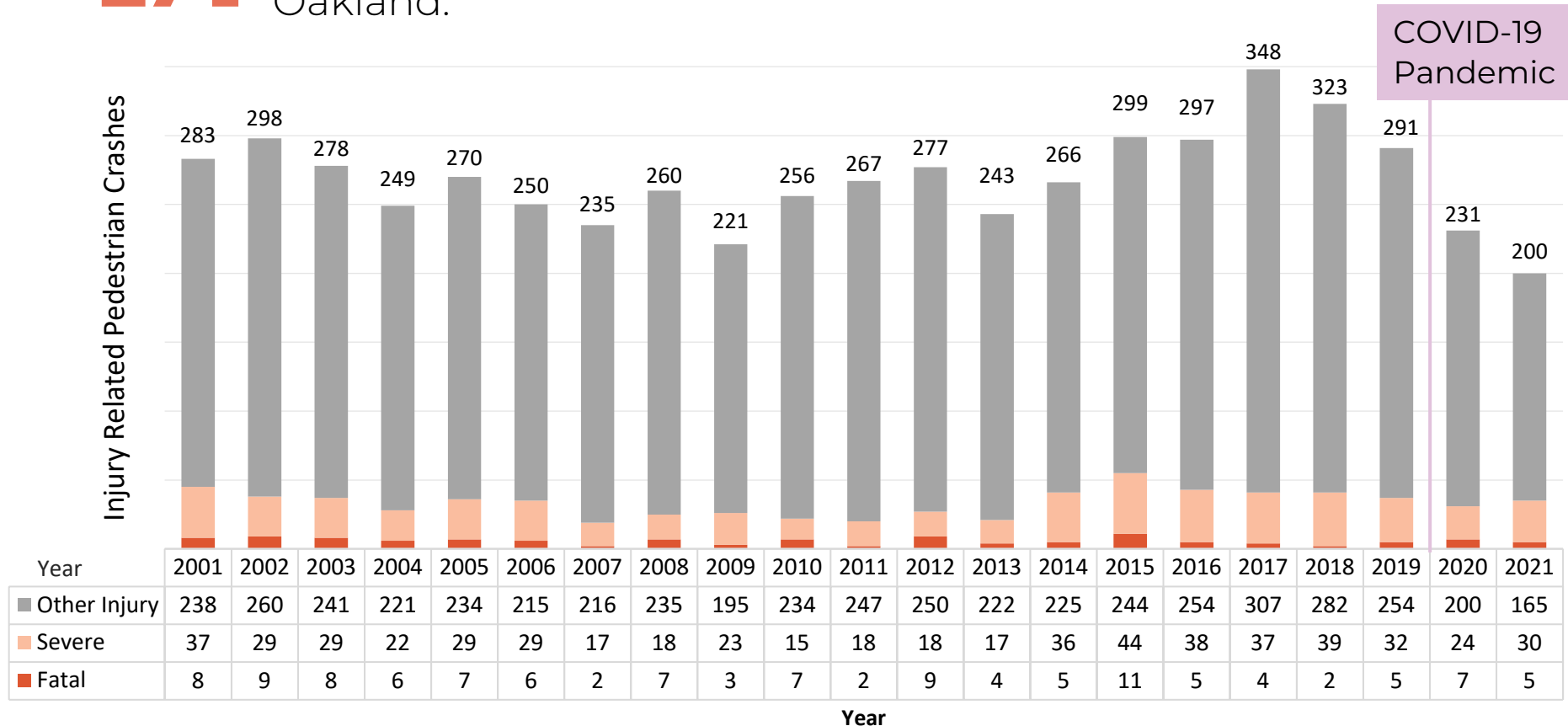
2023

Pedestrian Crashes

6 pedestrians are killed on average every year in Oakland.

32 pedestrians are severely injured every year in Oakland.

274 pedestrians are non-severely injured on average every year in Oakland.



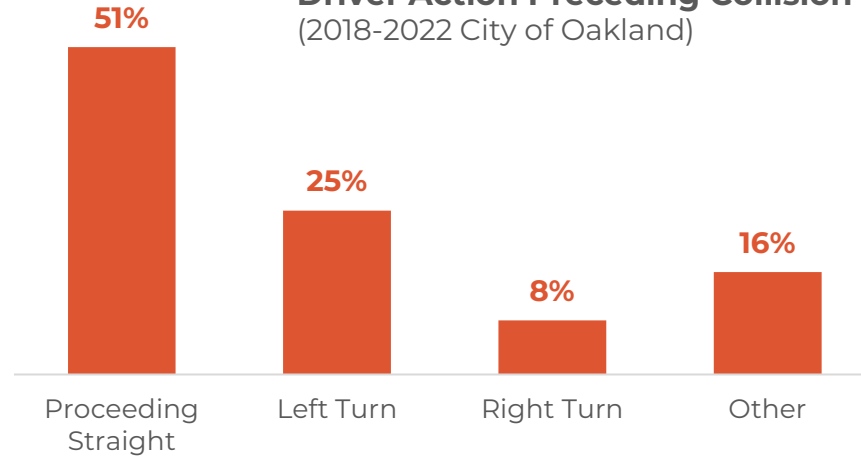
Pedestrian Crash Analysis

70%

of injury related crashes happen within 15' of an intersection.

(2011-2022)

Driver Action Preceding Collision
(2018-2022 City of Oakland)



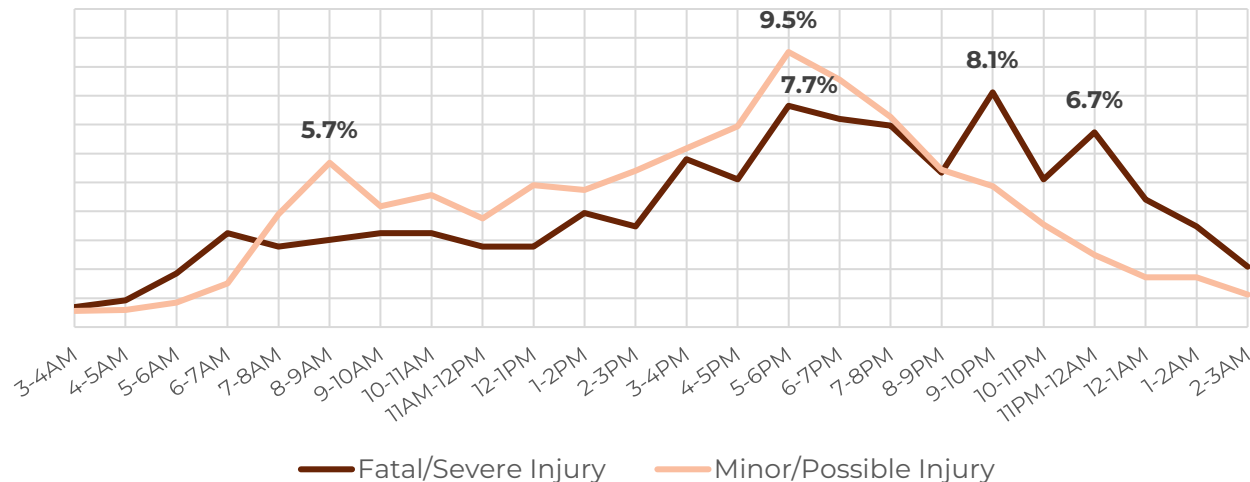
Black Oaklanders are

45%

more likely to be the victims of fatal pedestrian-crashes than the Oakland average. (2018-2022)

Percentage of Pedestrian Crashes by Time of Day and Crash Severity

(2011-2022 City of Oakland)



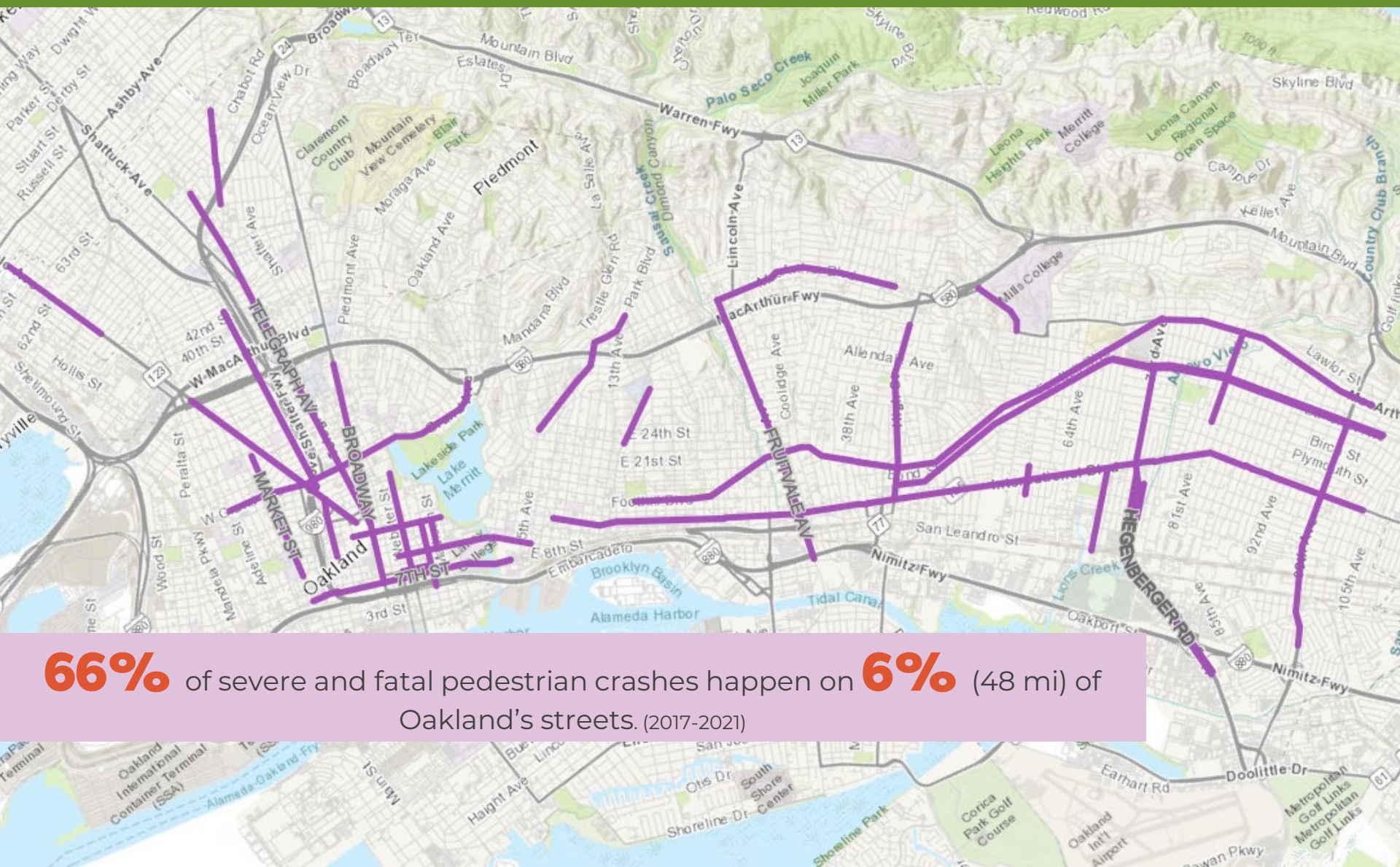
83% of

severe and fatal pedestrian crashes happen on **arterials** which make up

20%

(191 mi) of Oakland's streets. (2011-2022)

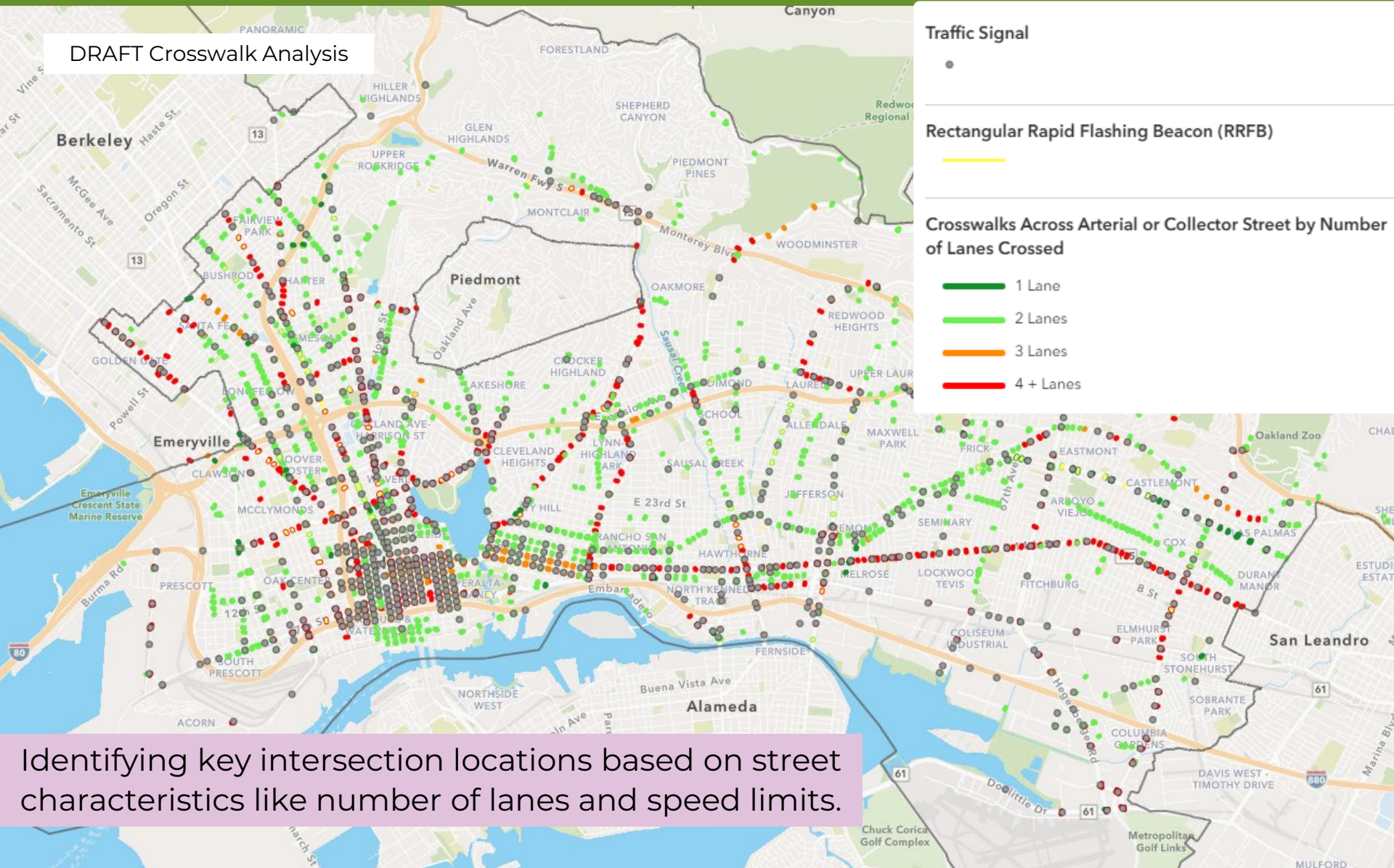
Use the 2024 Pedestrian High Injury Network (Safety)



66% of severe and fatal pedestrian crashes happen on **6%** (48 mi) of Oakland's streets. (2017-2021)

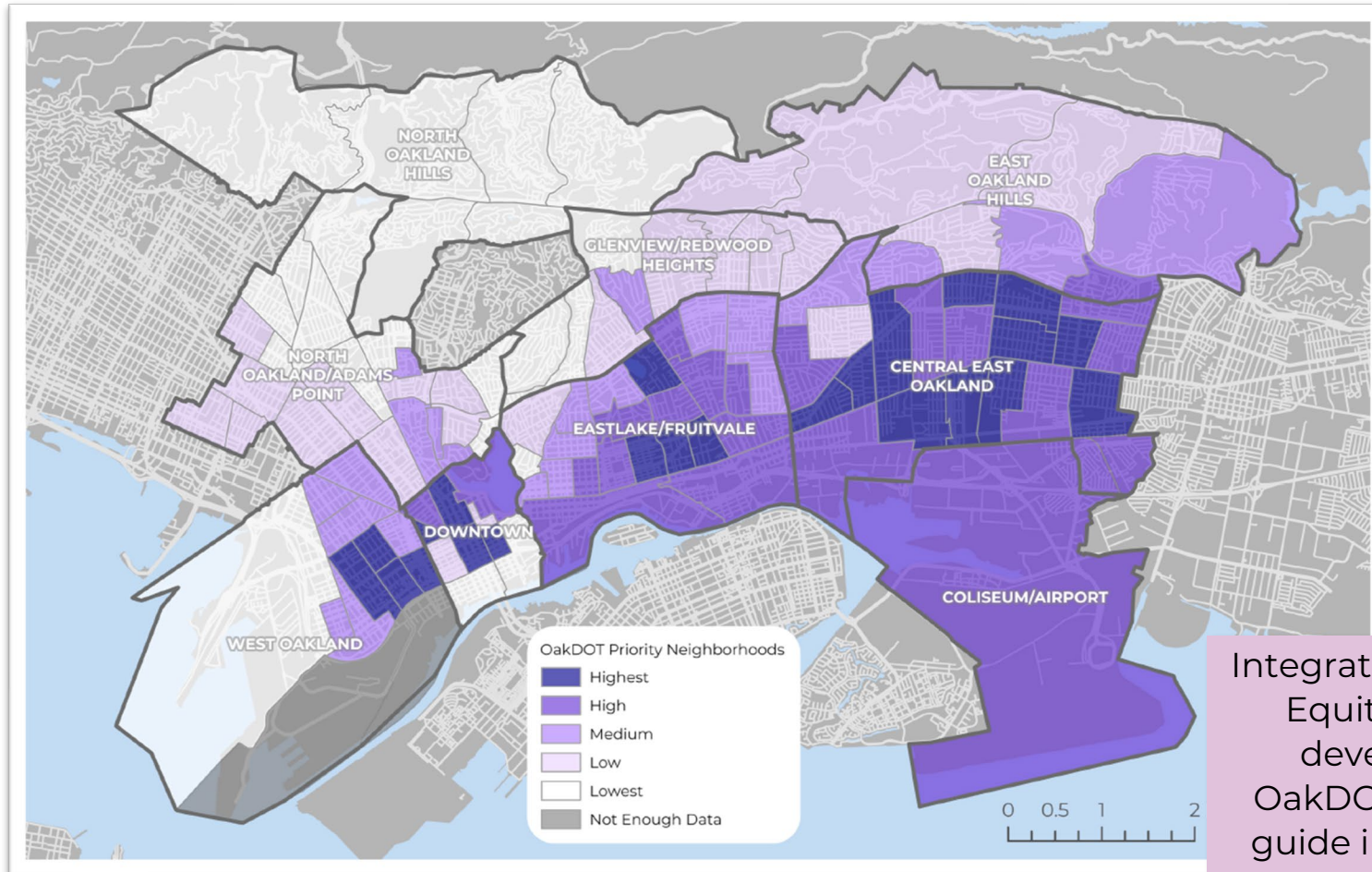
Develop an Intersection Analysis (Safety)

DRAFT Crosswalk Analysis



Identifying key intersection locations based on street characteristics like number of lanes and speed limits.

Use the Geographic Equity Toolbox (Equity)



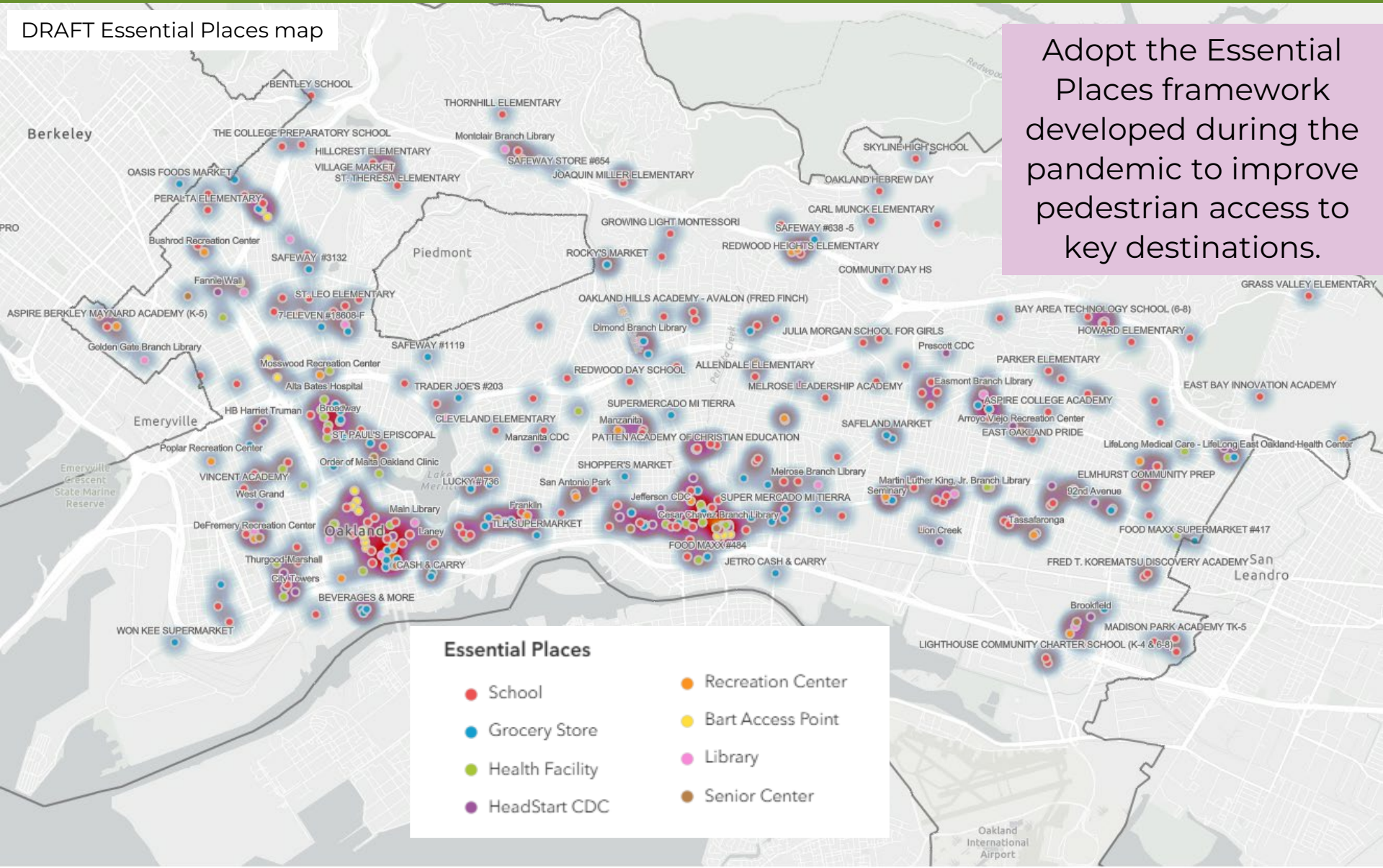
DRAFT OakDOT Priority Neighborhoods Update

Integrate the Geographic Equity Toolbox first developed by the OakDOT RET in 2019 to guide investments and outreach in historically underserved neighborhoods.

Use the Essential Places (Vitality)

DRAFT Essential Places map

Adopt the Essential Places framework developed during the pandemic to improve pedestrian access to key destinations.



Questions

- What is the BPAC seeking in the plan update?
- How should this plan be different than the last two?
- How has the BPAC used the previous plans?
- How does the BPAC and the Policy and Legislative Committee want to be involved?
- Questions for us?

Thank You!



City of
Oakland

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Department of Transportation
Safe Streets Division

Bicyclist and Pedestrian Advisory Commission, Policy and Legislative Committee Possible Agenda Items

BPAC Home Page: www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission

Resources for Commissioners: <https://www.oaklandca.gov/resources/resources-for-bpac-members>

Previous Meeting Information and Minutes: [August 2023 Bicyclist & Pedestrian Advisory Commission \(BPAC\) Policy and Legislative Committee Meeting](#)

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Overview

This is a running list of possible topics for the BPAC Policy and Legislative Committee.

Each topic should determine a list of people to invite.

In some cases, the expert will not have to present to the Committee, but members of the Committee could communicate directly to the experts, perhaps as an ad hoc committee.

California State Fire Code is released July, 2025. The city passes this by the end of the year, 2025. Policy and Legislative Committee should get a head start on the Fire Code.

Active items which are being tracked

- Fire code
- Bicyclist and Pedestrian Severe Injury and Fatality Crash Reporting
- Service Requests

Tentative Items for Upcoming Meetings

November 12, 2024

General Plan Update Overview

Pedestrian Plan Update

February 10, 2025


Two resolutions which come from Berkeley. Josh Rowan has confirmed to present on these legislative issues. Both of these issues can change the way in which Oakland designs streets.

Traffic Engineer Indemnification resolution

Position with OFD for street trauma prevention

May 12, 2025

Fire Code. Various California organizations have led an effort to have the California State Fire Code consider traffic safety when designing streets. The following document has been submitted to the state of California.

 [Public Comment on California Fire Code California Code of Regulations, Title 24, Part 9](#)

August 11, 2025

Deep dive into fire code, after state release of fire code on July 1, 2025.

Possible Future Topics

1. Oakland Policy on traffic data after injury
 - a. It's been difficult to get OPD to release information on accidents/fatalities
2. Timing of lights/intervals → how does it relate to FHWA guidelines
 - a. OakDOT traffic signal timing section vacant for a while
3. Bulb outs
4. Daylighting at intersections
 - a. Preventing blind spots at intersections
 - b. Red zoning 10 feet at end of intersections
 - c. Ticketing for these violations
5. Pedestrian Call Buttons
6. Parking enforcement /parking surveys
 - a. Flexible parking prices
 - b. ADA placards
7. Safe Oakland Streets → Senior Manager on Intergovernmental Affairs
8. Suggesting positions on statewide bills.
9. Policies on quick build
10. Establishing speed limits
 - a. [SafeTREC California Safe Speeds Toolkit](#)