

**City of Oakland | Pedestrian Master Plan**  
**Technical Advisory Committee (TAC) and Community Advisory Committee (CAC)**  
**Meeting Notes**

The committees guiding the development of the Oakland Pedestrian Master Plan both met for the first time in May. The Community Advisory Committee (CAC) on May 18; the Technical Advisory Committee (TAC) on May 26. These notes summarize the discussion that took place at these meetings. Although they occurred ten days apart, the memo is organized according to the Plan's tasks and presents guidance from members of both committees together. The memo concludes with action items from these meetings.

**Community Advisory Committee**

(May 18, 2015 meeting participants)

- Rosa Villabos, BPAC
- Diane Dohm, ChangeLab Solutions
- Tony Dang, California Walks
- Rachel Jones, SPUR
- Elise Bernstein, Mayor's Commission on Persons with Disabilities
- Chris Hwang, WOBO
- Geoffrey Johnson, TransForm
- Nora Cody, TransForm
- Joel Ramos, East Oakland Building Healthy Communities
- Midori Tabata, BPAC
- Brandon Young, Center for Independent Living
- Sylvia Stadmire, Mayor's Commission on Aging
- Ryan Chan, BPAC
- Denise Jacobson, Mayor's Commission on Persons with Disabilities
- Plan Staff/consultant team: Jamie Parks, City of Oakland, Victoria Eisen, Eisen|Letunic

**Technical Advisory Committee** (May 26, 2015 meeting participants)

- Nathan Landau, AC Transit
- Iris Starr, Oakland Public Works, Transportation
- Dale Murai, Alameda County Department of Public Health
- Miguel Trujillo, Oakland Fire Department
- Marianna Parreiras, BART
- Matt Bomberg, Alameda CTC
- Hannah Lindelof, BART
- Wladimir Wlassowsky, Oakland Public Works, Transportation Services
- David Elzey, Oakland Police Department
- Peter Chun, Oakland Public Works, Transportation Services
- Sherri Rita, Oakland Public Works, ADA Division
- Zoe Levitt, Alameda County Department of Public Health
- Michelle Oppen, Oakland Unified School District
- Plan Staff/consultant team: Jamie Parks, Christina Blackston, City of Oakland; Victoria Eisen, Tracy Minicucci, Eisen|Letunic

### **Item 1: Outreach & Management**

The Pedestrian Master Plan survey was reviewed, with TAC and CAC members providing feedback on questions and identifying the need for the survey to be provided in multiple languages. In addition to being available online, the survey will potentially be distributed at schools, libraries, through merchants associations and community organizations, on AC Transit buses and through NCPCs and other community meetings. Several CAC members offered to help distribute the electronic survey through existing lists and groups.

Suggestions were made as to additional CAC members, including representatives from the City's Public Works Bureau of Facilities & Environment (regarding refuse collection impacts on pedestrian paths of travel), BART Paratransit Committee, BART Disability Task Force, AC Transit Disability Task Force, and United Seniors of Oakland.

### **Task 2: Existing Conditions Analysis**

Suggested data and sources for the existing conditions analysis beyond original project scope:

#### *Data*

- Pedestrian exposure estimates
- Speed limits and observed speeds
- Blocks and corridors, not just intersections
- High ridership AC Transit bus stops
- Concerns about personal security
- City's SeeClickFix database
- OUSD's list of existing and desired safewalk monitors
- OPD's Traffic Section data, including summary of existing versus historical enforcement resources
- NCPC Meetings

#### *Studies & Plans to Review*

- BART station modernization program
- CBTPs as a source of projects, particularly in East Oakland
- AC Transit Major Corridor Study
- Reference Oakland's upcoming ADA Transition Plan update
- PROWAG (Public Right-of-Way Guidelines under ADA)
- 2008 BART Station Access Profile
- Station siting criteria from Bikeshare effort
- Urban Priority Conservation Areas

### **Item 3: Vision & Goals**

There was discussion about the need to tie goals to performance measures so that the City can evaluate its success. It was suggested that the city establish collision reduction targets and focus on preventing future crashes rather than just addressing previous ones. Since speeds affect collisions, and the City can't enforce speeds below the 85th percentile (per California law), it was suggested that a plan goal should be to reduce speeds by redesigning roads in a way that drives down vehicle speeds.

#### **Item 4: Recommended Projects & Programs**

Discussion of recommended project and programs yielded the following suggestions:

- Include private development projects when identifying needed improvements (e.g., Brooklyn Basin, Army Base)
- Include funded transportation improvements that affect the pedestrian environment (e.g., International Boulevard BRT)
- Review best practices in other communities' pedestrian master plans
- Consider increased enforcement and education of pedestrians, cyclists, and drivers
- Consider special crosswalk markings near schools
- More school crosswalk and safewalk monitors
- City's ADA Transition Plan should be referenced as of part of Pedestrian Master Plan
- Review City's current signal timing policy
- Traffic calming program recommendations should be balanced against OFD emergency response time needs

#### **Item 5: Design Guidelines**

There is a need to address stormwater management and the needs of the fire department and AC Transit in street and sidewalk design.

#### **Item 6: Implementation**

In order to facilitate implementation, a matrix of available funds should be included, as well as clarity about the information required for likely grant sources in order to streamline the application process.

#### **Action Items**

- Edit, translate and release survey
- Complete Existing Conditions Report
- Identify and attend community meetings
- Write article regarding pedestrian master plan update
- Consider adding case studies to scope of the Pedestrian Master Plan

**City of Oakland | Pedestrian Master Plan**  
**Technical Advisory Committee (TAC) and Community Advisory Committee (CAC)**  
**Meeting Notes**

The second meeting of each of the committees guiding the development of the Oakland Pedestrian Master Plan was in October. The Technical Advisory Committee (TAC) met on October 13 and the Community Advisory Committee (CAC) met on October 14. These notes summarize the discussion that took place at these meetings. Although they occurred on different days, the memo is organized according to the Plan's tasks and presents guidance from members of both committees together. The memo concludes with action items from these meetings.

**Technical Advisory Committee**

(October 13, 2015 meeting participants)

- Nathan Landau, AC Transit
- Miguel Trujillo, Oakland Fire Department
- Marianna Parreiras, BART
- Matt Bomberg, Alameda CTC
- Wladimir Wlassowsky, Joe Wang, Peter Chun, Oakland Public Works, Transportation Services
- Dave Elzey, Oakland Police Department
- Zach Seal, Oakland Economic Development
- Rachel Flynn, Oakland Planning & Building
- Christine Calabrese, Oakland Public Works, ADA/BRT
- Naomi Wentworth, Oakland Environmental Services Division
- Anna Lee, Alameda County Department of Public Health
- Michelle Oppen, Carla Henderson, Oakland Unified School District
- Nora Cody, TransForm
- Plan Staff/consultant team: Iris Starr, Christina Blackston, City of Oakland; Victoria Eisen, Eisen|Letunic; Matt Braughton, Kittelson & Associates

**Community Advisory Committee**

(October 14, 2015 meeting participants)

- Rosa Villalobos, BPAC
- Diane Dohm, ChangeLab Solutions
- Graham Pugh, SPUR
- Elise Bernstein, Mayor's Commission on Persons with Disabilities
- Joel Ramos, TransForm
- Midori Tabata, BPAC
- Ryan Chan, BPAC
- Sarah Fine, Transport Oakland
- Matt Nichols, Oakland Mayor's office
- Maria Henderson, Council member Guillán's office
- Nayeli Maxson, Council member Campbell-Washington's office
- Nick Mosquera, Bloomberg Associates, New York City
- Plan Staff/consultant team: Christina Blackston, City of Oakland; Victoria Eisen, Eisen|Letunic

## **Item 1: Draft Existing Conditions chapter**

### *Items to consider adding to chapter*

1. Safer Streets and Low-cost Improvement pilot programs (e.g., bring crosswalks up to current standards and upgrade other safety-related improvements with planned roadway resurfacing projects; considering implementing road diets this way too since this wouldn't add significant cost).
2. Address maintenance, particularly as a consideration of how much new, inviting infrastructure the City can take on (p. 18).
3. Add a traffic calming section. The City's program is limited to neighborhood streets, not arterials, and is currently by request only. The program installs speed bumps, traffic circles and the like. Program was more robust at one time, but is smaller today due to budget cuts.
4. Discussion of regional stormwater requirements since pedestrian improvements can often be integrated if planned concurrently. Potentially integrate with Complete Streets paragraph (p.20).
5. In context of Complete Streets, discuss past successes and limitations of implementing the City's CS policy (e.g., TSD's pilots).
6. Table 1.2 (Neighborhood data):
  - Compare statistics to other cities
  - Breakdown by populations
7. Include in Plan Introduction that it focuses Plan should focus on meeting needs of seniors, people with disabilities, children, and low-income residents, since that is who walks primarily in Oakland, including walk trips to transit.
8. Flesh out connections of walking to bicycling (when cyclists feel unsafe on the street, they ride on the sidewalk, which threatens pedestrian safety; option: road diets, which prioritize walking and biking over vehicular speed). Mention recent cycling successes, like protected bike lanes on Telegraph, toward this end (p. 3).
9. Add discussion of OUSD safety patrols, which work with OPD's Traffic Section and involves students, rather than professional crossing guards.
10. Add City policies, strategies and design guidelines that relate to CPTED (Crime Prevention Through Environmental Design).
11. Discuss potential conflicts on East Bay Greenway with trucks turning to/from San Leandro St.
12. Oakland Planning & Building is working with OFD to determine appropriate street widths.
13. Mention Sobrante Park in East Oakland/Elmhurst because it is so isolated and doesn't really feel like it's a part of East Oakland. Overall, mention that East Oakland/Elmhurst is a large area that encompasses many different neighborhoods, although walking conditions may be considered similar throughout the area.
14. Cite San Francisco General Hospital study that showed that SWITRS/TIMS data vastly underreports actual collisions with pedestrians.
15. Cite age of City policies (e.g., crosswalk-striping) and compare to other cities nearby or nationally to see if Oakland is ahead of or behind the curve.
16. Acknowledge that, without pedestrian counts, it's impossible to know actual exposure rate. Add other potential measures such as collisions/1,000 ADT and others.
17. Add percentage of bus stops that are flag-only, have benches and have shelters in each area. Justification is that, since walking to the bus is such a common destination, better facilities encourage more such trips.
18. In narrative, report walk-to-transit separately from walk-to-destination trips.

19. Add table/discussion of census demographic data that reflects equity (see Equity goal discussion; another source: Housing Equity Roadway).
20. Add discussion of parking enforcement to enforcement section.
21. Add discussion of parking requirements for new development (e.g., front or rear of businesses, number of spaces).
22. Try to bring land use into plan.
23. Table 1.4: Define “extrinsic” collision factors?

## **Item 2: Draft Vision & Goals outline**

### *Items to consider adding to Vision*

1. Add economic development benefits of walking: foot traffic generates sales tax revenue, which can be used to improve pedestrian environment. Cite data that support this observation (e.g., Temescal study).
2. Add health benefits (reduces obesity, heart disease, etc.).
3. Add environmental benefits (less driving, reduced VMT, reduced emissions).
4. Add community benefits (increased social interaction, reduced perception of crime).
5. Add access to jobs (or for workers) and to daily needs.
6. Replace “barriers to access for people of all abilities...” with “universal access.”
7. Include concepts of functional and recreational walking.
8. Add “well-maintained” to pedestrian amenities (maintenance of existing facilities is as important as new investments).
9. Be explicit that plan is intended to be implemented in five years, so vision should be consistent.
10. Change “enthusiastic” to a word that highlights the goal of getting more people walking.
11. Focus on seniors, people with disabilities, children, and low-income residents, since that is who walks primarily in Oakland, including walk trips to transit.
12. Keep vision short and succinct.

### *Items to consider adding to Goals*

#### General Goals comments

1. Make bolder, stronger, less cautious goals (e.g., replace “consider” with achievable steps).
2. Goal will be for more people to be walking, with fewer/no collisions. Implementation chapter will include measurable steps towards these goals.
3. Consider prioritizing investments where people are already walking.
4. TAC suggested renaming first three groupings, “Safety & Security,” “Equity & Environment (or Environmental Justice).”

#### Goal 1- Safety goal comments

1. Mention that perception is as important as reality for traffic safety
2. Clarify that Goal 1 refers to safety and Goal 2 refers to personal security.
3. Even though City cannot guarantee safety (KAI’s concern), make goal “safe” not “safer”.
4. Replace “Consider adopting Vision Zero policy” with a recommended process to assess the policy, such as establishing a committee; making tremendous, measurable progress toward VZ goal in next five years; etc.

5. Is there a comparable measure for walking to bicycling's stress measure that could be used to evaluate pedestrian's perception of their safety?

#### Goal 2 - Security goal comments

1. Mention that perception is as important as reality for security (e.g., graffiti removal, blight, dumping).
2. Delete "opportunities for" or just change to "Reduce crime".
3. Clarify that "eyes on the street" does not refer to surveillance.
4. Replace "increase police presence..." with wording that communicates need for increased enforcement of street crime that deters walking,

#### Goal 3 - Equity goal comments

1. Clarify that we're talking about equal outcomes, not necessarily equal investments.
2. Clarify if we are talking about having sidewalks in all neighborhoods.
3. Add access to daily needs and jobs.
4. Add "Auto Ownership" data by neighborhood.
5. Reference Stephanie Pollack's data re zero- and one-auto households.
6. Other data to measure equity: income, home-ownership, race, ethnicity. Confer with new City Department of Race & Equity.

#### Goals 4 & 5 - Connectivity goals comments

1. Add making walking a legitimate mode of transportation.
2. Replace "Eliminate barriers" with positive phrase that includes "Universal access".
3. Include parking enforcement (e.g., blocking sidewalks) and daylighting (e.g., prohibiting on-street parking near some intersections) as strategies.
4. Goal 5: Add additional bus shelters as a strategy.
5. TAC suggests changing "Connectivity" to "Access," "Connectivity & comfort," "Vibrancy," "Universal Design," or "Accessible and enjoyable."
6. CAC likes "Connectivity" because, like "Safety" and "Equity," it is obvious that that's what we want. Potentially change to a stronger, less wonky word that avoids jargon, like "Convenience."

**City of Oakland | Pedestrian Master Plan**  
**Technical Advisory Committee (TAC) and Pedestrian Advisory Group (PAG; formerly CAC)**  
**Meeting Notes**

The third meeting of each of the committees guiding the development of the Oakland Pedestrian Master Plan was in December 2015. The Technical Advisory Committee (TAC) met on December 2 and the Pedestrian Advisory Group (PAG; formerly the Community Advisory Committee or CAC) met on December 9. These notes summarize the suggestions that members of both committees made. Although they occurred on different days, the memo is organized by the five draft recommendation categories and presents guidance from members of both committees together. The memo concludes with action items from these meetings.

**Technical Advisory Committee**

(December 2, 2015 meeting participants)

- Matt Nichols, Oakland Mayor's Office
- Nathan Landau, AC Transit
- Marianna Parreiras, BART
- Wladimir Wlassowsky, Oakland Public Works, Transportation Services
- David Elzey, Oakland Police Department
- Zach Seal, Oakland Economic Development
- Christine Calabrese, Oakland Public Works, ADA/BRT
- Susie Levy, Alameda County Department of Public Health
- Carla Henderson, Oakland Unified School District
- Nora Cody, TransForm
- Matt Bomberg, Alameda CTC, was not present, but submitted comments beforehand, which were discussed at the meeting
- Plan Staff/consultant team: Christina Blackston, City of Oakland; Victoria Eisen, Eisen|Letunic; Matt Braughton, Kittelson & Associates

**Pedestrian Advisory Group**

(December 9, 2015 meeting participants)

- Brandon Young, Center for Independent Living
- Rosa Villalobos, BPAC
- Olga Bolotina, City Council District 1
- Maria Henderson, City Council District 2
- Alex Marqusee, City Council District 3
- Diane Dohm, ChangeLab Solutions
- Graham Pugh, SPUR
- Elise Bernstein, Mayor's Commission on Persons with Disabilities
- Joel Ramos, TransForm
- Midori Tabata, BPAC
- Chris Hwang, BPAC and WOBO
- Ryan Chan, BPAC
- Sarah Fine, Transport Oakland
- Plan Staff/consultant team: Iris Starr and Christina Blackston, City of Oakland; Victoria Eisen, Eisen|Letunic; Erin Ferguson, Kittelson & Associates

### **Safe Crossings & Speed Reduction**

1. Call out traffic calming as a potential strategy (could be an example under both Low-cost & quick improvement and More intensive, higher cost improvements categories).
2. Add curb ramps to Concrete bulb-out example of More intensive, higher cost improvements.
3. Add sidewalk and curb ramp maintenance to examples of Maintenance of existing facilities.

### **Walkability**

1. There was much discussion about if and how trees should be recommended in the plan:
  - Consider limiting new trees to medians and bulbouts where they won't reduce sidewalk width or heave concrete.
  - Do not recommend planting any new trees unless adequate maintenance of all city trees is also recommended.
  - Since trees are recommended in the City's Climate Action Plan, it was suggested that they potentially don't need to be included as a Pedestrian Plan recommendation
  - City's interest in maintaining trees includes falling branches and sidewalk heave.
  - Consider broadening trees recommendation to include all potential streetscape improvements.
  - There was an agreement to address trees in the Recommendations chapter as follows:
    - Leave trees in as a recommendation as long as maintenance of all trees (new and existing) is elevated as a City priority; if not, do not recommend new trees.
    - Add box explaining various dimensions of tree issue, including resources PAG members provided after the meeting.
    - Recommended that trees need to be addressed in terms of evaluating practices, existing policies, and creating new policies.
2. Change "Continuous sidewalks" recommendation to "Closure of sidewalk gaps" to clarify that we're talking about creating continuous sidewalks to destinations such as transit, schools and senior centers; not necessarily sidewalks throughout the Oakland hills where they currently do not exist.
3. Expand notion of closing sidewalk gaps to also eliminating ADA barriers, such as missing/nonconforming curb ramps and sidewalk pinch points.
4. Clarify that "Crosswalks on all intersection approaches," pertains to locations where the City recommends people cross and where pedestrian volumes and destinations warrant them. This recommendation should be moved to Next Steps under the Safe Crossings & Speed Reduction category.
5. Consider including improvements called for in draft AC Transit Major Corridor Study (since the final study won't be completed until after the Pedestrian Plan is adopted).
6. Add security cameras as a walkability improvement to consider (in Next Steps chapter).
7. Maintenance should include graffiti abatement.
8. Include information about the status of the City's parklets program.
9. Lighting in commercial districts is typically taken care of by Business Improvement Districts.

### **Programs**

1. Broaden crossing guard recommendation to full Safe Routes to Schools program; change "school crosswalk and Safe Walk monitors" to "crossing guards," which includes student safety patrols and professional guards.

2. Expand “Enforcement of traffic laws” to include parking laws (e.g., parking in red zones near crosswalks and parking across sidewalks).
3. In Education, include educating City staff on the Pedestrian Master Plan and related work (e.g., OPD on Bike Pedestrian Anti-Harassment Ordinance).

### **Data Collection for Decision-Making**

1. Received comment that data collection is a top priority of the City’s Transportation Services Division.
2. Add to recommendation to collect data related to “Crime against people when they’re walking” to collect crime data against people when they’re waiting for transit.
3. Document enforcement of City’s Bike Pedestrian Anti-Harassment Ordinance.
4. Beginning in spring 2016, the City will be collecting much relevant information using a new mobile LiDAR system, which will use lasers to record and geocode roadway and adjacent characteristics throughout Oakland. Although purchased to inventory ADA facilities, it will also be useful to track other sidewalk and street-crossing conditions.
5. City attorney collects Trip & Fall claims, which would help indicate severity of sidewalk condition in particular locations.

### **Policies**

1. There was a discussion regarding the process by which Vision Zero (VZ) should be studied. A question came up regarding if Oakland needs more data to make the process of convening an inter-departmental/inter-agency Vision Zero committee meaningful, or would if data collection should be guided by the committee. The argument was put forth that Oakland is typically reactive, so VZ is an opportunity for the City to develop a positive, forward-looking vision. Another argument for pursuing VZ in the short term is that grant applications for transportation safety projects may begin requiring it. There was a suggestion to talk with Vision Zero Network staff about why convening the committee first is recommended.
2. Include neighboring jurisdictions on Vision Zero committee, to coordinate traffic safety efforts.
3. Add enforcement of truck routes and truck parking to the examples of existing policies that need to be analyzed to ensure that they are being systematically implemented.
4. Add Code enforcement with respect to sidewalk maintenance notice/work/lien policy to existing policies to review and need to be sure are being enforced.
5. Consider unintended consequences of local hiring priority to sidewalk/ADA work in Oakland.
6. Add ADA Transition Plan, which will be reviewing and updating related policies.
7. Include sidewalk café seating as an example of Sidewalk encroachments.
8. Broaden minimizing number/width of driveways in commercial districts to include multi-unit residential buildings.
9. Question came up as to if there are existing policies regarding maintaining walk access during construction and wrapping ground floor of parking structures with active land uses
10. It was suggested that the following existing policies are also reviewed:
  - Actuated versus fixed time signals
  - Bus stop locations
  - Lane width and emergency vehicle needs
  - Sidewalk maintenance
  - Tree-trimming

### **Suggestions for Implementation chapter**

1. Clarify that neither the five strategies nor the recommendations in each are presented in priority order. A prioritization methodology will be presented in the Implementation chapter.
2. Recommendations needs to line up with the City's biennial budget cycle. (This will be considered in the plan's Implementation chapter.)
3. Consider planned (as well as existing) land use when developing prioritization criteria.
4. Use SeeClickFix for considering locations of recommended investment, but keep in mind that this isn't a uniformly used resource and that it is reactive.
5. Use the Equity goal to prioritize project locations.
6. Set up an accountability framework for implementing recommended strategies equitably throughout Oakland.

### **General comments**

1. Present and discuss all potential strategies that are not recommended for the five-year timeframe of this plan to a new "Next Steps" chapter.
2. Some recommended and "Next Steps" strategies can be implemented by agencies and organizations other than City of Oakland, or outside of the Oakland Public Works Department.
3. Wherever Maintenance is recommended, clarify that this includes proactive work, not just reactive tools, such as SeeClickFix.
4. Change Equity goal #4 from "Encourage walking by vulnerable populations." to "Support walking by vulnerable populations."

**City of Oakland | Pedestrian Master Plan**  
**Technical Advisory Committee (TAC) and Pedestrian Advisory Group (PAG; formerly CAC)**  
**Meeting Notes**

The fourth meeting of each of the committees guiding the development of the Oakland Pedestrian Master Plan was in February 2016. The Pedestrian Advisory Group (PAG; formerly the Community Advisory Committee or CAC) met on February 24 and the Technical Advisory Committee (TAC) met on February 25. These notes summarize the suggestions that members of both committees made. Although they occurred on different days, the memo is organized by the five recommendation/implementation categories and presents guidance from members of both committees together. The memo concludes with action items from these meetings.

**Technical Advisory Committee**

(February 25, 2016 meeting participants)

- Marianna Parreiras, BART
- David Elzey, Oakland Police Department
- Flanoy Garrett, Oakland Fire Department
- Jennifer Lucky, Alameda County Department of Public Health
- Matt Bomberg, Alameda CTC
- Joe Wang, Oakland Transportation Services
- Plan Staff/consultant team: Christina Blackston, City of Oakland; Victoria Eisen, Eisen|Letunic; Erin Ferguson and Alexandra Jahnle, Kittelson & Associates

**Pedestrian Advisory Group**

(February 24, 2016 meeting participants)

- Rosa Villalobos, BPAC
- Diane Dohm, ChangeLab Solutions
- Tony Dang, California Walks
- Elise Bernstein, Mayor's Commission on Persons with Disabilities
- Joel Ramos, TransForm
- Sylvia Stadmire, Mayor's Commission on Aging
- Midori Tabata, BPAC
- Chris Hwang, BPAC and WOBO
- Ryan Chan, BPAC
- Danielle Harris, Transport Oakland
- Plan Staff/consultant team: Christina Blackston, City of Oakland; Victoria Eisen, Eisen|Letunic; Erin Ferguson, Kittelson & Associates

## **Global changes**

Victoria explained that the “performance measures” listed were chosen to measure aspects of improving Oakland’s walking environment over which City staff has direct control, such as hiring staff, attending community meetings and collecting certain data. PAG members requested that an additional measurement category be added to the plan, called something like, “Desired Outcomes,” particularly in terms of the number and severity of collisions and counts of people walking.

Committee members asked that, where possible, the plan provide quantitative measures of what the City is currently doing, to put recommendations in context.

## **Safe Crossings & Speed Reduction**

Erin Ferguson described the process with which Kittelson & Associates will be identifying and ranking projects designed to improve pedestrian safety as part of Pedestrian Safety Strategy they are managing for the City of Oakland. Using crash locations described in the Pedestrian Plan’s Existing Conditions chapter’s collision analysis, risk factors identified as part of that effort and an equity analysis based on MTC’s communities of concern, they will recommend appropriate counter-measures at specific locations citywide, drawn from their *Safety Treatment Toolbox*. Furthermore, they will provide a checklist, which the City can use to identify “similar locations” to high-crash locations so that, when roadway improvements are planned at these locations (like resurfacing or curb ramps), staff can also consider making the safety-related improvements being implemented at known high-crash locations.

Committee discussion in this category also included a request to separate maintenance and capital staff costs, in case community groups can assist with maintenance, thereby lessening the burden on City resources. A separate discussion argued that, while the plan could qualitatively offer this option, its cost estimates shouldn’t depend on this less reliable method, which would ask residents to take on services that should be provided by the City.

## **Walkability**

Committee discussion in this category included requests to:

- Separate maintenance and capital staff costs (see discussion, above).
- Clarify that closing sidewalk gaps includes bringing curb ramps up to ADA standards.
- Assume sidewalks wider than five feet because actual width would match the width on either side of the gap.
- Define the three tree maintenance categories:
  - Priority 1 (emergency) work orders
  - Priority 2 (hazardous)
  - Priority 3 (pruning for health & aesthetics)

## **Programs**

In addition to disaggregating how motorists in pedestrian-vehicle collisions have violated the pedestrian right-of-way, committee members suggested also disaggregating when people who have been hit by motor vehicles while walking broke the law. There are two categories of such instances:

- Distracted pedestrians (often using mobile phones), which the education campaign can help address;

- Behavior as a result of streets being designed primarily for motor vehicles

Rather than using this information to increase citations of vehicle code violations by pedestrians, they advised using it to reveal needed engineering fixes, such as mid-block crosswalks where crossing outside a designated crosswalk is frequent and shorter red phases where crossing on red is an issue.

Committee members also suggested adding to the recommendation to increase ticketing of motorists in red zones, particularly at intersections, to also ticket those who block sidewalks and crosswalks. This may require additional parking control officers, and will have both cost and revenue consequences that should be considered in the analysis. Related, it was suggested to consider changing the performance measure from a percent to an absolute number because the City is currently considering a program to more strenuously enforce the misuse of placards for disabled motorists, which may result in a decrease in the proportion of other parking violations, even if the numbers are unchanged or grow.

Another suggestion was to consider expanding the recommended number of new crossing guards from ten to 36, consistent with the multi-departmental Safe Routes to Schools discussions. Also, a process is needed to determine where crossing guards are deployed.

### **Data Collection for Decision-Making**

The following suggestions were made for this category:

- Increase the number of automatic counters, or justify assumption of ten.
- Add qualitative questions to the before/after evaluations (e.g., “Do you feel safe at this location?”).
- Delete tracking crime against pedestrians (because it’s usually clear from the crime whether or not the victim happened to be on foot and because it’s thought that OPD’s attention to moving violations of the vehicle code will have a bigger positive impact on people walking).
- Research if tracking 911 calls would reveal collisions that do not show up on SWITRS.

### **Policies**

To ensuring that the most current policies are systematically practiced, add code enforcement of minimum sidewalk widths. Make sure that only the premium cost of custom-made, smaller fire trucks should be considered a pedestrian plan-related cost, not the base cost of trucks that would have been ordered in any case.

### **Future Steps chapter**

- Add a policy for when to consider installing mid-block crosswalks.
- Consider eliminating this chapter and instead including these concepts at the end of each corresponding section of the Recommendations chapter.



City of  
Oakland

# NOTES

## Oakland Walks!

### 2017 Pedestrian Master Plan Update

### PAG/TAC Meeting

DATE: April 18, 2017

LOCATION: 250 Frank H Ogawa Plaza, Broadway Conference Room

TIME: 1:30PM-3:00pm

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## Attendees

The Pedestrian Advisory Group (PAG) and the Technical Advisory Committee (TAC) the committees guiding the development of the Oakland Pedestrian Master Plan both met for the last time on April 18, 2017. These notes summarize the discussion that took place this meeting, which provided feedback on the *Draft 2017 Pedestrian Master Plan (Plan)*.

### Committee Members

Christina Ferracane, Planning and Building Department, City of Oakland

Ed Manasse, Planning and Building Department, City of Oakland

Zach Seal, Oakland Economic Development

Christine Calabrese, ADA, City of Oakland

Matt Bomberg, Alameda CTC

Clarissa Cabansagan, TransForm

Brytanee Brown, Transform

Mariana Parreiras, BART

Midori Tabata, BPAC

Ryan Chan, BPAC

Nathan Landau, AC Transit

Danielle Harris, SFMTA, Transport Oakland

Anna Lee, Alameda County Public Health Department

## Feedback

### Environmental Analysis

- The environmental analysis is being completed in coordination with the Planning and Building Department

## Draft Plan

### Data

- Link health data to walkability, such as life expectancy, asthma, and diabetes
- The data tells part of the story, consider how the DOT will focus investments in other areas such as West Oakland (# of projects vs. sidewalk gaps)
  - Consider mapping the top 10 – 15 projects. Where do they fall and not fall?
- Incorporate more pedestrian volumes into the Plan and consider building a consistent methodology for performing pedestrian counts.
- Use buses per hour as a proxy to the City's most walkable areas
- Redlined Layer: Consider changing from transparent red to red outline for clarity
- Consider adding crime data into safety portion

### Costs

- \$100 million is one a good start but what would it take to expand sidewalks-think bigger
- Think about breaking up capital costs by Planning Area
- Think about how Oakland will bring up its capacity (staff) to deliver these projects

### Prioritization

- Rename Walkability analysis to "Walk Access to Destinations" / "Access to Desirable Destinations/Access to Destinations," which more accurately describes Walk Score®
- Some areas are not walkable but still need investments, consider how these areas will be prioritized
- Think about the colors on the maps, and consider overlaying the equity map with the High Injury Network, or the Walk Score® map with the High Injury Network
- Elevate equity in the Plan and invest in areas that have suffered from disinvestment

### Outreach

- Consider reaching out to Youth Groups (i.e. Oakland United, Measure Y, etc)