



EQUITY

IN

OAKLAND

The Downtown Specific Plan

Creative Solutions Lab: Streets, Connectivity & Mobility

February 6, 2018

EQUITY IN OAKLAND:

1. Economic vitality, providing high-quality jobs to our residents and producing new ideas, products, businesses, and economic activity so the city remains sustainable and competitive.
2. Prepared for the future with a skilled, ready workforce, and a healthy population.
3. Places of connection, where residents can access the essential ingredients to live healthy and productive lives in their own neighborhoods, reach opportunities throughout the city and region via transportation or technology, participate in political processes, and interact with the diversity of our residents.

WINTER MEETINGS: CREATIVE SOLUTIONS LABS

FEB
05 **Arts & Culture**
5:30 PM – 8:00 PM
Oakstop

FEB
06 **Streets, Connectivity & Mobility**
5:00 PM – 7:00 PM
The Flight Deck

FEB
07 **Housing & Economic Opportunity**
5:30 PM – 8:00 PM
Oakstop

FEB
08 **Built Environment & Sustainability**
5:30 PM – 8:00 PM
Oakstop

WINTER MEETINGS: NEIGHBORHOOD DESIGN SESSIONS

FEB
10 **Central Core**
10:00 AM – 1:00 PM
Oakstop

FEB
10 **Uptown & KONO**
3:00 PM – 6:00 PM
Oakstop

FEB
11 **Old Oakland**
2:00 PM – 5:00 PM
E14 Gallery

FEB
13 **Chinatown**
5:30 PM – 8:00 PM
OACC

OVERVIEW

- Introduction, Timeline & Meeting Objectives
- Desired Outcomes & Initial Strategies
- Tell Us Your Ideas (Breakout Sessions)
- Next Steps

OVERVIEW

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MEET THE TEAM

City of Oakland

Lead Agency

Planning & Building Department
(Strategic Planning)

Partner Departments

Economic & Workforce Development
Housing & Community Development
Public Works
Race & Equity
Transportation

Consultant Team

Specific Plan Lead

Dover, Kohl & Partners

Economic Analysis

Strategic Economics

Transportation

Fehr & Peers
Toole Design Group

Environmental Review

Urban Planning Partners
Architecture + History LLC
Panorama Environmental
TOWN
Urban Advantage
William Self Associates

Urban Design

Opticos Design

Equity Team

I-SEED
Asian Health Services
Khepera Consulting
Oakulture
Popuphood
Center for Social Inclusion
Mesu Strategies
PolicyLink

PHASE I (2015-2016): CHARRETTE & PLAN ALTERNATIVES

Charrette: Hands-On Session



PHASE I (2015-2016): MORE THAN 1,000 COMMENTS RECEIVED!

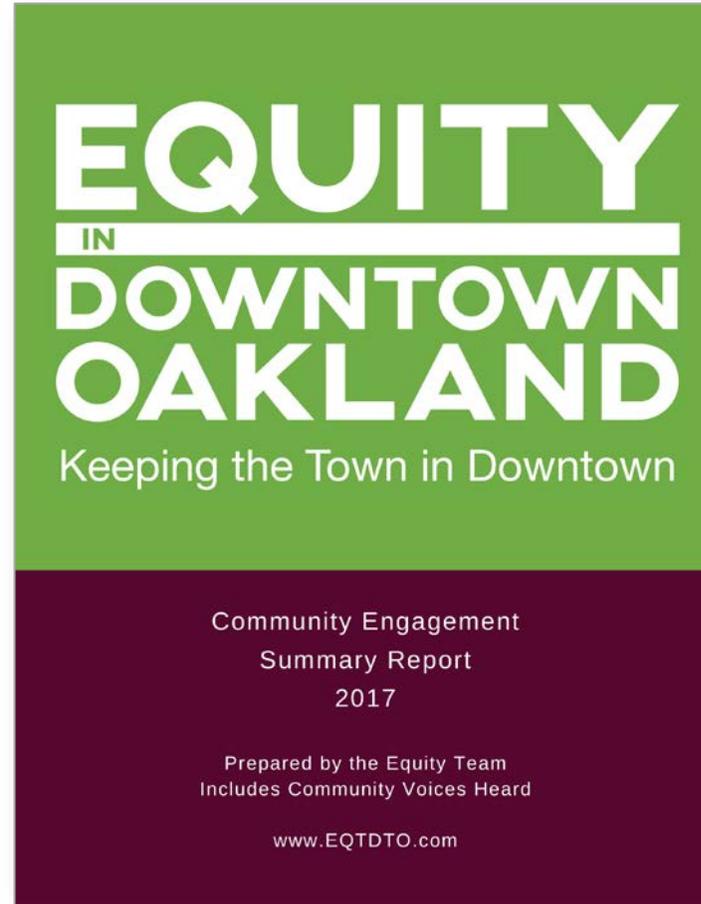
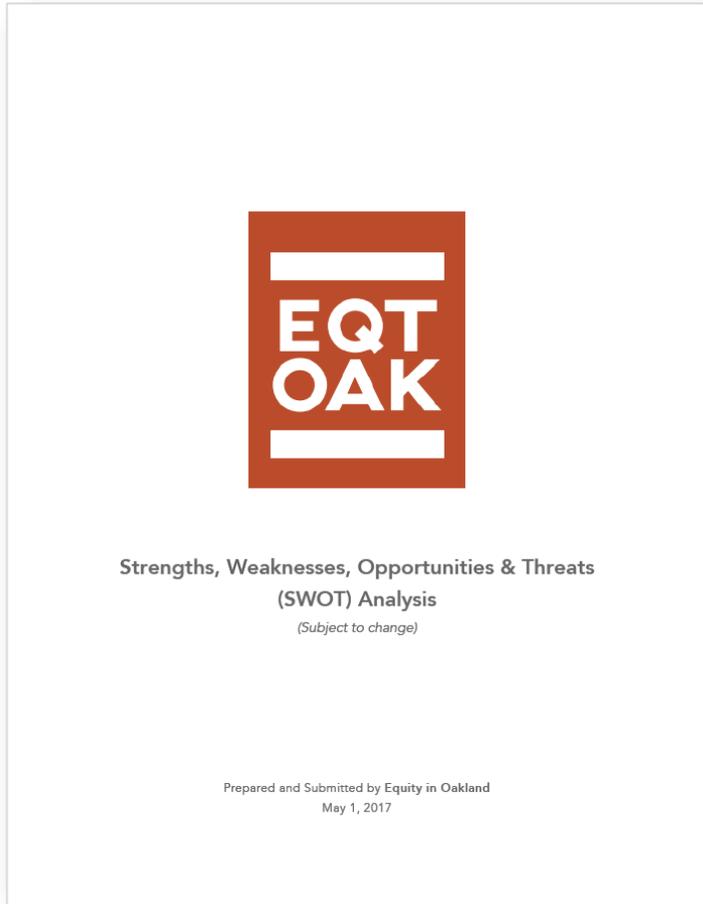


Plan Downtown Plan Alternatives Report Comments

August 30, 2016

	Name	Affiliation	Source	Topic	Date	Comment
54	Maggie Wenger	BCDC	2016-04-05 Letter	Environmental Sustainability	4/5/16	The Plan should include an analysis of how an increase in sea level under multiple sea level rise scenarios could impact the proposed project. The map on page 2.23 in the Plan Alternatives Report uses Adapting to Rising Tides data layers but misidentifies predicted inundation levels. The Plan should map at least 12" of sea level rise by 2050 and at least 36" of sea level rise by 2100 to meet California's State Guidance ¹ . For comparison, the City of San Francisco is using 66" of sea level rise by 2100 as a high--end estimate to understand potential inundation risk. Although climate adaptation is not a focus of this plan, it is critical to the long---term success of these strategies.
55	Maggie Wenger	BCDC	2016-04-05 Letter	Environmental Sustainability	4/5/16	The Specific Plan also overlaps with the ongoing Adapting to Rising Tides Program, a collaborative project led by BCDC investigating sea level rise and storm event flood risk in this area. Development in the plan area, especially in Jack London Square, could be vulnerable to future flooding, storm events, and sea level rise inundation if not located or designed to be resilient to current and future flood risks. For more information on the results of that project, or to participate, please contact me or visit www.adaptingtorisingtides.org .
56	Marshawn Lynch	Beast Mode Apparel-Old Oakland	Email	Economic Development	3/22/16	Increase density in order to increase economic activity throughout Old Oakland.
57	June Grant	Blink!Lab Architecture (CAG member)	email	Connectivity & Access	4/5/16	Add analysis of commercial traffic to the report (notes that 3rd St. is an existing primary truck route frequented by cyclists)
58	June Grant	Blink!Lab Architecture (CAG member)	email	Connectivity & Access	4/5/16	Need for trees; suggestions for an approach to trees in general in the Jack London District
59	June Grant	Blink!Lab Architecture (CAG member)	email	Connectivity & Access	4/5/16	See Map mark up (increase "treed blvds" on Broadway (to 14th St.) 7th St., 6th St., and 5th St. from West Oakland to channel; in Jack London also 4th St., 3rd St., 2nd St. and Webster St.); mark up also identifies diesel truck waiting areas
60	Anonymous community member at Work-in-progress presentation	Boards at the Open Studio and Work-in-progress presentation		Environmental Sustainability	11/12/15	Amplified music to 10:30PM in parks/plazas
61	Anonymous community member at Work-in-progress presentation	Boards from Work-in-progress Presentation		Connectivity & Access	11/12/15	Bike/pedestrian bridge to Alameda

PHASE II (2017-2020): EXPANDED EQUITY WORK, DRAFT PLAN REVIEW & PROJECT COMPLETION

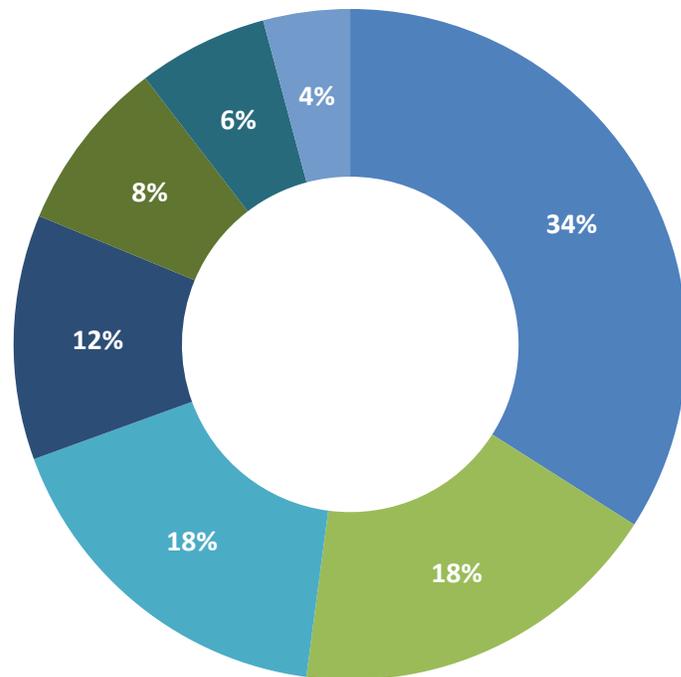


CREATIVE SOLUTIONS LAB: OBJECTIVE

Ensure we are **prioritizing the right issues**, get your **feedback** on some of the draft work completed, **learn** about best practices, and **workshop** new ways to address the primary issues in Downtown.

COMMUNITY PRIORITIES: EQUITY WORKING GROUP MEETINGS

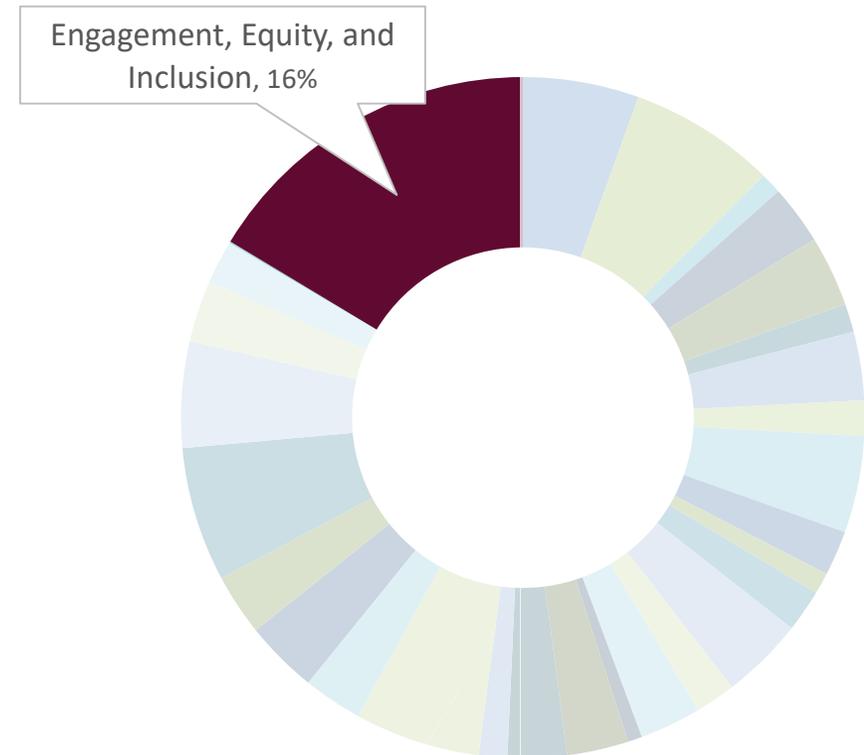
Input from Participants on Streets, Connectivity & Mobility



Topics In Descending Order:

- Access and Connectivity
- Transit and Ride Sharing
- Complete Streets & Multimodalism
- Street and Open Space Improvements
- Walkability
- Parking
- TOD

Overall Input from Participants by Sub-Topic



KEEP SHOWING US WHERE PROBLEMS, ASSETS & OPPORTUNITIES ARE

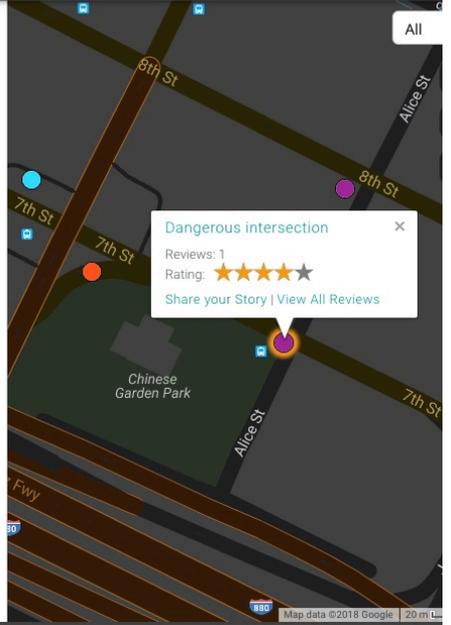
Bike Lanes
Parking in the Bike Lane
Author: **Bradley**
Date Created: 2017-08-09T21:13:25-04:00
Type: **Fix Stuff**
Category: **Transportation**
Rating: ★★★★★
[Jump to asset](#)
Summary:
Drivers find Oakland's bike lanes are the perfect place to double park. Why aren't these drivers ticketed?
[Show/Hide photos](#)

Votes: 0- / 0+
👍

17th and Alice
Needs a stop sign
Author: **Jlevinger**
Date Created: 2017-08-02T23:36:41-04:00
Type: **Fix Stuff**
Category: **Safety**
Rating: ★★★★★
[Jump to asset](#)
Summary:
I walk here every day, and cars almost never stop for the crosswalk. Add a stop sign on 17th, there's one on the next block east and west.
Votes: 0- / 2+
👍



Streetwyze
Map List View Surveys
Reviews: ★★★★★
[Share your Story](#)
Reviews
Category: All Type: All
Media: All Author: All
Dangerous intersection
Author: **michaeljlok**
Date Created: 2017-10-06T13:34:32-04:00
Type: **Fix Stuff**
Category: **Transportation**
Rating: ★★★★★
Summary:
This is a dangerous intersection for pedestrians given a lot of cars heading down 7th to get to the Freeway. There should be a stop sign or traffic signal.
Votes: 0- / 0+
👍



LET'S HEAR FROM YOU!

POLL

POLL: MOBILITY IN DOWNTOWN

How did you get to this meeting today?

1. Walked
2. Biked
3. Mobility Aids (Wheelchair, Walker, etc.)
4. Rode Public Transit
5. Drove
6. Other

POLL: MOBILITY IN DOWNTOWN

How do you **PRIMARILY** get around Downtown?

1. Walking
2. Biking
3. Mobility Aids (Wheelchair, Walker, etc.)
4. Riding Public Transit
5. Driving
6. Other

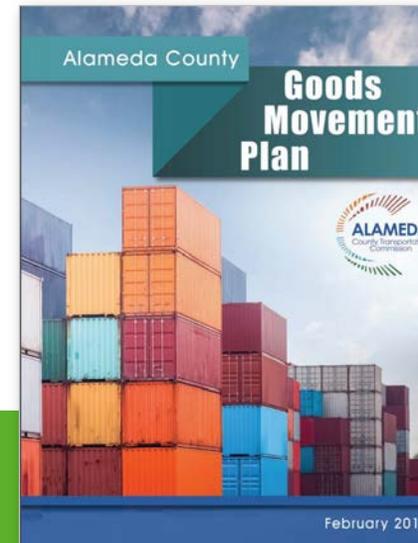
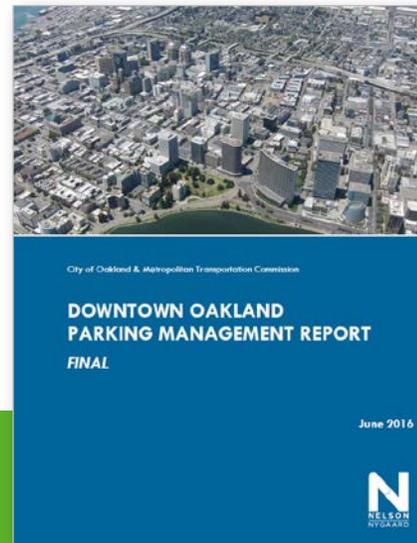
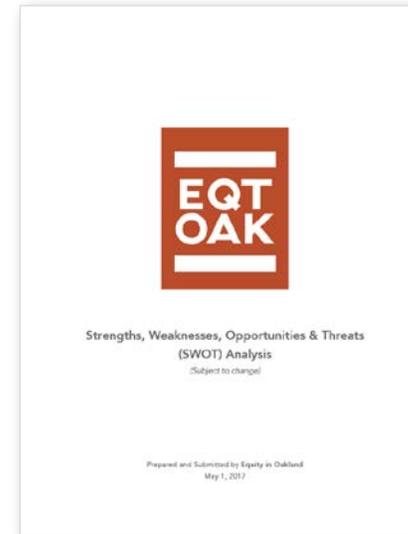
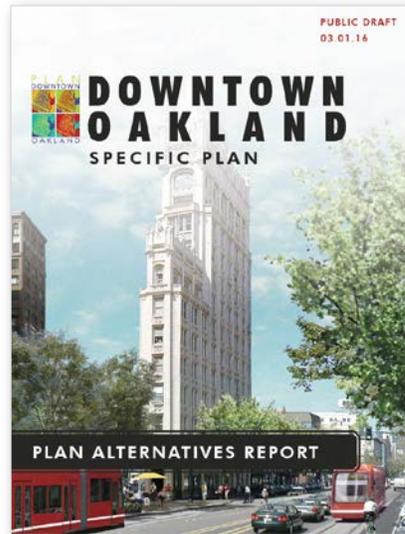
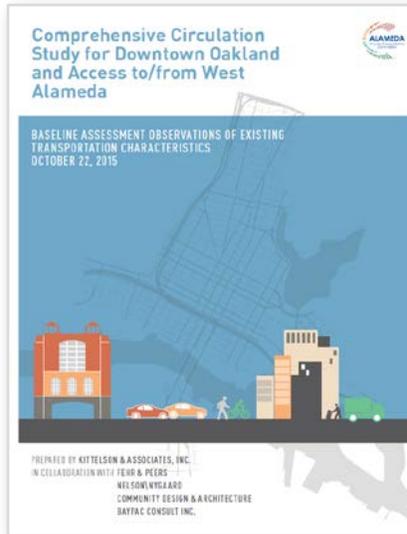
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ADDRESSING STREETS & CONNECTIVITY IN THE PLAN: STEP-BY-STEP

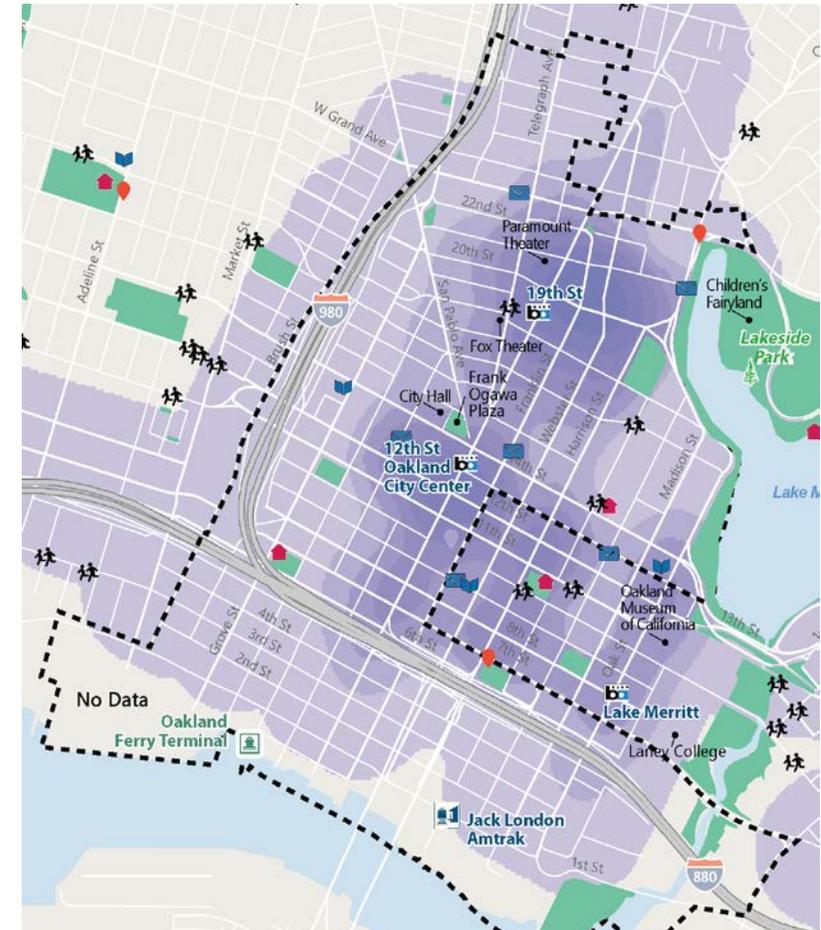
- **WHAT ARE THE DESIRED OUTCOMES? (EMERGING GOALS)**
- **HOW ARE WE DOING TODAY? (EXISTING BASELINE CONDITIONS)**
 - WHAT'S THE STORY BEHIND THE DISPARITIES?
- **WHAT WORKS TO TURN THE CURVE OF THE BASELINE? (STRATEGIES)**
 - HOW WILL WE MEASURE SUCCESS?

BASELINE CONDITIONS FROM EXISTING PLANS/STUDIES



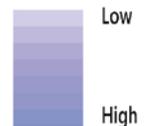
OUTCOME: SAFER AND MORE COMFORTABLE STREETS

Not all downtown streets look alike.



Pedestrian Activity Heat Map with Destinations

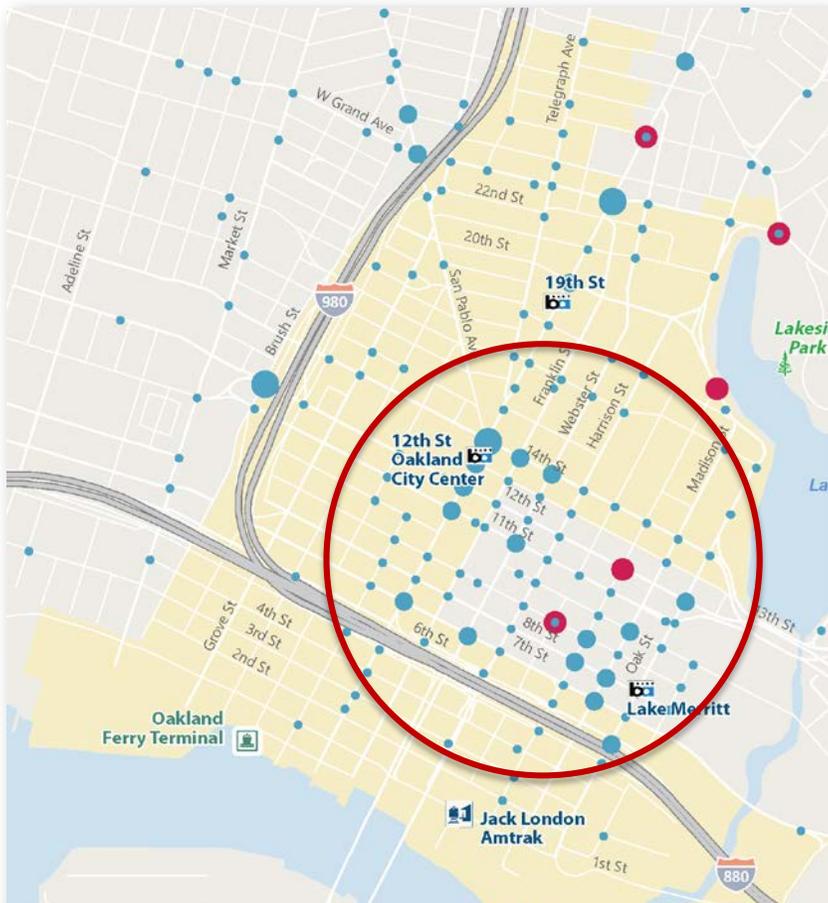
Source: Pedestrian Intersection Counts (2012-2015)



The
Town
and
Specific Plan

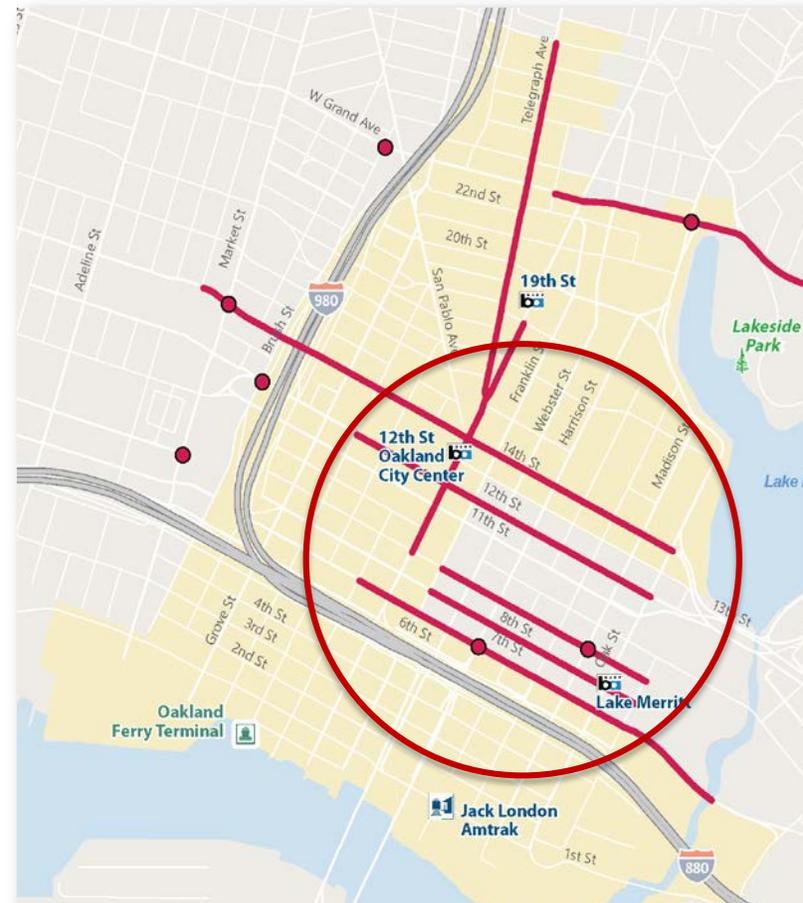


EXISTING CONDITION: HIGH VOLUME OF PEDESTRIAN INJURIES



Pedestrian Injuries & Fatalities (2011-2014)

Source: SafeTREC TIMS 2011-2014



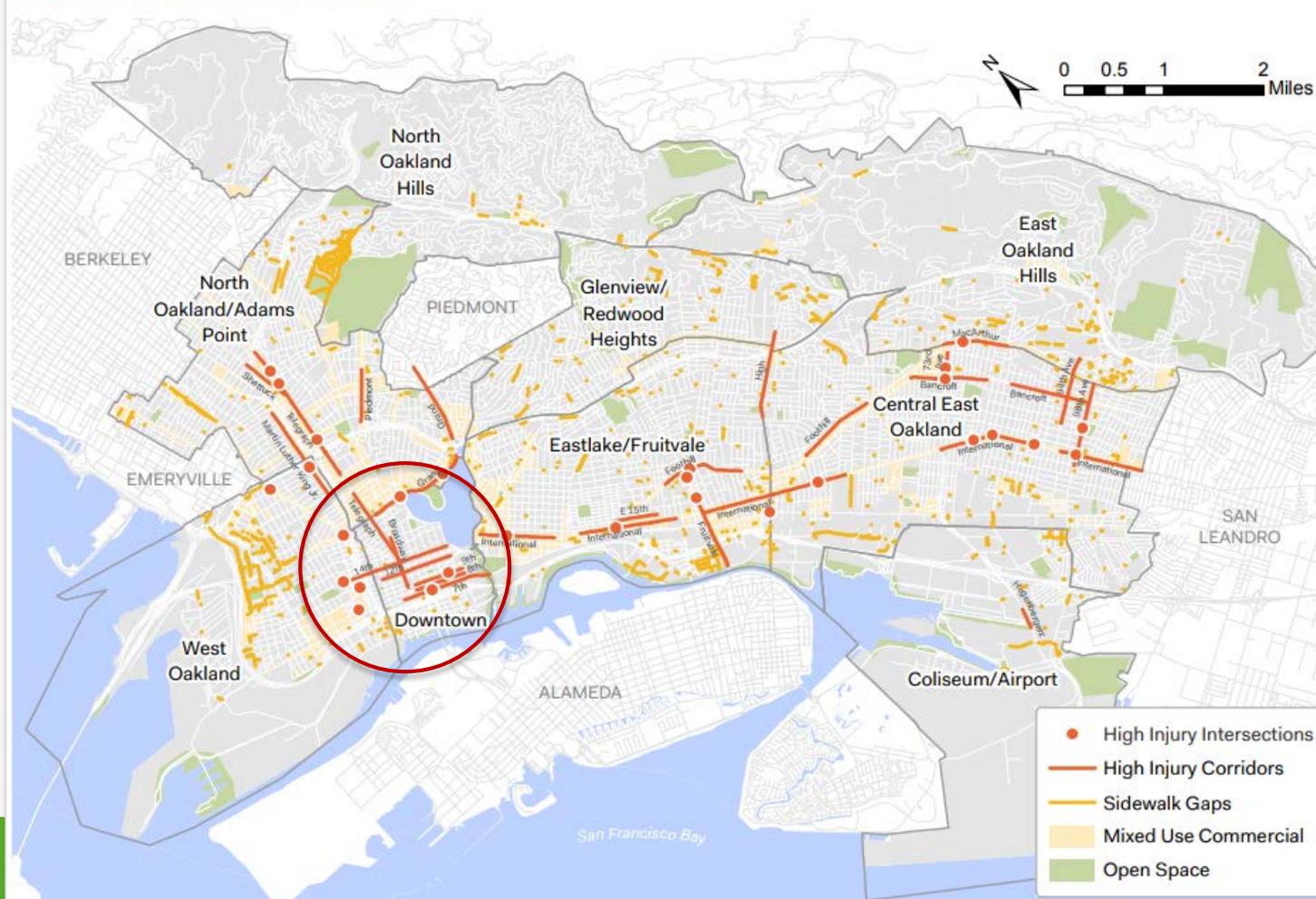
Pedestrian High Injury Network

Source: Oakland 2017 Draft Pedestrian Master Plan Update



EXISTING CONDITION: PHYSICAL CHARACTERISTICS CAN SOMETIMES CONTRIBUTE TO PEDESTRIAN INJURIES

Map 2.1: High Injury Network (2008-2014)



Dangerous by Design:

In addition to human factors, the following physical characteristics of the roadway network have been found to be common across high-priority collision locations:

- More than four traffic lanes with no median
- No pedestrian signal or countdown signal
- No pedestrian call button
- Offset or closely spaced intersections
- One or more bus stops

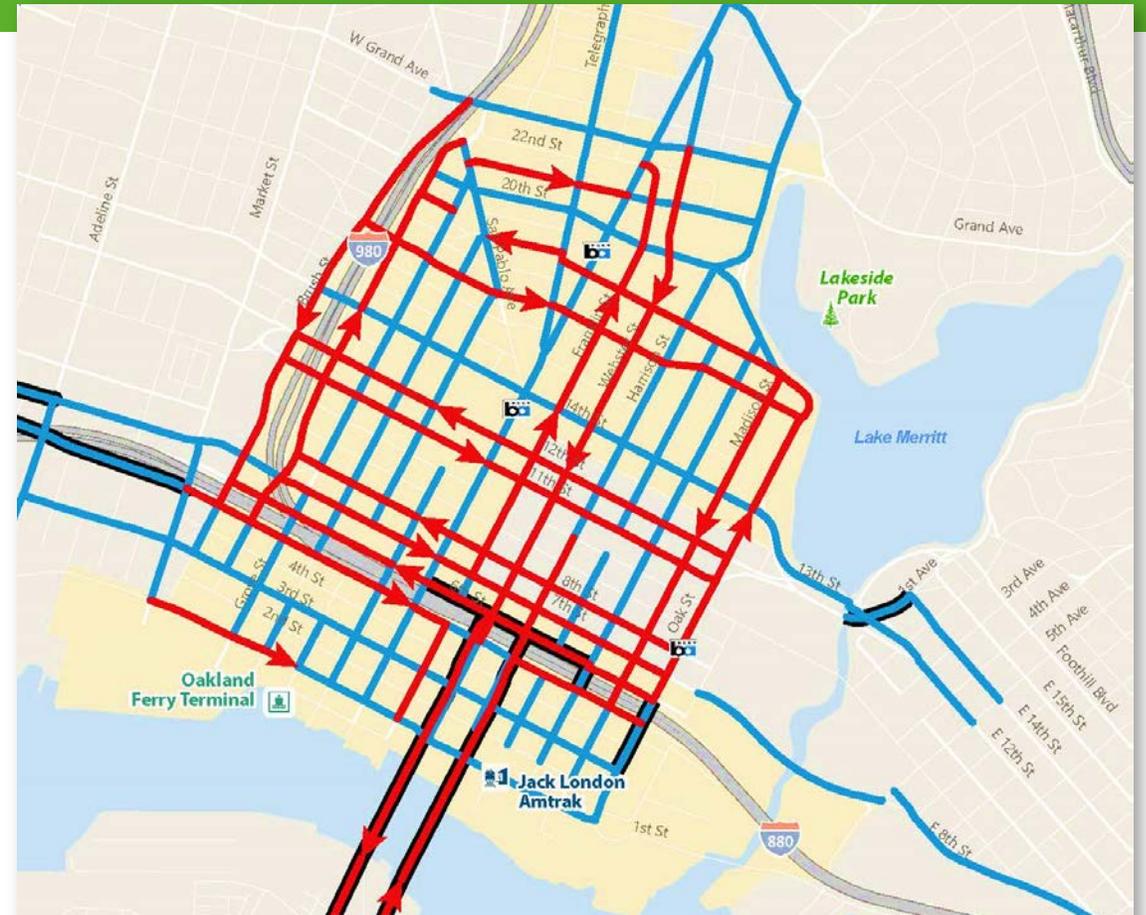
Source: City of Oakland, Department of Transportation: 'Oakland Walks! 2017 Pedestrian Plan Update'

EXISTING CONDITION: MOST DOWNTOWN STREETS HAVE EXCESS CAPACITY

Key Findings

Most roadways have excess capacity.

“Streets often function more like fast-moving on-ramps for the adjacent highways.”



- Two-Way Streets
- Two-Way Streets Approaching or at capacity V/C
- One-Way Streets
- One-Way Streets Approaching or at capacity V/C
- Downtown Plan Area

STRATEGY: IMPLEMENT COMPLETE STREETS



Bancroft Way, Berkeley

STRATEGY: DESIGN STREETS TO BE MORE INVITING TO WALK

Improving Safety



Pedestrian Refuge Island
Photo credit: NACTO, nacto.org

Focusing on Underpasses



Overpass in San Jose, CA with public art
Photo credit: Dan Corson, ledinside.com

Enhancing Public Spaces



Plaza in Downtown Oakland
Photo credit: Toole Design Group

STRATEGY: MAKE STREETS SAFER AND MORE WELCOMING

Providing more protections and increase the visibility of pedestrians



Curb Extensions

Creating a vibrant public realm through streetscapes, festival streets, and plazas

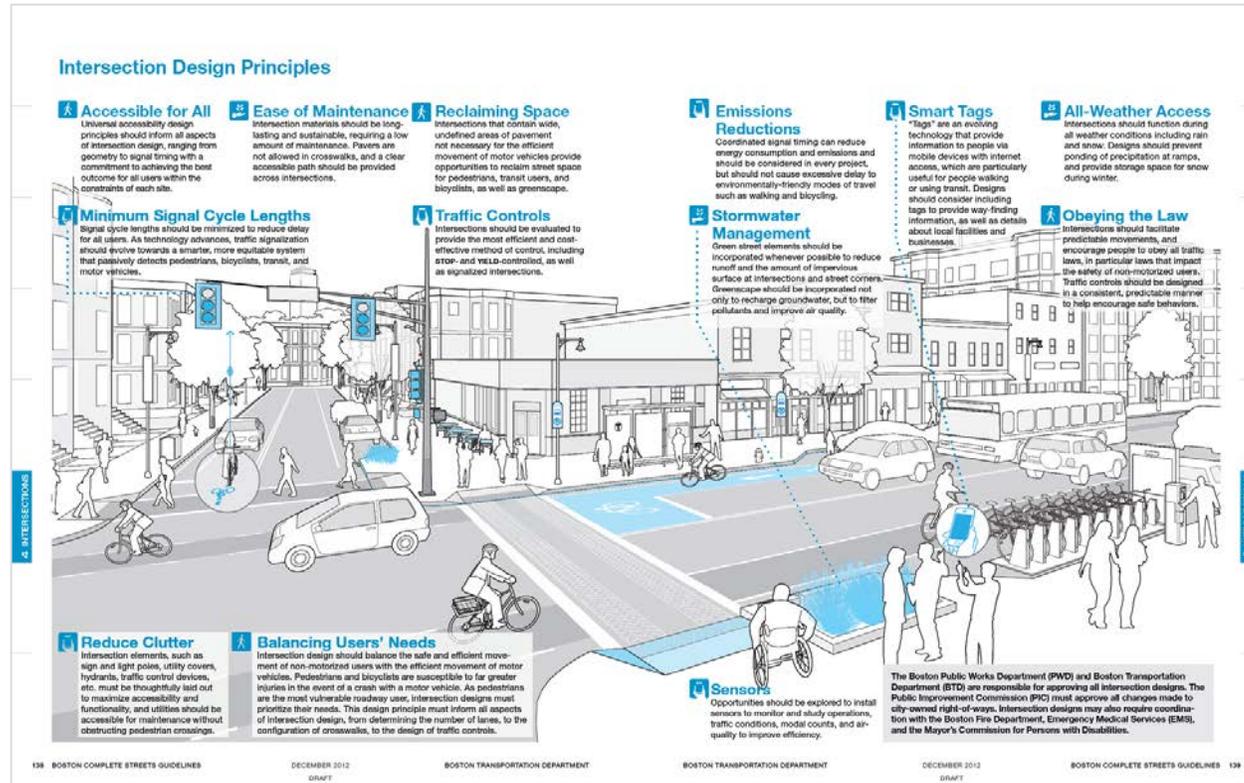


Parklet

Photo credits: Toole Design Group

STRATEGY: DESIGN STREETS FOR EVERYONE

Consider a design guideline:



Design guidelines for accessible complete streets in Boston

Consider testing street projects for residents with disabilities:



Testing new bike track with visually impaired residents in Seattle

OTHER STRATEGY IDEAS WE'VE HEARD

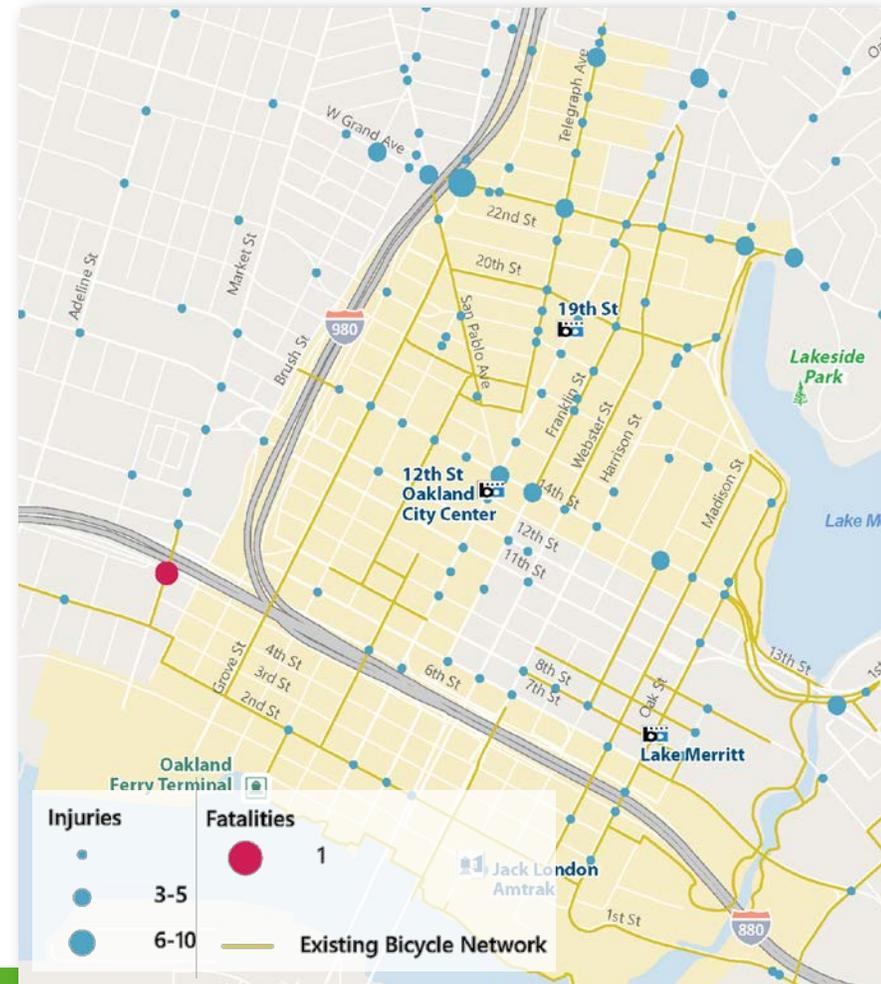
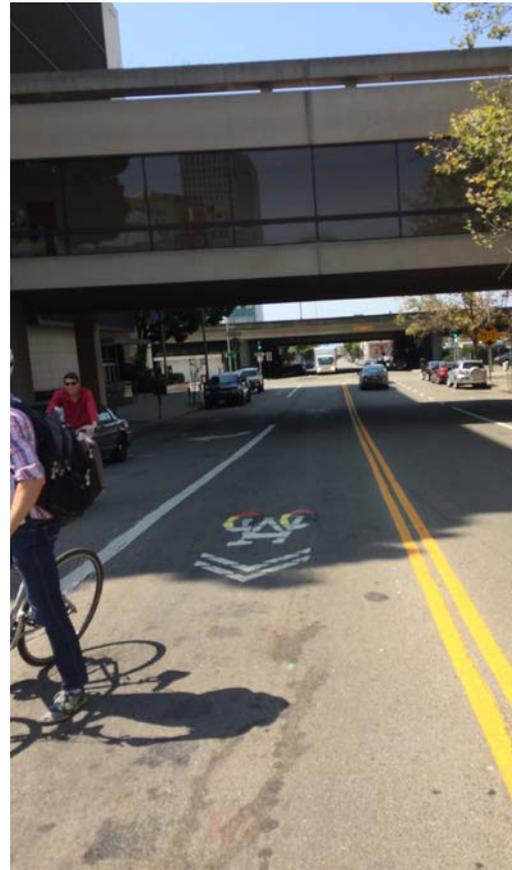
“
Develop a pedestrian friendly network for seniors.
”

“
To generate healthy, livable, neighborhoods and encourage activity at all times of day, provide adequate street lighting and encourage sidewalk cafes.
”

“
Use pedestrian signal priority more often.
”

“
Place 980 freeway in a tunnel or underpass from 11th to 18th St; develop air rights for parks and open space.
”

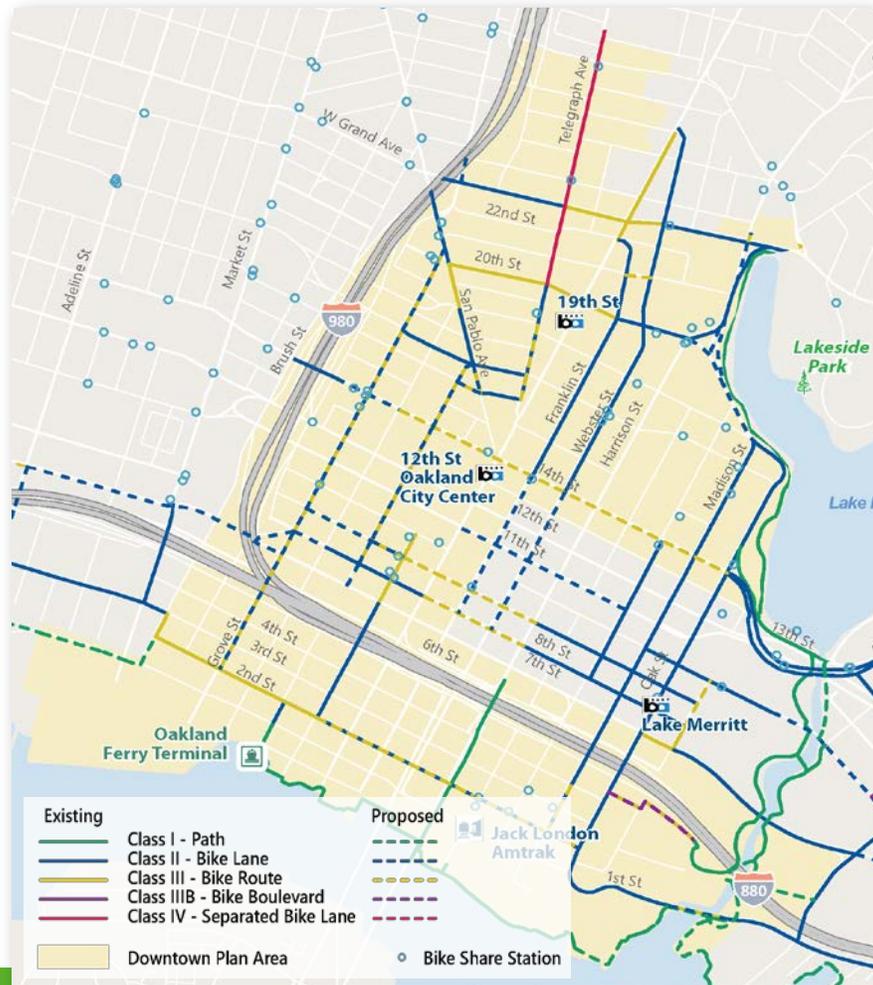
OUTCOME: DOWNTOWN'S BICYCLE NETWORK IS SAFE & CONNECTED



Bicycle Injuries and Fatalities (2011-2014)

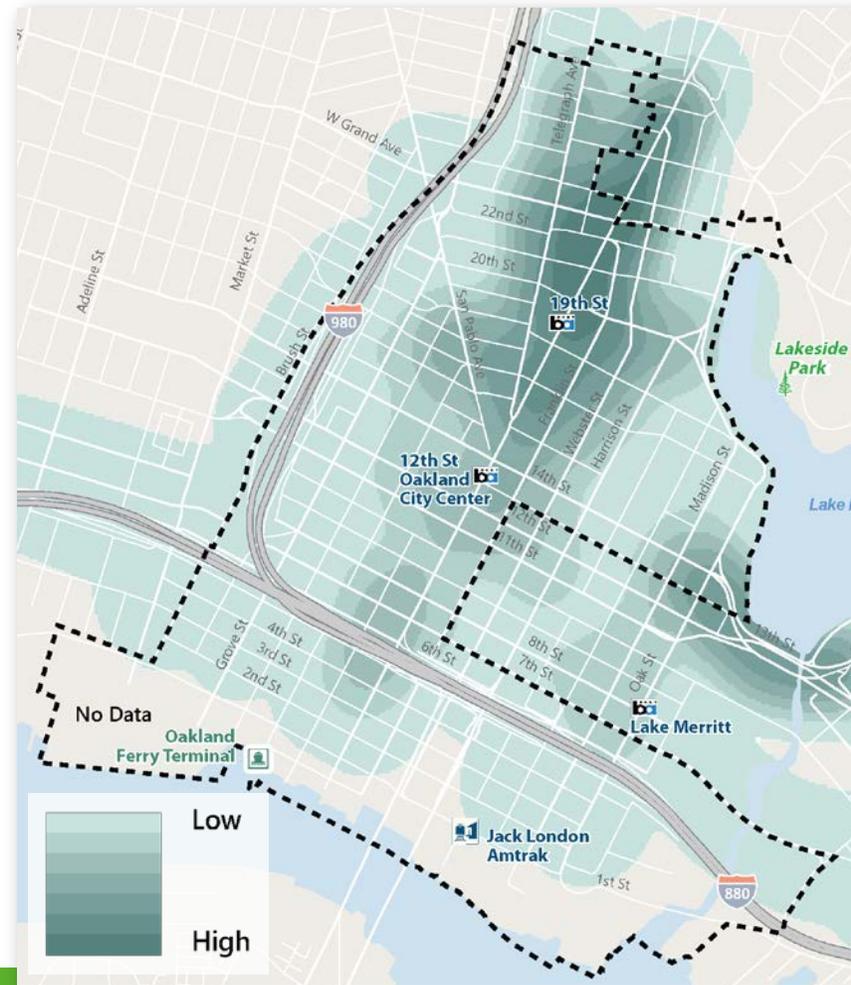
Source: SafeTREC TIMS 2011-2014

EXISTING CONDITION: BIKE FACILITIES (EXISTING & PLANNED)



Existing and Proposed Bikeway Facilities (June 2017)

Source: City of Oakland



Bicyclist Heat Map

Source: Bicyclist Intersection Counts (2012-2015)

STRATEGY: ENSURE ROADS MAKE SPACE FOR ALL USERS



Repurpose extra capacity on downtown streets for pedestrians and cyclists.

Colorado Esplanade in Santa Monica;
Source: santamonicanext.org

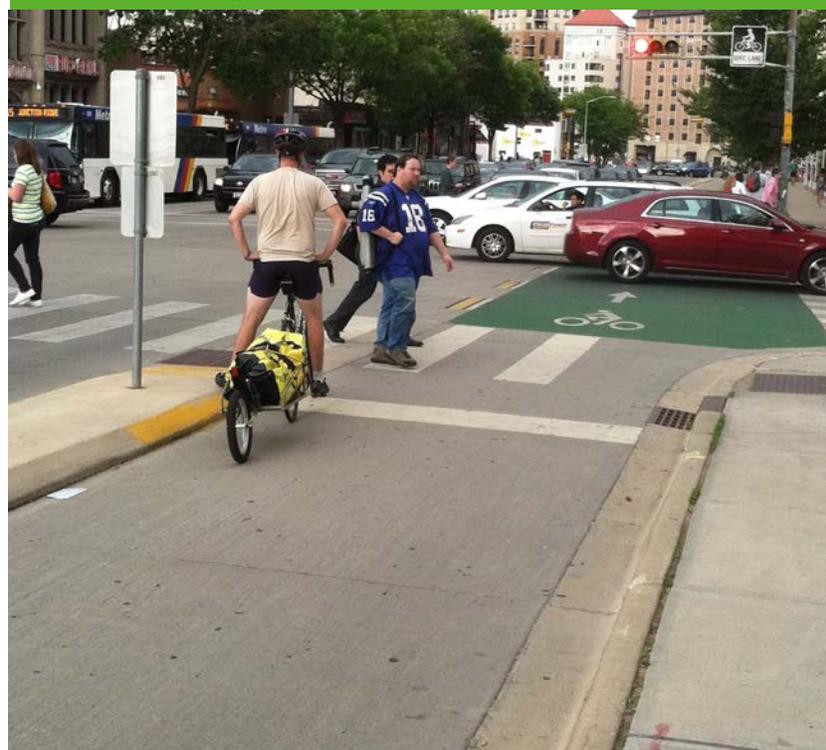
STRATEGY: BUILD A BIKE NETWORK THAT SERVES ALL AGES AND ABILITIES

Creating an 8 to 80 Network



Photo credits: Toole Design Group

Building Protected Bike Lanes



Increasing Connectivity



STRATEGY: MAKE IT SAFE, COMFORTABLE & CONNECTED

Safety

- Minimize conflicts
- Reduce speeds
- Encourage yielding
- Delineate space
- Provide consistency



Credits: Toole Design Group

Comfort

- Separate modes
- Balance delay
- Accommodate passing bicyclists
- Intuitive



Connectivity

- Provide direct, seamless transitions
- Close gaps
- Integrate into multimodal network



OTHER STRATEGY IDEAS WE'VE HEARD

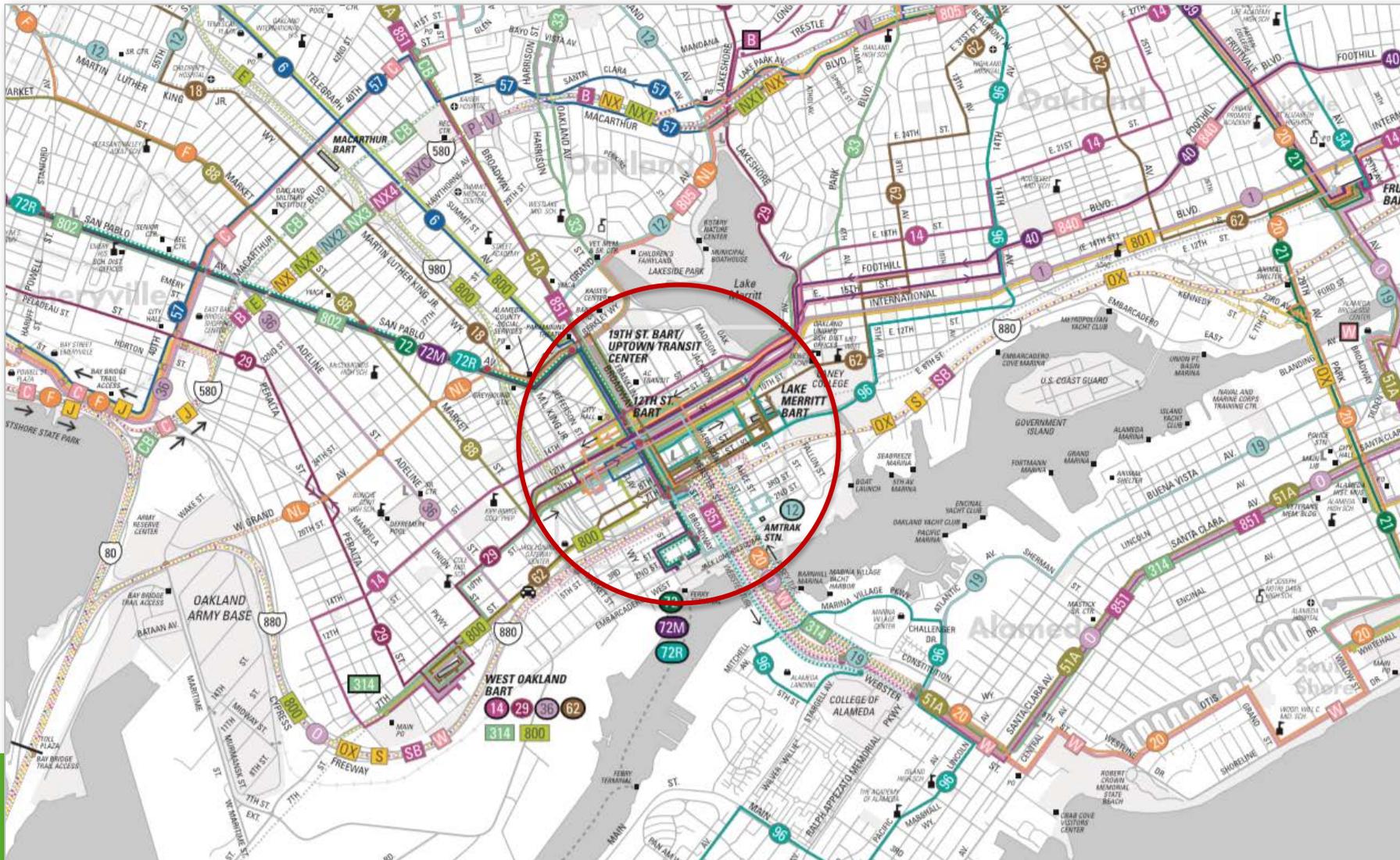
“
Bike parking lanes
available in new
developments.
”

“
Chinatown should consider
building a bicycle route (on the
7th, 8th, and 9th streets). Don't
let the bicycles occupy the
pedestrian ways.
”

“
Smart bicycles have been serving
as a convenient transportation for
many people. I hope that more
bicycle parking lots can be installed.
”

“
Any road
improvement must
include bike path.
”

OUTCOME: TRANSIT SERVICE DOWNTOWN IS FREQUENT & WELL-CONNECTED



Downtown Oakland is a local & regional transit hub.

EXISTING CONDITIONS: INCONSISTENT SERVICE & POOR CONNECTIONS

“Bus times are off! We need them to be on time! People rely on buses for work/school” – EWG Attendee



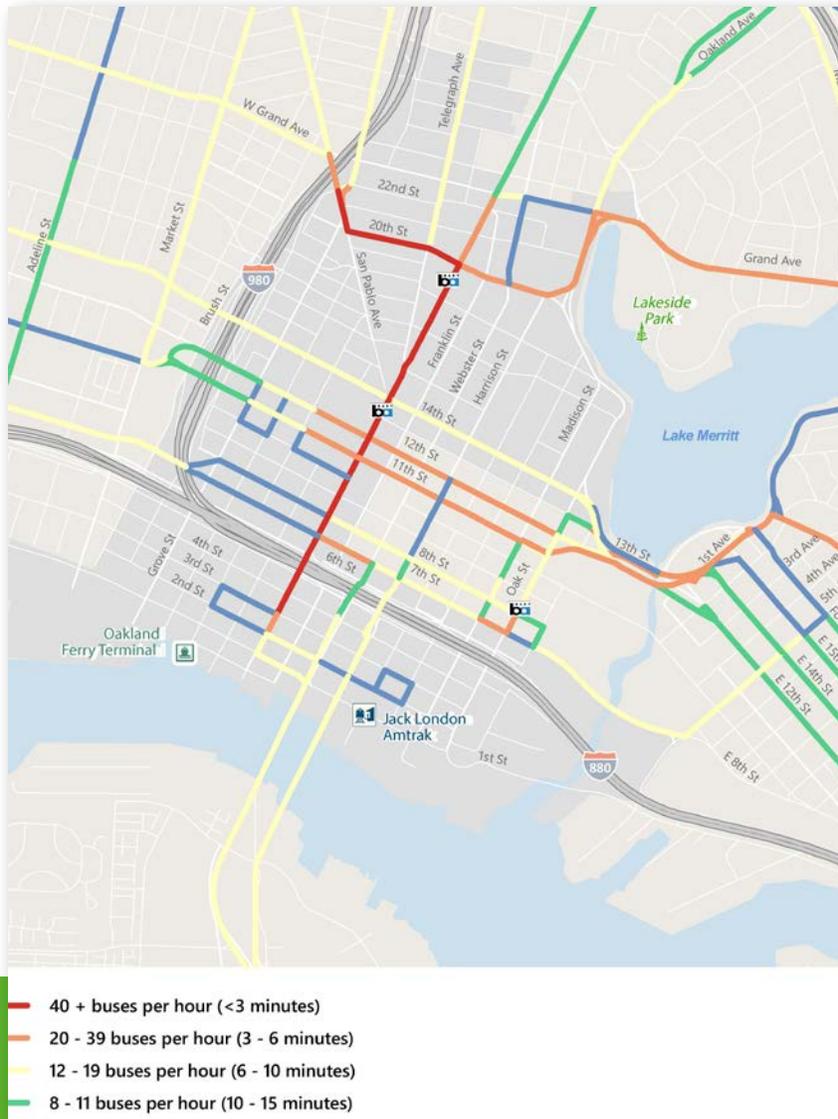
Passengers cram into Transbay Bus after a BART fire in 2013; Photo by Steven Luo

“Better coordination between AC transit and BART to facilitate easier transit connections.” – EWG Attendee



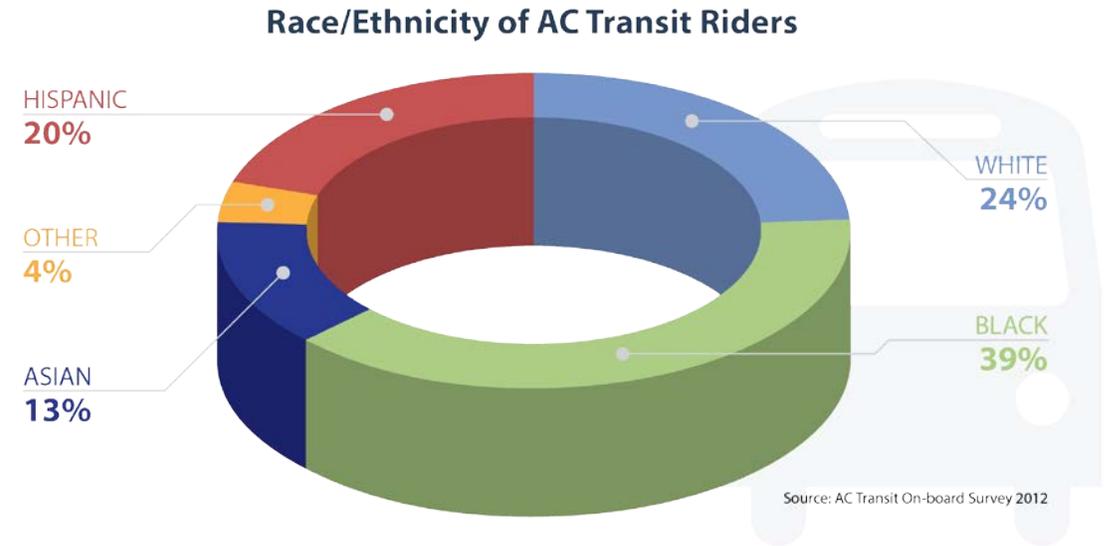
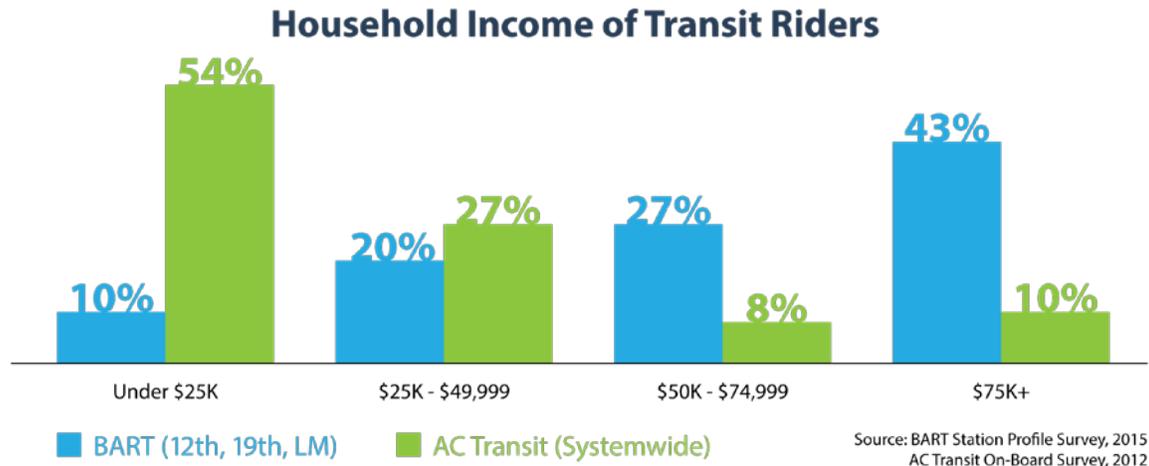
Passengers board a crowded 12th Street train; Photo by Liz Hafalia, The Chronicle

EXISTING CONDITION: BUS FREQUENCY VARIES GREATLY BY NEIGHBORHOOD



As reported in *Advancing Equity in Transportation in Oakland* (a UC Berkeley Masters report), while Oakland has a relatively dense transit network compared to many other cities in the Bay Area, connectivity is low due to poor service levels in some areas.

EXISTING CONDITION: LOW-INCOME HOUSEHOLDS & AFRICAN AMERICAN RESIDENTS RELY MOST ON AC TRANSIT BUSES

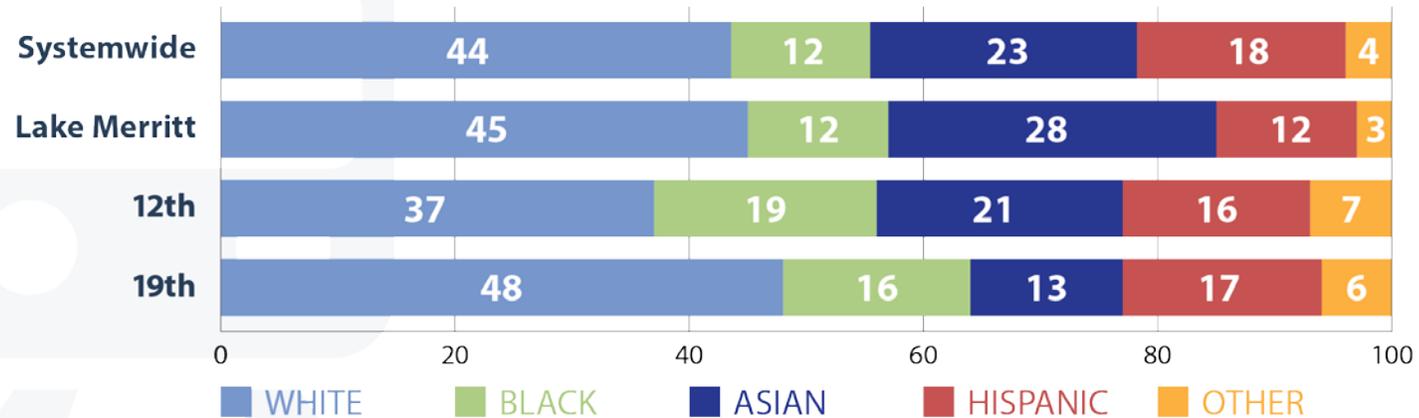


EXISTING CONDITION: RACIAL DISPARITIES EXIST IN BART RIDERSHIP

African Americans and Latinos are the least likely to use BART:

- How can we make sure BART serves everyone in Oakland
- How can we improve AC Transit, which does serve a large number of African Americans and Latino riders?

Race/Ethnicity of BART Riders (%)



Source: Station Profile Survey 2015, Home-Based Station Entries

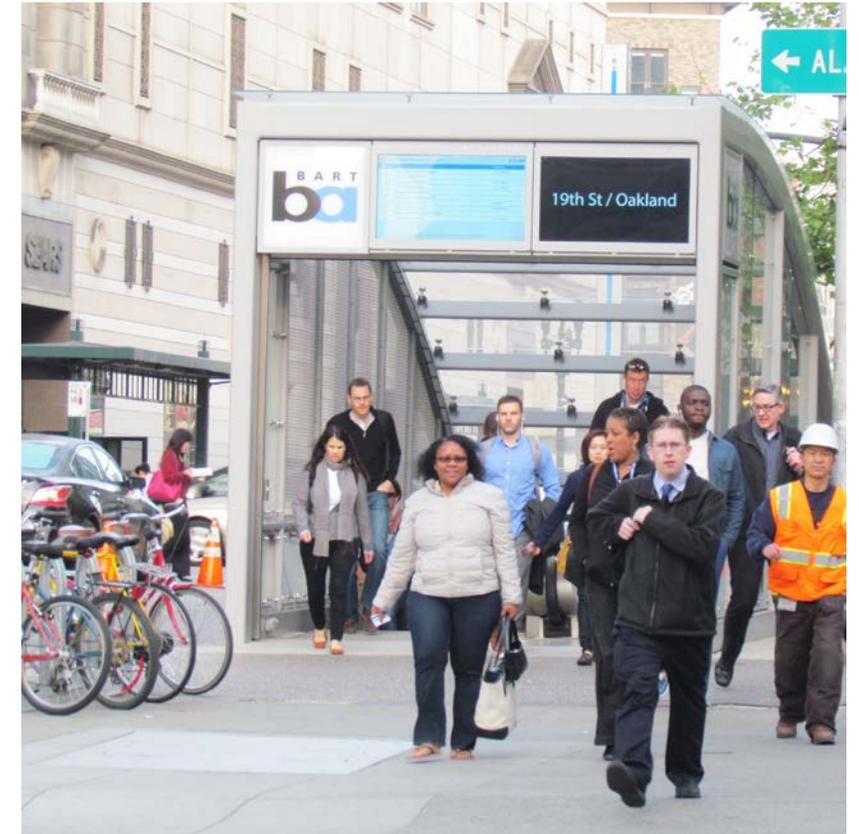
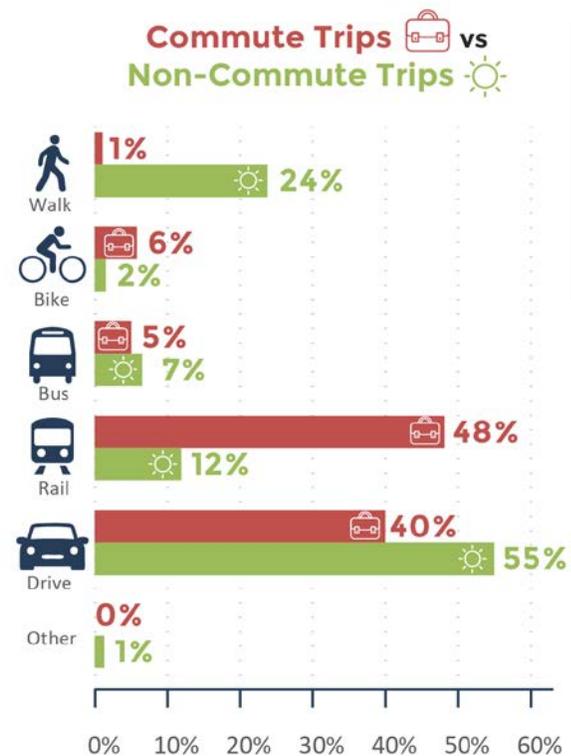
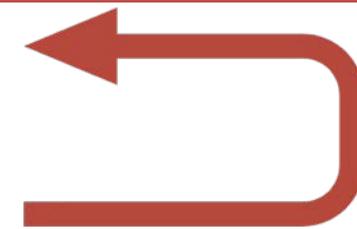


Photo credit: Melanie Curry, Streetsblog.org

BASELINE: EXISTING TRAVEL MODES TO & FROM DOWNTOWN



More people commute by bike than bus.
How can we encourage more people to take the bus instead of driving?



STRATEGIES FOR ENCOURAGING MORE TRANSIT USE

Transit Priority Streets

Establish Transit Queue Jump/Bypass Lanes



Webster Street

Install Transit Boarding Islands



Alameda

All Transit Streets

Install Pedestrian Refuge Islands



Fulton Street, SF

Establish Dedicated Turn Lanes



Mission, SF

STRATEGIES FOR ENCOURAGING MORE TRANSIT USE

More free shuttle buses along popular routes



Free B Shuttle bus in Downtown Oakland;
Photo by Sergio Ruiz

More BRT along popular corridors

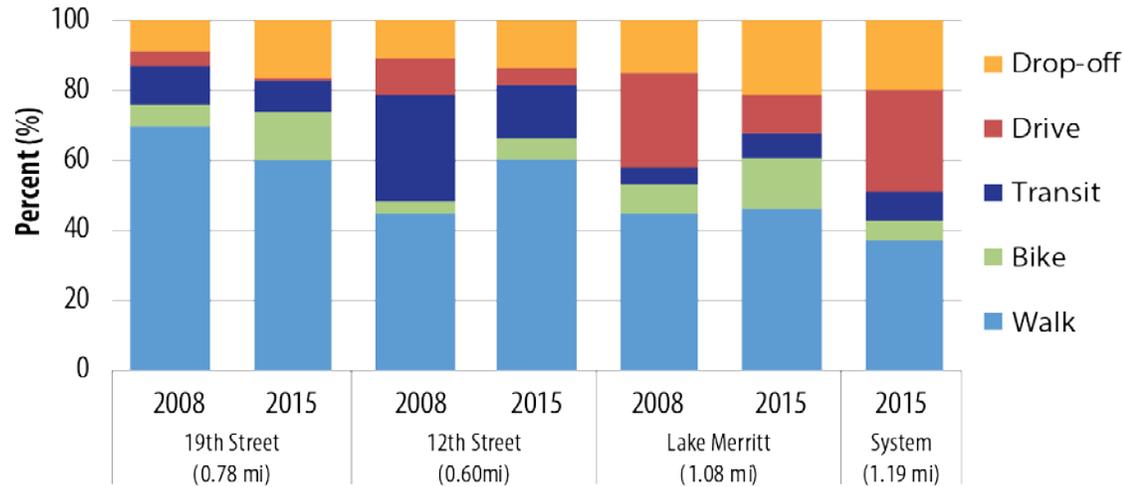


2012 BRT Proposal from San Leandro
to Downtown Oakland by NC3D

STRATEGY: MAKE IT MORE COVENTIENT TO GET TO BART STATIONS

Encourage BART riders to walk and bike to their stations.

How do Riders Travel to BART from Home?



Station (Median Travel Distance to Station)

Source: Station Profile Survey, 2008 and 2015



New BART bike parking outside of the 19th Street Station; Source: bart.gov

OTHER STRATEGY IDEAS WE'VE HEARD

“

Increase frequency and locations of downtown free buses (Roundabouts and jitneys).

”

“

Some bus services are provided on an hourly basis. If I miss a bus, I will arrive an hour late for work. If those buses leave every half hour, the situation would be better.

”

“

Remove the train from Embarcadero.

”

“

Better coordination between AC transit and BART to facilitate easier transit connections.

”

“

Including bus stop protected access.

”

“

Expand bus network in Oakland and bay Area; Suggest free bus ride for 65+ and kids.

”

OUTCOME: DOWNTOWN IS WELL-CONNECTED AND EASILY ACCESSIBLE TO ALL NEIGHBORHOODS IN OAKLAND

Good street design should help link communities together. Below are two pictures of the same street:



9th Street between Broadway and Washington Street



9th Street between Harrison and Webster Streets

EXISTING CONDITION: DOWNTOWN IS POORLY CONNECTED

Crossings under I-980: Excess pavement, low-visibility crosswalks, wide roads & narrow bike lanes.



San Pablo Avenue and Castro Street



27th Street and Northgate Avenue

STRATEGY: CONVERT I-980 TO SURFACE BOULEVARD



Replace I-980 with a Multi-Way Boulevard

A carefully designed multi-way boulevard could support generous accommodations for walking, biking and transit, provide additional land for residential uses, and reconnect West Oakland to Downtown.

STRATEGY: MAKING UNDERPASSES LESS OF A BARRIER

Toronto Underpass Park



Both images from Toronto's Underpass Parks

OTHER STRATEGY IDEAS WE'VE HEARD

“
Development of
public wayfinding
tablets/boards
”

“
Lake Merritt streets are 1-way,
but eastern neighborhoods are
2-way; this is a problem for
accessing Chinatown; make
these 2-way!
”

“
Include the West
Oakland Walk
into the DOSP.
”

“
Need "a main street" that connects
the Downtown 14th/19th circuit
forming West Oakland with
Downtown with Lake Merritt.
”

“
Place 980 freeway in a tunnel or
underpass from 11th to 18th St.; develop
air rights for parks and open space
”

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TELL US YOUR IDEAS

Small Group Discussions (45 min)

- What other ideas do you have to help achieve these outcomes?
- What ideas best address Downtown's priority Streets, Connectivity & Mobility issues?
- Are these short-term, mid-term, or long-term actions?
- What are the tradeoffs for each of these strategies?
- What are the potential equity impacts of these strategies?

YOUR CHALLENGE: EXAMPLE

Outcome: Downtown is well-connected and easily accessible to all of Oakland.

Strategy	Term (Short/Mid/Long)	Pros (How effective? Easy to implement?)	Cons (Any drawback? Is it feasible?)	Equity Impact (Who benefits? Who is harmed?)
Replace I-980 with a multi-way boulevard.				
Other ideas:				

BREAKOUT SESSIONS

45 MIN
GO!

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PHASE II (2017-2020): PROCESS

Expanded Equity Analysis

Plan Options Memo

Draft Downtown Oakland Specific Plan

Final Draft Downtown Oakland Specific Plan

YOU ARE
HERE

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Oakstop

WINTER MEETINGS: NEIGHBORHOOD DESIGN SESSIONS

FEB
10 **Central Core**
10:00 AM – 1:00 PM
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FEB
10 **Uptown & KONO**
3:00 PM – 6:00 PM
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FEB
11 **Old Oakland**
2:00 PM – 5:00 PM
E14 Gallery

FEB
13 **Chinatown**
5:30 PM – 8:00 PM
OACC