

# BPAC Policy and Legislative Committee Meeting

November 12, 2024

## Oakland Walks!

**Pedestrian Plan Update**

**Bicycle & Pedestrian Program**

**Safe Streets Division**

City of Oakland  
Department of Transportation



# Background



City of Oakland

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

# Our Update Approach

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

# 2017 Plan: Policy Framework

## Policy Framework

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

### Vision

The desired outcome from the 2017 Pedestrian Plan.

### Vision

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



Safety



Equity



Responsiveness



Vitality

### 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).

#### Outcome 1:

Increase Pedestrian Safety

10 Actions



#### Outcome 2:

Create streets and places that promote walking.

9 Actions



#### Outcome 3:

Improve walkability to key destinations.

6 Actions



#### Outcome 4:

Engage the Oakland community in creating vibrant pedestrian environments.

5 Actions



#### Outcome 5:

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

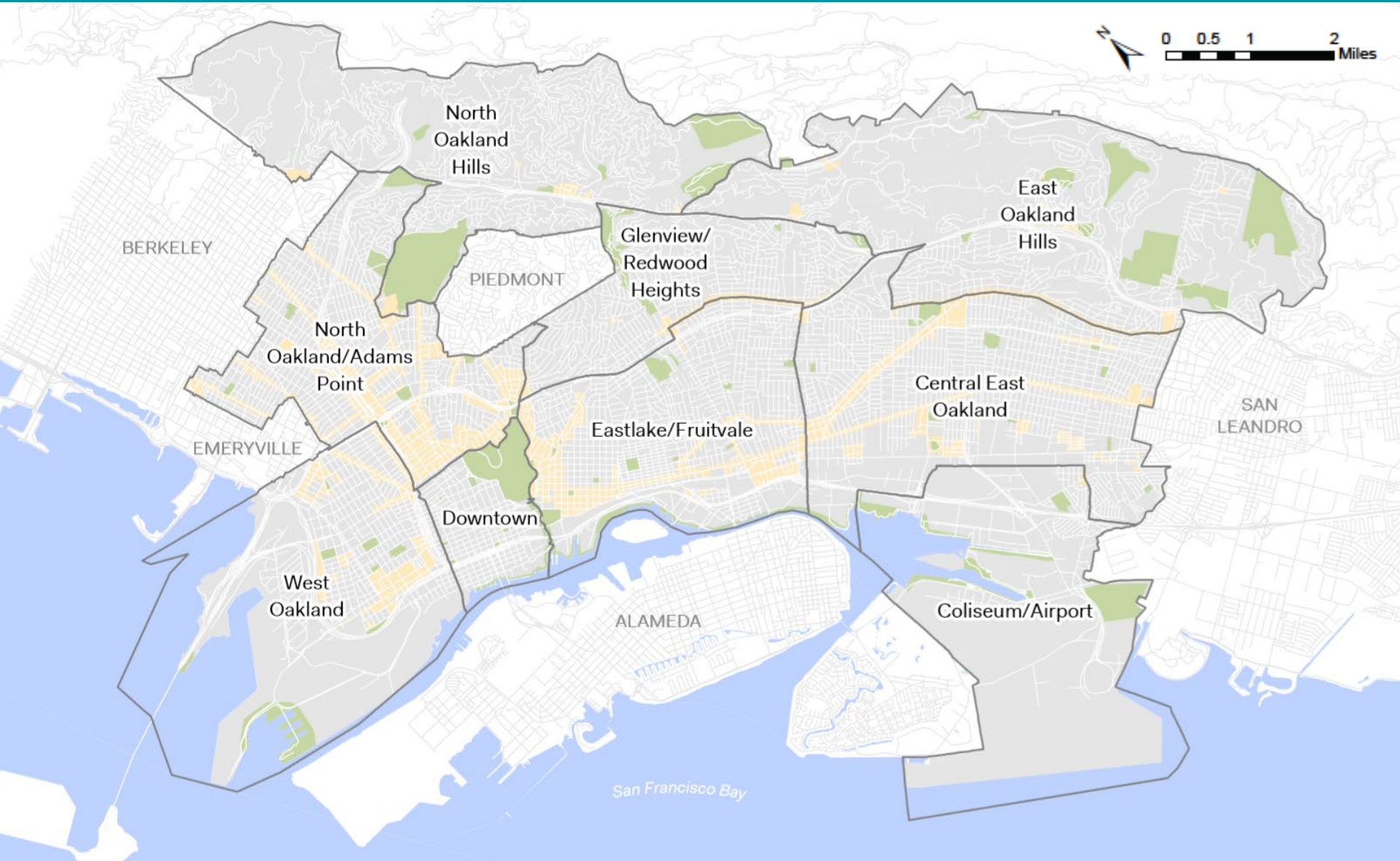
9 Actions



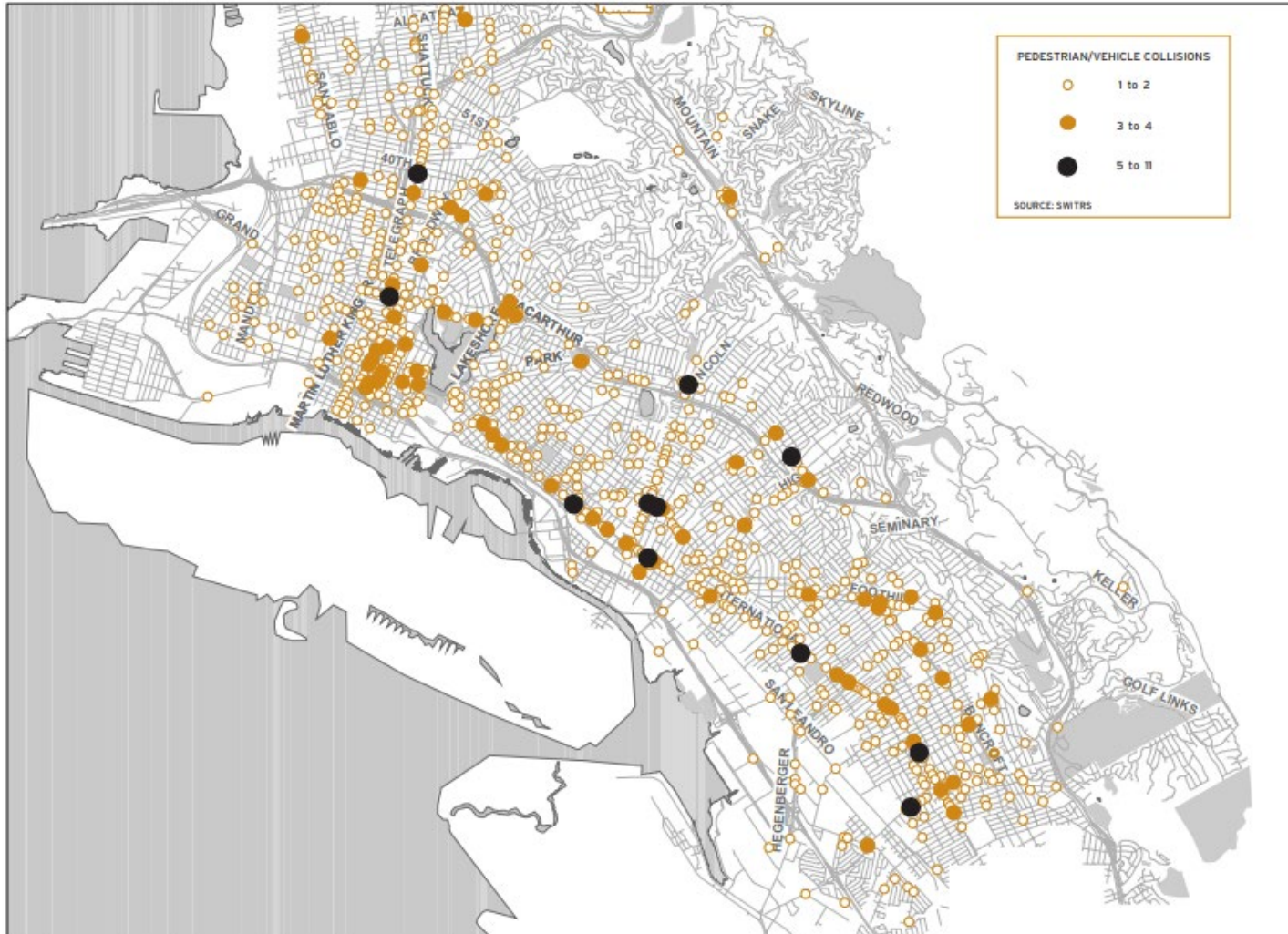
### Recommended Actions

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

# 2017 Plan: Nine Planning Areas



# 2002 Plan: Crash Analysis

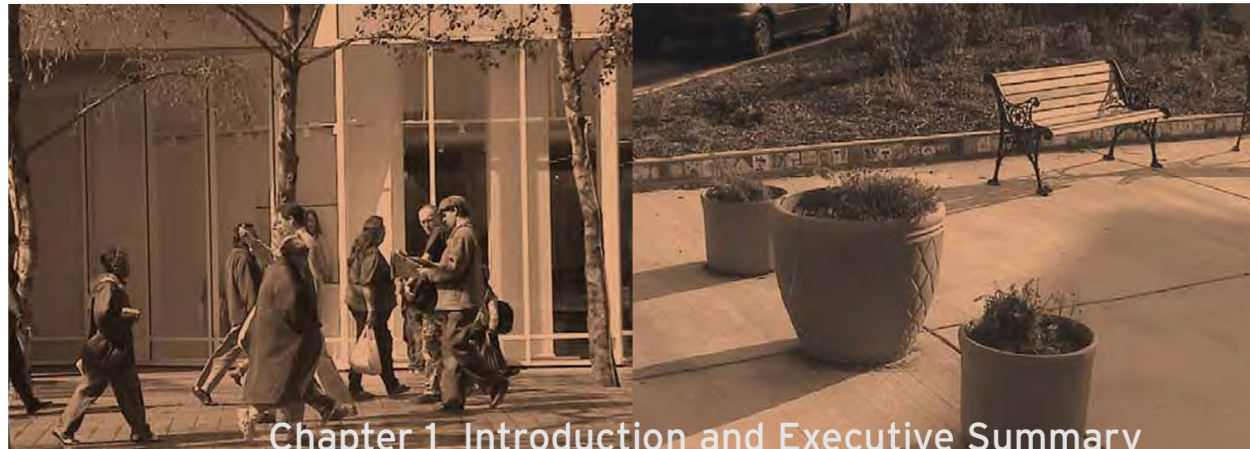


MAP 1 PEDESTRIAN/VEHICLE COLLISIONS—OAKLAND (1996-2000)

# 2017 and 2002 Plans: Vision

## The Vision of the 2017 Pedestrian Plan

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



Chapter 1 Introduction and Executive Summary

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

# Draft Vision and Goals

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



## Safety

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



## Equity

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



## Responsiveness

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



## Vitality

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



# Oakland Has (about)...

**850**

Total centerline miles of roadway

**191**

Centerline miles of arterial streets

**108**

Centerline miles of collector streets

**551**

Centerline miles of local streets

**5,900**

Intersections

**700**

Traffic Signals

2022

**20,100**

Curb ramps, of which

2023

**37%** of which are ADA compliant

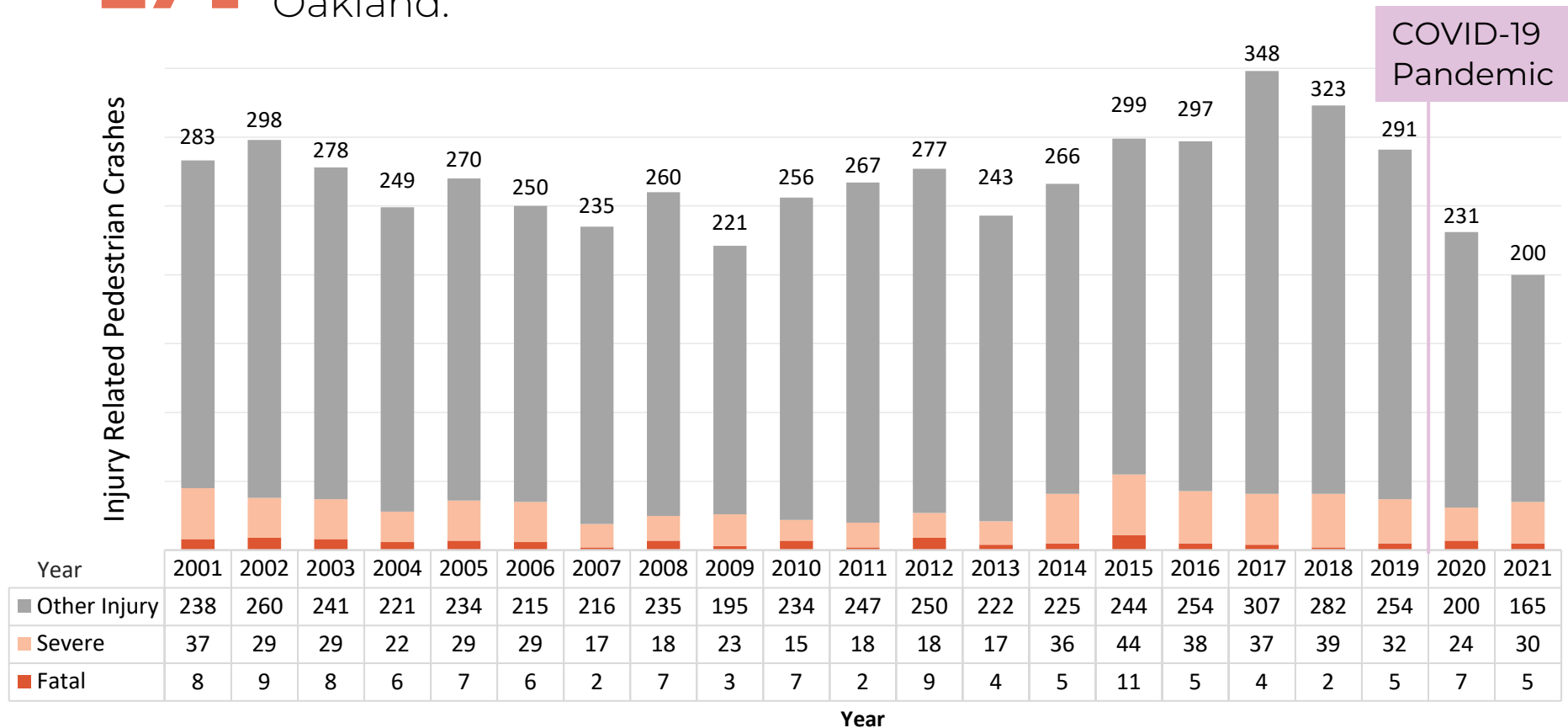
2023

# Pedestrian Crashes

**6** pedestrians are killed on average every year in Oakland.

**32** pedestrians are severely injured every year in Oakland.

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



# Pedestrian Crash Analysis

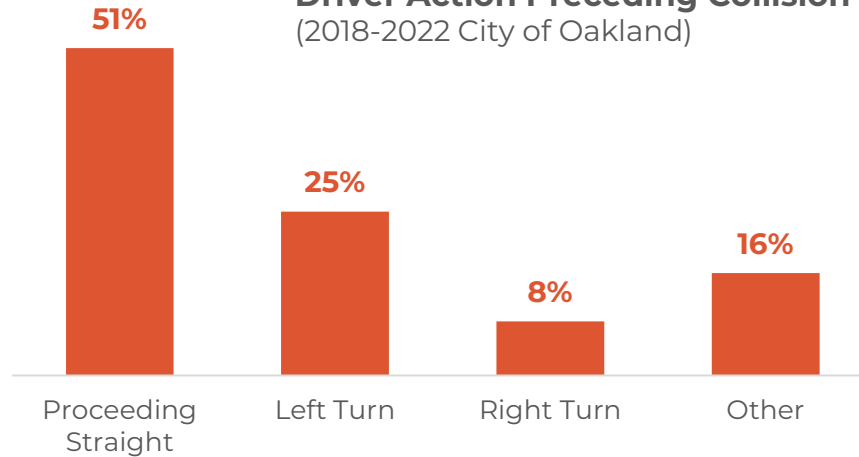
**70%**

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

(2011-2022)

## Driver Action Preceding Collision

(2018-2022 City of Oakland)



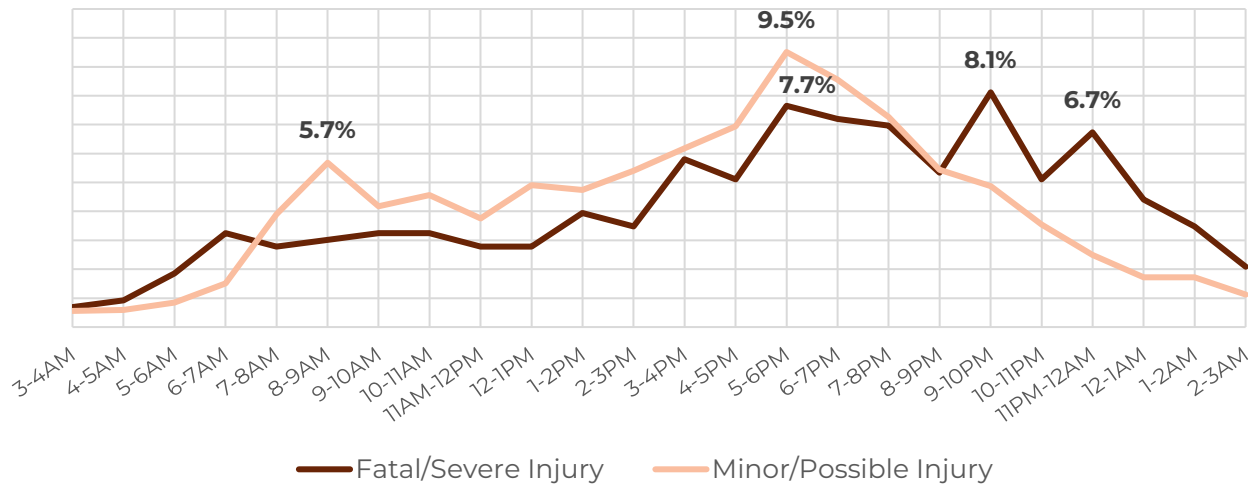
Black Oaklanders are

**45%**

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

## Percentage of Pedestrian Crashes by Time of Day and Crash Severity

(2011-2022 City of Oakland)



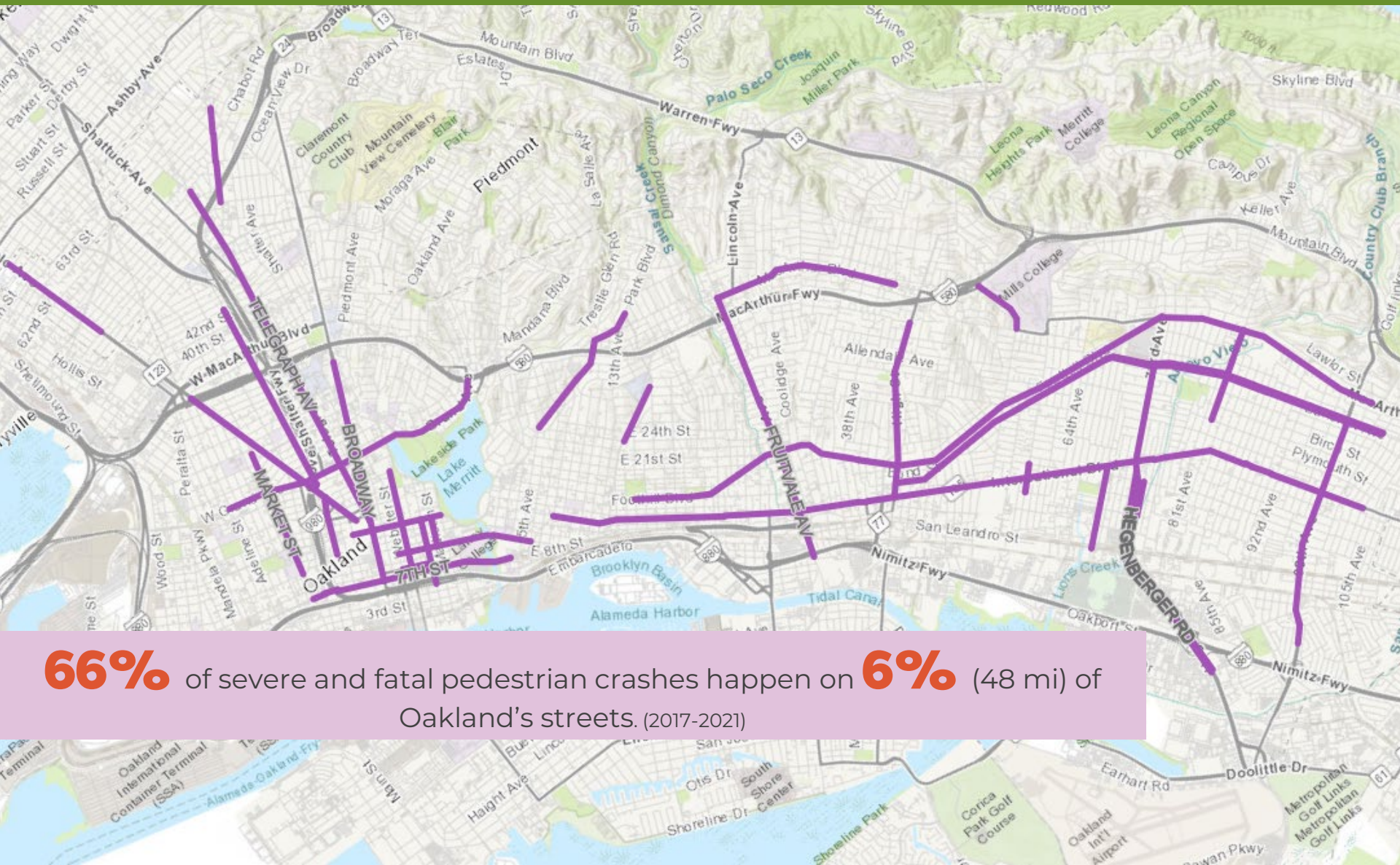
**83%** of

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

**20%**

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

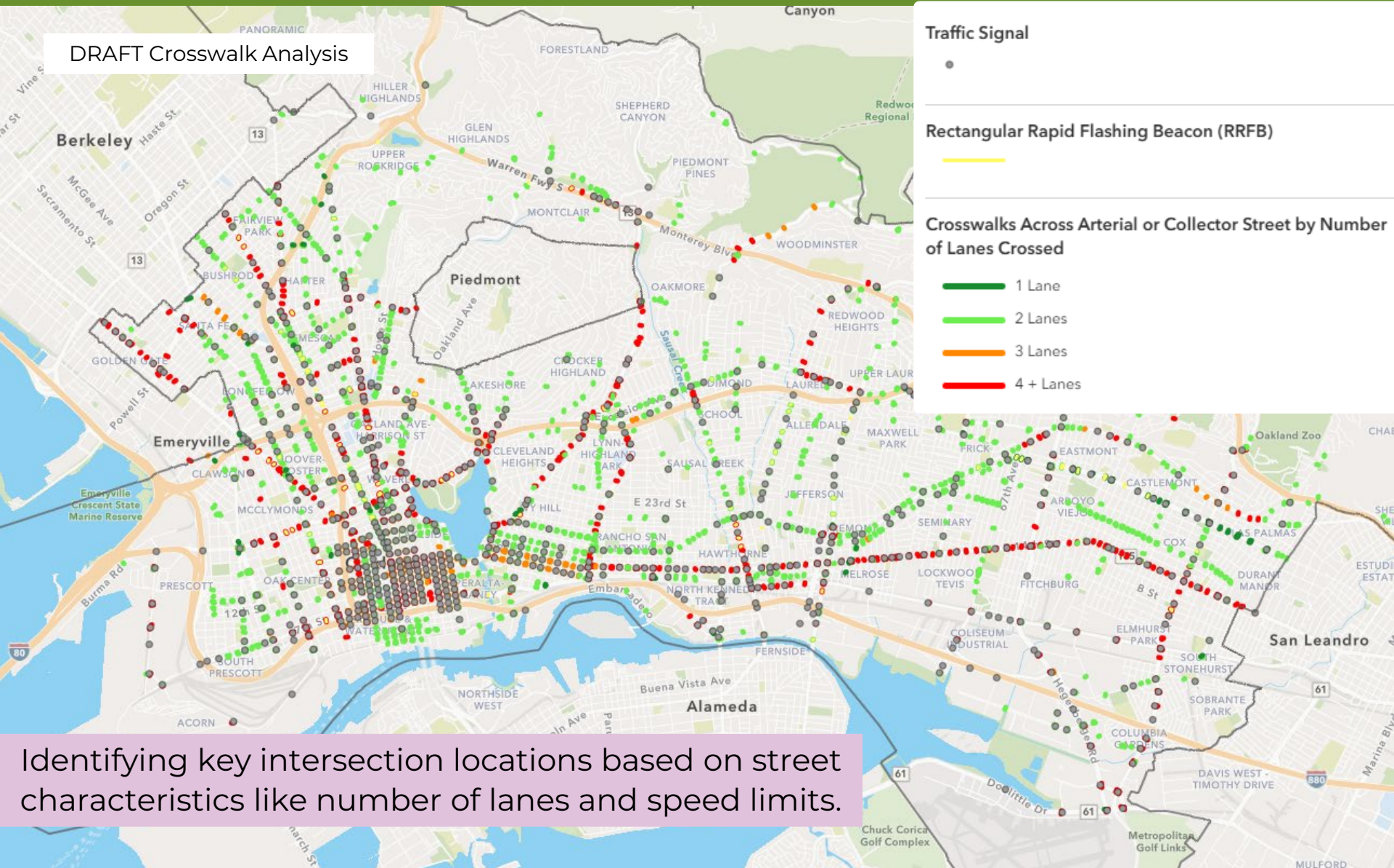
# Use the 2024 Pedestrian High Injury Network (Safety)



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

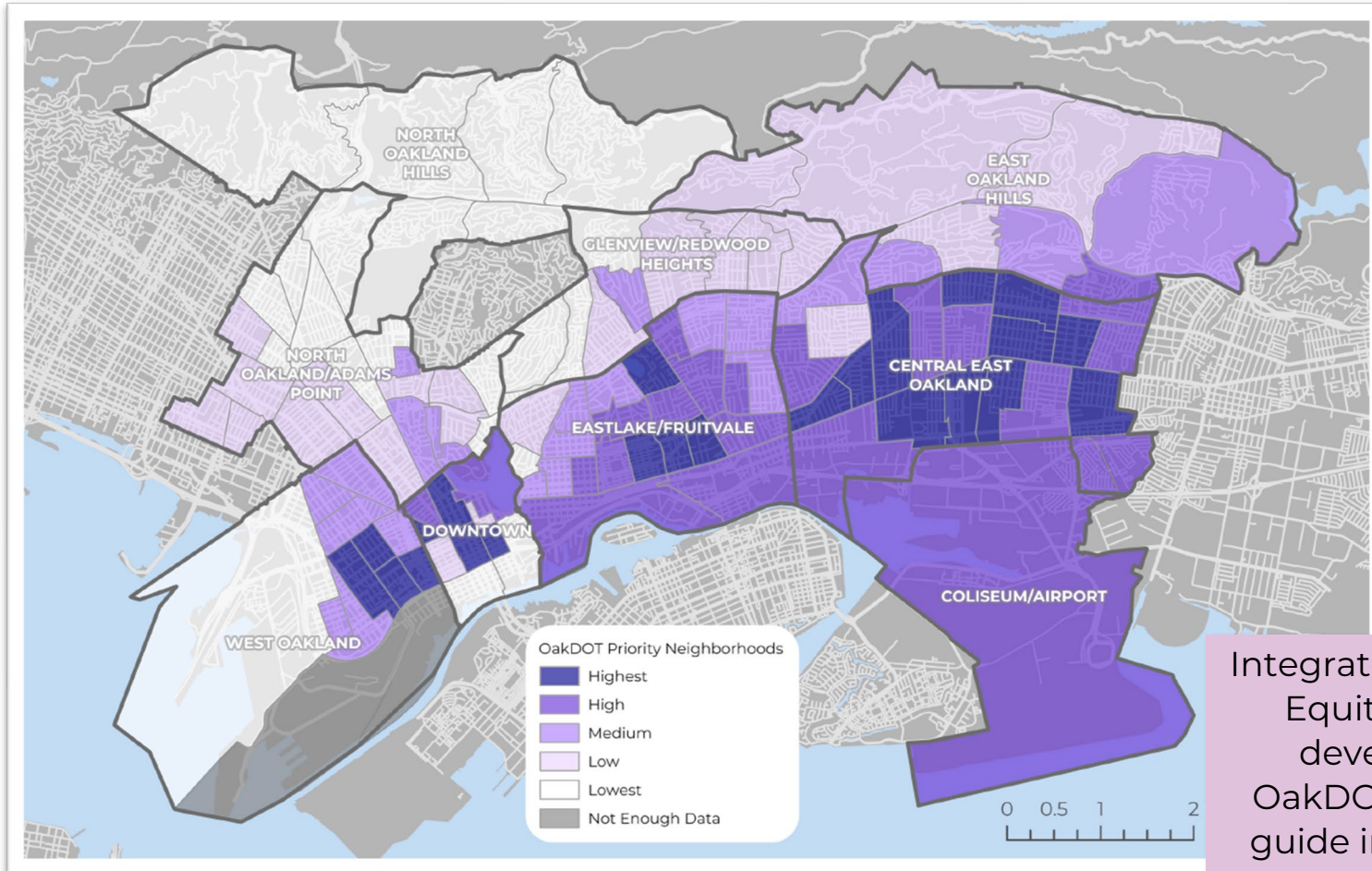
# Develop an Intersection Analysis (Safety)

DRAFT Crosswalk Analysis



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

# Use the Geographic Equity Toolbox (Equity)



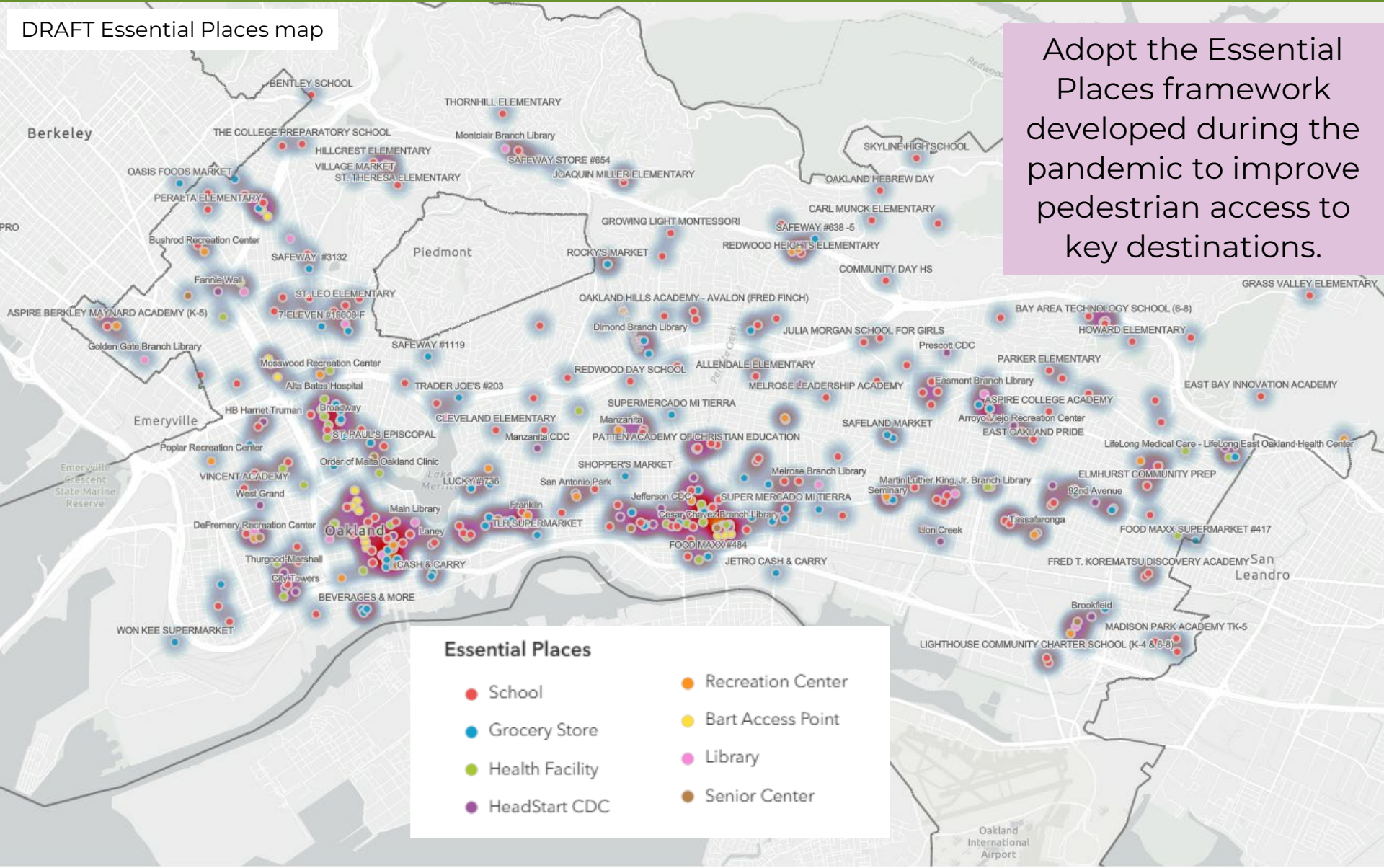
DRAFT OakDOT Priority Neighborhoods Update

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

# Use the Essential Places (Vitality)

DRAFT Essential Places map

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



# Questions

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



# Thank You!



City of  
Oakland

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