



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the December 19<sup>th</sup>, 2019 meeting**  
**City Hall, 2<sup>nd</sup> Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)**

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/December-2019-BPAC-Agenda.pdf>.

Meeting called to order at 6:04 pm by BPAC Chair, Wheeler.

**Item 1. Roll Call/Determination of Quorum/Introductions**

At roll call, quorum was established with eight commissioners present (X). One (-) was excused (provided notice of absence as specified in by-laws).

Commissioners	Present
Reginald K Burnette Jr	X
Andrew Campbell	-
Jesse Jones	X
Phoenix Mangrum	X
George Naylor (Vice-Chair)	X
Zachary Norris	X
Mariana Parreiras	X
Midori Tabata	X
Kenya Wheeler (Chair)	X

Introductions were made.

- Other attendees: Robert Prinz, John Minot, Carole Levine, Grey Gardner, Tom Holub, Patricia Shader, Rosa Villalobos, Josh Handel, Natalie Mall, Dianne Yee, Ronnie Spitzer, Chris Hwang, Noah Rosen, Chris Sanders, Greg Rozmaynowyz
- Staff: Noel Pond-Danchik, Jason Patton, David Pene, Nicole Ferrara, Julieth Ortiz

**Item 2. Approval of meeting minutes**

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from November 21, 2019 as amended**, was made (Tabata), seconded (Naylor), and approved by consent. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

**Item 3. Open Forum / Public Comment**

- Commissioner Tabata: At the end of this meeting, we are going to the Downtown Wine Merchants to celebrate the end of the year. Everyone is invited.
- John Minot: There is a circulating statewide ballot known colloquially as Split Roll that would raise corporate property taxes and create \$6-8 million statewide. Only 40% is earmarked for education, and some of the money can be used for safety improvements. To learn more, go to <https://www.schoolsandcommunitiesfirst.org/>
  - There will be a walking tour this Saturday, December 21<sup>st</sup> put on by East Bay for Everyone about what the proposition could do.

#### **Item 4. Committee Report Back**

Committees of the BPAC with activities in the past month provided brief updates to the Commission. A list of active committees and the Police Relations Committee Report are included in the agenda packet.

##### Summary of Discussion:

- Infrastructure committee: The committee met on December 4<sup>th</sup>. The notes are posted on the website at <https://docs.google.com/document/d/1qgS46y3dWNeAxMVwU3HTwjunj-bOpwANtZix-CisiWA/edit?usp=sharing>. During the meeting, they discussed the Howard Terminal project, traffic circles on Shafter Ave, and pedestrian safety signs on Fruitvale Ave.
- Legislative Committee: The committee met and is working on a legislative item.
- Liaison to the Measure KK Affordable Housing and Infrastructure Bond Public Oversight Committee: The committee met on December 2<sup>nd</sup>. The bond primarily funds affordable housing, Public Works projects including parks and libraries, and transportation projects. The committee is getting information from the three departments and putting together a final report to City Council highlighting the equity and efficiency of the funded projects. They approved the second set of bonds which will fund the Three-Year Paving Program as well as other transportation projects.
- Open Forum Committee: The committee made a report in a previous meeting and had nothing new to report.
- Bicyclist and Pedestrian Police Relations Committee: Please read the attached report. The next meeting will be Wednesday, January 8<sup>th</sup> at the Ella Baker Center. In the previous meeting, they discussed organizing a bike ride with the Oakland Police Department.
  - The case brought against Najari Smith will be brought to court in January. Commissioner Norris requested support for Smith against his unjust arrest and detention.
  - Chair Wheeler was detained by a security guard at gunpoint last Wednesday. The committee will be responding to the incident.

Speakers other than commissioners: None

#### **Item 5. Affordable Housing and Sustainable Communities Grant Summary**

Julieth Ortiz, Strategic Planning & Administration Transportation Planner, answered questions on the preliminary projects Oakland Department of Transportation (OakDOT) is currently considering for Cycle 5 of this state grant. The Affordable Housing and Sustainable Communities Program (AHSC) is administered by the Strategic Growth Council and implemented by the California Department of Housing and Community Development. AHSC is one of the CA Climate Investment programs whose goal is to integrate affordable homes and sustainable transportation. This year, staff chose to recommend existing projects for the grant rather than developing new ones to ensure they meet the grant's deadlines. There are applications for two affordable housing sites in Oakland. OakDOT staff will be recommending the Fruitvale Alive Gap Closure and pedestrian scale lighting on International Blvd for one affordable housing site, Fruitvale Transit Village at 3500 #. 12<sup>th</sup> St, Oakland, and either a 7<sup>th</sup> Street protected bike lane project or a bikeway project on 18<sup>th</sup> Street for the other affordable housing site, West Oakland BART Transit Oriented Development (TOD) at 1451 7th Street. For further questions or comments, contact Jason Patton at [jpatton@oaklandca.gov](mailto:jpatton@oaklandca.gov). For more information, see the presentation and handout attached.

##### Summary of Discussion:

- This is cap and trade funding. The applications improve their chances of being awarded based on certain context sensitive improvements.

- Last year's application at the same location in the Fruitvale neighborhood was very close to being awarded. This year, the application is adding proposals like pedestrian scale lighting and new BART cars to score better on the application.
- It may be difficult to install class 4 separated bike lanes on 7<sup>th</sup> Street, a treatment that requires removing parking, because the timeline to do outreach is so short.
  - The project is following the recommendations in the Bike Plan and outreach is currently underway in the area as part of the A's terminal planning.
  - Outreach should focus on residents, not just businesses.
  - This is also why 18<sup>th</sup> Street improvements are being proposed as an alternate recommendation. The 18<sup>th</sup> Street project is more straightforward and will require less outreach.
- To the east of Brush Street, where 17<sup>th</sup> St and 18<sup>th</sup> St become a couplet will not be added to the scope of the 18<sup>th</sup> Street project because it will require more study than can be done on the timeframe of the grant.
- If awarded, the projects need to be delivered within five years.
- Bike East Bay has been working with the developers on bike education aspects of the projects.
- The developers are in contact with Bikes 4 Life, a community bike store on 7<sup>th</sup> St and Peralta St.
- For sites without much access to bike repair, Bike East Bay has been pushing for below market rate retail space designated for community bike shops.
- There was a request for more information on previous AHSC cycle awards.
- There was a suggestion to inform business owners that higher than assumed numbers of customers arrive by modes other than personal vehicle when doing outreach.
- The housing aspect of this grant goes to City Council for approval, but the transportation aspect does not.

Speakers other than commissioners: Nicole Ferrara, Robert Prinz, John Minot

#### **Item 6. Howard Terminal Transportation Plan**

Nicole Ferrara, Policy & Intergovernmental Affairs Advisor, shared an overview of the draft Howard Terminal Transportation Plan for input. She was joined by Betsy Lake, Molly Abraham, Noah Rosen, and Veronica Cummings. The A's have proposed a ballpark along with commercial, retail and residential development at Howard Terminal, and the draft Transportation Plan provides an overview of how to move people to and from the site in conformance with City goals. See the attached presentation for further details.

#### Summary of Discussion:

- The estimates in the presentation of how many people arrive to the stadiums by which modes are determined by Streetlight, a company that tracks location using cell phone data.
- The A's are proposing the the move to Howard Terminal because of its urban location.
- New sidewalk will be added to Jefferson St. Other streets will get new sidewalks or sidewalk widening.
- There was a recommendation to include pedestrian improvements along 3<sup>rd</sup> St in addition to 7<sup>th</sup> St.
- Pedestrian improvements will be made to the 3<sup>rd</sup> St and Adeline St intersection.
- Bicyclists heading to the stadium from the 12<sup>th</sup> St BART Station can bike on 8<sup>th</sup> St in one direction. 9<sup>th</sup> St may become a bicycle boulevard. 14<sup>th</sup> St will also become a key connection for bicyclists.
- There was agreement with the need for grade separation from the train tracks because trains cause delays.

- The shuttles will go on 2<sup>nd</sup> St and let people off by the pedestrian bridge. They will not drop people off in the stadium both so the busses do not get stuck waiting for trains and to disperse foot traffic before people enter the stadium.
- There will be bike parking on the stadium ground as well as bike valet. Bike valet may be operated by Bike East Bay.
- There was a recommendation that bike valet be open the entire night after a game.
- Bicyclists and scooter riders will ride down Broadway from BART to Jack London whether there is a bikeway or not. There was a suggestion to either make the bus only lanes wide enough to support bicyclists and sign it as a multi-modal lane or include a bike lane.
- There was a recommendation to state which improvements would be paid for by the A's and which would be paid for by the City.
- The recommendations made do not follow the Bike Plan and discrepancies should be addressed.

Speakers other than commissioners: Dianne Yee, John Minot, Greg Rozmaynowyz, Mauricio, Robert Prinz, Josh Handel

#### **Item 7. Department of Transportation Organizational Update**

Oakland's Department of Transportation (OakDOT) Director Ryan Russo presented and discussed the status of building the OakDOT team, highlights from 2019 and opportunities for the new year. OakDOT has 263 full time and 320 total budgeted positions. Three out of eight vacant leadership positions in the department have been filled in the past year. Between September 2017 and now, the number of total staff grew from 231 to 260. 37 permanent appointments were made in the past 12 months. 22 of those were internal promotions which is great for staff but does not bring the vacancy rate down. The vacancy rate continues to hover around twenty percent despite many retirements. Over the past year, new classifications were created including the Safe Streets Division manager and the Transportation Planner series. See the attached organizational chart for more details.

Summary of Discussion:

- The Human Resources (HR) Department has improved their processes by removing redundant steps and has filled some of their own vacancies as well as instituted a recruitment consultant so they will be able to hire faster.
- There was a suggestion that there should be a better transfer of knowledge from leaving to new staff members. Improving our capital project and portfolio management processes should help with that.
- There was a recommendation to make OakDOT's social media presence more interactive.
- Equity is in the structure of OakDOT through its Racial Equity Team.

Speakers other than commissioners: Robert Prinz, Tom Holub

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

**Item 8. BPAC Chair Report to Public Works Committee** was postponed until January's meeting.

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

See the three-month look-ahead in the agenda for further details.

*Suggestions for meeting topics*

- Bike Share Check-In
- Safety improvements on Foothill Blvd, especially the quick build projects

#### *Announcements*

- Commissioner Norris was thanked for his service. He is resigning his position come the end of the year. Commissioner Jones hopes to stay on the commission in his absence.
- The three new commissioners, Dianne Yee, Patricia Shader, and Grey Gardner were congratulated for being approved as commissioners and thanked for their involvement with the BPAC before becoming commissioners.
- There is a mandatory ethics training January 30<sup>th</sup> from 6-7pm or January 31<sup>st</sup> from 12-1pm in City Hall, Hearing Room 2.
- There will be a special meeting of the BPAC to discuss strategic planning on January 30<sup>th</sup> from 7:15-8:30pm.
- Commissioner Naylor presented the attached proclamations from the Mayor to Commissioner Tabata and Commissioner Wheeler, the last of the commissioners who formed the BPAC in 2014 still on the commission, who are terming out after the meeting.

Meeting adjourned at 8:14 pm.

#### Attachments:

- Bicyclist and Pedestrian Police Relations Committee Report Back
- Item 5. Affordable Housing and Sustainable Communities Grant presentation
- Item 5. Affordable Housing and Sustainable Communities Grant scoring rubric
- Item 5. Affordable Housing and Sustainable Communities Grant recommended projects handout
- Item 6. Howard Terminal Transportation Plan presentation
- Item 7. Department of Transportation Organizational Update organizational chart
- Item 9. Proclamation from the Mayor to Commissioner Midori Tabata
- Item 9. Proclamation from the Mayor to Commissioner Kenya Wheeler

Minutes recorded by Noel Pond-Danchik, emailed to meeting attendees for review on December 24, 2019 with comments requested by 5pm, Tuesday, January 7<sup>th</sup>, 2020 to [jstanley@oaklandca.gov](mailto:jstanley@oaklandca.gov). Revised minutes will be attached to the January 2020 meeting agenda and considered for adoption at that meeting.

## December, 2019 Police Relations Subcommittee Report

### Mission Statement

Inequitable policing can create safety risk for black and brown people walking and biking in Oakland. These communities are disproportionately at risk of being involved stops and detentions by police. Through data analysis, research and community input, we'll present recommendations to the Bicycle, Pedestrian Advisory Commission, The Oakland Police Department, The Oakland City Council and other stakeholders. We advocate to promote practices that reduce barriers to biking and walking, to increase awareness and safety and to promote social justice in Oakland.

### Objectives for 2020:

- (1) Complete analysis of stop and detention data as it pertains to biking in Oakland.
- (2) Produce report and power point program
- (3) Schedule 5+ presentations, workshops, seminars with community groups and organizations who have expressed concerns about policing in Oakland.
- (4) Schedule bike ride(s) with senior OPD and other city of Oakland officials and residents to spotlight biking and walking is valued in Oakland along with safe riding practices.

### 90th Avenue:

Discussed police parking in Scrapper Bike Pathway. Commission chairperson. - Kenya Wheeler and Commissioner Phoenix Mangrum will follow up with OPD and the Scrapper Bike team to assist in finding a solution to the problem.

Discussed police data pertaining to bicyclist stops. Additional effort is required to secure more information for 2018 - 2019.

Report, submitted by  
Commissioner, Phoenix Mangrum

# ***AFFORDABLE HOUSING & SUSTAINABLE COMMUNITIES (AHSC) GRANT***

***Julieth Ortiz***

***Strategic Planning & Administration***



*Bicyclist and Pedestrian Advisory Commission, December 20, 2019*

# AHSC OVERVIEW

## Purpose

A State “Climate Investment” Program (cap-and-trade funding) to fund affordable housing + sustainable transportation to direct investment towards the **most disadvantaged communities** in the state and **maximize economic, environmental, and public health** benefits

## Requirements

- Greenhouse gas emission reductions
- Vehicle miles traveled reductions
- Increase accessibility and connectivity to housing, employment centers and key destinations
- Increase walking, biking and transit ridership



*FUNDING REQUEST*

**TOTAL \$1 - \$20 MILLION (\$3-6 MILLION FOR TRANSPORTATION AGENCIES)**

# AHSC ELIGIBLE USES

1. Affordable Housing Development - AHD (loan)

- Bricks and Mortar + Soft Costs

2. Housing-Related Infrastructure – HRI (grant)

- Anything Required as Condition of Approval

Developer

3. Sustainable Transportation Infrastructure - STIs (grant)

- Transit, Bike Lanes, Sidewalks, Crosswalks

4. Transportation-Related Amenities - TRAs (grant)

- Bike Parking, Repair Kiosks, Urban Greening, Bus Shelters

Public Agency

5. Programs (3 Year Grants)

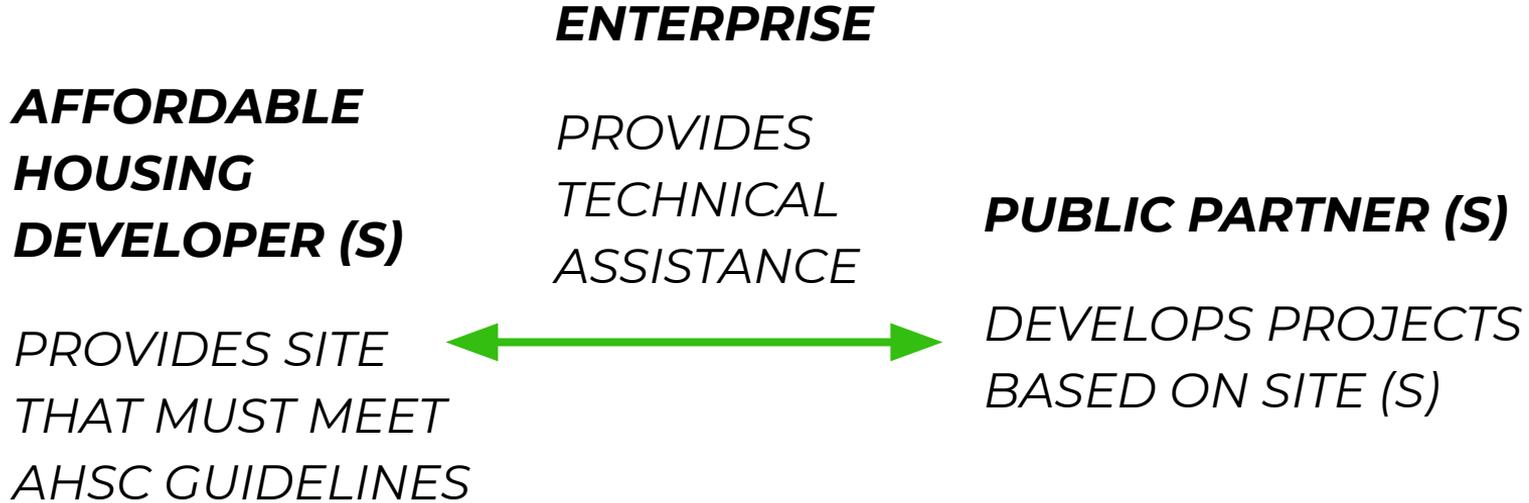
- Active Transportation Programs
- Transit Ridership Programs (passes)

Developer/MPO/Public  
Agency/Community Based Organization

# TRANSPORTATION COMPONENTS



# AHSC STRUCTURE & CHALLENGES



## Legal Structure

A developer MUST have a public partner

**OakDOT**

Type of Project (STI/TRA)

Length

Posted Speed Limit/Traffic Volume

Cost Estimates

# AHSC SCORING

67/100 POINTS ARE  
INFLUENCED BY  
TRANSPORTATION  
COMPONENTS!

AHSC Scoring Elements and Criteria		
Criteria		Points
GHG Qualification Methodology Scoring		
GHG Efficiency	15	●
GHG Total	15	●
Quantitative Policy Scoring		
Active Transportation Improvements	10	●
Green Buildings and Renewable Energy	8	
Housing and Transportation Collaboration	9	●
Location Efficiency and Access to Destinations	6	
Funds Leveraged	4	●
Anti-Displacement Strategies	5	
Prohousing local policies	2	
Local Workforce Development and Hiring Practices	2	
Housing Affordability	5	
Programs	2	●
Urban Greening *NEW	2	
Narrative-Based Policy Scoring		
Collaboration & Planning	4	●
Community Benefit and Engagement	6	●
Community Climate Resiliency	3	
Community Air Pollution Exposure Mitigation	2	●
<b>Total Scoring</b>		<b>100</b>

### Projects that **Earn Points on the Application**

- Bike lanes – ½ mile "context sensitive" bikeways that connect to key destinations and/or close key network gaps
- Projects that address barriers to safe access to bicycle and pedestrian routes
- Pedestrian facilities that improve walkability – ideally 2,000 ft total, and connects to key destinations and/or close key network gaps
- Projects that reduce GHGs – ideally new or increased transit service, but bike lanes help too

### Projects that are **Timed Appropriately**

- Construction has not commenced by date of application
- Site Control and discretionary land use approvals are/will be complete
- All necessary NEPA and CEQA clearances by time of grant disbursement
- Able to complete construction within a 5 year period of performance

### Projects that have the right **Cost and Financing** \*also contributes to points\*

- Approximate total AHSC \$\$\$ ask for transportation related infrastructure per housing project of \$3-6M (depends on financing structure of housing).
- Enforceable funding commitments for leverage – ideally at least 200% of the amount of the AHSC ask per project

### Projects that help us **meet threshold requirements**

- At least 2 urban greening projects per housing project
- Adequate lighting on all publicly accessible components of the project

# AHSC CYCLE 5 APPLICATIONS



FRUITVALE TRANSIT VILLAGE PHASE IIB  
5TH AVE & 13 ST, OAKLAND, CA 94601



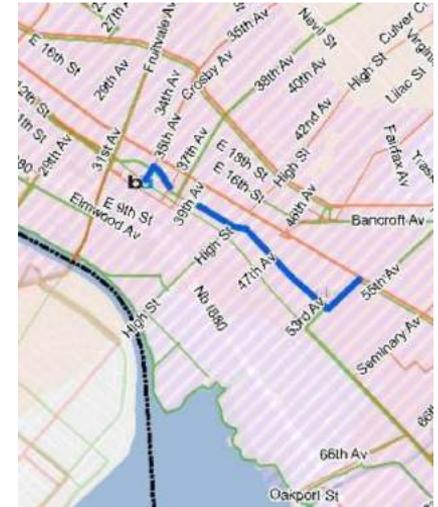
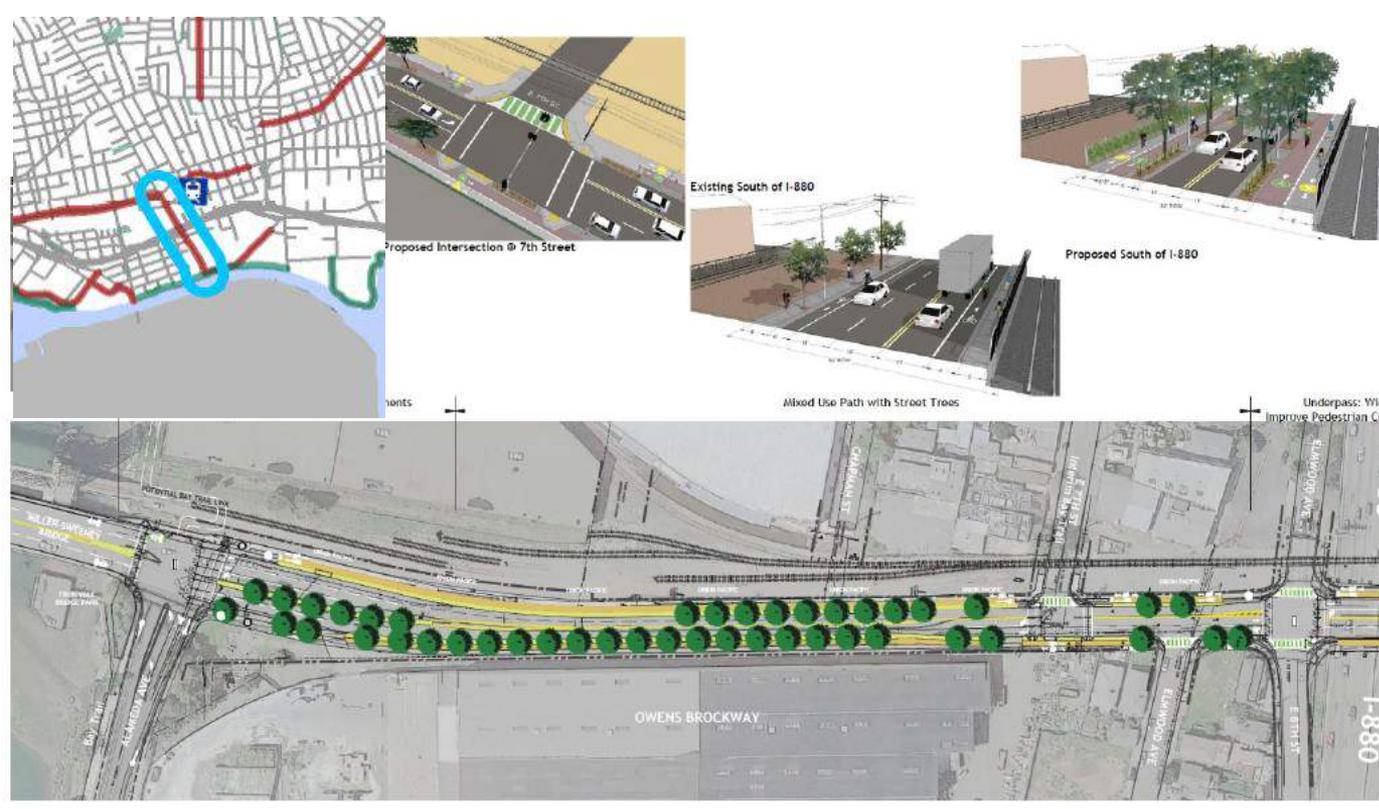
RENDERING (EAST 12TH ST)



WEST OAKLAND BART

FTV PHASE IIB - 181 UNITS

# FRUITVALE TRANSIT VILLAGE PHASE IIB



CLASS IV & IIB (~ 4 MILES)

PED LIGHTS on International Blvd, BUS SHELTERS & LANDSCAPING,

About \$4 MILLION

# WEST OAKLAND BART TOD



7th St from Mandela Pkwy - Adeline St

CLASS IV (~ 0.8 MILES)  
TRANSIT IMPROVEMENTS  
About \$3 MILLION

# ***AHSC CYCLE 5 TIMELINE***

Draft Guidelines	Released August 30th
Final Guidelines & NOFA	Released October 31st
Application Release	Anticipated mid-November
Application Due Date	February 11, 2020

***THANK YOU!***

***[jortiz@oaklandca.gov](mailto:jortiz@oaklandca.gov)***



## Active Transportation Scoring

*From the Round 5 AHSC Program Guidelines, Page 29-30, 55 & 61*

(b) **Active Transportation Improvements – 10 Points Maximum**

- (1) Up to 2 points for the total length (in linear miles) of AHSC funded **Context Sensitive Bikeways** as follows:
  - 2 points for over half a mile
  - 1 point for less than half a mile
- (2) 1 point for **Projects** that link the **Affordable Housing Development** or **Qualifying Transit Station or Stop** to an existing bicycle network or a bicycle network identified official public planning documents. The existing or planned bicycle network must be directly linked by a new **Context Sensitive Bikeway** funded by AHSC that has an entry point within one quarter mile of either the **Affordable Housing Development** or **Qualifying Transit Station or Stop**. The existing or planned bicycle network does not have to be comprised of **Context Sensitive Bikeways**.
- (3) Up 2 points for projects that address barriers to safe access of bicycle routes. Documentation must be provided to certify that the **Project** will do at least one of the following in an attempt to increase bicycle safety and access: reduce vehicular speed or volume near bicycle users; improve sight distance and visibility; eliminate potential conflict points; improve compliance with traffic laws; or address any other barriers to cyclists that may have existed on the route. One point will be awarded for each addressed site of a barrier(s) to safe bicycle access.

- (4) Up to 2 points for the length of AHSC funded **Safe and Accessible Walkways** as follows:
- 2 points for over 2,000 feet
  - 1 point for 1,000 to 1,999 feet

Indicate the measured length (in feet) of new or replaced sidewalk.

**STI** improvements that will make walkways safe and accessible (e.g., through sidewalk replacement) will be measured for the distance of the entire block face on which the infrastructure improvement will be made so long as the entire distance of its walkway will then meet the AHSC definition of **Safe and Accessible Walkway**. Safe and accessible crosswalk improvements, which are **STI**, can be measured for the crosswalk distance plus the distance of one block face to which it connects, so long as the block face is a **Safe and Accessible Walkway**.

**TRA** improvements that will create **Safe and Accessible Walkways** will be measured according to the length of sidewalk directly improved (ex: provided shade to, illuminated). Unimproved distances of walkways in-between **TRA** improvements will not be measured.

- (5) 1 point for **Projects** that provide a pedestrian crossing point that directly links two pedestrian networks that are unlinked for one quarter mile along a walkable route (i.e. no connecting point for one quarter mile). Examples include overpasses, underpasses, and placement of sidewalk where none previously existed. At-grade crosswalks are not eligible for this point.
- (6) Up to 2 points for projects that address barriers to safe access of pedestrian routes. Documentation must be provided to certify that the **Project** will do at least one of the following in an attempt to increase pedestrian safety and access: reduce vehicular speed or volume near pedestrians, improve sight distance and visibility, eliminate potential conflict points, improve compliance with traffic laws, or address any other barriers to pedestrians that may have existed on the route. One point will be awarded for each addressed site of a barrier(s) to safe pedestrian access.

- (l) “Context Sensitive Bikeway” means on-street infrastructure for bicycle riding that is appropriately applied based on the traffic volumes and speeds on a specific street, as recommended in the California Highway Design Manual as follows:
- (1) For off street applications, install a Class I bicycle facility (Bicycle Path).
  - (2) For streets with speed limits of less than or equal to 25 MPH and vehicular average daily trips (ADT) of over 2,000, install Class II bicycle facility (Bike Lanes).
  - (3) For streets with speed limits of less than or equal to 25MPH and vehicular average daily trips (ADT) of under 2,000, install Class III bicycle facility (Bicycle Route) that functions as a “Bicycle Boulevard”, that is, a route which includes both sharrow markings and traffic control devices aimed at lowering vehicle speed, and which prioritize bicycle through trips for bicycles over vehicles. Some example traffic control devices include bicycle right of ways, chicanes, traffic diverters, and mini roundabouts.
  - (4) For streets with a speed limit greater than 25MPH, install a Class IV bicycle facility (Protected Bike Lanes, or also known as Cycletracks).
- (fff) “Safe and Accessible Walkway” means a pedestrian corridor that has the following:
- (1) Continuously-paved, ADA-compliant sidewalks.
  - (2) Marked pedestrian crossings at all arterial intersections.
  - (3) Attributes which contribute to comfort and safety including, but not limited to, adequate lighting or shade canopy.

## AHSC 2020 Candidate Bicyclist & Pedestrian Projects

(OakDOT, Safe Streets Division, Bicycle & Pedestrian Program, 12/13/19, revised 12/19/19)

### Fruitvale Transit Village

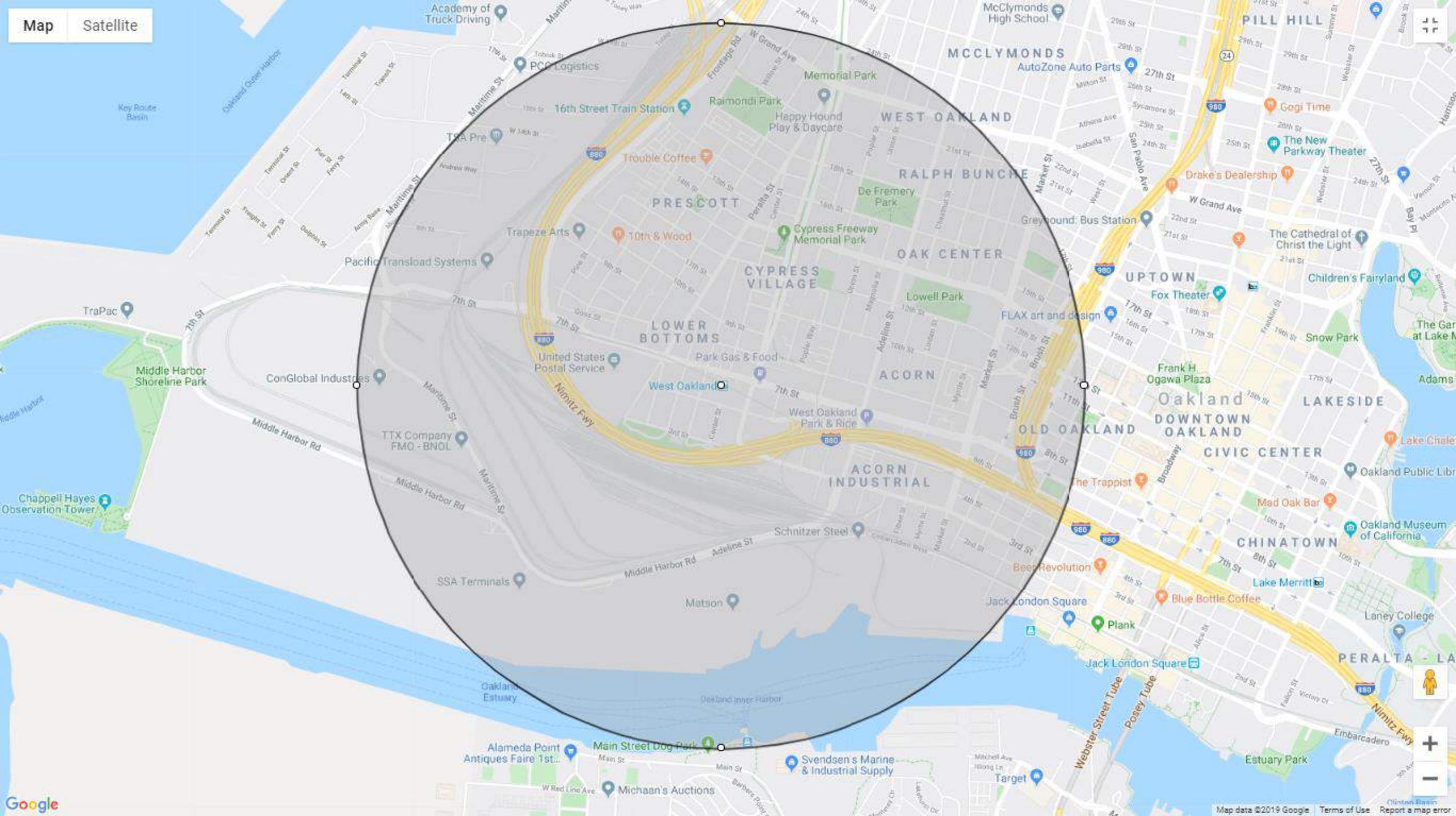
Street	From	To	Project Scope	AHSC Status
Fruitvale Ave	Alameda Ave	E 12th St	Fruitvale Ave Gap Closure Project	current recommendation
International Blvd	36th Ave	45th Ave	Pedestrian-scale lighting	current recommendation
E 12th St	35th Ave	54th Ave	E 12th St Bikeway + pedestrian improvements	considered
E 16th St	23rd Ave	Fruitvale Ave	neighborhood bike route, pedestrian improvements, paving	considered
34th Ave-Davis St-Humboldt Ave-School St-Maple Ave	Foothill Blvd	MacArthur Blvd	neighborhood bike route, pedestrian improvements, paving	considered
E 23rd St-25th Ave-E27th St-25th Ave-E29th St-Sheffield Ave	Fruitvale Ave	MacArthur Blvd	neighborhood bike route, pedestrian improvements, paving	considered

### West Oakland BART

Note: The proposed affordable housing project includes on-site pedestrian improvements.

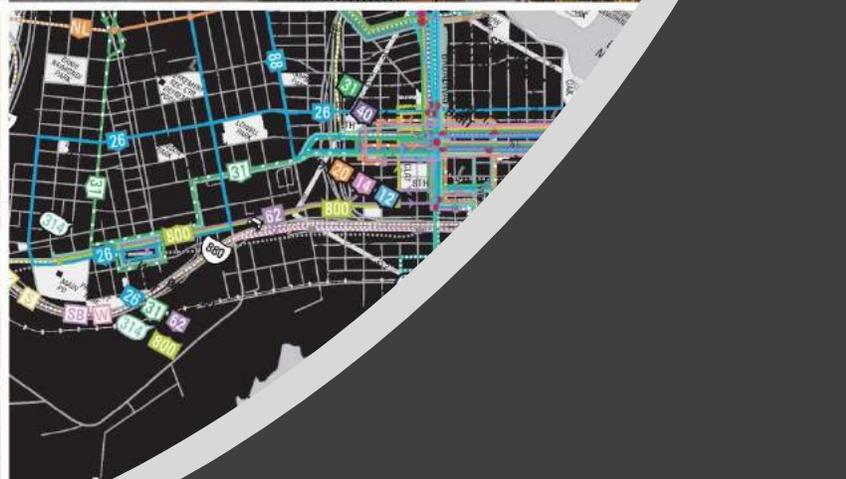
Street	From	To	Project Scope	AHSC Status
7th St	Mandela Pkwy	Adeline St	separated bike lanes, pedestrian improvements	current recommendation
18th St	Mandela Pkwy	Brush St	road diet, bike lanes, pedestrian improvements, paving	alternate recommendation
spot locations	varies	varies	sidewalk gap closures, spot treatments at multiple locations	considered
W Grand Ave	Mandela Pkwy	Market St	TBD	considered but rejected





# Howard Terminal Transportation Planning





# Project Overview



# Project Overview

## City of Oakland's Transportation Plan Goals:

1. *Ensure improvements benefit the community at large and help close gaps in racial disparities.*
2. *Move people sustainably and safely.*
3. *Manage how this project interacts with varying uses adjacent to the project area (neighborhoods, Port of Oakland, local industries, businesses, etc.).*

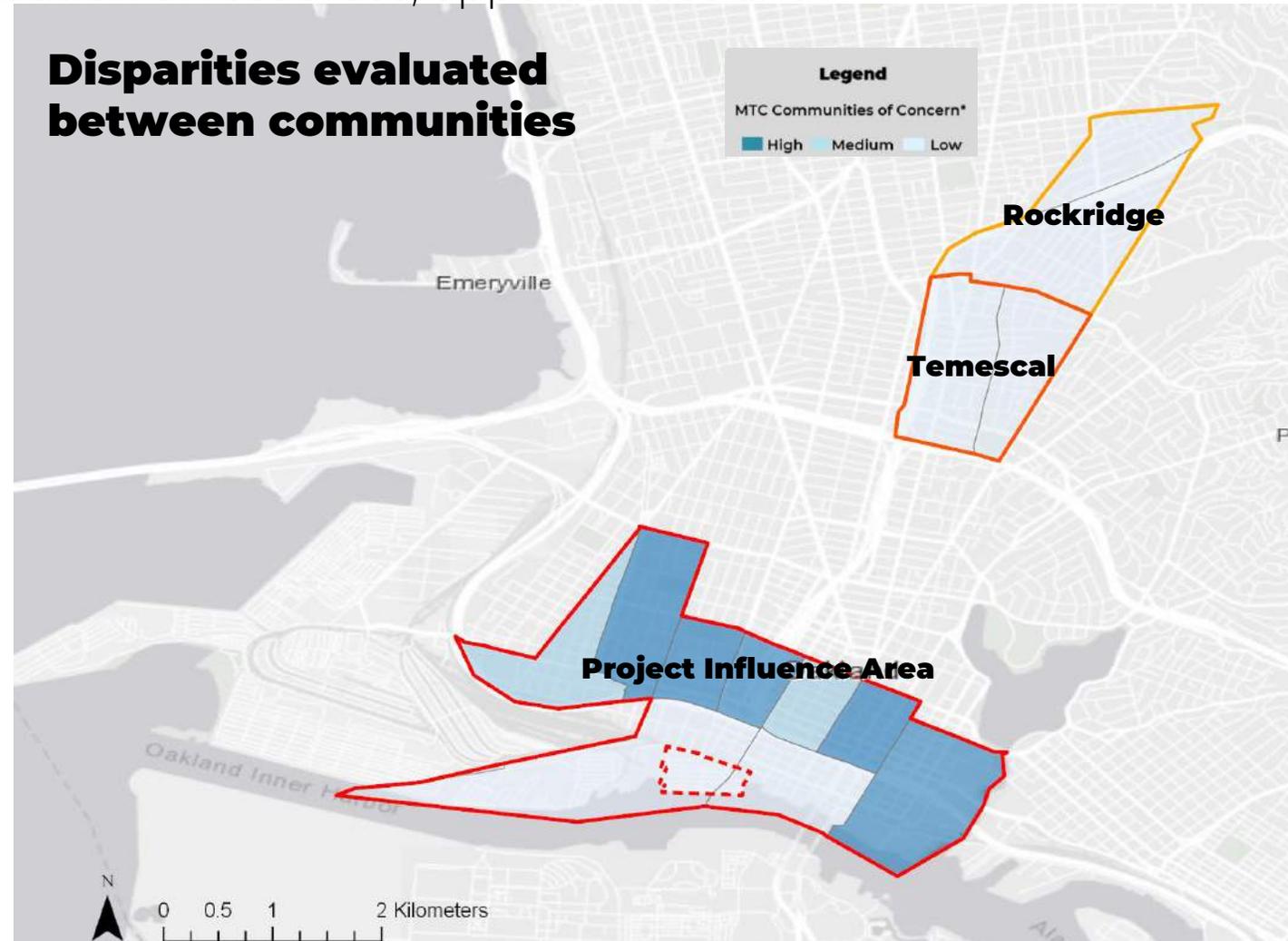
## How to Get it Done

*Oakland has prioritized walking and public transit as a key way to achieve these goals. Transit will have minimal impacts on community, neighborhood and port operations, the environment, and safely move the maximum number of people.*



## Project Overview: Equity approach

- **City of Oakland Equity Definition:** Equity is fairness. It means that identity—such as race, ethnicity, gender, age, disability, sexual orientation or expression—has no detrimental effect on the distribution of resources, opportunities and outcomes for our City’s residents.
- Past decisions by institutions including the City have resulted in inequities seen today
- **Disparities Analysis** helps us understand disparate transportation-related investments and outcomes between Oakland communities so we can begin to reverse trends



# Project Overview

## How the Transportation plan interacts with the overall A's proposed project



# Project Overview

## Goal for today:

1. *Share an overview of proposed plan*
2. *Hear/learn your suggestions and input*

## Other engagement happening soon:

1. *Evaluating transportation needs and barriers of community members via survey*
2. *Public workshops to present plans and get input (week of Jan 6)*

## Future Engagement (~May 2020):

1. *Return with an updated transportation plan based all of the engagement*
2. *Seek input on more refined infrastructure plans and help prioritize*



## Big Picture – How people get to Howard Terminal on gamedays

	Weekday Evening	35,000 Fans (sold out)	Vehicles
Drive	50%	17,500	7,600
BART	23%	8,000	--
TNC	16%	5,600	2,400
Walk	4%	1,400	--
Bike	1%	400	--
Ferry	3%	900	--
Bus	3%	1,200	--
Existing Coliseum			
Drive	70%	--	--
BART	23%	--	--
TNC	7%	--	--



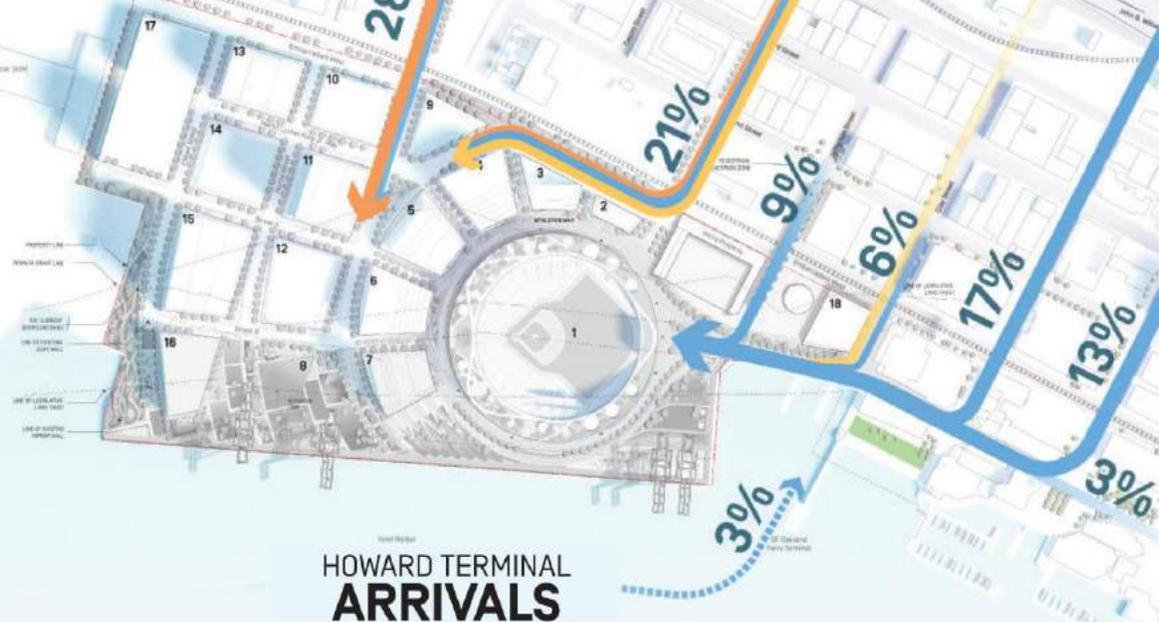
WEST OAKLAND BART STATION

# Map of Anticipated Game Day Arrivals

12TH ST. BART STATION

% OF GAME DAY ARRIVALS FROM THREE MODES:

- VEHICULAR
- BICYCLE
- PEDESTRIAN



HOWARD TERMINAL  
ARRIVALS

## Big Picture – How people get to Howard Terminal on other days

- *Estimating approximately 50,000 daily multi-modal trips at full build out*
- *This will be phased in over time*

	Percent of Trips
Drive	51%
Transit	34%
Walk	9%
Bike	7%



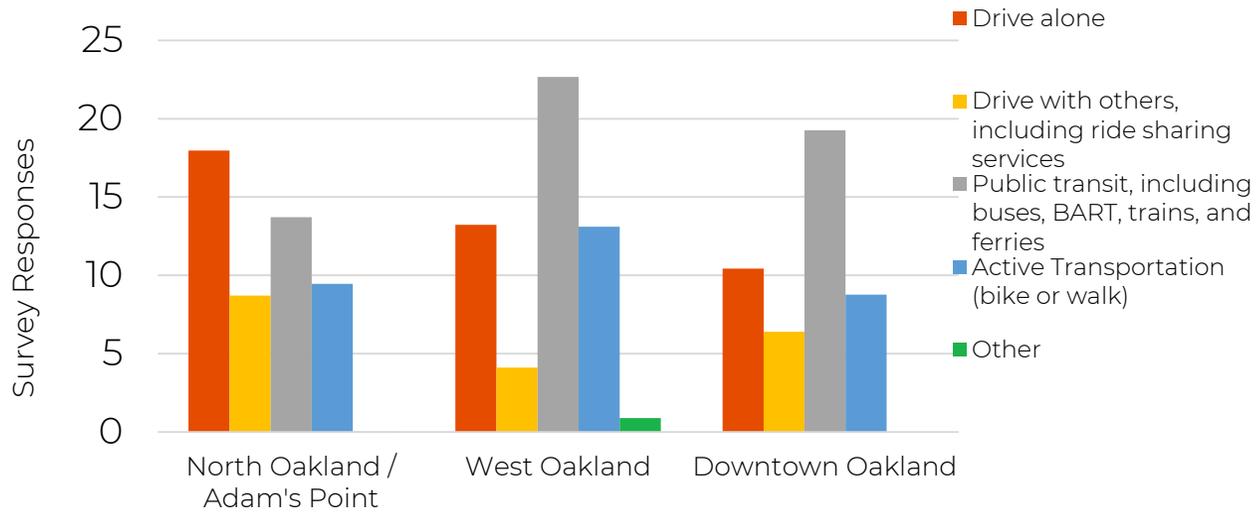


# Public Transit



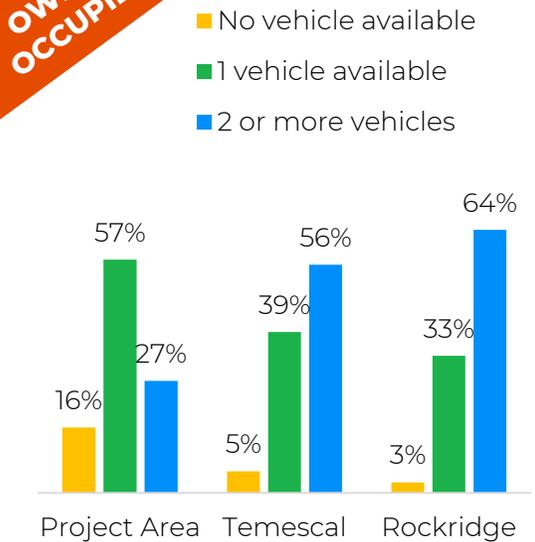
# Public Transit - Racial Equity Analysis

**PRIMARY MODE OF TRANSPORTATION:** Public transit is the largest primary mode in West Oakland & Downtown



**OWNER OCCUPIED**

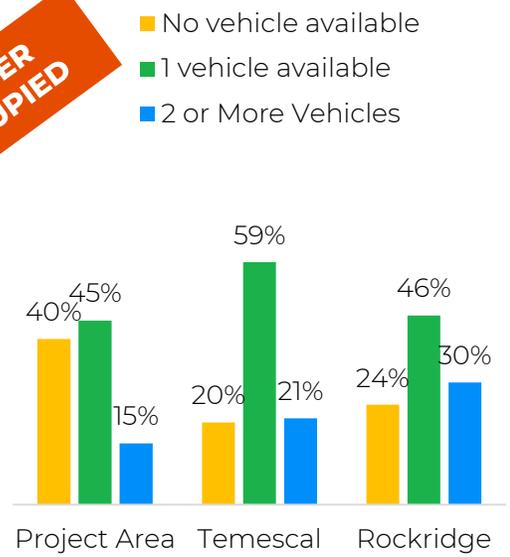
# of Housing Units



**VEHICLE ACCESS:** The Project Area has the most owner-occupied units with zero to one car available

**RENTER OCCUPIED**

# of Housing Units



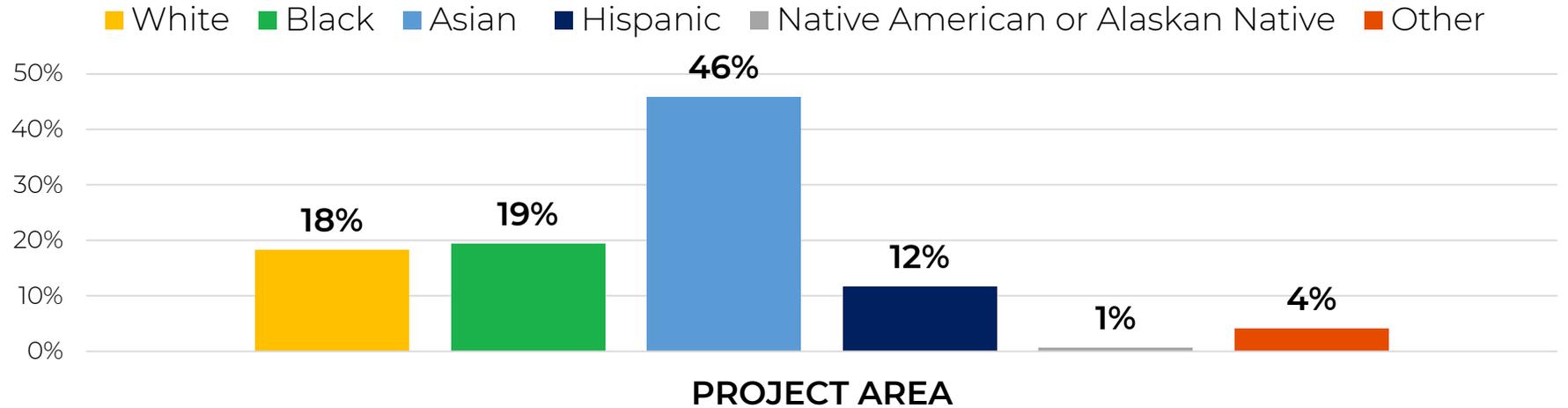
**VEHICLE ACCESS:** The Project Area has the most renter occupied units with zero to one car available



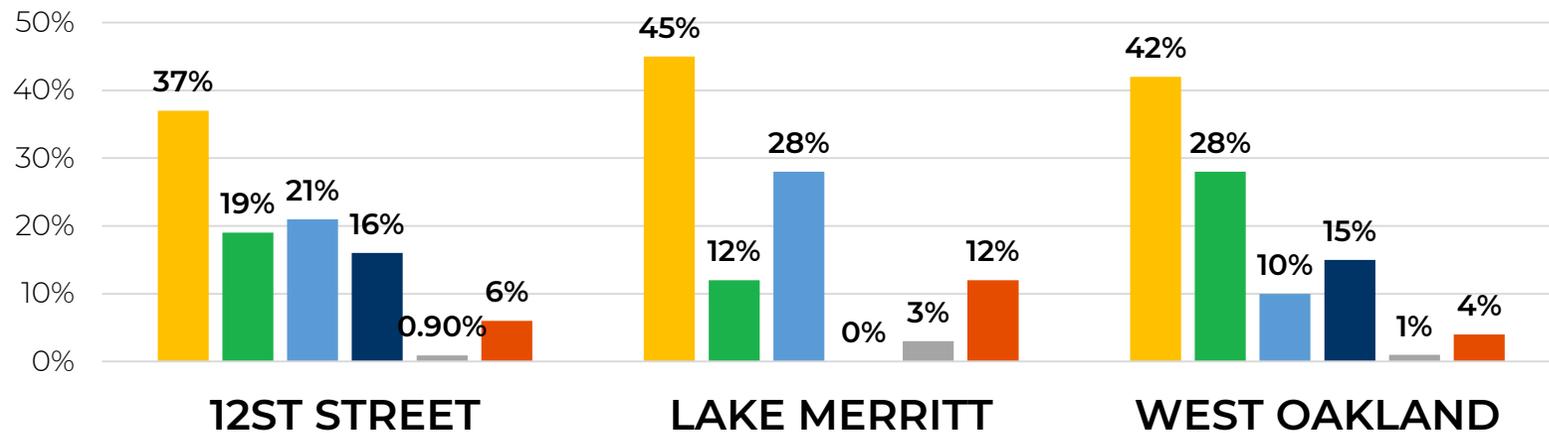
# Public Transit - Racial Equity Analysis

While BART serves a critical transportation role for communities of color, it's riders are disproportionately Whiter than the residents around the stations

## Residents' Race



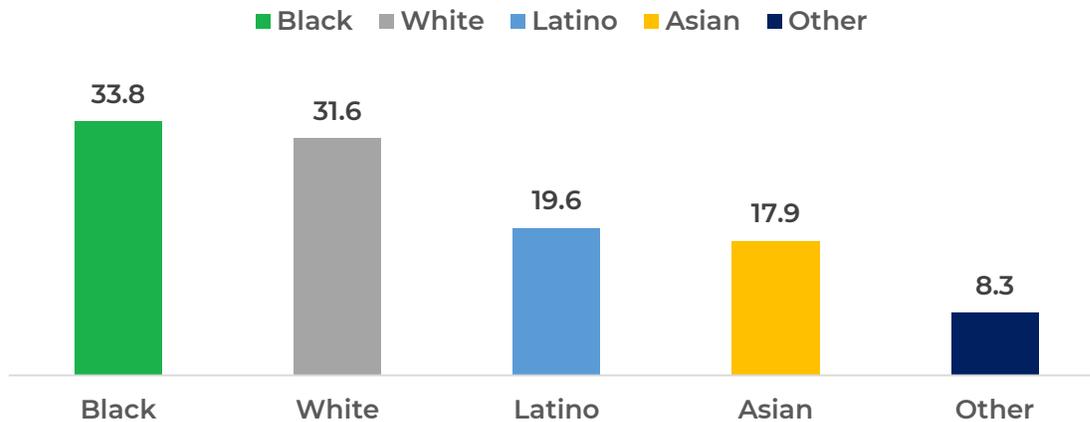
## BART Riders' Race



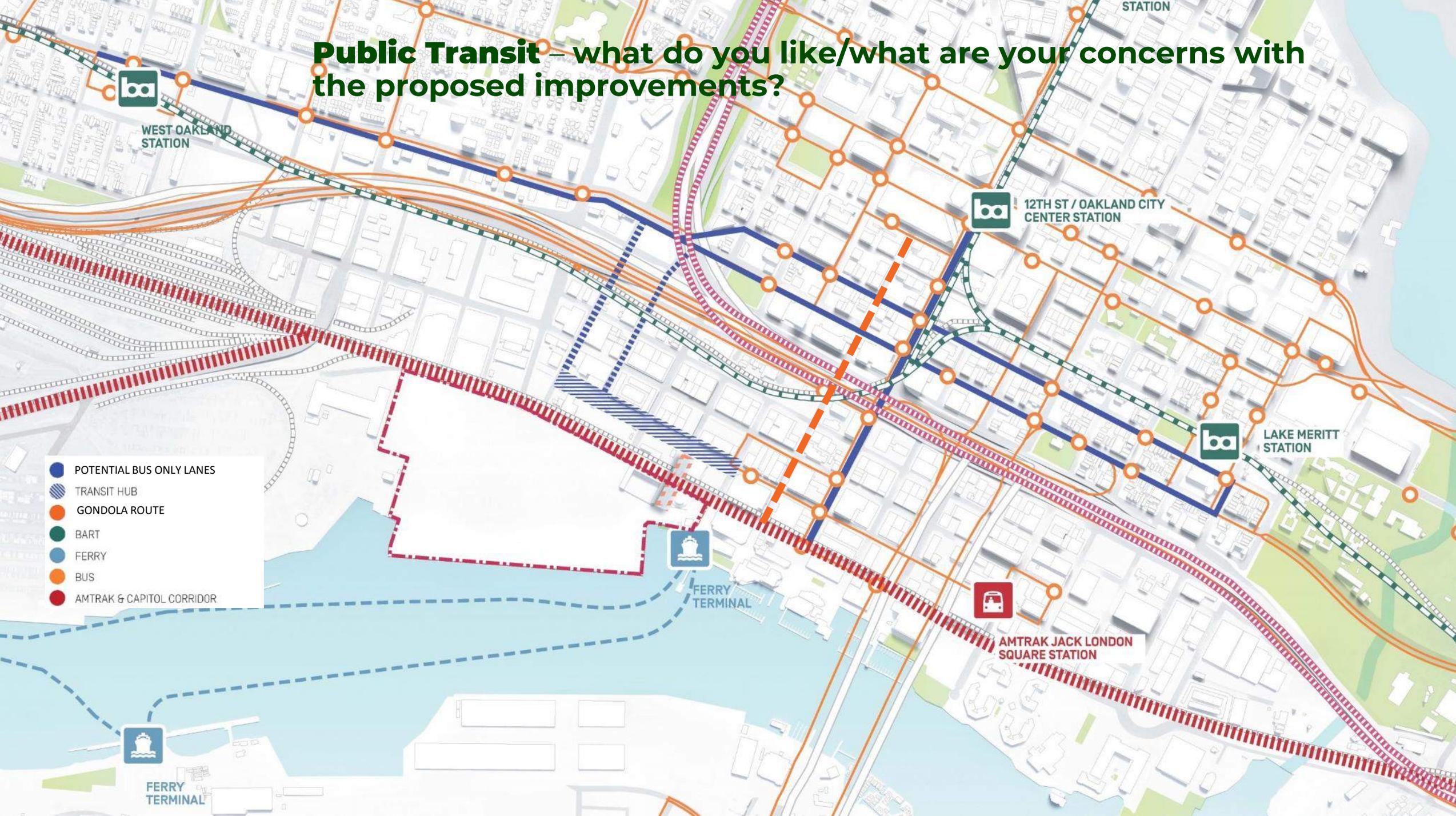
# Public Transit – Bus Service

- AC Transit serves many low-income residents
- Project Considerations:
  - Transit only lanes
  - Expanded or new bus service
  - Transit Hub
  - Transit passes for employees & residents
  - Enhance connections to BART - Free game-day shuttles
  - Transit fare subsidies for attendees
  - Coordinate with WETA and Amtrak

**AC TRANSIT RIDERS: Majority have a household income under \$35,000**



# Public Transit – what do you like/what are your concerns with the proposed improvements?



- POTENTIAL BUS ONLY LANES
- TRANSIT HUB
- GONDOLA ROUTE
- BART
- FERRY
- BUS
- AMTRAK & CAPITOL CORRIDOR

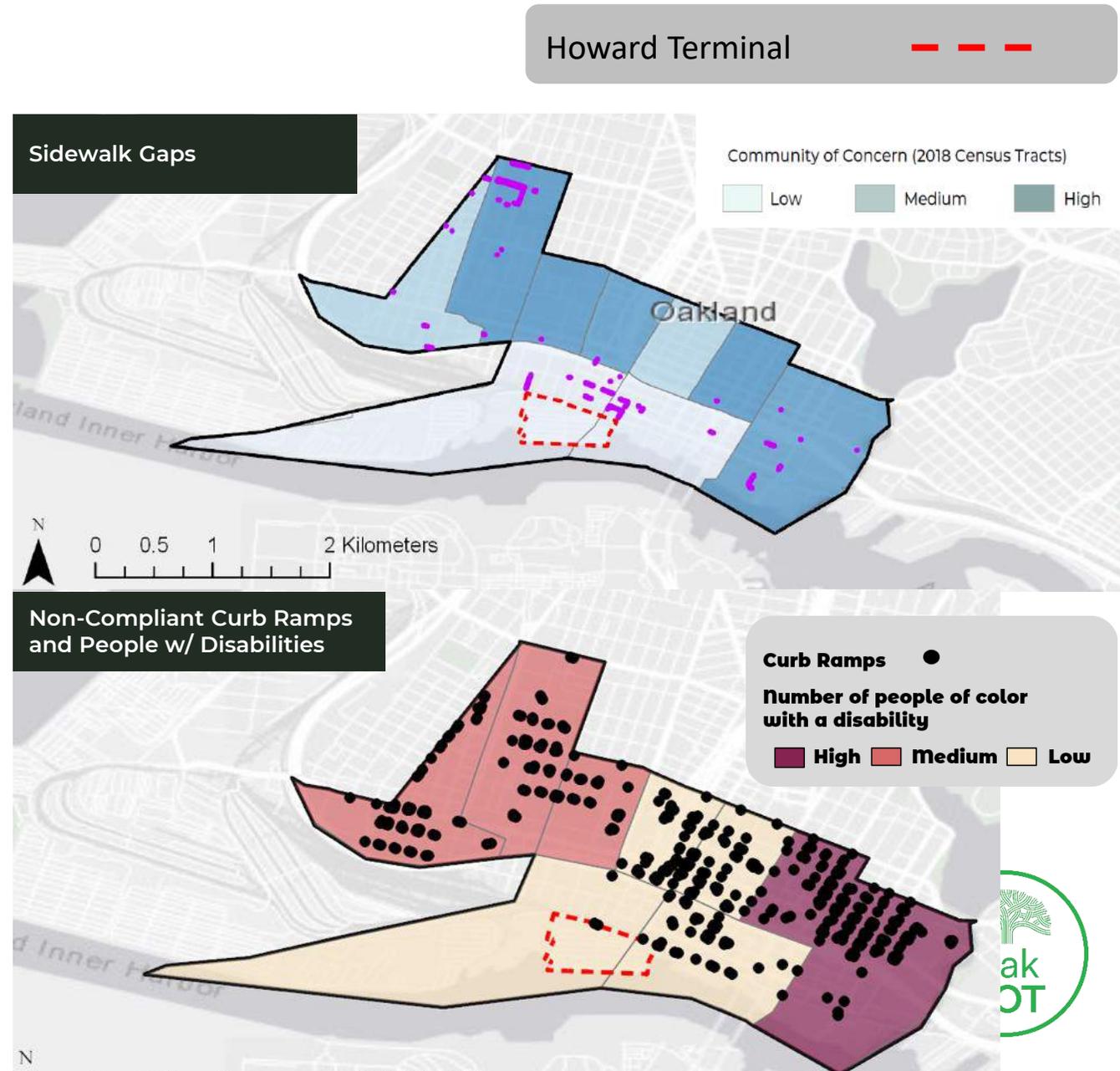


# Walking and Biking

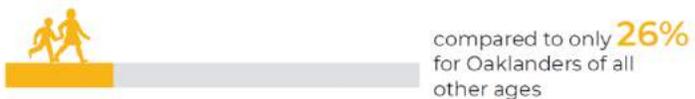


# Walking - Racial Equity Analysis

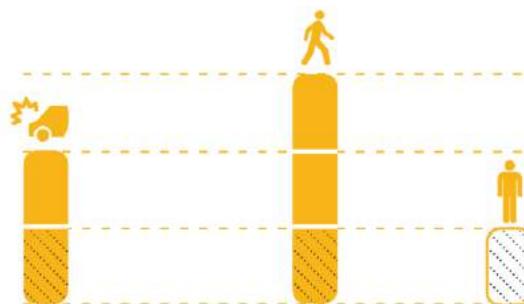
- Some sidewalk gaps near the site
- Many non-compliant curb ramps where people of color with disabilities live



# Walking - Equity Analysis



Older Oaklanders (65+) are more than **2 times** as likely to be killed in a crash compared to all other Oaklanders

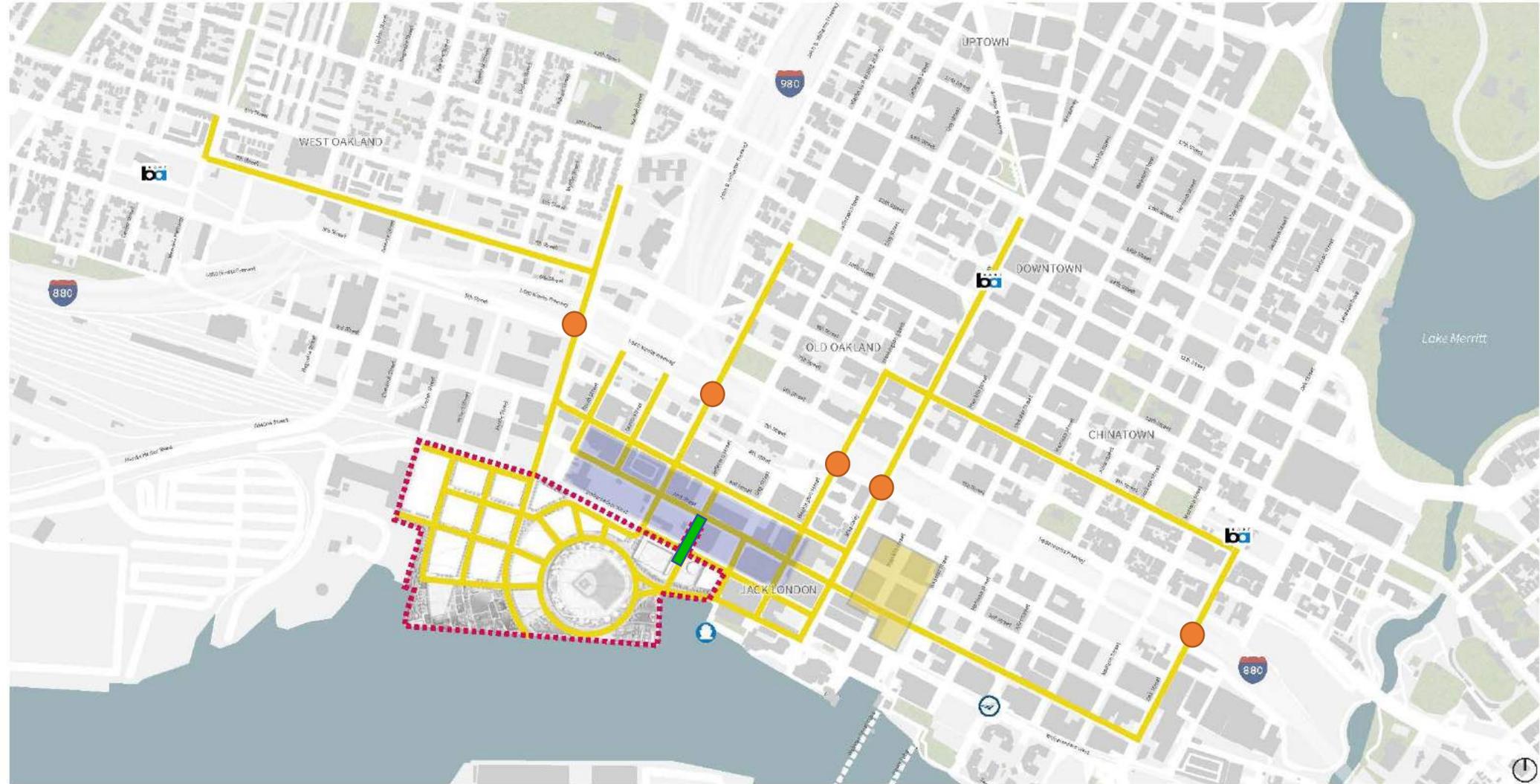


**Black Oaklanders** are **2 times** as likely to be killed or severely injured in a crash (all modes) and **3 times** as likely to be killed or severely injured while walking compared to all other Oaklanders



**30%** of streets in majority **Asian census tracts** fall on the City of Oakland Pedestrian High Injury Network - the highest percentage of any ethnicity<sup>3</sup>

# Key Walking Routes to site



## LEGEND

Pedestrian Routing  
 Produce Market

Project Boundary  
 BART Station  
 Amtrak  
 Ferry



Potential Underpass Improvements

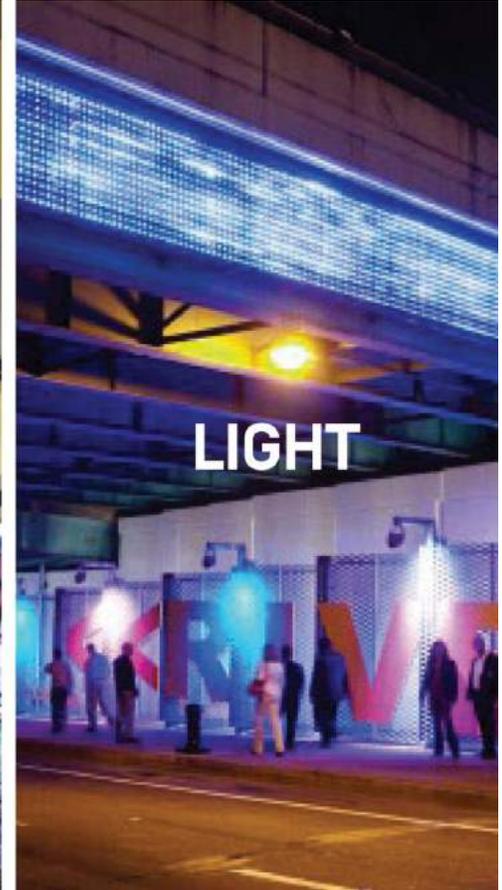
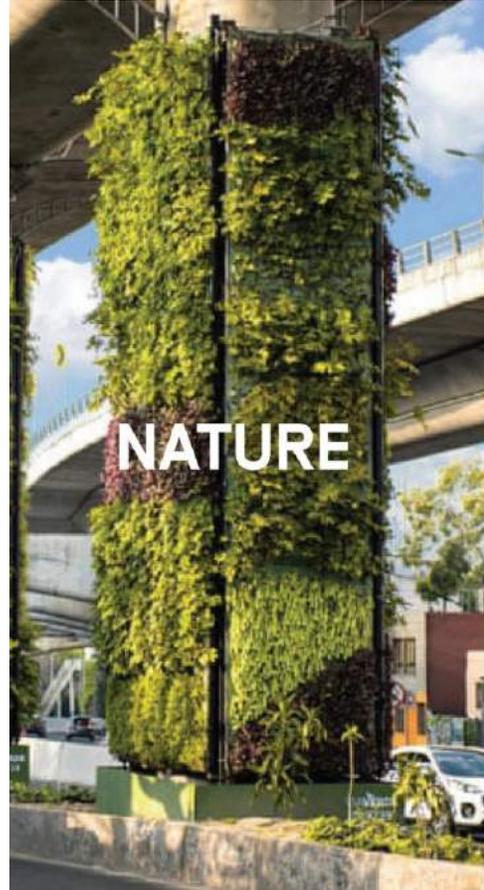
Transit and Mobility Hub (up to 120 buses per hour)  
 West Oakland Shuttle 2 Loading Zones (up to 24 buses per hour)  
 Lake Merritt BART Shuttle 2 or 2 Loading Zones (24 to 36 buses per hour)  
 AC Transit Line Extensions (10 to 12 buses per hour)  
 12th St BART Shuttle (up to 36 buses per hour)  
 AC Transit Line Rerouting (6 to 8 buses per hour)  
 Rerouting AC Transit Lines requires a separate study and approval by AC Transit  
 Shuttle use of bus stops requires approval by AC Transit

Figure 4.15-19



# What can encourage people to walk to their destinations? How can underpasses be more attractive for pedestrians?

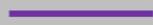
- Wider sidewalks
- Slower or calmer traffic on the street
- Better lighting
- Benches
- Landscaping
- Safer crossings & intersections
- Underpass improvements
- More/better curb ramps
- Public art
- Better air quality
- Personal safety



## **Biking-** *Racial Equity Analysis*

- *Many bike lanes are near but not at the project site*
- *Lack of fully-protected bike lanes*
- *Freeway traffic, on/off ramps, and port trucking all contribute to a challenging biking environment*

**Bike Lanes**



**Howard Terminal**



# Biking, Scooters, and Micromobility

- Bike paths to and through the site
- Prioritizing high quality bike improvements on key routes to have a broader community benefit
- Connecting to other projects like the 6<sup>th</sup> St path proposed by Oakland Alameda Access Project



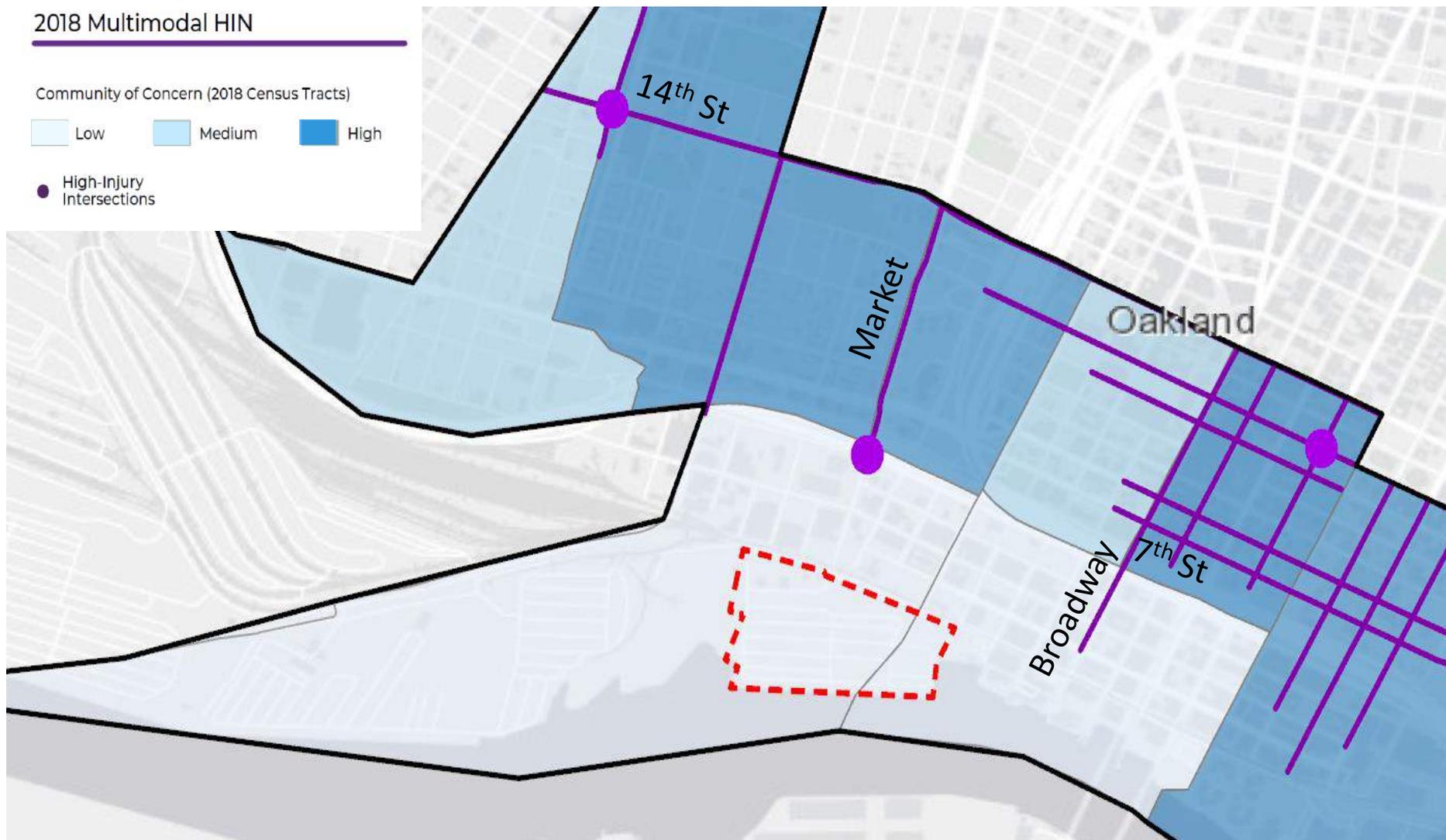
**What are the most critical biking routes for your neighborhood?**



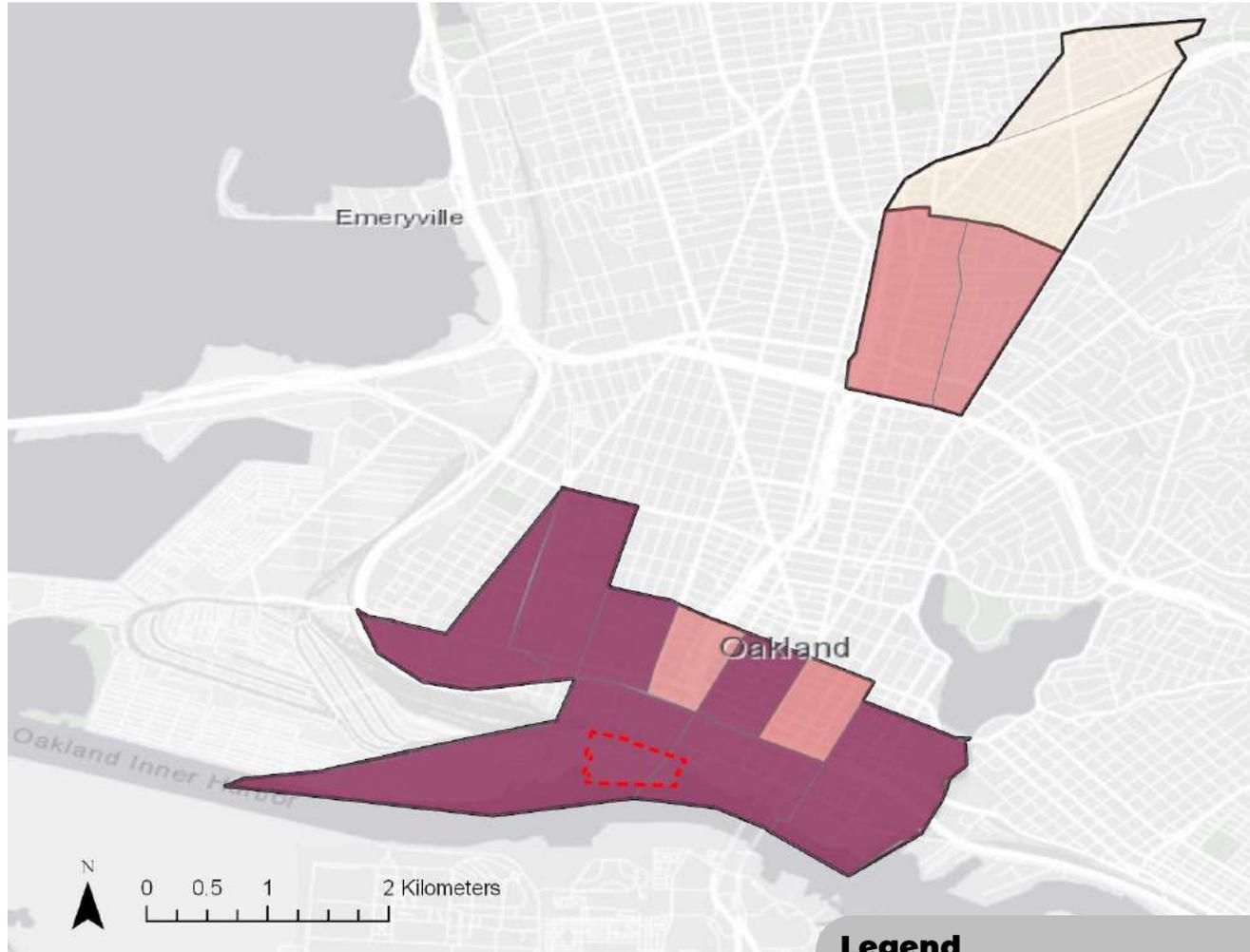
# Parking and Traffic

# Parking and Traffic - Racial Equity Analysis

High injury network (HIN): the 6% of city streets that account for over 60% of severe and fatal crashes concentrate in COCs



# Parking and Traffic - Racial Equity Analysis



## Legend

Asthma-related emergency room visits

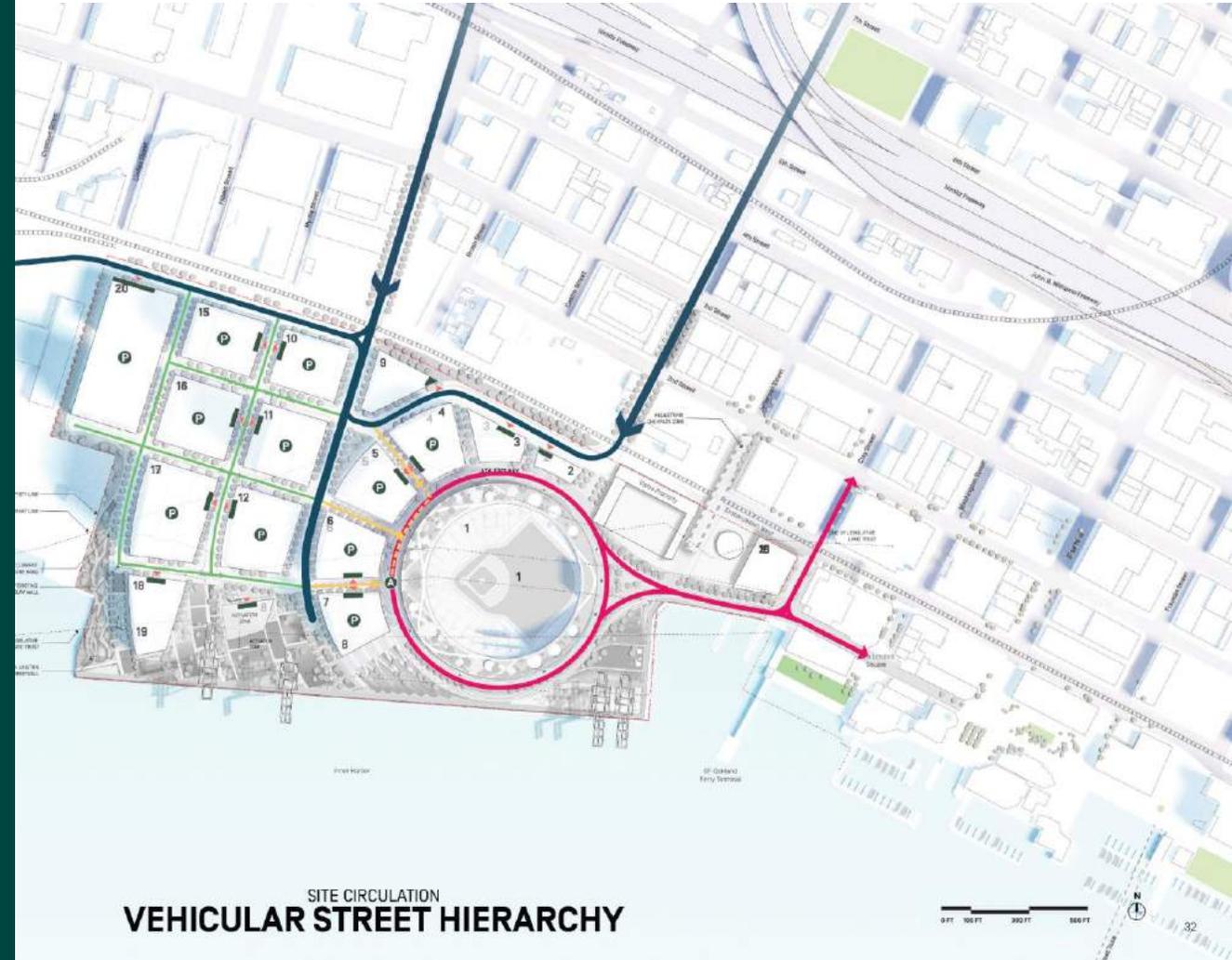
○ ≤ 61   ● ≤ 133   ● ≤ 165

Howard Terminal



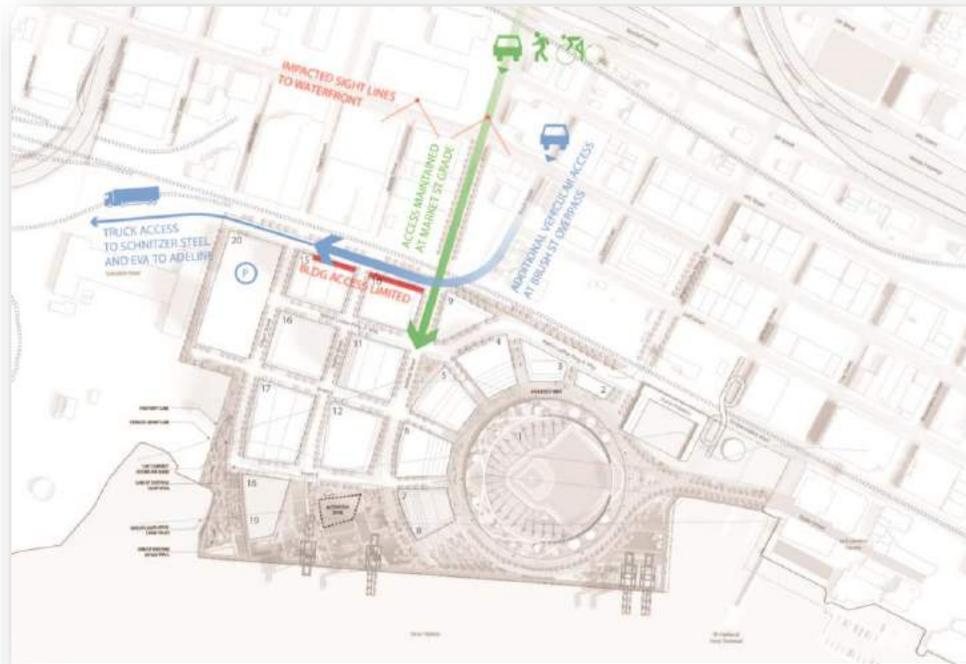
# Traffic

- Most intersections are expected to have similar amounts of delay to today for day-to-day operations.
- Proposed bus-only lanes on 7th Street would improve bus travel times and would permit trucks to use the lane to bypass intersection queues.
  - The 7th Street/Market Street intersection would see higher delay in the evening eastbound direction with the added bus-only lanes.
- Several intersections would see reduced delay with new signal timings and other improvements, including:
  - Adeline Street/3rd Street
  - Market Street/6th Street
  - Castro Street/7th Street
  - Broadway/6th Street
- On gamedays areas near freeway ramps would experience some additional delay
- Traffic leaving the site after a game will experience significant delays

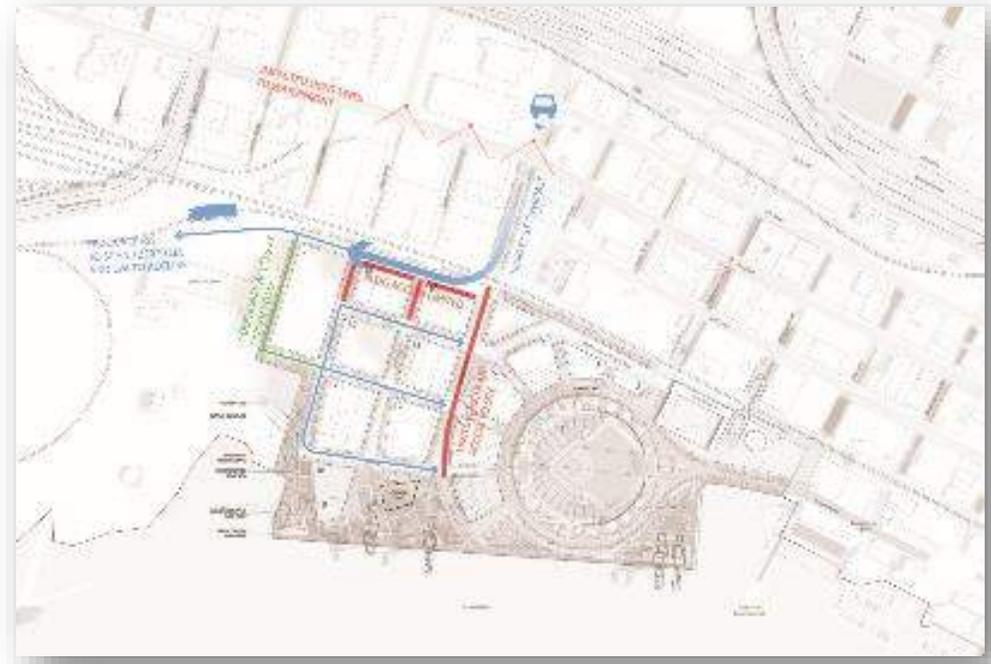


# Two Vehicle Grade Separation Options Under Consideration

Brush St

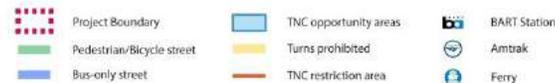
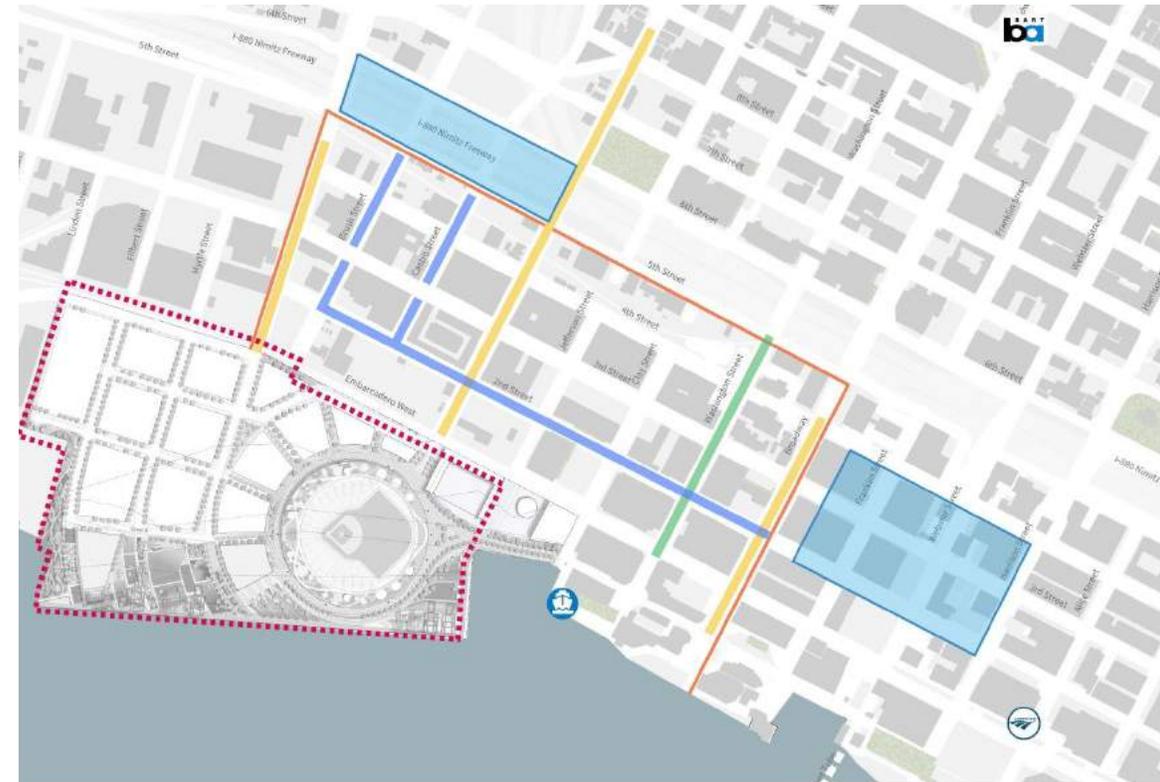


Market St



# Gameday Traffic Management & Uber/Lyft

- Challenges:
  - Uber and Lyft generate 2x the amount of car traffic
  - The easier it is to drive to the site, the more traffic adjacent n'hoods will face
- Goals:
  - Keep streets safe & reduce emissions and traffic
- Proposed Solutions
  - No Uber/Lyft on-site or close to site on game days
  - Special drop-off/pickup sites ~1/2 mile from site
  - Constrain gameday traffic to limited routes to make driving less convenient
  - Complement with transit improvements



## Why is parking management important?

- *Low cost and abundant parking is directly tied to the number of people who drive to the site, which we want to keep at a minimum for a variety of reasons*
- *We want to make parking available for those who need it.*
- *We want to most efficiently use existing parking resources to reduce the number of parking spaces built and use that land for other purposes.*



# OakPark Parking Proposal

## Priced On-Street Parking

- Add parking meters to all commercial/mixed use streets near the site
- Price meters dynamically based on demand
- Expand meters near the site until 11 pm and on Sundays
- Remove most time restrictions



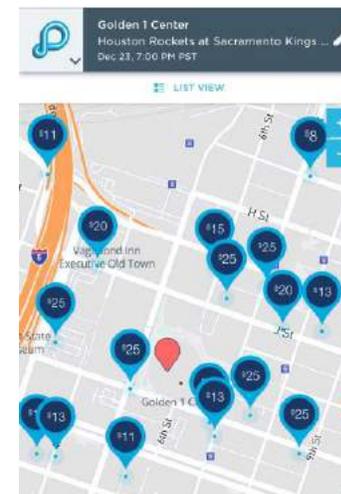
## Residential Parking Permits (RPP)

- Establish RPP zones fronting residential properties in proximity to the project area until 11 pm and on Sat & Sun
- Formally end pilot commercial parking permits to align with Priced On-Street Parking plan



## Off-street Parking Garages

- Online/mobile reservation system to reserve a space in publicly & privately owned parking garages with a range of price points
- No permits, passes, special discounts, or validations
- Require all publicly-available parking in the city to be sold by the hour (remove monthly parking) even if fees are equivalent



# Parking and Traffic – Trucking and Port



- *Goal: We are working to move trucks as quickly and safely as possible so they are not idling, contributing to air pollution, or impacting Port operations.*
- *Developed operational changes to reduce delays and idling.*
- *Considering Bus lanes with certain truck exceptions on 7<sup>th</sup> Street.*
- *Prioritizing different streets for different modes to help everyone move.*
- *Long range planning in partnership with Port on routes and other coordination considering safety, health and operational impacts.*

Howard Terminal - - -



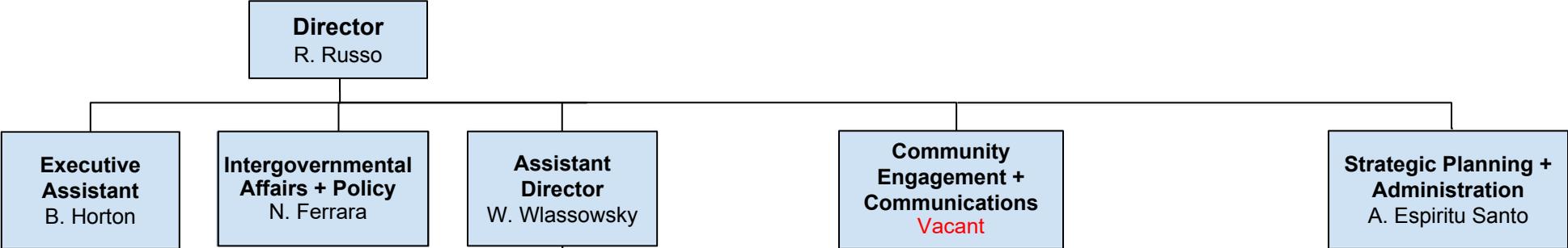


# Feedback?

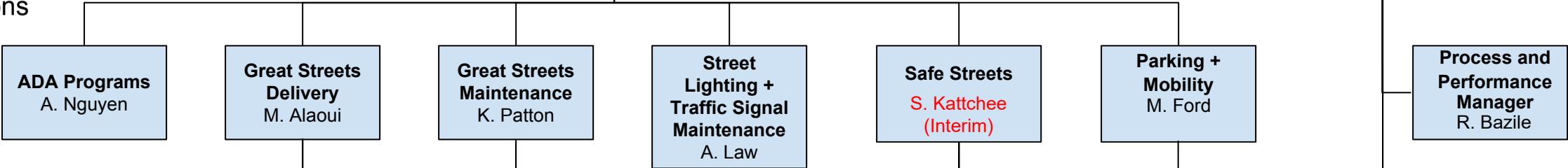


# OakDOT Management Organization 12-19-2019

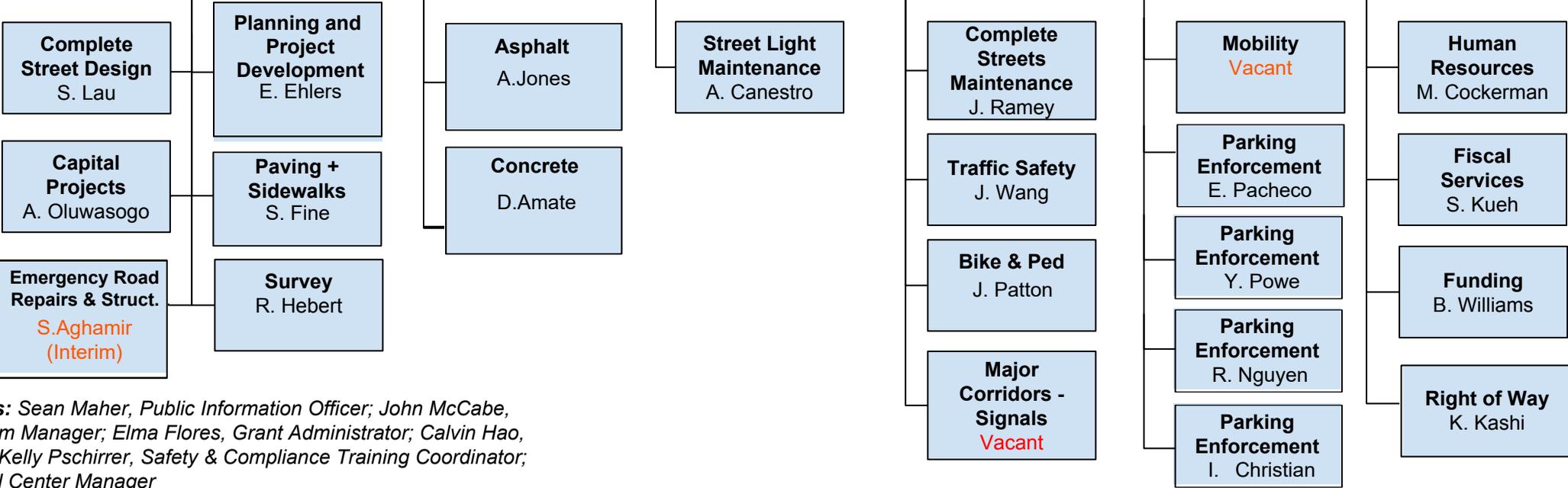
Director's Office



Divisions



Sections



**Shared Resources:** Sean Maher, Public Information Officer; John McCabe, Technology Program Manager; Elma Flores, Grant Administrator; Calvin Hao, Contract Services; Kelly Pschirrer, Safety & Compliance Training Coordinator; Sabrina Jones, Call Center Manager

CITY OF OAKLAND

# Mayor's Proclamation

IN RECOGNITION OF

**Midori Tabata**

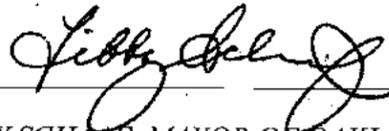
**WHEREAS**, in 2014, the City of Oakland adopted an Ordinance establishing the Bicyclist and Pedestrian Advisory Commission (BPAC) to serve as a resource to City staff and a forum for the public's participation in and review of the City's efforts to improve the safety and access of walking and bicycling in Oakland; and

**WHEREAS**, Commissioner Tabata, one of the nine original BPAC Commissioners, has served on the BPAC for two full terms, reflecting a total of six years of dedicated community service to the City of Oakland as a BPAC Commissioner from 2014 to 2019; and

**WHEREAS**, Commissioner Tabata has shown exemplary leadership while serving as an officer on the BPAC in the roles of Vice-Chair and Chair, executing Commission business efficiently and diligently, providing valuable mentoring and support to fellow Commissioners and actively recruiting new Commissioners to ensure gender, ethnic and geographical diversity; and

**THEREFORE, BE IT RESOLVED**, that I, Libby Schaaf, Mayor of the City of Oakland, hereby recognize, Commissioner Tabata, who has advocated tirelessly and selflessly to ensure that the pedestrian and bicycle system, policies and programs are implemented to prioritize safety, effectiveness and equity, ensuring that the City of Oakland will be a great place to walk and bike for everyone, now and for many future generations to come.

**IN WITNESS THEREOF**, I have hereunto set my hand and caused the Seal of the City of Oakland to be affixed.



LIBBY SCHAAF, MAYOR OF OAKLAND



CITY OF OAKLAND

# Mayor's Proclamation

IN RECOGNITION OF

**Frank Kenya Wheeler**

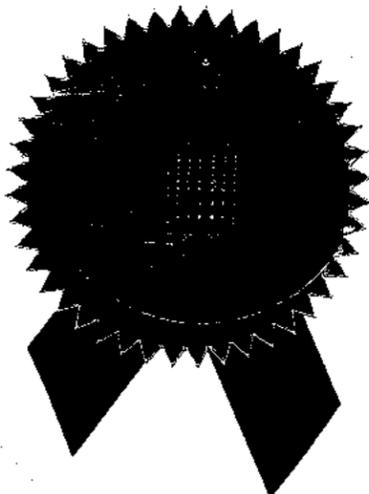
**WHEREAS**, in 2014, the City of Oakland adopted an Ordinance establishing the Bicyclist and Pedestrian Advisory Commission (BPAC) to serve as a resource to City staff and a forum for the public's participation in and review of the City's efforts to improve the safety and access of walking and bicycling in Oakland; and

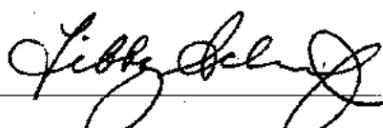
**WHEREAS**, Commissioner Wheeler, one of the nine original BPAC Commissioners, has served on the BPAC for two full terms, reflecting a total of six years of dedicated community service to the City of Oakland as a BPAC Commissioner from 2014 to 2019; and

**WHEREAS**, Commissioner Wheeler has shown exemplary leadership while serving as an officer on the BPAC in the roles of Vice-Chair and Chair, executing Commission business efficiently and diligently, providing valuable mentoring and support to fellow Commissioners and actively recruiting new Commissioners to ensure gender, ethnic and geographical diversity; and now

**THEREFORE, BE IT RESOLVED**, that I, Libby Schaaf, Mayor of the City of Oakland, hereby recognize, Commissioner Wheeler, who has advocated tirelessly and selflessly to ensure that the pedestrian and bicycle system, policies and programs are implemented to prioritize safety, effectiveness and equity, ensuring that the City of Oakland will be a great place to walk and bike for everyone, now and for many future generations to come.

**IN WITNESS THEREOF**, I have hereunto set my hand and caused the Seal of the City of Oakland to be affixed.



  
LIBBY SCHAAF, MAYOR OF OAKLAND

