



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the September 19th, 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/Sept_2019_BPAC_Agenda.pdf.

Meeting called to order at 6:01 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). One (-) was excused (provided notice of absence as specified in by-laws). 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	-
Midori Tabata	X
Kenya Wheeler (Chair)	X

Introductions were made.

- Other attendees: Mana Tominaga, Grey Gardner, John Minot, Bradley Cleveland, Robert Prinz, Dom Williams, Victoria Harris, Chris Hwang, Patricia Schader, Charlie Lenk, Greg Rozmarynowy
- Staff: Noel Pond-Danchik, Jason Patton, Warren Logan, Alicia Parker, Lily Brown

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from August 15, 2019** was made (Tabata), seconded (Mangrum), and approved by consent. All commissioners voted in favor except Commissioner Burnette who abstained. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- Robert Prinz: Bike East Bay is putting on a 2-hour Urban Cycling Workshop in Spanish at the Fruitvale Library on Saturday, September 21st, 2019 from 1-3pm. They will be giving away reflective gear, helmets, and bike lights. See the attached flyer for further details.
- Robert Prinz: There will be an Infrastructure Committee meeting in October. They will review streets on the 2020 paving plan and bike plan. Please contact Robert at robert@bikeeastbay.org to recommend streets for review.
- Chris Hwang, Board Chair of Walk Oakland Bike Oakland: There will be a Paint the Town! street painting event at the intersection of Marin St and Ayala Ave on this Saturday and Sunday September 21 and 22 from 9 am to 5 pm. Congratulations on the Plymouth St/90th Ave Paint the

Town! painting and to the many Commissioners who attended. For more information on Paint the Town! go to <https://www.oaklandca.gov/projects/paint-the-town>.

- Warren Logan, Policy Director of Mobility and Interagency Relations for the Mayor's Office of Oakland: The Mayor's office is hosting Clean Air Day on Oct 2nd, 2019. There will be a 11:45-12:45 bike ride at Lake Merritt starting at the bike dock near 14th St.

Item 4. Committee Report Back

Committees of the BPAC with activities in the past month provided brief updates to the Commission. Some committee reports, committee meeting minutes, and a list of active committees are included in the agenda packet.

Summary of Discussion:

- Commissioner Mangrum from Police Relations Committee: The committee met on August 7th where they adopted a mission statement and identified constituent groups.
- Commissioner Naylor, Liaison to the Affordable Housing and Infrastructure Bond Public Oversight Committee: The committee will meet next Monday. The agenda includes projects funded by Measure KK. The committee will be sending out a questionnaire to departments to ask how staffing affects how projects can be delivered.
- Chair Wheeler requested a volunteer to be the Liaison to the Public Works Committee. Commissioner Naylor will work with Robert Prinz to do it.

Speakers other than commissioners: Robert Prinz

Item 5. Warren Logan, Policy Director of Mobility and Interagency Relations for the Mayor's Office of Oakland

Warren Logan shared the Mayor's vision for mobility policies in Oakland and answered questions from the BPAC. Logan sees equity, safety and security, and sustainability as transportation priorities. He will focus on maintenance, prioritizing safety for all modes including bicyclists and pedestrians, and implementing streets safe by design rather than enforcement. He encourages people to contact him at wlogan@oaklandca.gov.

Summary of Discussion:

- The BPAC reinforced the urgency of how vacancies are hurting OakDOT's ability to spend money and meet grant deadlines.
 - Logan has met with Human Resources and OakDOT Director Ryan Russo about hiring.
- Using grant funds to contract staff as a way to deliver on grants was suggested.
 - There is a limit to the number of temporary workers you can hire because of a union rule.
- Logan described his role in the Mayor's office as two sided: the mobility side, and the interagency relations side including managing relations between City agencies and departments. He is looking for priorities from the BPAC.
- Warren wants to prioritize equity in the Faster Bay Area Transportation Tax bill on the November 2020 ballot. It would be a sales tax which is regressive, so it could either be changed in terms of how the money is generated or how the money is spent so that equitable spending makes up for the regressive nature.
- Logan is also pushing for a transportation demand management mandate that would require large employers to provide free transit to employees.
- Removing I-980 is a priority for the Mayor and it is being considered for the second BART tunnel.
- Logan is in support of Bike Plan implementation.

Speakers other than commissioners: John Minot, Alicia Parker

Item 6. Downtown Specific Plan

Alicia Parker, Planner III for the City of Oakland Bureau of Planning, presented the Draft Downtown Oakland Specific Plan (Draft Plan). This Draft Plan describes transformative ideas that connect the community's goals to strategic actions. The Draft Plan contains supportive policies to embrace opportunity and address racial disparities towards an inclusive and equitable downtown. The Draft Plan is available on the City's website: <https://www.oaklandca.gov/topics/downtown-oakland-specific-plan>. The vision for transportation is found on pages 40-41. Mobility and Accessibility is addressed in Chapter 3 (page 99). The plan provides a framework, but it is Public Works and DOT staff who make final designs and implement projects. See the attached presentation for further details.

Summary of Discussion:

- Lily Brown from the Oakland Department of Transportation is currently setting up a task force about 14th Street improvements and wants to have some BPAC commissioners join.
 - There was concern about converting streets from one-way to two-way amidst growing density.
 - There was a request to do a specific transportation circulation study.
 - There was a request for a specific transit service study.
 - A transportation demand management mandate was requested to be in the plan to require employers to cover the costs of transit for their employees.
 - Developers are required to comply with specific plans including the Downtown Specific Plan. They will also be provided design guidelines as well as pay transportation impact fees. The Plan recommends raising impact fees.
 - There was a recommendation to include improvements to the Main Library to the Downtown Specific Plan.
 - The dedicated bus and bike lanes on Broadway should be returned to the latest draft of the plan.
 - There are inconsistencies between the Bike Plan map and the Downtown Specific Plan map.
 - It was recommended that the plan reduce parking rather than pedestrian, bicyclist or transit access.
 - It was recommended that because one-way to two-way street conversion projects can be slow to happen, there should be interim recommendations to have two-way bike lanes on one-way streets.
 - There was a recommendation to ban cars in central business districts because of cars' role in the climate crisis.
 - The Downtown Specific Plan should be in sync with the Equitable Climate Action Plan and a leader in reducing greenhouse gasses.
- A motion to **authorize the BPAC leadership to submit a letter that collects comments from the BPAC on the Downtown Specific Plan and Environmental Impact Report consistent with the Bike Plan, Pedestrian Plan, and discussions** was made (Campbell), and amended (Wheeler) **to be provided as testimony to the Planning Commission** and seconded (Mangrum), and approved with all commissioners voting in favor except Commissioner Norris who abstained. The motion passed.

Speakers other than commissioners: Lily Brown, Mana Tominaga, John Minot, Robert Prinz

Item 7. Pedestrian Plan Update

Noel Pond-Danchik, Pedestrian Program Coordinator for the Oakland Department of Transportation, presented on implementation to date of the Pedestrian Plan update, "Oakland Walks!" adopted in 2017.

She also discussed future work under the Plan's purview. The plan can be found at <https://www.oaklandca.gov/resources/pedestrian-plan-update>.

Summary of Discussion:

- The High Injury Network does not currently have a regular update schedule.
- The Pedestrian Plan High Injury Network is being tracked by location and by project at <http://arcg.is/DG8bv>.
- It's exciting to see the Pedestrian Plan being implemented. The federal transportation bill under discussion in the Senate bodes well for funding for safety improvements at the local level. The Plan will help take advantage of those funding opportunities.
- The Pedestrian Plan is very different from a Bicycle Plan, because a Bicycle Plan is working to build a bikeway network.
- Currently, Pedestrian Plan locations are prioritized by finding synergies with work underway and trying to piggyback on that work to amplify staff's ability to implement the plan.
- Big grant projects take very long to implement, particularly HSIP projects. Make sure that locations with long-term projects aren't de-prioritized for short-term improvements.

Speakers other than commissioners: Robert Prinz

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

Item 8. Select BPAC Appointment Committee

Chair Wheeler asked the Commission for volunteers to serve on the nominating committee for the upcoming commissioner vacancies at the end of 2019. Commissioners Tabata, Mangrum, and Vice-Chair Naylor volunteer.

Speakers other than commissioners: John Minot

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

Three-month look-ahead

- The October meeting will be held at the Unity Council's San Antonio Senior Center in Fruitvale.
- Thalia Lane from the MTA will present on project evaluation in October.
- The 20th Street Project presentation should be moved to the Infrastructure Committee.
- In November, there should be a report back from DOT leadership from Ryan Russo and Ariel Espiritu-Santo about staffing.
- Open Forum report back

Announcements

- Jason Patton: A Greenway Vision Plan to transform the Shattuck-Adeline-Stanford corridor will be presented on Wednesday, September 25th at 6pm at AIA East Bay, 1405 Clay St. For more information, go to <http://aiaeb.org/regional-and-urban-design-group/>.
- Commissioner Tabata: The LAAMPS project is supposed to be completed sometime next month. To learn more about the LAMMPS project, see <https://www.oaklandca.gov/projects/laurel-access-to-mills-maxwell-park-seminary-lammmps>.

- Grey Gardner on behalf of Transport Oakland: Transport Oakland has been hosting happy hours to discuss local transportation issues. There will be one at Rooz Café in Eastlake 5:30 on October 16th, 2019.
- Commissioner Tabata: Broadway Bus Rapid Transit and the Paving Plan will be discussed at the October 24th Public Works Committee meeting.

Meeting adjourned at 8:11 pm.

Attachments *(to be appended to adopted minutes)*

- Bike East Bay Urban Cycling Workshop Flyer
- Downtown Specific Plan Presentation
- Pedestrian Plan Presentation

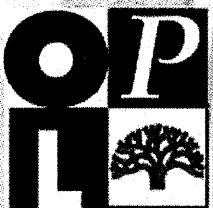
Minutes recorded by Noel Pond-Danchik, Pedestrian Program Coordinator, and Jason Patton, Bicycle and Pedestrian Program Manager, emailed to meeting attendees for review on September 24, 2019 with comments requested by 5pm, Tuesday, October 1, 2019 to npond-danchik@oaklandca.gov. Revised minutes will be attached to the October 2019 meeting agenda and considered for adoption at that meeting.



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Biblioteca César E. Chávez
3301 E 12th St, Oakland
sábado, 21 de septiembre, 1-3pm
Información:
BikeEastBay.org/education



PUBLIC REVIEW DRAFT PLAN

BPAC Meeting September 19, 2019

PROCESS & TIMELINE



PUBLIC REVIEW DRAFT PLAN: WHAT'S INSIDE?

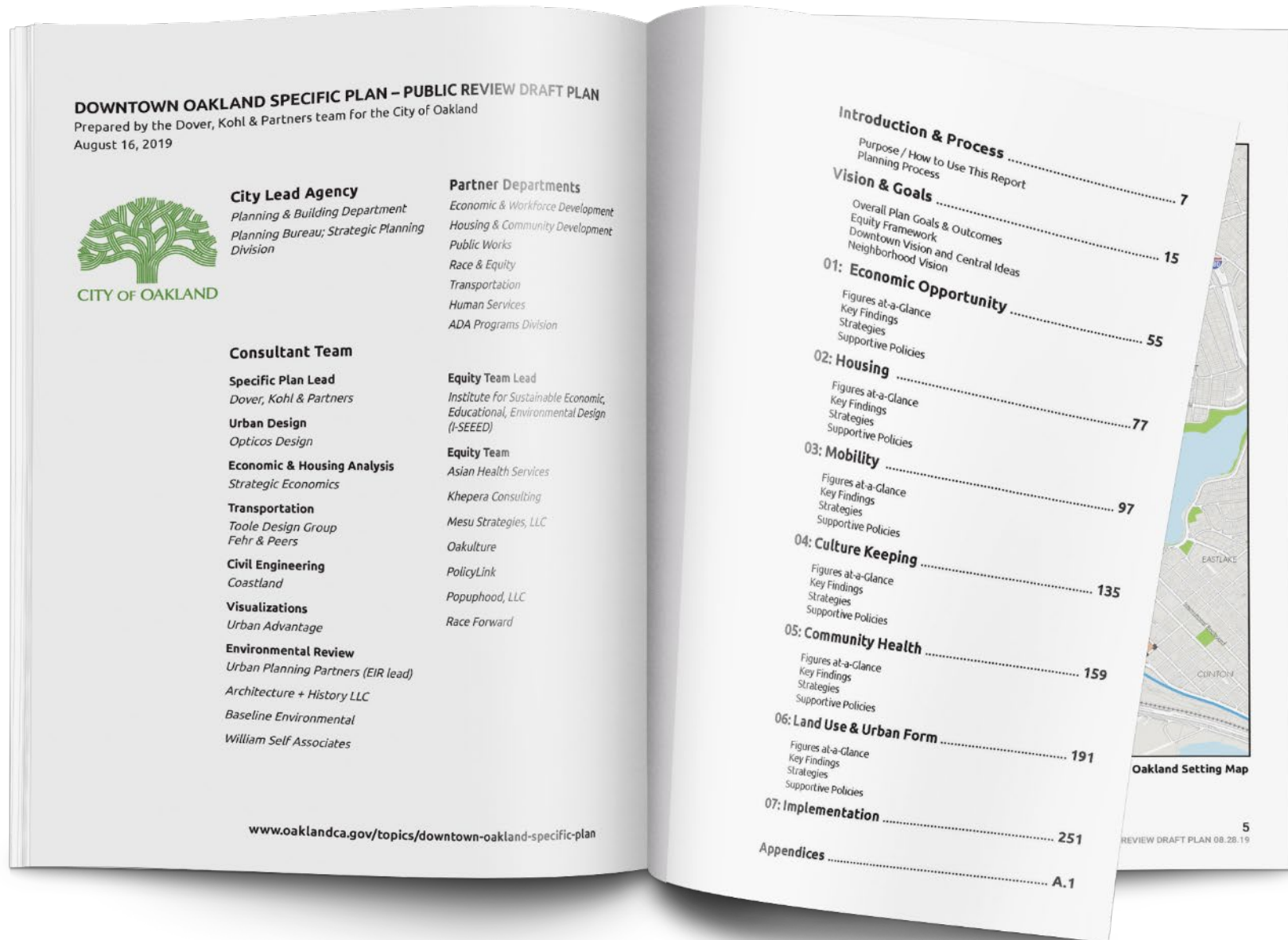
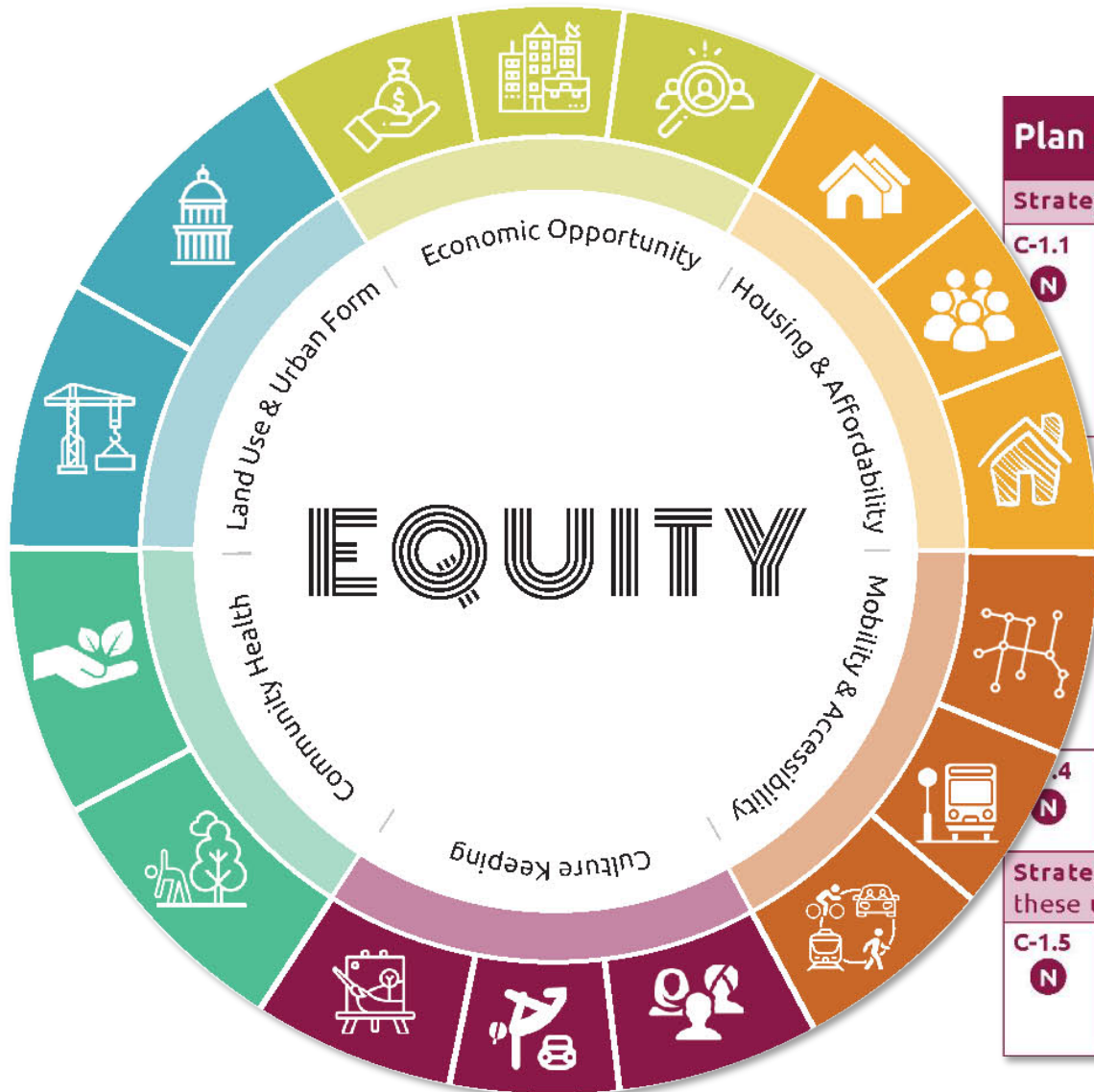


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- 7: Implementation

WHAT'S INSIDE: GOALS & DESIRED OUTCOMES

6 Plan Goals and 16 Plan Outcomes



Plan Policies, Programs or Actions		Additional Outcome/Policy:			
Strategy: Establish, invest in, and better connect downtown Cultural Districts.					
C-1.1 N	Establish a Citywide Cultural Districts Program to formalize a collaborative partnership between the City and cultural communities and identify resources to stabilize vulnerable communities and to preserve, strengthen, and promote the City's cultural assets and diverse communities. (See map of adopted and potential Cultural Districts on Figure LU-2).				
	Provide support for the Black Arts Movement and Business District (BAMBD) and promote the district with special urban design elements and marketing materials.				
	Strengthen and connect downtown's cultural assets and districts by investing in marketing and branding and a network of public spaces and culturally-relevant streetscape elements, such as wayfinding, signage, historical markers and public art.				
C-1.4 N	Encourage or incentivize new developments and infrastructure projects to seek out local culturally-specific artisan producers and industrial fabricators to supply district-appropriate furniture, lighting, railing, textiles, art work, etc.				
Strategy: Preserve downtown's arts and culture assets while providing additional incentives to expand these uses and make them accessible to all.					
C-1.5 N	Explore the development of an incentive program (such as a cultural density bonus program) for downtown that identifies affordable arts, culture, and commercial space, including space for community-serving nonprofits, as one of the priority community-benefiting uses.				

WHAT'S INSIDE: SUMMARY OF KEY EQUITY POLICIES

VISION & GOALS EQUITY FRAMEWORK

identified as African American or Black, despite them constituting only 26% of Oakland's overall population. Over half of the survey respondents cited "money issues" as the primary reason they are homeless. With more people unable to afford housing, the Oakland is seeing higher levels of homelessness, along with the associated deterioration of physical and mental health and of social outcomes.

3. DISPLACEMENT

The UC Berkeley Center for Community Innovation developed an index to characterize places that historically housed vulnerable populations, but have since experienced significant demographic shifts, as well as real estate investment. According to this index, much of downtown is characterized as undergoing "ongoing gentrification/displacement." Although this measure addresses demographics, the community is also concerned with cultural displacement, such as fewer opportunities for cultural expression, culturally relevant businesses, community institutions, and a sense of belonging.

4. DISCONNECTED YOUTH

"Disconnected youth" refers to young people ages 16-24 who are neither working nor in school. Limited access to education and job experience early in life, along with health impacts and exposure to the criminal justice system, can have lasting impacts, such as lower earnings, higher public expenditures, lower tax revenues, and lost human potential. Citywide in 2015, the White population had the lowest percentage of youth who were neither working nor in school at 8.3%, and the Black population had the highest at 20.8%.

5. UNEMPLOYMENT RATE

In 2015, the average unemployment rate in downtown was 14.1% for the Black population, 14.1% for the Hispanic population, 10.3% for the Asian population, and 5.7% for the White population. Racial differences in employment result from corresponding disparities in education and training, as well as barriers to employment for workers of color such as English language ability, immigration status, involvement with the criminal justice system, lack of transportation access, and racial discrimination and bias among employers and institutions.

6. MEDIAN INCOME

In 2014, median household income for the White population in downtown was \$85,489, nearly twice that of Latinx (\$45,731) and Asian (\$44,418) households, and more than twice the income of Black households (\$35,983).² Wage and employment gaps by race or gender impact the entire Oakland economy. Closing these gaps by addressing discrimination, boosting educational attainment, and ensuring strong, rising wages for low-income jobs is good for families and leads to more consumer spending, which is a key driver of economic growth and job creation. Note that wage data does not address the wealth gap between white households and households of color, which considers a household's savings and assets, and is more significant even than the wage gap.

² City of Oakland Planning and Building Department. *Downtown Oakland Disparity Analysis*. 2018, pp 31.



Key Policies

All policies in the Public Review Draft Plan — whether related to transportation, economics, housing, urban design or arts and culture — have been assessed for possible equity impacts and revised to reduce disparities, or, at the very least, not to widen them. However, there are some key policies that have been identified as having a greater impact in reducing inequities. These policies expected to close identified disparity gaps are summarized in the table below.

Table VC-1: Key Policies with Equity Impacts

Strategy or Policy	Policy Summary
EQ1-1: Housing Cost Burden	
Economic Opp (E-1.1)	Implement measures to ensure that new development provides funding/contributions such as impact fees, community-serving tenants, and other direct and indirect contributions, and enhances Oakland's ongoing fiscal sustainability to better fund City services and community investment.
Housing (H-1.7)	Ensure that a mix of market-rate and income-restricted housing is constructed in downtown. Target creation of between 4,365 and 7,275 affordable housing units including units designed to accommodate larger families out of a total housing production target of 29,100 new units.
Housing (H-1.1)	Explore and implement tools and policies to prioritize use of some portion of affordable housing funds in downtown by adapting scoring criteria for responses to City notices of funding availability (NOFA).
Housing (H-1.2)	Leverage the city's inventory of publicly-owned land in a manner that supports housing affordability providers aimed at co-locating public facilities with affordable properties and affordable housing.
Housing (H-1.3)	Study increasing the city's affordable housing impact fees, with a goal of potentially dedicating a portion of the new revenues generated to affordable housing production in downtown.
Housing (H-1.4)	Study increasing the City's jobs-housing linkage fee for non-residential development.
Housing (H-1.5)	Explore the creation of a new downtown value-capture mechanism, such as an Enhanced Infrastructure Financing District (EIFD), with a significant portion of this new long-term revenue stream dedicated to affordable housing retention and production.
Housing (H-1.12)	Study an inclusionary housing policy for downtown as part of re-assessing the city's current affordable housing impact fees and the impact fee's existing option for developers to provide affordable housing units on-site in lieu of paying the impact fee.
Housing (H-1.13)	Encourage the development of more commercial hotels downtown to relieve pressure to convert permanent housing units and SRO hotels to short-term tourist rentals.
Housing (H-1.14)	Explore expanded use of the community land trust and/or other shared equity homeownership models in downtown to increase home ownership and wealth-building opportunities for low- and moderate-income households.
Housing (H-2.1)	Continue to purchase and rehabilitate downtown's residential or single-room occupancy hotels (SROs) as income-restricted affordable housing, as funding and purchase opportunities arise.
Housing (H-2.2)	Continue to partner with and fund nonprofit housing organizations to acquire and rehabilitate SROs.
Housing (H-2.3)	Maintain effective enforcement of rent adjustment and just cause eviction laws.
Housing (H-2.4)	Continue applying State and local first-time homebuyer programs in downtown to enhance stable ownership opportunities, and consider modifying programs to allow former Oakland residents to apply.
Housing (H-2.5)	Develop a process to expedite the review and approval of planning and building permits for 100% affordable housing projects.

Equity Indicators:

1. Housing Cost Burden
2. Homelessness
3. Displacement
4. Disconnected Youth
5. Unemployment Rate
6. 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 58** to see the before and after transformation

Challenges:

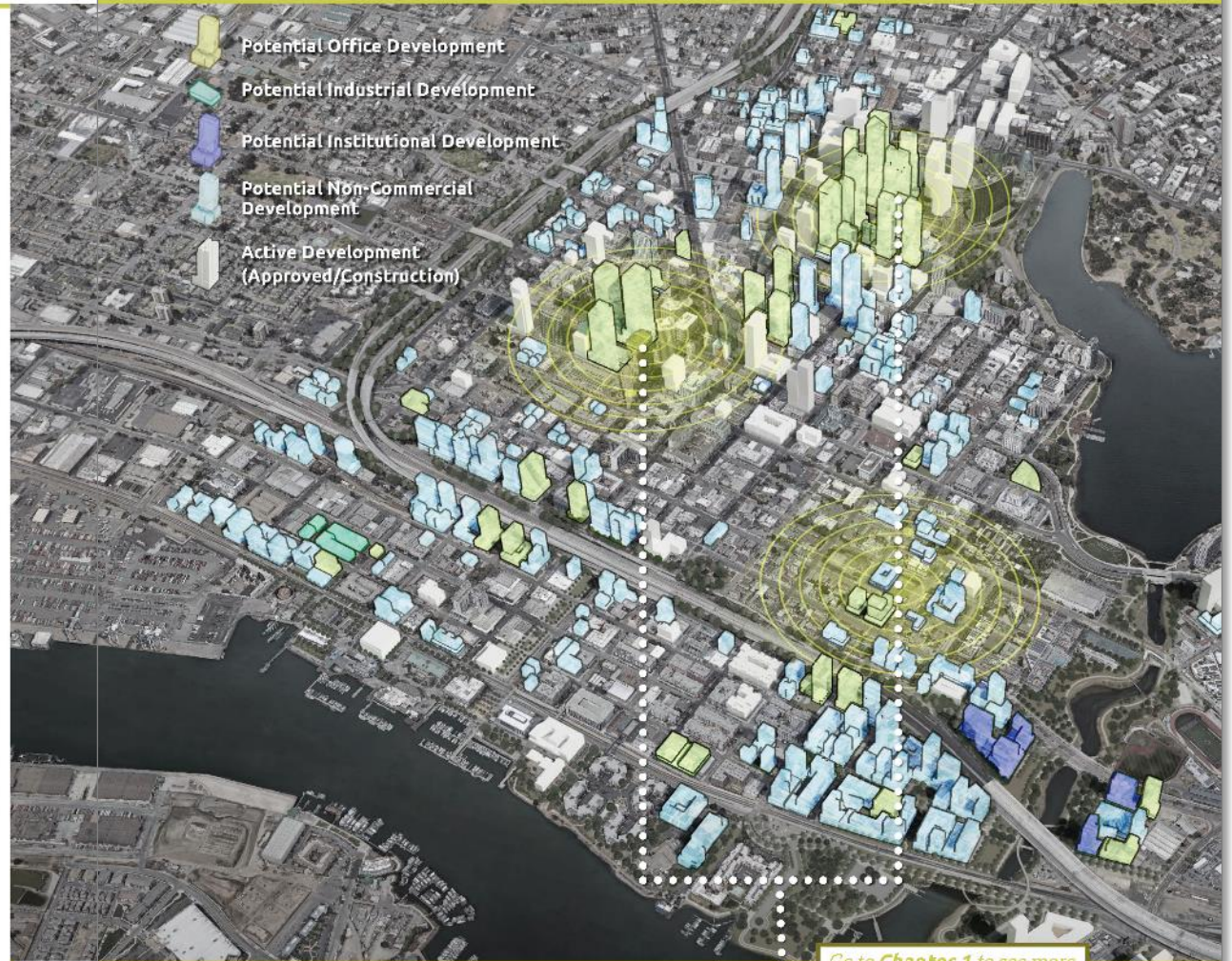
- Low revenues to fund City services
- Huge wealth disparities
- Regional imbalance of jobs & housing leading to transit overload and inadequate opportunity for residents

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/commercial spaces by developing a program to master lease vacant spaces, and sub-lease them to small, local and culturally relevant 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 summer job and local-hire training programs to ensure that jobs benefit those who most need them

THE SPECIFIC PLAN CAN HELP ENCOURAGE UP TO:

- +20.0 M Sq. Ft. of New Commercial Space
- +1.3 M Sq. Ft. of New Institutional Space
- +260 K Sq. Ft. of New Industrial Space



...IF BUILT, THAT GENERATES:

- \$43 Million in Impact Fees to Fund Affordable Housing & Transportation Improvements; and
- Roughly 61 Thousand Jobs

OFFICE PRIORITY AREAS

Go to **Chapter 1** to see more

Housing & Affordability

Central Idea: Maintain downtown as a collection of unique neighborhoods where people of all races and incomes live by adding 29,100 new homes by 2040, of which 4,365 to 7,275 will be affordable units

Figure VG-3: Potential new development near Estuary Park



Go to [page 74](#) to see the before and after transformation

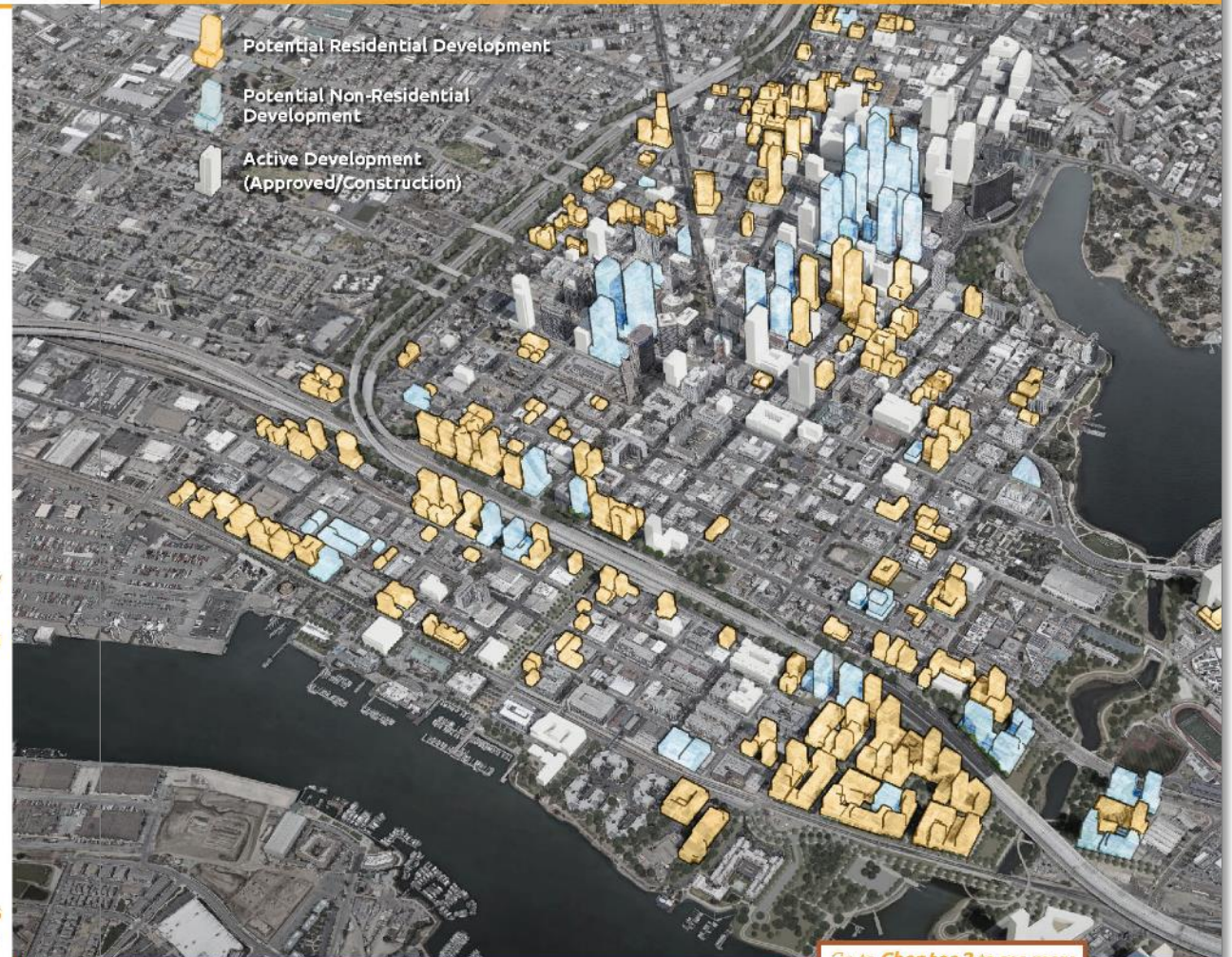
Challenges

- Insufficient affordable housing and the funding necessary to subsidize its creation in sufficient numbers
- High housing cost burden
- Highest displacement and cost burden among Black residents and other groups historically impacted by disparities in life outcomes
- Increasing number of homeless residents, with the highest numbers being disproportionately Black

Key City Investments & Policies:

- Prioritize a portion of citywide housing funds generated downtown for downtown projects by adapting scoring criteria and/or increasing impact fees
- Study an inclusionary housing requirement for downtown that would replace the affordable housing impact fees currently in place
- 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 CAN HELP ENCOURAGE UP TO: **+29,100 New Residential Units Downtown**



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

...IF BUILT, THAT GENERATES:

- 4,365 to 7,275 New Income-Restricted Units; and
- \$480 to \$544 Million in Impact Fees to Fund Additional Affordable Housing

Mobility

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

Figure VG-4: Broadway & 14th Street



Go to **page 96** to see the before and after transformation

Challenges:

- Infrequent, un dependable and circuitous transit access creates barriers for those already most vulnerable
- Frequent vehicle collisions with pedestrians and bicyclists
- 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 routes and increase the overall number of connected and continuous routes throughout downtown

EXTENSIVE NETWORK OF MULTIMODAL STREETS



Go to **Chapter 3** to see more



Mobility



- Corridor Intersection**
-  Sidewalk Gap Closure
 -  Connectivity Improvement
 -  Freeway Crossing Improvement (Highest Priority)
 -  Freeway Crossing Improvement (Other)
 -  Downtown Plan Area



Figure M-2: Proposed Connectivity and Access Improvements

1,200ft
N
Source: City of Oakland

Mobility



Figure M-3: Proposed Low-stress Core-Network and Vision Bicycle Networks

Mobility



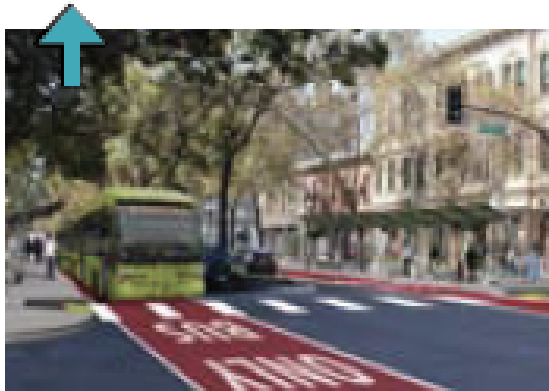
Figure M-8: Proposed Bus Transit Network



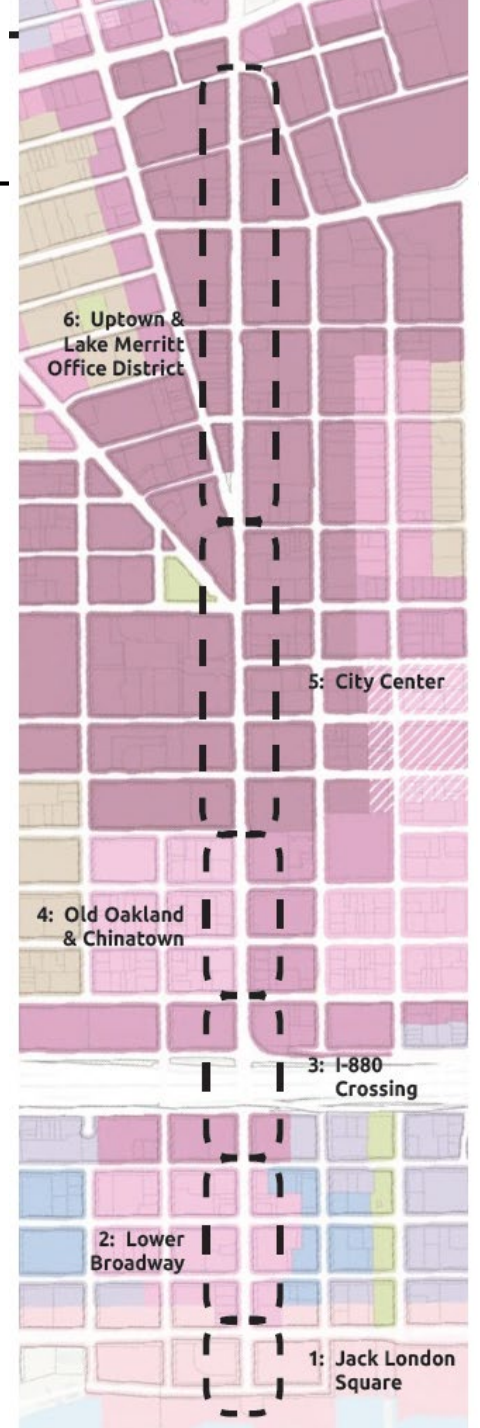
Focus on Broadway

COMMON DESIGN ELEMENTS:

- Broadway is envisioned as a transit corridor, promoting economic development around high-quality transit while the adjacent physical form and land uses support a pedestrian-oriented environment to actively complement public transit.
- **Dedicated transit lanes** decrease conflicts between buses and through traffic, can speed travel times, and reinforce the desirability of the system. Off-board fare collection speeds up transit vehicles and reduces wait time for passengers.



- **High visibility crosswalks** at intersections should be the standard. White crosswalk markings are the width of the sidewalk clear zone to provide visibility of all pedestrian movement to approaching vehicles. High-visibility, green crosswalk markings are the width of intersecting bike lanes to provide visibility of bicycle movement to approaching vehicles. Small corner radii slow vehicles and reinforce the pedestrian realm.



Measures of Success

Bicycle & Pedestrian Safety

- Baseline: Between 2012 to 2016, there were two weekly severe or fatal pedestrian injuries per citywide. Throughout Oakland, Black Oaklanders are two times as likely to be killed or severely injured in a crash and three times as likely to be killed or severely injured while walking compared to all other Oaklanders. Thirty percent of streets in majority Asian census tracts fall on the City of Oakland Pedestrian High Injury Network – the highest percentage of any ethnicity.
- Measure of Success: Investments in pedestrian and cycling facilities, (including facilities shared with micro-mobility devices such as e-scooters) eliminates conflicts between motorists and those using active modes of transportation, thereby reducing related injuries and fatalities to zero.

Measures of Success

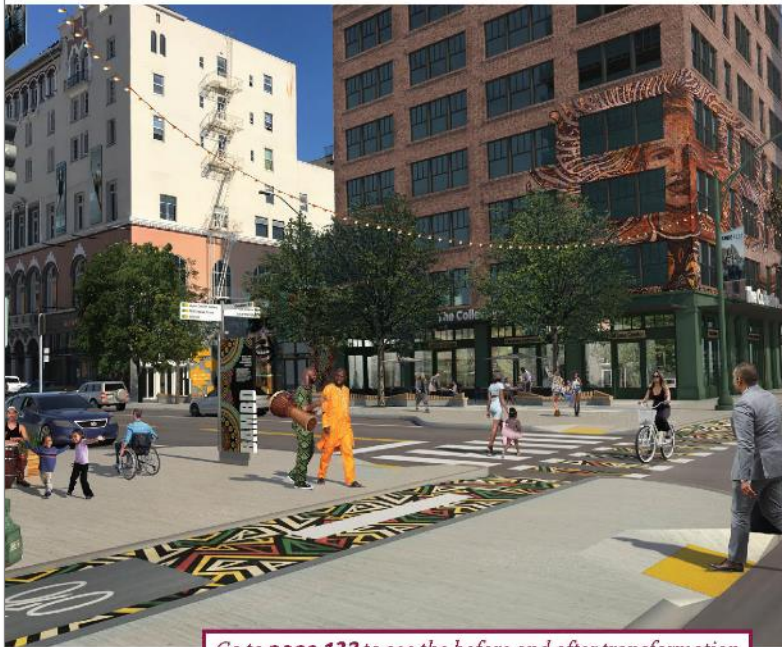
Biking & Walking

- Baseline: In 2017, about 21 percent of Downtown residents walked to work 1 and about 20 percent of Oaklanders indicated they regularly ride a bike for commute and non-commute trips 2.
- Measure of Success: Increase rates of biking and walking for both commute and non-commute trips.

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 132** to see the before and after transformation

Challenges:

- Declining shares of Black and Asian residents
- Unaffordable art/artisan small-scale manufacturing space and lack of art space
- Displacement of ethnic businesses and community-based organizations

Key City Investments & Policies:

- Provide affordable space for, small local retailers, artists and artisans by developing a 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 Special land use regulations to preserve art & culture.



Jack London
Entertainment Area

Uptown
Entertainment Area

Go to **Chapter 4** to see more

Community Health

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

Figure VG-6: Webster Green



Go to [page 150](#) to see the before and after transformation

Challenges:

- High asthma rate, particularly for Black residents 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
- Community facilities and maintenance not keeping up with population growth

Key City Investments & Policies:

- Create a safe and healthy public realm through streets, parks, and open-space improvements with a focus on enhancing connections between the waterfront and the rest of downtown
- Improve the experience of existing parks, open space, libraries and other community facilities through capital investments in equipment upgrades, maintenance and programming
- Draft and adopt design guidelines for streets and public spaces
- Reduce greenhouse gas (GHG) emissions by investing in improvements to the walking, biking and transit network and eliminating fossil fuels from building systems
- Apply concepts from CURB Strategy, Sustainable Oakland, Sea Level Rise Road Map and others for a more resilient downtown



Webster Green

Continuous Improvements Along Waterfront

Estuary Park

Green Buffer Along Highways

Lake Merritt Channel Park

Potential Development
Active Development (Approved/Construction)
Potential New Parks/Open Spaces

Go to [Chapter 5](#) to learn more

CONNECTING DOWNTOWN'S ASSETS

Figure CH-5 shows the Green Loop idea, a series of streetscape, public space and mobility improvements that fill in current gaps in downtown's public infrastructure to create an inner and outer loop and green gateways, connecting people in downtown and surrounding neighborhoods to the waterfront and cultural and entertainment areas. The images on this page show proposed public improvements that would occur along the loop, including:

1. 14th Street separated bicycle track and urban design elements branded to celebrate the BAMBD
2. Development at Victory Court and Laney College, Estuary Park improvements, and Lake Merritt Bay to Trail Bridge
3. Webster Green linear park
4. I-880 Underpass Plaza at Martin Luther King Jr Blvd with improved bicycle lanes (part of the Core Bicycle Network)
5. New park and plaza at 14th and Castro St made possible by the conversion of I-980 into a multi-way boulevard
6. Streetscape improvements at Frank Ogawa Plaza and separated bicycle track along 14th Street



Figure CH-4: Summary of Key Public Realm Improvements




Figure CH-5: Green Loop Connections Map

Public Spaces

 Existing or Planned Public Space

 Small/Pocket Park & Plazas

 Schools (Public, Private & Charter)

 Cultural, Community & Public Recreation Centers

 Senior Centers

 Youth Services

 Health Services

 Library

 Place of Worship

 Downtown Plan Boundary

Potential Public Realm Improvements:

 Priority Areas for New Public Spaces

 Potential Future Public Space

 Potential Shared Street or Paseo

 Potential Plaza/Public Space

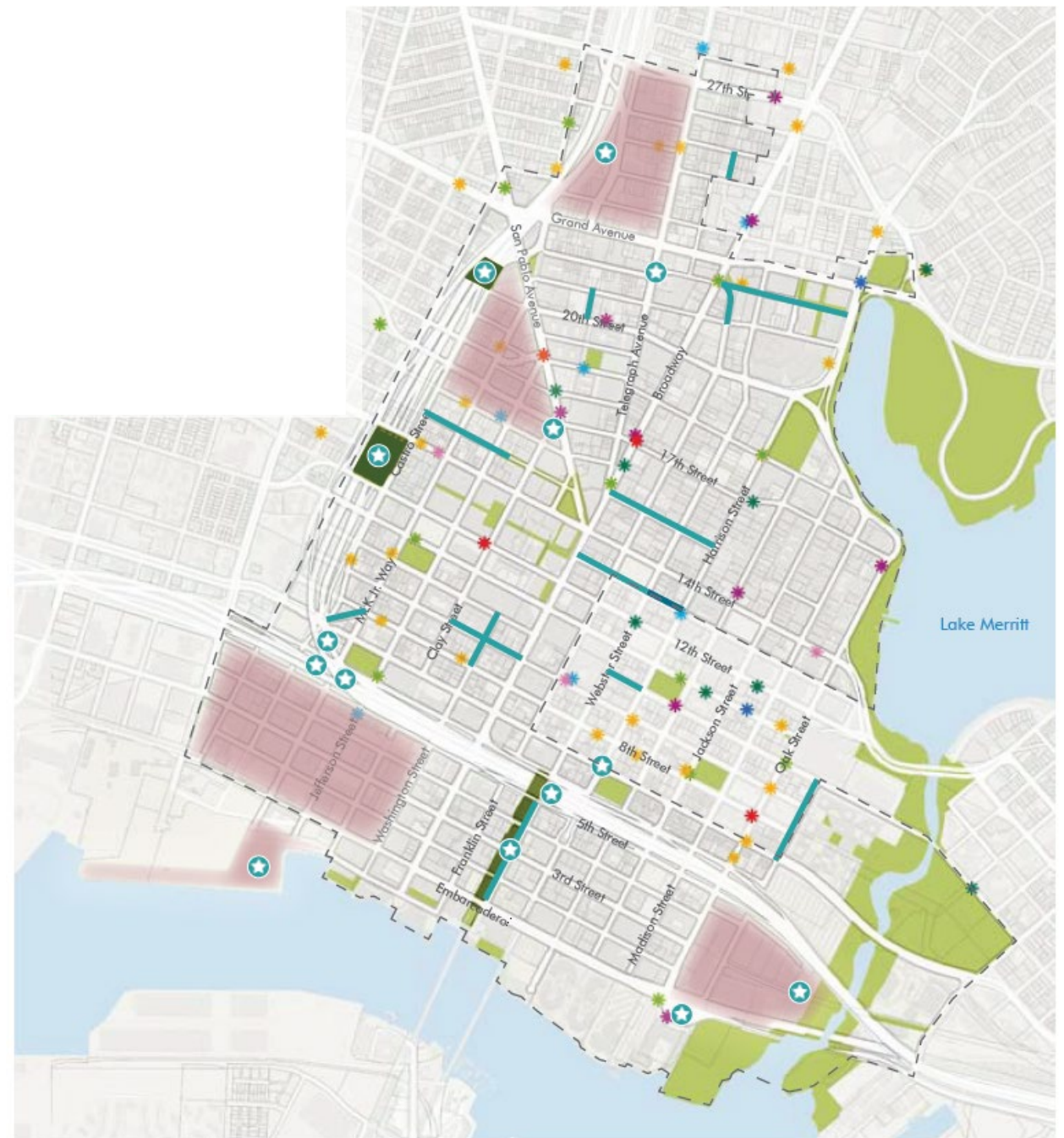


Figure CH-1: Existing Public Spaces/Services & Future Public Realm Improvements



Key Investments and Policies for Public Space & Recreation

- Create a safe and healthy public realm through streets, parks, and open-space improvements with a focus on enhancing connections between the waterfront and the rest of downtown
- Improve the experience of existing parks, open space, libraries and other community facilities through capital investments in equipment upgrades, maintenance and programming
- Develop and invest in a coordinated system of streetscape improvements to link activity centers with the waterfront and other public parks and plazas via the “Green Loop”
- Draft and adopt design guidelines for streets and public spaces
- Construct coordinated streetscape and public space improvements that help identify and enhance arts and culture districts

Land Use & Urban Form

Central Idea: Foster new development that serves Oaklanders and addresses housing and employment demand by preserving historic and cultural assets, creating a lively, interactive, vibrant and culturally relevant public realm, and providing increased building intensity in exchange for pre-defined community benefits.

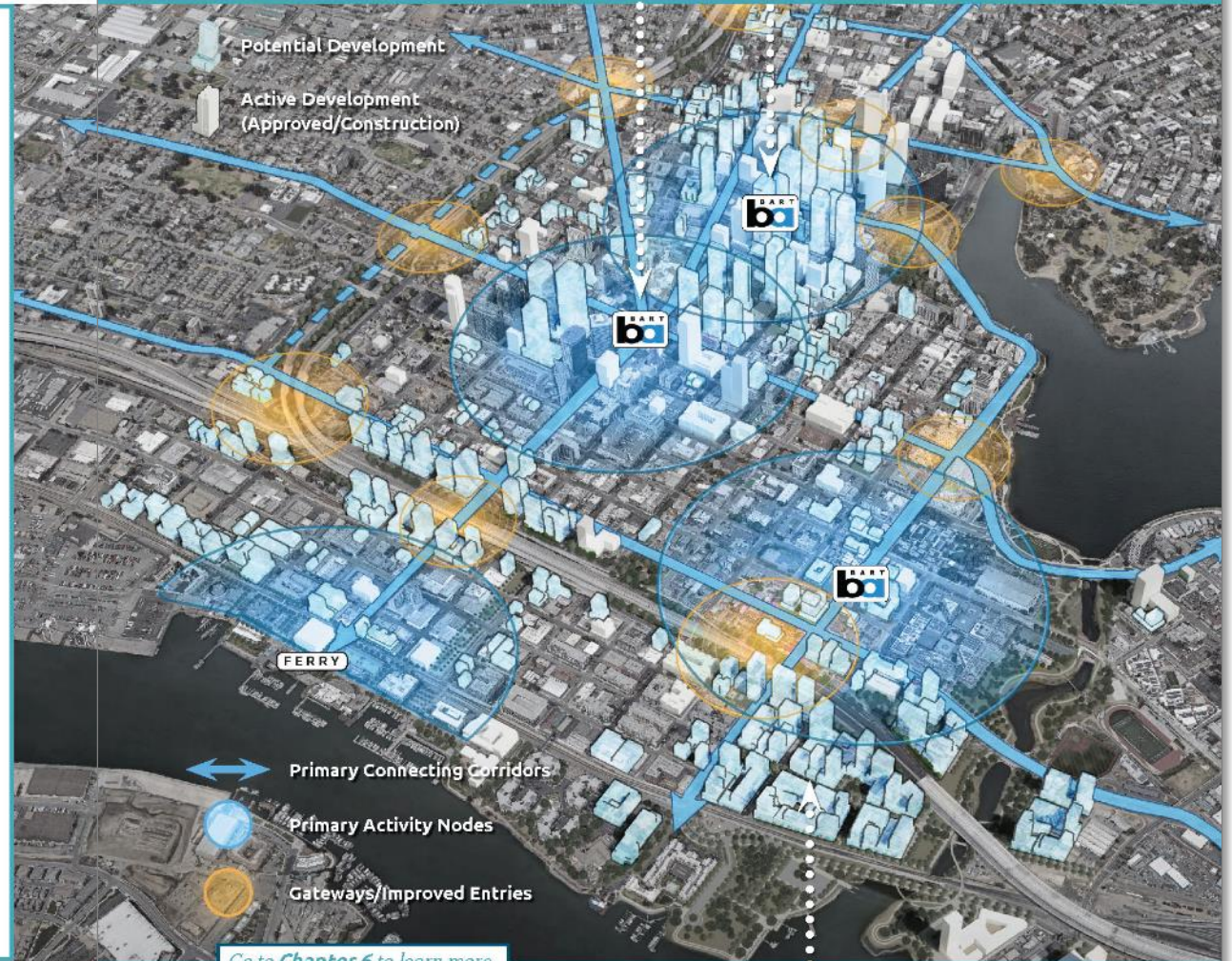
Figure VG-7: Aerial view of potential new downtown development

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

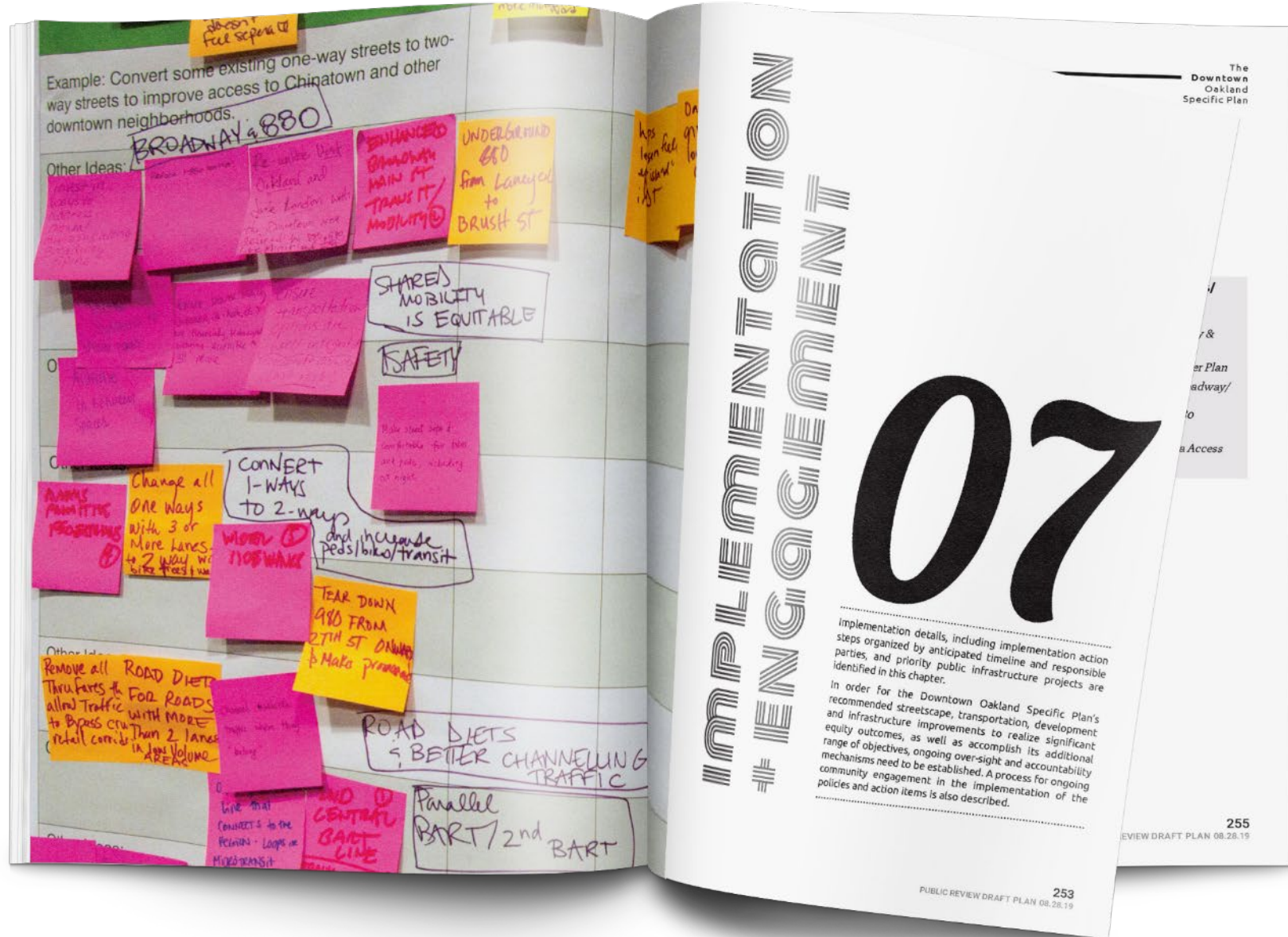


Go to **Chapter 6** to learn more

Opportunity sites near Victory Court



WHAT'S INSIDE: IMPLEMENTATION & ENGAGEMENT CHAPTER



Implementation Actions Organized by Type:

- Capital Improvements
- City Policy/Regulation
- City Program/Service
- Planning Study & Public Process

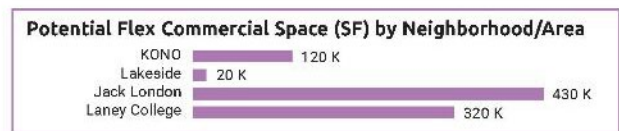
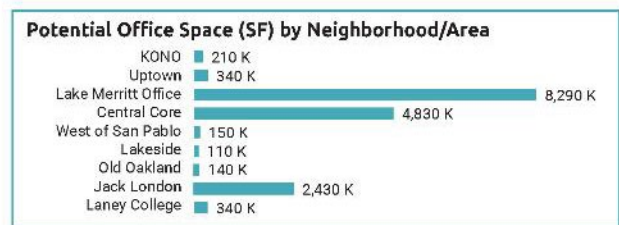
Implementation

- Establish a Specific Plan Implementation Committee, with broad representation for area residents and community stakeholders, to monitor and assess the implementation of Specific Plans and provide annual reports to the Planning Commission and City Council.
- Populate the Specific Plan Implementation Committee with an inclusive constituency of underrepresented populations, youth, older adults, and people with disabilities, as well as business and institutional representatives.

LAND USE: POTENTIAL FUTURE DOWNTOWN DEVELOPMENT



- Potential Residential Development
- Potential Office Development
- Potential Retail/Neighborhood-Serving Commercial Development
- Potential Flex Commercial Development
- Potential Flex Industrial Development
- Potential Institutional Development
- Active Development (Approved/Under-Construction)



LAND USE: UPDATED DEVELOPMENT PROGRAM

Table LU-5: DOSP Projected Development vs. Plan Bay Area Projections

	Plan Bay Area Projections (2040)	DOSP Total Future Development (2040)	% Difference
Households	32,821	54,940	+67%
Employment	111,370	199,248	+79%

Table LU-8: Downtown Future Residents & Employees by Land Use

	Existing Baseline*	Active 2020 Development**	DOSP Potential 2040 Development	LMSAP Potential 2035 Development	TOTAL
Residents	24,845	20,790	52,600	3,937	104,385
Households	14,330	10,942	27,700	2,072	54,940
Employment (Jobs)	109,447	26,197	60,800	2,875	199,248
Office	N/A	17,124	53,400	2,237	N/A
Retail / Neighborhood Serving Commercial	N/A	9,073	3,400	381	N/A
Flex Commercial	N/A	N/A	600	N/A	N/A
Light Industrial	N/A	-	200	-	N/A
Institutional	N/A	N/A	3,200	257	N/A

Next Steps

- Fall 2019
 - Community review of Draft Plan and Draft Environmental Impact Report (EIR)
- Winter 2019-2020
 - Development of Zoning and Zoning Incentive Program
- Summer 2020
 - Final Downtown Oakland Specific Plan
 - Final EIR
 - General Plan and Zoning Amendments

THANK YOU!

Send additional input to

plandowntownoakland@oaklandca.gov

LAND USE: CHARACTER AREAS MAP

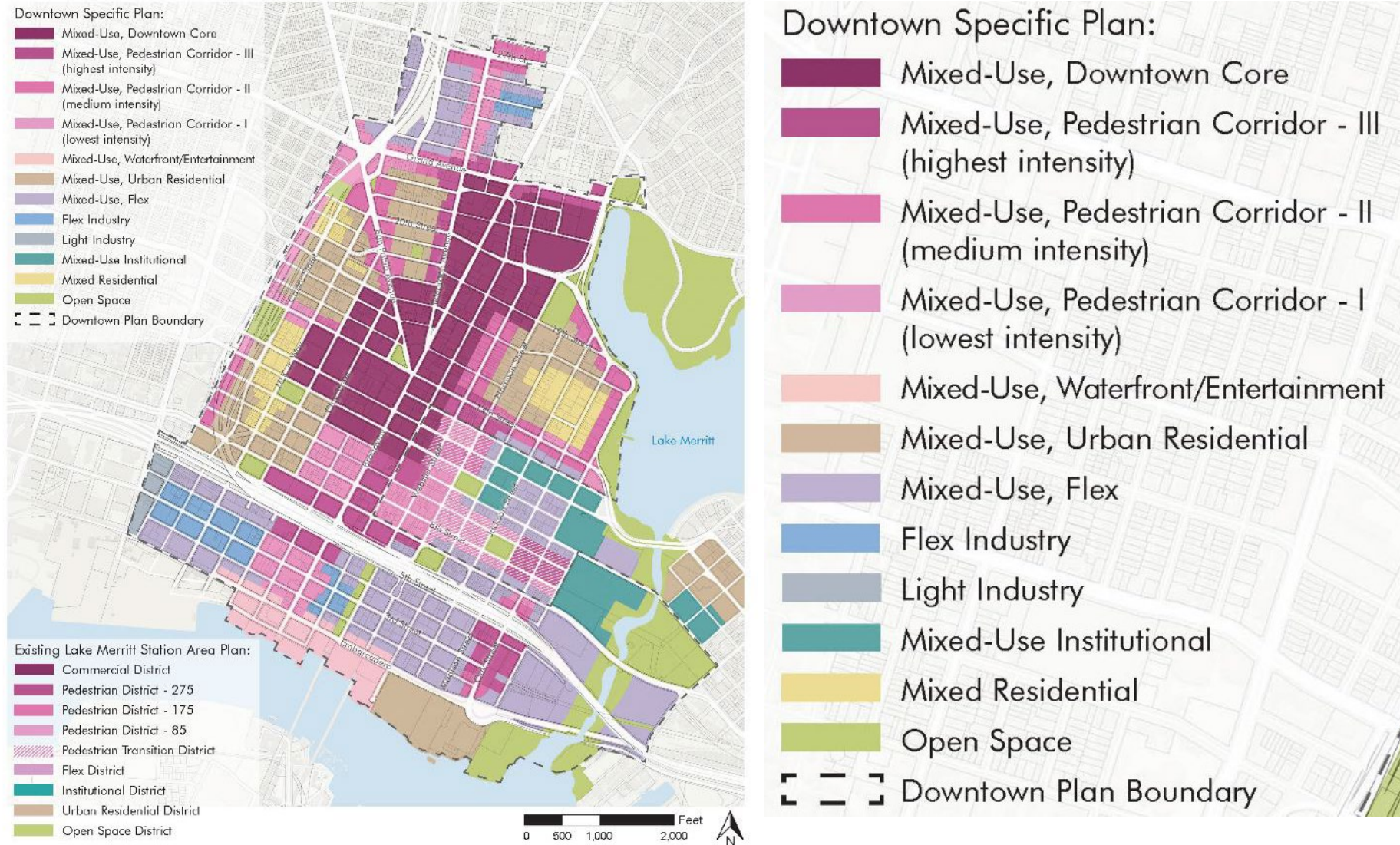


Figure LU-8a: Proposed Land Use Character Map

LAND USE: CHARACTER AREAS MAP – Alternative

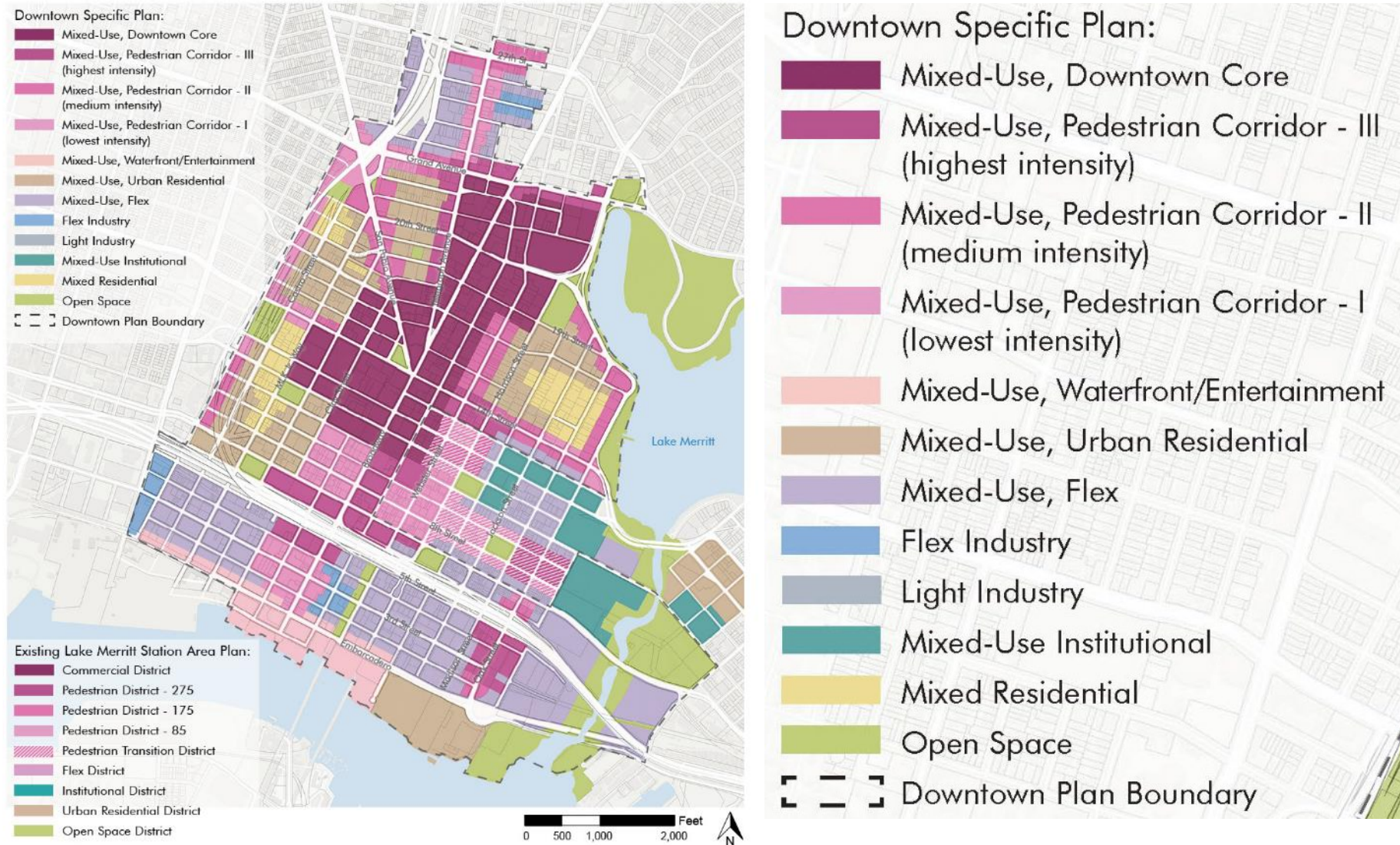
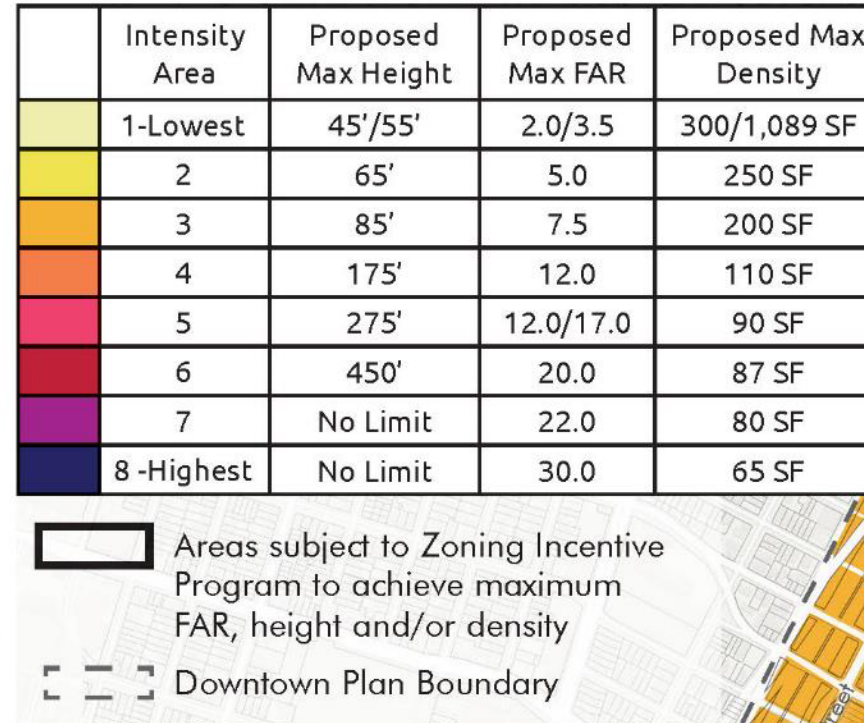
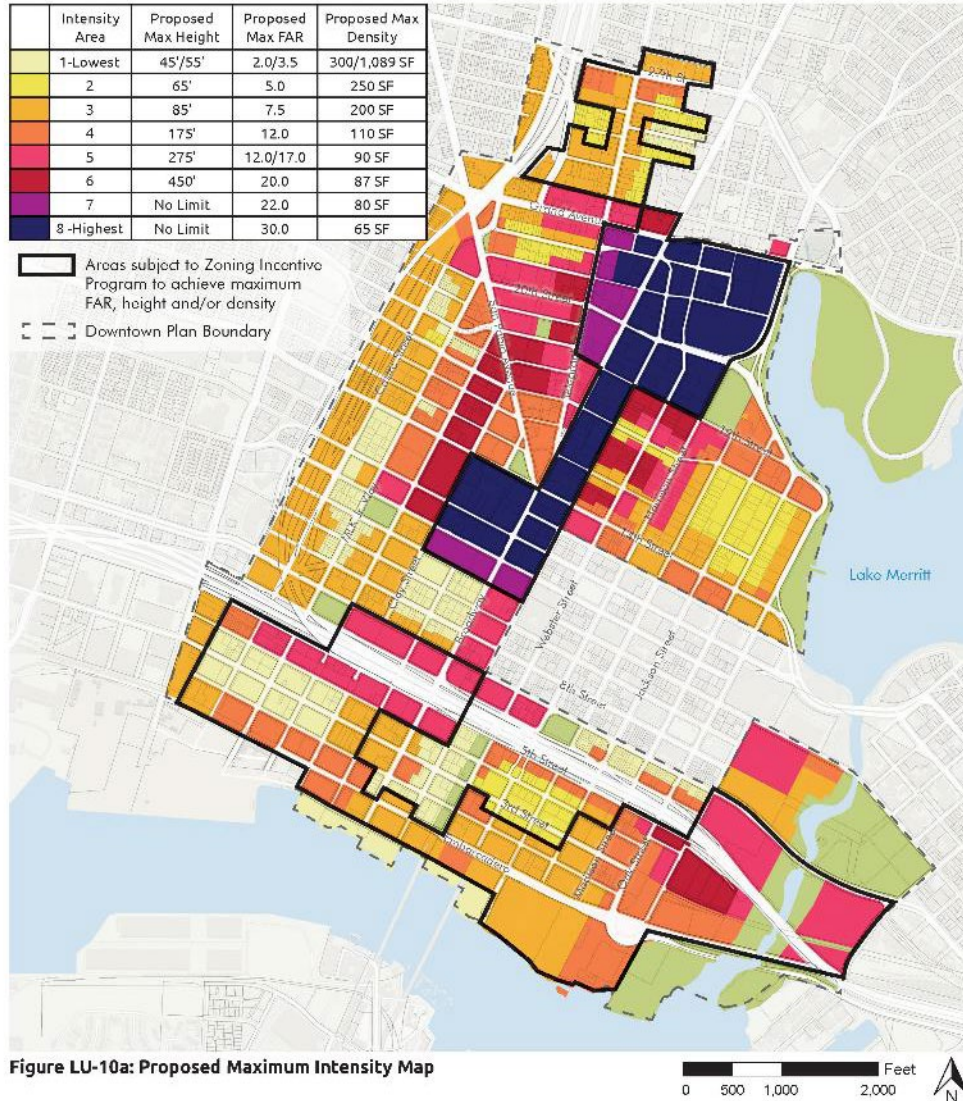
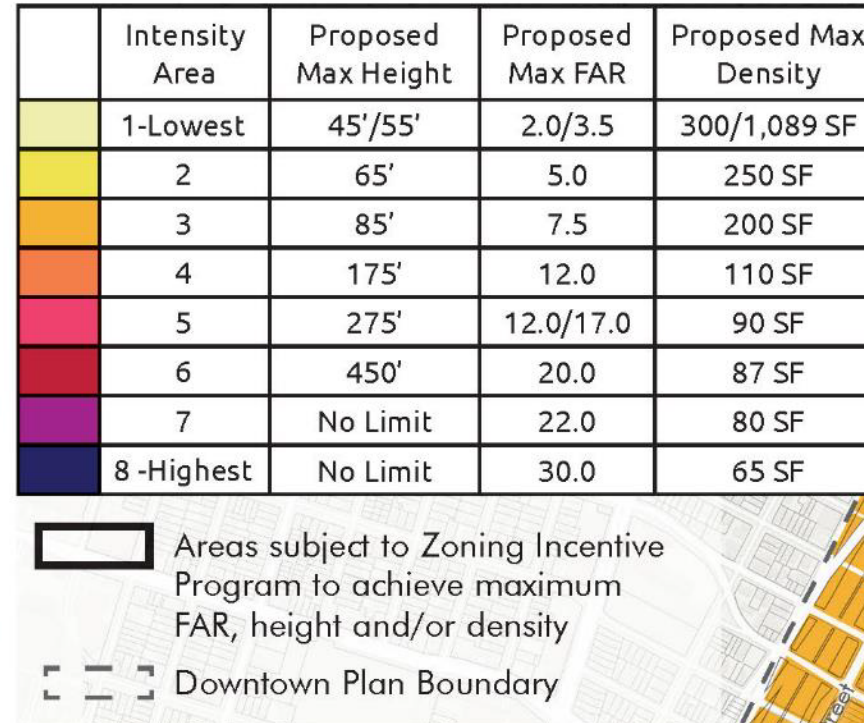
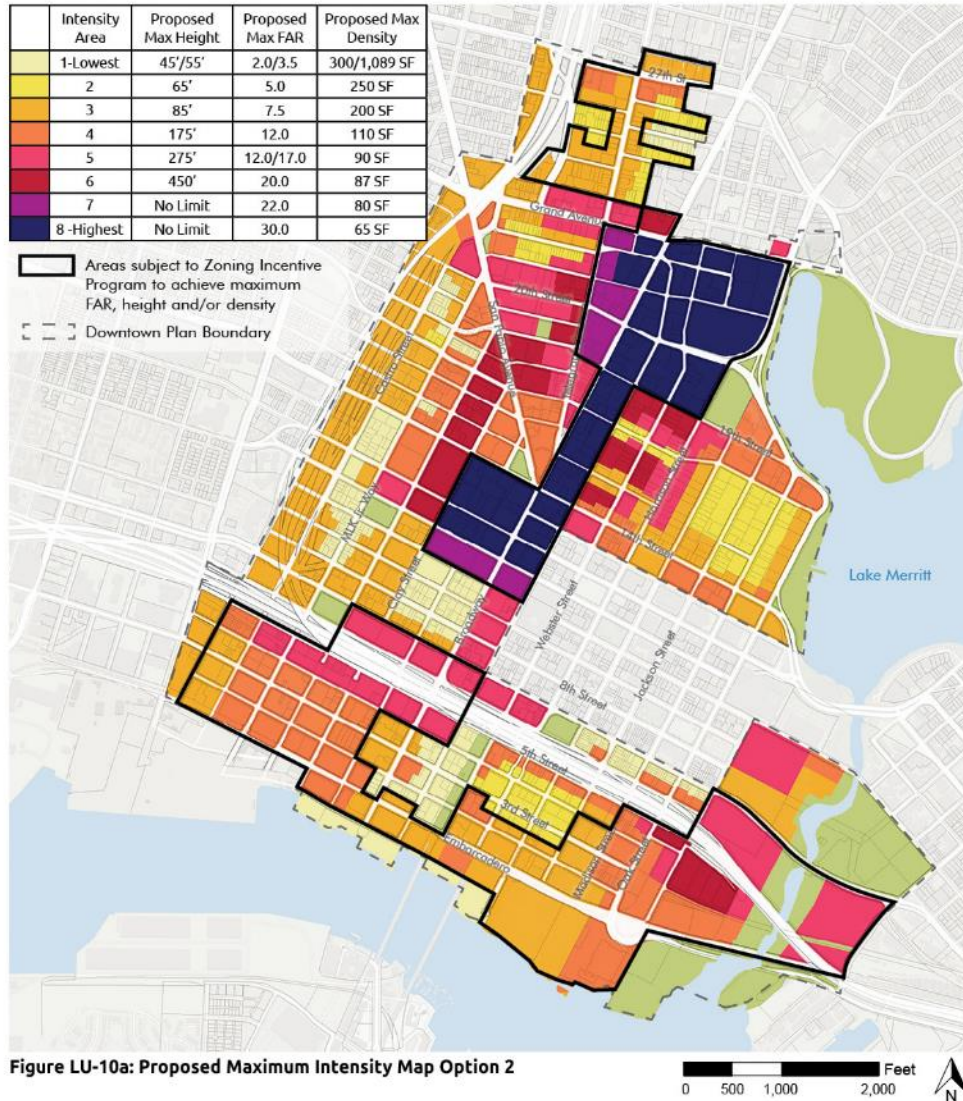


Figure LU-8a: Proposed Land Use Character Map Option 2

LAND USE: PROPOSED MAXIMUM INTENSITY MAP



LAND USE: PROPOSED MAXIMUM INTENSITY MAP – Alternative



LAND USE: PROPOSED GENERAL PLAN AMENDMENTS

Proposed General Plan Land Use Designations:

- Urban Residential
- Community Commercial
- Central Business District (CBD) 1
- CBD 2
- CBD 3
- Business Mix
- Institutional
- Urban Park and Open Space
- EPP Mixed Use District
- EPP Parks
- EPP Produce Market
- EPP Retail Dining Entert. 1
- EPP Retail Dining Entert. 2
- EPP Waterfront Commercial Recreation 1
- EPP Waterfront Mixed Use
- EPP Waterfront Warehouse District
- EPP Light Industrial 1

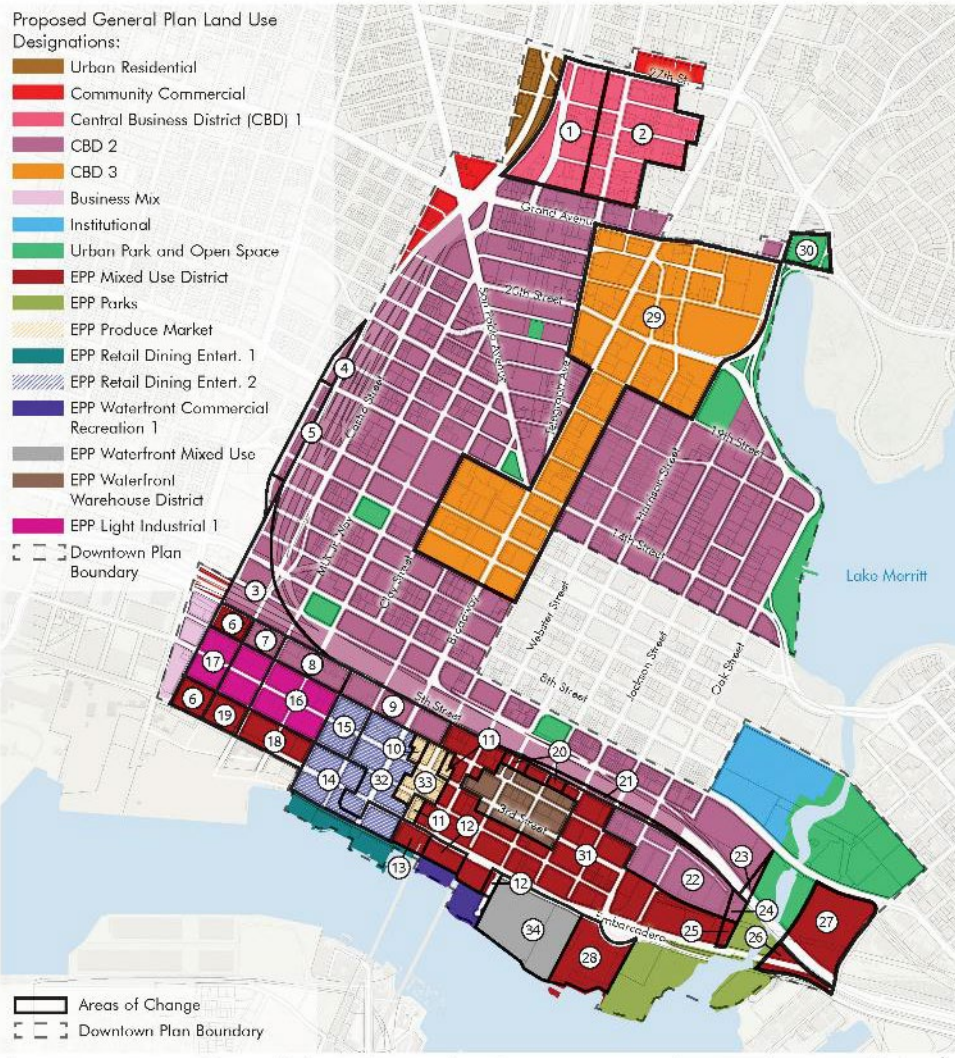


Figure LU-13a: Proposed General Plan Land Use Designation Amendments

Table LU-3: Proposed General Plan Amendments

ID	Existing Designations	FAR	Density	Proposed Designation Changes	FAR	Density
1	LUTE Urban Residential	NA	261 SF	LUTE Central Business District 1	12.0	109 SF
2	LUTE Community Commercial	5.0	261 SF	LUTE Central Business District 1	12.0	109 SF
3	LUTE Community Commercial	5.0	261 SF	LUTE Central Business District 2	20.0	87 SF
4	LUTE Mixed Housing Type Residential	NA	1,089 SF	LUTE Central Business District 2	20.0	87 SF
5	LUTE Urban Residential	NA	261 SF	LUTE Central Business District 2	20.0	87 SF
6	LUTE Business Mix	4.0	NA	EPP Mixed Use District	12.0	109 SF
7	EPP Light Industry 1	2.0	1,089 SF	LUTE Central Business District 2	20.0	87 SF
8	EPP Off-Price Retail District	2.0	1,089 SF	LUTE Central Business District 2	20.0	87 SF
9	EPP Retail Dining Entertainment 2	7.0	261 SF	LUTE Central Business District 2	20.0	87 SF
10	EPP Retail Dining Entertainment 2	7.0	261 SF	EPP Produce Market	2.5	817 SF
11	EPP Mixed Use District	5.0	261 SF	EPP Produce Market	2.5	817 SF
12	EPP Waterfront Commercial Recreation 1	3.0	NA	EPP Mixed Use District	2.5	817 SF
13	EPP Retail Dining Entertainment 1	3.5	NA	EPP Mixed Use District	12.0	109 SF
14	EPP Retail Dining Entertainment 1	3.5	NA	EPP Retail Dining Entertainment 2	12.0	109 SF
15	EPP Off-Price Retail District	2.0	1,089 SF	EPP Retail Dining Entertainment 2	12.0	109 SF
16	EPP Off-Price Retail District	2.0	1,089 SF	EPP Light Industry 1	2.0	1,089 SF
17	LUTE Business Mix	4.0	NA	EPP Light Industry 1	2.0	1,089 SF
18	EPP Off-Price Retail District	2.0	1,089 SF	EPP Mixed Use District	12.0	109 SF
19	EPP Light Industry 1	2.0	1,089 SF	EPP Mixed Use District	12.0	109 SF
20	EPP Waterfront Warehouse District	5.0	327 SF	EPP Mixed Use District	12.0	109 SF
21	[blank]	NA	NA	LUTE Central Business District 2	20.0	87 SF
22	EPP Mixed Use District	5.0	261 SF	LUTE Central Business District 2	20.0	87 SF
23	LUTE Urban Park and Open Space	NA	NA	LUTE Central Business District 2	20.0	87 SF
24	EPP Parks	NA	NA	LUTE Central Business District 2	12.0	109 SF
25	EPP Parks	NA	NA	EPP Mixed Use District	12.0	109 SF
26	EPP Planned Waterfront Development 1	1.0	1,089 SF	EPP Mixed Use District	12.0	109 SF
27	LUTE Community Commercial	5.0	261 SF	EPP Mixed Use District	12.0	109 SF
28	EPP Waterfront Mixed Use	2.0	817 SF	EPP Mixed Use District	12.0	109 SF
29	LUTE Central Business District (CBD)	20.0	87 SF	LUTE Central Business District 3	30.0	65 SF
30	LUTE Urban Residential	NA	261 SF	LUTE Urban Park and Open Space	NA	NA
Changes to FAR and Density for Existing EPP Land Use Classifications:						
31	EPP Mixed Use District	5.0	261 SF	EPP Mixed Use District	12.0	109 SF
32	EPP Retail Dining Entertainment 2	7.0	261 SF	EPP Retail Dining Entertainment 2	12.0	109 SF
33	EPP Produce Market	1.0	1,089 SF	EPP Produce Market	2.5	817 SF
34	EPP Waterfront Mixed Use	2.0	817 SF	EPP Waterfront Warehouse District	8.0	200 SF

Oakland Walks!

2017 Pedestrian Plan Update and Implementation

September 2019 BPAC Presentation



City of
Oakland

Department of
Transportation



What's in the Plan? 4 Goals 5 Outcomes

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.

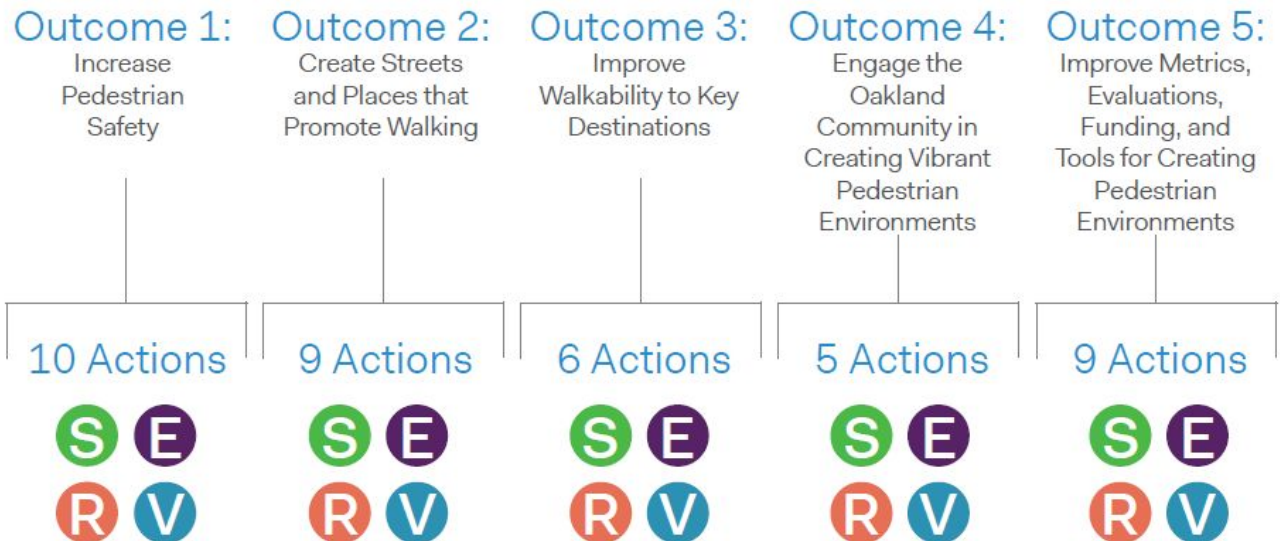


Goals

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

Outcomes

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



Recommended Actions

Actions the City will take to meet the objectives which are evaluated by the four goals (pg. 56).

What's in the Plan?

39 Actions

Outcome 1: Increase Pedestrian Safety

In order to achieve this outcome, the City will install pedestrian safety improvements in high injury corridors, develop new policies, adopt Vision Zero, upgrade signals and other infrastructure, work to reduce vehicle speeds, improve lighting, and explore ways to equitably enforce traffic laws.

No.	Action	E	S	V	R	Capital	Operating
1.	Implement improvements to High Injury Corridors and Intersections		x			\$ 15,000	\$ -
2.	Adopt a Vision Zero Policy and communication strategy					\$ 900	\$ 150
3.	Implement a pedestrian signal policy that prioritizes pedestrian safety		x			\$ -	\$ 20
4.	Implement a temporary traffic control protocol for new developments that impact the pedestrian environment		x			\$ -	\$ 10
5.	Establish 25 mph zone program		x	x		\$ -	\$ 20
6.	Improve security for pedestrians through lighting		x	x		\$ 7,400	\$ -
7.	Work with the Department of Race and Equity and the Police Department to enforce traffic safety that does not further impact racial disparities or racial profiling		x	x		\$ -	\$ -
8.	Work with advocates to change state laws related to speed limits and automated speed enforcement. Additionally, develop local policies augmenting the California Manual on Uniform Traffic Control Devices.		x			\$ -	\$ 40
9.	Implement the pedestrian safety toolkit		x			\$ 3,000	\$ 20
10.	Maintain roadway features that reduce speeds and make pedestrian crossings safer		x			\$ -	\$ 55,000
	Total					\$ 26,300	\$ 55,260

Key:

E = Equity

S = Safety

V = Vibrant

R = Responder

Outcome 2: Create Streets and Places that Promote Walking

To achieve this objective, the City will integrate safety into the design of new streets incorporate art into pedestrian infrastructure, plant more street trees, repair sidewalks, install accessible curb ramps and other features to improve the pedestrian environment for vulnerable populations, and provide public open space in underutilized roadways. The City will also pursue citywide programs and partnerships with nonprofits and community groups to promote walking.

No.	Action	E	S	V	R	Capital	Operating
11.	Integrate pedestrian safety into street design guidelines when developed		x	x		\$ -	\$ 10
12.	Update the street tree element of the City Tree Plan		x		x	\$ 400	\$ -
13.	Integrate art and playfulness into pedestrian infrastructure				x	\$ -	\$ 10
14.	Update the ADA Transition Plan and carry out its recommendations		x	x		\$ 7,500	\$ -
15.	Create a public space program		x		x	\$ -	\$ 40
16.	Partner with public health advocacy groups to promote the health benefits of walking				x	\$ -	\$ 20
17.	Find resources for the City's Façade Improvement Program to support a program to support low-income property owners in repairing sidewalks		x	x	x	\$ -	\$ 50
18.	Partner with violence prevention advocates, OPD, and other community groups to address the link between safety and walking		x	x	x	\$ -	\$ 20
19.	Find resources to do regular illegal dumping cleanup		x	x	x	\$ -	\$ -
	Total					\$ 7,900	\$ 150

Outcome 3: Improve Walkability to Key Destinations

To improve walkability to key destinations, the City will develop a prioritization strategy to best focus the benefits of the Safe Routes to School program, establish a similar program focused on first and last mile access to transit, support wayfinding efforts that can be used by vulnerable populations, and identify strategies for improving the walking environment in and near Caltrans-owned rights-of-way, such as underneath freeway overpasses, on and off ramps, and streets where the surface grade is un-even due to railroad tracks. Additionally, the City will use Walk Score® to improve walkability to key destinations and to enhance areas where car-ownership and usage is lower than the citywide average.

No.	Action	E	S	V	R	Capital	Operating
20.	Develop a prioritization strategy for implementing the City's Safe Routes to Schools program		x	x		\$ 5,600	\$ 20
21.	Create a Safe Routes to Transit Program		x	x		\$ -	\$ 30
22.	Support the development of a Citywide Pedestrian Wayfinding program			x		\$ -	\$ 20
23.	Identify missing sidewalk connections and prioritize for improvement		x	x	x	\$ 4,000	\$ -
24.	Improve pedestrian environment under and over freeways		x	x	x	\$ 2,000	\$ 20
25.	Increase travel options between transit and major job, education, neighborhood retail, and neighborhood centers		x	x	x	\$ 2,000	\$ -
	Total					\$ 13,600	\$ 90

Outcome 4: Engage the Oakland Community in Creating Vibrant Pedestrian Environments

To achieve this objective, the City will reinvigorate existing communication methods and establish new protocols for engaging about pedestrian projects and enabling community-determined pedestrian projects. The City will also partner with groups that specialize in addressing specific vulnerable populations, for example, the Mayor's Commission on Persons with Disabilities, to understand to the experiences of persons with disabilities.

No.	Action	E	S	V	R	Capital	Operating
26.	Use old and new media including social media and other web tools to connect with Oaklanders on pedestrian topics				x	\$ -	\$ 20
27.	Partner with neighborhood groups to perform walk audits		x	x	x	\$ -	\$ 60
28.	Expand neighborhood traffic calming programs citywide		x	x	x	\$ 3,800	\$ 40
29.	Support constituent-led initiatives to improve safety		x	x	x	\$ 900	\$ 20
30.	Develop a comprehensive campaign for safety education		x		x	\$ 100	\$ 40
	Total					\$ 4,800	\$ 180

Outcome 5: Improve Metrics, Evaluations, Funding and Tools for Creating Pedestrian Environments

For this outcome, the City will develop and implement a host of data collection, data analysis, and data reporting efforts, as well as ensure adequate staff training in pedestrian design standards to ensure that the Plan implementation is efficient, accountable, effective, and equitably distributed.

No.	Action	E	S	V	R	Capital	Operating
31.	Update and maintain the City's sidewalk inventory				x	\$ -	\$ 90
32.	Evaluate and implement process improvements to the City's complaint-based traffic maintenance program		x		x	\$ -	\$ 20
33.	Integrate before and after pedestrian safety evaluations into all transportation projects				x	\$ -	\$ 400
34.	Conduct routine pedestrian counts				x	\$ -	\$ 400
35.	Train staff in national best practices for safe street design and management				x	\$ -	\$ 60
36.	Create a transportation safety data inventory and make it easily accessible to the public		x		x	\$ -	\$ 80
37.	Improve process for pedestrian safety improvement requests		x		x	\$ -	\$ 10
38.	Work with the Department of Race & Equity to define equity for Oakland and develop quantitative equity metrics		x		x	\$ -	\$ 40
39.	Use data-driven approaches to prioritize and routinize pedestrian safety improvements		x	x	x	\$ -	\$ 10
	Total					\$ -	\$ 1,110

Key:

E = Equ

S = Saf

V = Vib

R = Re

Action 1. Implement Safety Improvements to High Injury Corridors and Intersections

34 High-Injury Corridors

37 High-Injury Intersections

Corridors

Street	Begins	Ends	Plan Area
12th St	Jefferson St	Oak St	Downtown
14th St	Myrtle St	Oak St	Downtown
E 16th St	21st Ave	26th Ave	Eastlake/Fruitvale
7th St	Washington St	7th St Bridge	Downtown
8th St	Franklin St	Fallon St	Downtown
94th Ave	Cherry St	Burr St	Central East Oakland
98th Ave	A St	MacArthur Blvd	Central East Oakland
9th St	Franklin St	Fallon St	Downtown
Bancroft Ave	84th Ave	98th Ave	Central East Oakland
Bancroft Ave	Church St	80th Ave	Central East Oakland
Bancroft Ave	Church St	Havenscourt Blvd	Central East Oakland
Broadway	9th St	19th St	Downtown
Foothill Blvd	Mitchell St	40th Ave	Eastlake/Fruitvale
Foothill Blvd	51st Ave	Seminary Ave	Central East Oakland
Fruitvale Ave	Alameda Ave	E 16th St	Eastlake/Fruitvale
Grand Ave	Lake Park Ave	Oakland Ave	North Oakland
Grand Ave	Valley St	El Embarcadero	Downtown

Corridors

Street	Begins	Ends	Plan Area
Hegenberger Rd	Hegenberger Lp	Hegenberger Pl	Coliseum/Airport
High St	Lyon	Kansas St	Eastlake/Fruitvale
International Blvd	High	56th Ave	Central East Oakland
International Blvd	16th Ave	28th Ave	Eastlake/Fruitvale
International Blvd	73rd Ave	91st Ave	Central East Oakland
International Blvd	1st Ave	12th Ave	Eastlake/Fruitvale
International Blvd	95th Ave	Durant Ave	Central East Oakland
International Blvd	High St	Fruitvale Ave	Eastlake/Fruitvale
MacArthur Blvd	Foothill	82nd Ave	Central East Oakland
Martin Luther King Jr Way	40th St	44th St	North Oakland/Adams Point
Martin Luther King Jr Way	29th St	40th St	West Oakland
Piedmont Ave	Warren Ave	Entrada Ave	North Oakland/Adams Point
Shattuck Ave	45th St	55th St	North Oakland/Adams Point
Telegraph Ave	William	27th St	North Oakland/Adams Point
Telegraph Ave	30th St	51st St	North Oakland/Adams Point
Telegraph Ave	William St	Broadway	Downtown
Telegraph Ave	51st St	Sr 24	North Oakland/Adams Point

Intersections

Street	Cross Street	Plan Area
12th St	Brush St	West Oakland
14th St	Market St	West Oakland
21st Ave	International Blvd	Eastlake/Fruitvale
24th St	Broadway	Downtown
27th St	Broadway	Downtown
29th St	Telegraph Ave	North Oakland/Adams Point
33rd Ave	Foothill Blvd	Eastlake/Fruitvale
34th St	Martin Luther King Jr Way	West Oakland
34th St	San Pablo Ave	West Oakland
35th Ave	International Blvd	Eastlake/Fruitvale
37th St	Telegraph Ave	North Oakland/Adams Point
48th St	Telegraph Ave	North Oakland/Adams Point
51st St	Telegraph Ave	North Oakland/Adams Point

Intersections

Street	Cross Street	Plan Area
52nd Ave	International Blvd	Central/East Oakland
5th Ave	International Blvd	Eastlake/Fruitvale
73rd Ave	Bancroft Ave	Central/East Oakland
73rd Ave	Garfield Ave	Central/East Oakland
76th Ave	MacArthur Blvd	East Oakland Hills
7th St	Harrison St	Downtown
80th Ave	International Blvd	Central/East Oakland
83rd Ave	International Blvd	Central/East Oakland
84th Ave	International Blvd	Central/East Oakland
8th St	Market St	West Oakland
90th Ave	International Blvd	Central/East Oakland
98th Ave	Cherry St	Central/East Oakland
98th Ave	International Blvd	Central/East Oakland

Intersections

Street	Cross Street	Plan Area
9th St	Madison St	Downtown
Brush St	W Grand Ave	West Oakland
Coolidge Ave	School St	Eastlake/Fruitvale
E 16th St	Fruitvale Ave	Eastlake/Fruitvale
E 19th St	Fruitvale Ave	Eastlake/Fruitvale
E 27th St	Fruitvale Ave	Eastlake/Fruitvale
Grand Ave	Harrison St	Downtown
Grand Ave	Staten Ave	North Oakland/Adams Point
High St	San Leandro St	Eastlake/Fruitvale
MacArthur Blvd	Martin Luther King Jr Way	West Oakland
San Pablo Ave	W Grand Ave	West Oakland

What's in the Plan?

Ped Safety Toolbox

Table 1. Toolbox Contents

	Page #	Treatment	Image
Signalized Intersections	S-1	Add Exclusive Pedestrian Phasing	
	S-2	Restrict Right Turn on Red	
	S-3	Protected Right Turn Phase	
	S-4	Modify Signal Timing 	
	S-5	Convert Permissive Phase to Protected or Protected/Permissive Phasing	
	S-6	Install Pedestrian Countdown Timers	
	S-7	Implement Leading Pedestrian Interval (LPI)	
	S-8	Implement Flashing Yellow Arrow	

Pedestrian Infrastructure

Grant Funding

- **Highway Safety Improvement Program (HSIP) - located along a corridor (ex. HSIP 6 pictured)**
- **Active Transportation Program (ATP) - most traditional grant-funded projects (ex. LAAMPS)**
- **Affordable Housing Sustainable Communities**

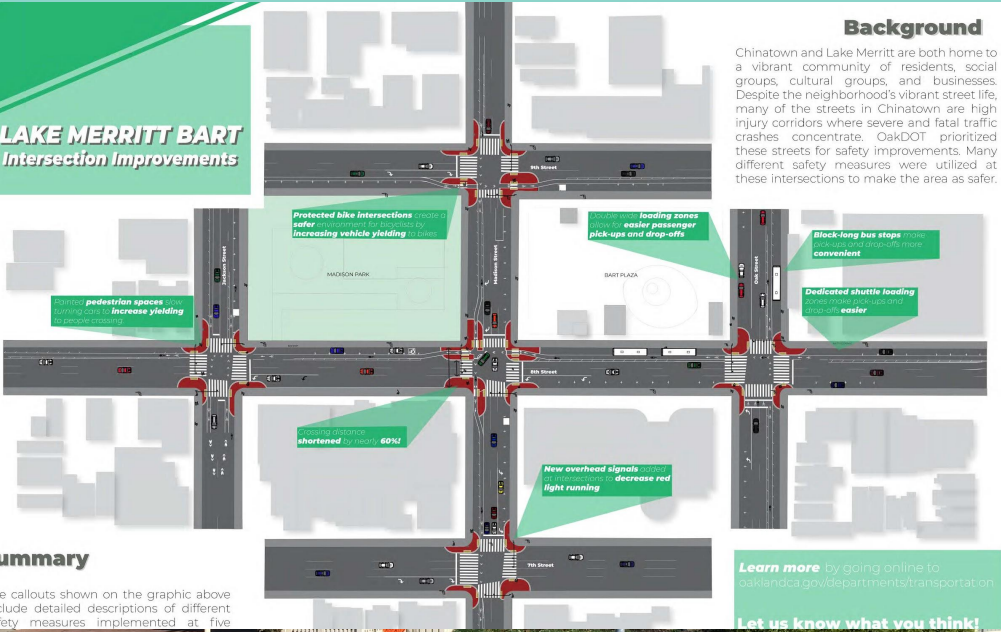
Local Funding

- **Work orders (ex. Foothill/26th)**
- **Citywide projects with many locations (ex. High-Visibility Crosswalk Project or Paving Program)**

Image of HSIP 6 Lake Merritt BART painted safety bulbouts

Pedestrian Infrastructure

LAKE MERRITT BART Intersection Improvements



Background

Chinatown and Lake Merritt are both home to a vibrant community of residents, social groups, cultural groups, and businesses. Despite the neighborhood's vibrant street life, many of the streets in Chinatown are high injury corridors where severe and fatal traffic crashes concentrate. OakDOT prioritized these streets for safety improvements. Many different safety measures were utilized at these intersections to make the area as safe.



Summary

The callouts shown on the graphic above include detailed descriptions of different safety measures implemented at five

Learn more by going online to oaklandca.gov/departments/transportation

Let us know what you think!

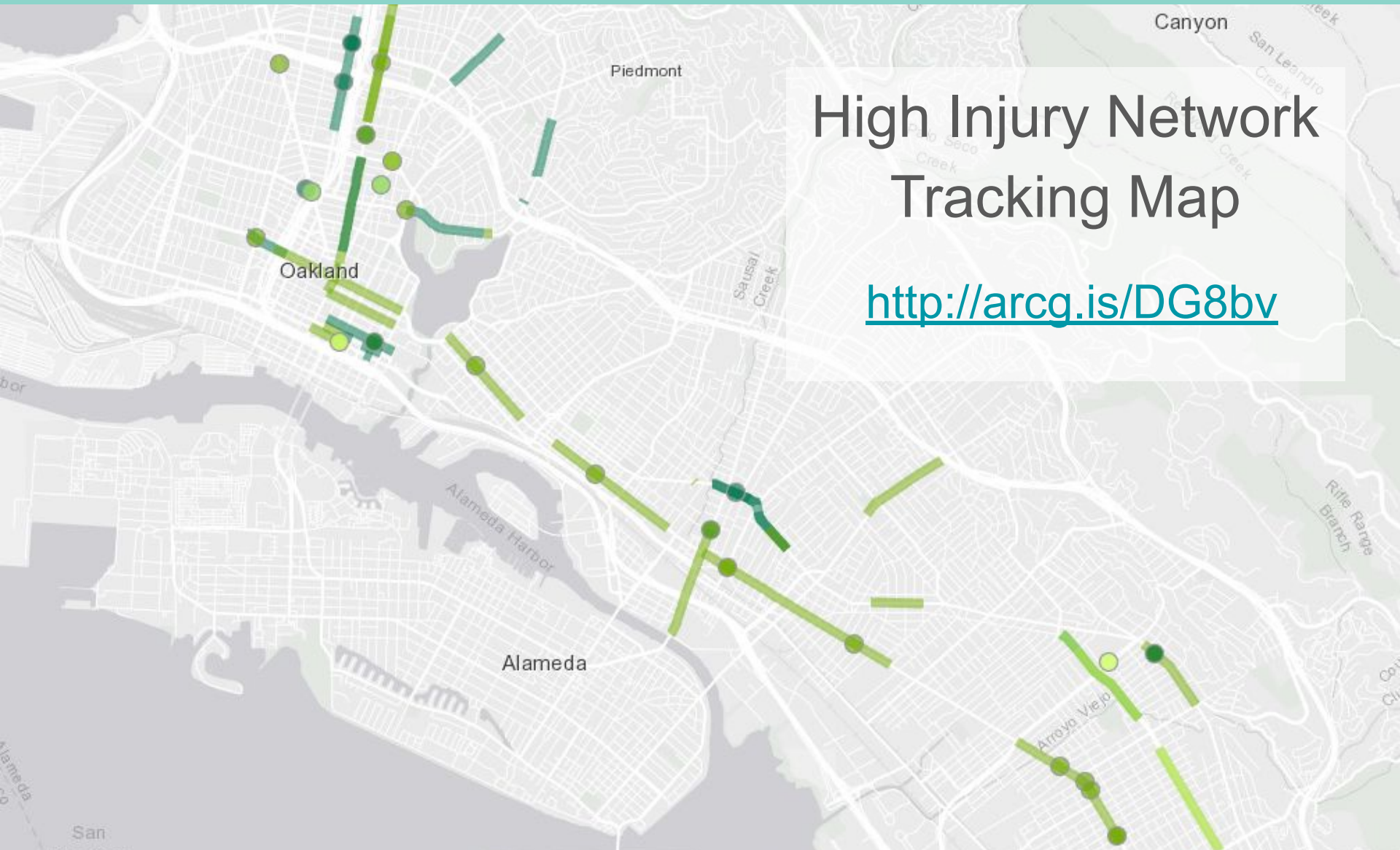


Pedestrian Infrastructure Tracking

Action 36. Create a transportation safety data inventory and make it easily accessible to the public



Action 1. Implement Improvements to High Injury Corridors and Intersections



Since the beginning of the plan's analysis (2008)...

On the High Injury Network, alone (2% of city streets), we've built....

Improved Crosswalks	Streets with Road Diets	Bulbouts	Safety Islands	Signal Improvements	Crossings with RRFBs	New Traffic Signals
118	14	51	2	10	3	2

Action 10. Maintain roadway features that reduce speeds and make pedestrian crossings safer

Oakland Department of Transportation



Edit x



Checking your story content x

Rectangular Rapid Flash Beacons in Oakland

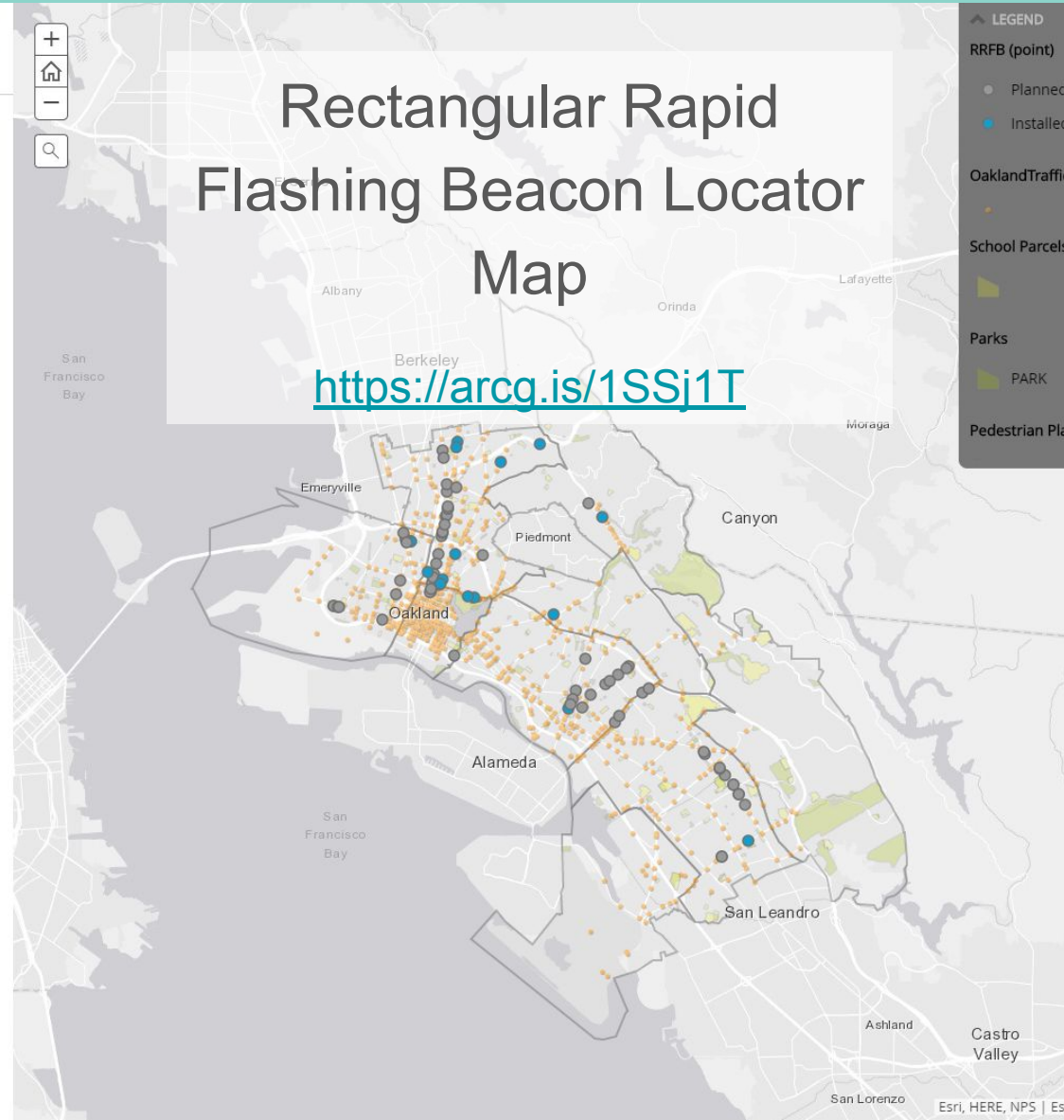
Rectangular Rapid Flash Beacons, or RRFBs for short, are flashing warning devices installed at crossings to make people driving more aware of people walking. When people push the button, yellow lights begin flashing. When not in use, the lights remain dark.

State law requires drivers to yield for pedestrians at all marked crosswalks and unmarked crossings at intersections, however, some drivers fail to comply with the law. Rectangular Rapid Flash Beacons (RRFB) can enhance safety by reducing crashes between vehicles and pedestrians at unsignalized intersections and mid-block pedestrian crossings by increasing driver awareness of potential pedestrian conflicts. You can read more about how they work [here](#).

[Scroll or click here to continue.](#)



Pedestrian using an RRFB to cross Grand Ave at Lee St



Pedestrian Programs

Programs we work on

- Paint the Town!
- Safe Routes to School

Support/encourage use of ped plan in partnerships with other OakDOT sections, other City of Oakland departments, and other organizations

Image of Paint the Town! Mural by Earth Team on Arthur St. between Dashwood Ave and 78th Ave

Action 13. Integrate art and playfulness into pedestrian infrastructure



Paint the Town!
90th/Plymouth Scraper
Bike Mural

Action 20. Develop a prioritization strategy for implementing the City's Safe Routes to School Program



Walk and Roll to
School Day

Future Work

- Upcoming Projects
 - HSIP Projects under development (Bancroft Ave, Fruitvale Ave, 35th St, High St, etc.)
 - ATP Projects: Fruitvale Alive Gap Closure, 14th St, etc.)
- Citywide work (Action 9. Implement the pedestrian safety toolkit)
 - Paving Plan high visibility crosswalks
 - Follow model of high visibility x-walk blitz
 - Future safer turning movements

Image of high visibility school crosswalk markings at 81st and Birch near East Oakland Pride Elementary painted as part of the 2018 High Visibility Crosswalk Blitz

Future Work



Renderings of Park Blvd and West St safety improvements.

Thank you!

Questions/Comments?

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