Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with seven commissioners present (X). One was absent, unexcused (-). One arrived shortly after roll call (x).

<table>
<thead>
<tr>
<th>Commissioners</th>
<th>Present</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reginald K Burnette Jr</td>
<td>-</td>
</tr>
<tr>
<td>Andrew Campbell</td>
<td>X</td>
</tr>
<tr>
<td>Christopher Kidd</td>
<td>X</td>
</tr>
<tr>
<td>Fred McWilliams</td>
<td>X</td>
</tr>
<tr>
<td>George Naylor</td>
<td>X</td>
</tr>
<tr>
<td>Mariana Parreiras</td>
<td>X</td>
</tr>
<tr>
<td>Midori Tabata (Chair)</td>
<td>X</td>
</tr>
<tr>
<td>Rosa Villalobos</td>
<td>x</td>
</tr>
<tr>
<td>Kenya Wheeler (Vice-Chair)</td>
<td>X</td>
</tr>
</tbody>
</table>

Introductions were made.
- Other attendees: Mike Atkins, Jon Bauer, Carolyn Clevenger, Bob Fearman, Angela Gennino, Chris Hwang, Chris Kintner, Phoenix Mangrum, John Martoni, Robert Prinz, Matt Ward
- Staff: Lily Brown, Chris Diano, Sarah Fine, Matt Jones, Si Lau, David Pene, Jennifer Stanley

Item 2. Approval of meeting minutes

→ A motion to adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from March 15, 2018 was made (Tabata), seconded (McWilliams), and approved by consent. Adopted minutes online at http://bit.ly/Oak-BPAC-Min.

Item 3. San Pablo Multi-Modal Corridor Plan (presentation attached)

Carolyn Clevenger from Alameda County Transportation Commission (ACTC) presented the corridor plan. Modal plans were established in 2016 for major arterials that have conflicting uses, modes, and are multijurisdictional. San Pablo Avenue is a 14-mile corridor that cuts through 4 jurisdictions in Alameda County. Two-thirds to three-quarters of the corridor is a Caltrans-designated state route and is served by BART and AC Transit as well. The corridor has forecasted growth, including an increased demand for biking and walking. Additionally, the corridor has on-street parking, many small businesses and is designated as an overflow parallel route for the I-80 freeway. ACTC has been working with local jurisdictions and Contra Costa County to incorporate existing planning documents into this planning process.
Public surveys indicate that about 25% of transportation-related concerns are related to bikes and 25% to pedestrians. ACTC has conducted additional outreach with transit groups and businesses along the corridor, including a loading survey. The Plan will consider both long-term (2040) and short-term (5 year) projects, and will include a baseline toolbox for these improvements.

Summary of Discussion:

- The Plan should consider more robust interventions such as implementing Bus Rapid Transit. Caltrans has asked for more analysis prior to committing to such a change. There is a disparity between the corridor’s local intermodal needs and regional auto-related needs. One option could include Caltrans’ relinquishment of the route.
- ACTC has been speaking with business owners about parking. There’s been mixed interest in removing parking along the corridor. An SFCTA survey indicated that people who take transit spend more money overall than those who drive.
- ACTC will increase its communication with schools in the surrounding area, such as Hoover Elementary School and McClymonds High School.
- ACTC should consider referencing Climate Action Plans and State-level plans and, City policies like the Bicycle and Pedestrian Plans; City surveys of public corridors; and working with OakDOT’s Shared Mobility Division.

Speakers other than Commissioners: Chris Kintner

Item 4. Paint the Town! Applications Update

Lily Brown, OakDOT Transportation Planner, explained that “Paint the Town!” is a Pilot program, developed in partnership with the Mayor’s Office, for the installation of temporary murals to bring communities together and beautify Oakland’s streets. Applicants were required to complete a checklist and submit a budget and fundraising plan. The City has provisionally approved 20 applications to install 30 murals and has partnered with a private donor who will provide paint material vouchers for all projects and completely fund seven projects. She shared details of each proposed installation.

Summary of Discussion:

- The program’s long-term continuity was discussed given that this is a pilot project. The City will need to complete the first round and then quantitatively measure the program’s success, which is anticipated in late summer.
- Commissioners expressed interest in touring the completed projects. The City could consider a website to encourage a public tour of the projects.
- The City will provide additional temporary traffic control at no cost for more heavily trafficked streets and provide a system to check out street closure materials at no cost.
- There was a request for a follow up presentation to the Commission after the first round of applications have been finished and an interest in continuing the program if it is considered successful.

Speakers other than Commissioners: Robert Prinz

Item 5. Let’s Bike Oakland! Update (presentation attached)

Sarah Fine, DOT Senior Transportation Planner, reported on the City’s bicycle plan update: Let’s Bike Oakland! The City has completed its existing conditions analysis and is using an equity framework to develop community engagement strategies and tools for analysis. OakDOT staff have heard that there’s a
need to accelerate the pace of the street repaving, to work with youth, and create a more transparent
decision-making process. The City could allocate additional resources towards addressing police profiling
and develop programs to encourage more biking outside of commute hours.

Summary of Discussion:
- The Plan is on-track for adoption in December. There’s an opportunity for feedback on proposed
  bike plan projects in the summer, which will be incorporated into the implementation section of
  the plan.
- Implementation of the Plan will happen slowly – it will likely involve funding other groups in
  Oakland based on community feedback.
- Mobile workshops have been an effective outlet to contact residents. The City is open to looking
  further into how residents are hearing about the plan.
- City staff will consider contacting neighborhood councils.
- The Commission could consider adding a new Commissioner to the existing Bike Plan Advisory
  Group and Commissioners could join staff at the mobile workshops located throughout Oakland.
- Commissioner Wheeler reported back from the community meeting he attended in East Oakland.
  The City should consider bike trips beyond the commute hours, consider school safety, crime
  concerns, and pursue design and interventions that address these concerns.
- Information about mobile workshops is at https://www.oaklandca.gov/news/2018/lets-bike-
oakland-mobile-workshop-schedule

Speakers other than commissioners: Robert Prinz, (unknown person)

Item 6. Biannual Paving Update (presentation attached)

Chris Diano from Paving and Sidewalk Management shared information about upcoming paving projects.
He reviewed present and future paving projects and provided an overview of the City’s pavement
management software (StreetSaver) and the Pavement Condition Index. The City has worked on
accelerating the recruitment of an in-house maintenance crew to pave the streets. The City plans to pave
19.8 miles of streets in 2019, which will include complete streets designs and close coordination with other
departments and sections.

Two citywide paving contracts are currently underway:

- Citywide Pavement Rehabilitation Project
  - 51 curb ramps
  - 1.3 miles of new bike lanes
  - Traffic circles, buffered bike lanes, painted medians
  - Continental crosswalks, curbs ramps, painted bulb-outs
  - Buffered bike lanes on both sides of Market

- Citywide Preventative Maintenance Resurfacing
  - Slurry Seal Treatment

Summary of Discussion:
- SeeClickFix and 311 are outlets for the public to report issues like potholes in their neighborhood.
- The formula for prioritization was developed as part of the Council-adopted Citywide 5-year Paving
  Plan in 2014. Staff works with Councilmembers to identify additional streets that they want to
  pave.
- Traffic volume counts are taken on a project-specific basis.
• The City receives community input on the striping design for street repaving projects through the BPAC Infrastructure Committee.
• The City has monthly coordination meetings with utility companies to align projects.
• Telegraph between 46th and 51st Sts is on the City’s paving list. The City is working on the design for the area. The target date to begin construction is Spring 2019 and will involve a community outreach component.
• A member of the public commented that certain Councilmembers (Kaplan, Gallo, Brooks) are trying to allocate Measure KK funding towards nonprofits that are doing non-infrastructure projects in their district.
• The City should consider durability of materials to ensure they are enduring, and curb cuts to allow cyclists to cross streets closed off to vehicles by concrete medians.
• Lowell Street – there should be a curb cutout here to promote accessibility, especially for seniors. Improvements on Lowell St are funded by a grant from the Highway Safety Improvement Program (HSIP), and the project includes new signals and a controller box.
• The City could consider prioritizing the paving of bicycle boulevard streets rather than doing spot pothole fills prompted by SeeClickFix. Measure KK funded a Capital Improvement Project with a list of bikeway streets that are not included in the 5-year paving plan.
• The Biannual Paving Update agenda item should be assessed for its regularity (currently 6 months). The presentation could be more effective with slides provided in the agenda packet.
• The City could coordinate with the BPAC infrastructure committee at an earlier stage in the design process and time the paving projects so the public has enough time to review.
• Consider including protected bike lanes with routine paving projects, similar to what other jurisdictions like Sacramento are doing.

➢ A motion to extend the meeting by more than 10 minutes was made (Parreiras) and seconded (Villalobos). All Commissioners voted in favor.

Speakers other than commissioners: Cathy Leonard, Angela Gennino, Bob Fearman, Robert Prinz, Kent Lewandowski

Item 7. Three-month agenda look-ahead, suggestions for meeting topics, announcements

Announcements (Public):
• Kent Lewandowski is now serving on the Caltrans D4 Advisory Committee and asked people to forward ideas for Caltrans access projects.
  Kent Lewandowski (on behalf of Jon Bauer): Lower Telegraph between West Grand and 29th Avenue – the planter boxes are moving around and are a hazard.
Announcements (Commissioners):
• Chair Tabata announced that a training program for the new Commissioners, operated by Bike East Bay, will take place on Tuesday, April 24 at 6:30pm, 1330 Broadway at the WOBO office and is open to the public.
• Chair Tabata announced the groundbreaking of Phase II of the LAMPS program. Construction is slated to take one year.
• Commissioner Campbell would like to have PowerPoints and handouts for scheduled items provided prior to meetings to help Commissioners prepare.
Announcements (Staff):
• Jennifer Stanley distributed paper copies of the biannual striping and signage update linked to in the agenda packet.
Three Month Look-Ahead/Suggestions for Meeting Topics:

- Commissioner Kidd would like to bring back the Legislative Committee item in May.
- Robert Prinz announced that the infrastructure committee will be meeting and can provide a report back as soon as at the May BPAC meeting.
- Chris Kintner would like a presentation on the Pedestrian Plan implementation.
- Commissioner Kidd would like an update on the OakDOT Strategic Plan. The Chair and Vice Chair indicated that they’re tracking this.
- Commissioner Naylor would like an update on the counts program and how the department collects data, and what data the City might want to start collecting.

Vice Chair Wheeler adjourned the meeting at 8:12 pm.

Minutes recorded by Matt Jones, Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on Tuesday, May 1 with comments requested by 5pm, Monday May 7 to mbjones@oaklandnet.com. Revised minutes were added to the May 2018 meeting agenda and adopted at that meeting.
Project Purpose

The purpose of the San Pablo Avenue Corridor Project is to improve multimodal access, circulation, and safety in an effort to meet current and future transportation needs, and help support a strong local economy and future development along the corridor, while maintaining local contexts.
City Plans

- **City of Oakland**: General Plan (LUTE) (1998), Pedestrian Master Plan Update (2017), Bicycle Master Plan (2007)
- **City of Emeryville**: General Plan (2015), Pedestrian and Bicycle Plan (2012)
- **City of Berkeley**: General Plan (2003), Bicycle Master Plan (2017), Pedestrian Master Plan (2010)
- **City of Albany**: General Plan (2016), Active Transportation Plan (2012)
- **City of El Cerrito**: General Plan (2014), San Pablo Avenue Specific Plan (2016)
- **City of Richmond**: General Plan (2012), Bicycle Plan (2011), Pedestrian Master Plan (2011)
- **City of San Pablo**: General Plan (2011), Bicycle and Pedestrian Master Plan (2017), San Pablo Avenue Specific Plan (2011), and San Pablo Complete Streets Study (2013)
Countywide & Regional Plans

- Alameda Countywide Transportation Plan (Alameda CTC, 2016)
- Alameda Multimodal Arterials Plan (MAP) (Alameda CTC, 2016)
- Alameda Countywide Transit Plan (Alameda CTC, 2016)
- Alameda County Goods Movement Plan (Alameda CTC, 2016)
- Alameda Countywide Bicycle Plan (Alameda CTC, 2012)
- Alameda Countywide Pedestrian Plan (Alameda CTC, 2012)
- AC Transit Major Corridors Study (AC Transit, 2016)
- AC Transit Transbay Comprehensive Operational Analysis (AC Transit, 2017)
- Caltrans Smart Mobility Framework (Caltrans, 2010)
- Caltrans District 4 Bike Plan (Caltrans, ongoing)
- Contra Costa County Countywide Comprehensive Transportation Plan Update: West County Action Plan (Contra Costa County Transportation Authority, 2017)
- Metropolitan Transportation Commission’s (MTC) Core Capacity Transit Study (MTC, 2017)
- West County High-Capacity Transit Study (West Contra Costa Transportation Advisory Committee, 2017)
Existing Conditions
Activity Centers & PDAs
Retail Concentrations vs. Development Activity
Public Survey Participation

<table>
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<th>Unique visitors (viewed the survey)</th>
<th>Visitors who participated</th>
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</thead>
<tbody>
<tr>
<td>987</td>
<td>199</td>
</tr>
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</table>

Visits with Conversations (total responses) | Locations Identified along the corridor | Comments added to locations
--- | --- | ---
815 | 495 | 320

- BART: 1%
- Bike: 27%
- Car: 35%
- Bus: 4%
- Good spot: 6%
- Lyft Uber Taxi: >1%

Stakeholder distribution
- Email Blast
- Business Postcards
- AC Transit handout
- East Bay Times Article
Pedestrian Feedback from Public Survey

- 42% No crosswalk/challenging to cross the street
- 16% Uncomfortable to walk because of traffic
- 16% Unappealing or unpleasant to walk
- 4% Sidewalk maintenance or cleanliness
- 3% Inadequate Lighting
- 2% Challenging because of crime
- 2% Sidewalk too narrow
- 1% Lack of signage or information
- 14% Other

Total Responses: 131
Bicycle Feedback from Public Survey

- 27% Challenging street crossing/turning for cyclists
- 15% High speed traffic encroaching on cyclist space
- 13% Lack of connections to bike network
- 11% Maintenance/pavement issues
- 8% Insufficient space between traffic and parking
- 7% Bicyclists cut off by vehicles making right turns
- 2% Vehicles or delivery trucks double-parking
- 2% Lack of signage or information
- 15% Other

Total Responses: 124
High-Injury Network
Collisions Involving Pedestrians
Collisions Involving Bicyclists
High Injury Network
Concepts

• Developing long term (2040) concepts for evaluation
• Targeted stakeholder meetings for input in spring and early summer
• Public engagement sharing concepts and evaluation in late summer
• Near term improvements identification throughout the summer
• Concepts will be constrained by the existing right of way
• Concepts would require design exceptions from Caltrans for those areas of the corridor that are State Route 123
“Baseline” toolbox

• Certain improvements are needed under any future – can be near term
  - Pedestrian and bicycle safety improvements
    - Gap closures
    - Signalized crossing improvements
    - Pedestrian scale lighting
    - Uncontrolled crosswalk improvements
    - Wayfinding
    - Turn improvements and protections at intersections
  - Transit
    - Transit signal priority
    - Bus stop amenity improvements
  - Place making and wayfinding
Key Issues

• What treatments can fit in the constrained right of way?
• What are the tradeoffs of various investments?
• Potential improvements and key issues under consideration:
  - Dedicated transit lane (BRT), bus queue jump lanes, bus bulbs
  - Bike facility: parallel bike lane, protected bike lane, other?
  - Curb space: parking, commercial loading and driveways, passenger loading, public spaces
  - “Mixing” zones
Thank you!

Carolyn Clevenger
Director of Planning, Alameda CTC
cclevenger@alamedactc.org
Let's Bike Oakland Update

Bicyclist and Pedestrian Advisory Commission
April 19, 2018
Project Schedule

Outreach & Engagement
- Advisory Meetings
- Workshops & Listening Sessions
- Mobile Workshops

Existing Conditions
- Collisions, Traffic Stress, Equity Analyses

Update Plan
- Proposed Projects, Policies, Programs
- Prioritization & Cost Estimates
- Document Preparation and Review

Environmental Analysis
- Analysis/Documentation
What We’ll Cover Today

• What has the plan team been up to?
• What has the plan team heard?
• What’s coming next?
Who bikes, generally?

People who said that biking is their primary way to get around is in some places double what the Census estimates.
Who wants to bike more?

The majority of people in the flats said they’d like to bike more than they do now.
How do we want to improve quality of life for Oaklanders?

Transportation can serve as a barrier or a bridge, connecting or disconnecting Oaklanders from jobs, education, and better health. To understand whether this plan succeeds in being a bridge, OakDOT has identified the following outcome-based expectations for the plan:

| Accessibility               | • Barriers to biking  |
|                            | • Level of traffic stress |
|                            | • Access to amenities within a given travel time |

| Health & Safety            | • Collisions |
|                            | • Level of anxiety about aggressive drivers |
|                            | • Unfair targeting by police or street violence |

| Affordability              | • Gentrification/displacement  |
|                            | • Housing & transportation costs |

| Process                    | • Plan addresses needs  |
|                            | • Trust in government |
Accessibility

• Barriers to biking
• Level of traffic stress
• Access to amenities within a given travel time
Access: Grocery stores

A lack of low-stress bikeways add to Oakland’s food desert issues. 57% of Oakland’s vulnerable communities can’t access a grocery store within a 10-minute low stress bike ride.
Health & Safety

• Collisions
• Level of anxiety about aggressive drivers
• Unfair targeting by police or street violence
High Injury Network

This network is identified by weighting all bike crashes by their severity and can be used in prioritizing safety improvements.
Affordability

- Gentrification/displacement
- Housing & transportation costs
Perceptions of no, very low, and low-income Oaklanders

The majority of Oaklanders with lower incomes want to bike more, and more than 75% feel it would help reduce transportation costs.
Process

- Plan addresses needs
- Increased trust in government
Community-based
- Contract with organizations that are actively engaged in working with people of lower incomes in communities of color and follow their lead

Relatable
- Provide multilingual interpretation and translation
- Use only photos and bikeway examples that Oaklanders can relate to

Accessible
- Provide childcare and meals
- Bring the plan process to community

Accountable
- Bring trusted and high-profile community leaders or elected officials to workshops
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
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<tbody>
<tr>
<td>February 3</td>
<td>New Year Bazaar</td>
<td>9th &amp; Franklin St 1021 81st Ave</td>
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<td>February 24</td>
<td>81st Branch Library</td>
<td>Fruitvale Transit Village</td>
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<td>March 8</td>
<td>Fruitvale Farmer's Market</td>
<td>Fruitvale Transit Village</td>
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<td>March 10</td>
<td>Grand Lake Farmer's Market</td>
<td>Lake Park Ave</td>
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<td>March 15</td>
<td>One Fam 7th Street Café (Hosted by Bikes4Life)</td>
<td>1612 7th Street</td>
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<td>March 21</td>
<td>East Oakland Boxing Association (Hosted by East Oakland Collective)</td>
<td>816 98th Ave</td>
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<tr>
<td>April 7</td>
<td>TransForm (Hosted by Outdoor Afro)</td>
<td>436 14th St</td>
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<tr>
<td>April 14</td>
<td>Martin Luther King Jr. Branch Library</td>
<td>6833 International Blvd</td>
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[Let's Bike Oakland Community Workshop](https://letsbikeeastoakland1.eventbrite.com)
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<tr>
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<tr>
<td>Oct 19, 2017</td>
<td>Bicyclist and Pedestrian Advisory Commission</td>
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<tr>
<td>January 4, 2018</td>
<td>Partner Advisory Group</td>
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<td>January 9</td>
<td>Community Advisory Group</td>
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<td>January 29</td>
<td>Mayor’s Commission on Persons With Disabilities</td>
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<td>March 13</td>
<td>Open Oakland</td>
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<tr>
<td>March 19</td>
<td>Mayor’s Commission on Persons With Disabilities</td>
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</table>
What We’ve Heard

- Repave the streets
- Bike investments must serve Oakland youth
- Plan needs to have a transparent process
- Telegraph Avenue is a mess
What We’ve Heard

• Concern about police profiling deters biking
• Need more programs to encourage biking
• Biking is about more than just commuting
<table>
<thead>
<tr>
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<th>Location</th>
<th>Location Details</th>
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<tbody>
<tr>
<td>Saturday, April 21</td>
<td>West Oakland Branch Library</td>
<td>1801 Adeline St</td>
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<tr>
<td>Thursday, April 26</td>
<td>Fruitvale Farmer's Market</td>
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<td>Friday, May 4</td>
<td>Oakland First Fridays</td>
<td>Telegraph Ave between Grand &amp; 27th</td>
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<td>Monday, May 7</td>
<td>Eastmont Library</td>
<td>73rd &amp; Bancroft Ave</td>
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<td>Thursday, May 10</td>
<td>Coliseum BART</td>
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<td>Thursday, May 17</td>
<td>Bike to Work Day</td>
<td>Frank Ogawa Plaza, 14th &amp; Broadway</td>
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<td>Saturday, May 19</td>
<td>Malcom X Jazz Festival</td>
<td>San Antonio Park, 18th Ave &amp; Foothill</td>
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<tr>
<td>Saturday, June 2</td>
<td>Hosted by East Oakland Collective</td>
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Community Input Map

Foothill is really great for commuting- I would love to see more painted bike icons and green stripes to reinforce to drivers that bicyclists are supposed to be in the lane. 55th and Fairfax area has some pretty dangerous potholes, and the entire E7th street is full of broken roads.
By the Numbers

563 subscribers on our mailing list
97 staff hours in community
19 community meetings, events
Follow Us

Making an Equitable Bike Plan

This year, Oakland is updating its citywide bike plan. This plan will guide our investments in new bicycle infrastructure, programs, and facilities. As part of this effort, we’ll be developing performance measures related to biking. This is to assess whether we’re meeting plan objectives over time. Such metrics could include increases in the number of Oaklanders who bike. Other ideas: bike network connectivity, bike crashes, and/or bikeways that a wider range of people feel comfortable biking on.

Making an equitable bike plan

At the highest level, we want to ensure that this bike plan undergoes an equitable process and advances equitable outcomes. (Equity is realized when ideas, experiences, opportunities and outcomes for group members in a society.) It will take more than a bike plan to get us to equitable outcomes in Oakland. But to make sure we’re doing our part with this plan, we created an equity framework. We developed the framework with input from trainings sponsored by the City of Oakland Department of Race and Equity. We also reviewed the framework with our bike plan community partners and city, partner agency, and community advisors. Now we’re posting it here, so we can get input from you!
Call Us

Join the email list
http://bitly.com/letsbikemail

Send comments
bikeplan@oaklandnet.com

Add your pet project
LetsBikeOakland.com/survey
Paving Update
Bicycle and Pedestrian Advisory Committee Meeting Presentation
April 19, 2018

Presented by
OakDOT
Pavement & Sidewalk Management
Manage
• 830 miles of roadways
• 1,100 miles of sidewalks

Channels for Resurfacing
• Construction Projects
• Coordination with Utility Companies
• City Maintenance Crews

Picture of Clay Street Paved in 2017
Pavement Condition Index (PCI) Rating System

Condition Rating Consider:
- Pavement Distress Types
- Severity of Distress
- Distress Amounts

PCI Range 0-100
- 100 = Brand New Pavement Section
- 0 = Completely failed roadway

Oakland’s Three Year Average PCI Rating is 55.

Bay Area PCI Rating is 67.
How streets on the 5-Year Paving Plan were selected to be resurfaced?

- Pavement Conditions (PCI)
- Functional Class
- Type of Treatment
- Cost of Treatment

Streetsaver calculates cost and benefit ratio to determine the best bang for the buck
Creating the Five Year Paving Plan

Graph showing the budget for each fiscal year.
Measure KK

City of Oakland

YES ON KK

FIX STREETS, FIGHT DISPLACEMENT
Complete as many miles on the Five Year Paving Plan by 2019 as possible.
Map of Paving Streets for 2018, 2019

City of Oakland
Currently there are two projects planned for paving this year:

1. Citywide Pavement Rehabilitation Project
2. Citywide Preventative Maintenance Resurfacing
Citywide Pavement Rehabilitation Project

**Improvements**
- 7.5 miles of street paving
  - 1.1 miles Preventative Maintenance
  - 6.2 miles Mill & Overlay
  - 0.2 miles Pavement Reconstruction

**Other Completed Street Improvements**
- 51 ADA Curb Ramp
- 1.3 miles of new bike lanes
- Continental Crosswalks
- Traffic Circles
- Painted Bulb-out

**Schedule & Cost**
- Construction in Late Spring
- Estimated Cost: $9.9 Million
Citywide Pavement Rehabilitation Project: Complete Streets Design (Cont.)

Traffic Circle

Buffered Bike Lane

Painted Medians
Citywide Pavement Rehabilitation Project: Complete Streets Design (Cont.)

Continental Crosswalks

Curb Ramps

Painted Bulb Outs
Citywide Pavement Rehabilitation Project: Complete Streets Elements

Market Street Road Diet with Buffered Bike Lanes & Painted Bulb Outs

Fifty-one Curb Ramps constructed

Shafter Avenue Bicycle Boulevard with Traffic Circles
Citywide Preventative Maintenance Resurfacing

Project Location Map

**Improvements**
10.1 miles of streets slurry seal

**Schedule & Cost**
Construction in the Summer
Estimated Cost $2.9 Million
## Citywide Preventative Maintenance Resurfacing

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<thead>
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<th>Road</th>
<th>Begin</th>
<th>End</th>
<th>Length</th>
<th>Width</th>
<th>Council District</th>
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<td>2nd St</td>
<td>Brush St</td>
<td>Jefferson St</td>
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<td>3rd St</td>
<td>Chester St</td>
<td>Mandela Pkwy</td>
<td>703</td>
<td>31</td>
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<td>35th Ave</td>
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<td>4th St</td>
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10.1
What is Slurry Seal?

A thin maintenance treatment used to extended the life of pavement in ‘Good’ condition

Slurry is made up of the following:

- Asphalt Emulsion
- Graded Aggregates
- Mineral Filler
- Water
- Additives

Slurry Seal Application
Why Do We Slurry Seal Streets?

Pay now or Pay more later
Preventative Maintenance Treatments are **five to ten times** less expensive as compared to rehabilitation or reconstruction.

Pavement Deterioration Curve
### Planned Paving Projects for 2019

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The Next Five Year Paving Plan in the works.
Questions/Discussion

www.oaklandnet.com