
Meeting called to order at 6:02 pm by BPAC Chair, Kenya Wheeler.

Item 1. Roll Call/Determination of Quorum/Introductions
At roll call, quorum was established with eight commissioners present (X). One arrived just after roll call (x).

<table>
<thead>
<tr>
<th>Commissioners</th>
<th>Present</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reginald K Burnette Jr</td>
<td>X</td>
</tr>
<tr>
<td>Andrew Campbell</td>
<td>X</td>
</tr>
<tr>
<td>Jesse Jones</td>
<td>x</td>
</tr>
<tr>
<td>Phoenix Mangrum</td>
<td>X</td>
</tr>
<tr>
<td>George Naylor (Vice-Chair)</td>
<td>X</td>
</tr>
<tr>
<td>Zachary Norris</td>
<td>X</td>
</tr>
<tr>
<td>Mariana Parreiras</td>
<td>X</td>
</tr>
<tr>
<td>Midori Tabata</td>
<td>X</td>
</tr>
<tr>
<td>Kenya Wheeler (Chair)</td>
<td>X</td>
</tr>
</tbody>
</table>

Introductions were made.

- Other attendees: Tom Holub, Daniel Swafford, Grey Gardner, Scott Amundson, Dave Campbell, Robert Prinz, John Martoni, Bradley Cleveland, Efrom Stone, Patricia Schader, Jumana Nabti, Scott Blanks, Jennifer Anderson, Jayne Chang, Dianne Yee, Denise Bartolone, Chris Hwang
- City Staff: Bruce Williams, Ed Manasse, Catherine Payne, Edmond Siu, Hank Phan, Lisa Jacobs, Eva Phillips, Jason Patton, Noel Pond-Danchik

Commissioner Wheeler announced that Item 8. Biannual Major Development Projects would go after Item 5. TDA Article 3 Projects Update.

Item 2. Approval of meeting minutes

A motion to adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from the January 17th, 2019 meeting and January 31st, 2019 special meeting was made (Tabata), seconded (Parreiras), and approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- Commissioner Tabata noted that the only reason she did not nominate Commissioner Burnette Jr. for an officer position last month was that he declined a nomination because he is already very busy with other bicyclist and community engagement work. She thanked Commissioner Burnette Jr. for being very active in the community and representing his community at the BPAC.

- Robert Prinz congratulated the City for fixing thirty-two out of thirty-five potholes he reported on SeeClickFix within a week and a half. On the other hand, he has issues getting gaps in the concrete fixed. He suggested short term concrete fixes as an item for the Infrastructure Committee of BPAC
or the full BPAC. To report problems to the City yourself, go to https://www.oaklandca.gov/services/oak311.

- Efrom Stone from the Beth Jacob Congregation Synagogue asked that the rectangular rapid flashing beacon (RRFB) at the intersection of Park Blvd and E 38th St, right next to the synagogue, be set to recall on the Sabbath and holidays because many Jewish people cannot use electricity on those days and thus cannot actuate the RRFB.

- Scott Blanks reported frustration with issues he reported on SeeClickFix not being resolved or resulting only in patch fixes. One issue is about the wooden bridges like the one on the south-east corner of the Racine St and North St intersection that often gets knocked out by weather or people parking their cars on it. While there needs to be a more permanent fix than these wooden bridges, the issue is marked “resolved” when the bridge wood has been replaced without fixing the underlying issue.
  - Commissioner Wheeler urged people to continue reporting problems of all sizes to SeeClickFix because even if the City cannot immediately fix larger projects, it still calls the issue to the attention of the City and gives them a sense of how important the issue is to people.
  - Commissioner Parreiras agreed with Scott and added that the broken bridges are a tripping hazard and a safety issue because they essentially create a hole. She called it a priority that all the wooden bridges be replaced with safer, longer term fixes.

- Daniel Swafford of the Montclair Village Association announced that the Montclair Village Antioch Court Improvement Project is shovel ready. They are seeking support for construction dollars. See the attached handout for more details.
  - Commissioner Wheeler suggested considering the project for discussion at a further meeting, potentially during the Capital Improvements Project (CIP) and City budget discussion which will come within the next few months.

Item 4. Committee Report Back

Committees of the BPAC with activities in the past month provided brief updates to the Commission. Committee announcements sent in ahead of time and a list of active committees are included as attachments.

- Commissioner Parreiras from the Legislative Committee contacted Yvonna Cázares of the Office of the Mayor to connect with Joanne Karchmer, Deputy Chief of Staff from the Office of the Mayor, to talk about upcoming legislative items for this year.
- Commissioner Jones met with Ahmed Ali Bob from Oakland’s Department of Transportation (OakDOT) and obtained a list of community groups. She is interested in discussing what to do with the list at another BPAC meeting.
- Commissioner Wheeler from the Committee on Police and Bicyclist/Pedestrian Relations announced that they will schedule their next meeting at the end of the BPAC meeting.

Item 5. TDA Article 3 Projects Update

Bruce Williams, OakDOT Funding Manager, provided a brief update on the process and timeline for programming annual state Transportation Development Act (TDA) Article 3 grant funds, which total approximately $400K per year for bicycle and pedestrian projects. The City proposes projects and they must be reviewed by the BPAC.

Funding may be used for:
1. Construction and/or engineering of a bike/pedestrian projects
2. Maintenance of a multi-purpose path
3. Bicycle safety education program (limited to 5% of county total)
4. Development of bike and pedestrian plans
5. Restriping Class II bike lanes

Examples of previous uses of the funding are the Stairs and Paths Project, education classes offered through Bike East Bay, bicycle wayfinding signage, “swift and effective” projects, funding completion of grant funded projects, and the Peralta Streetscape Project. Williams will be returning to the BPAC next month to review proposed projects. Then City Council will adopt the list and the application will be submitted to MTC for their action. Funds will be available by July 1, 2019.

Summary of Discussion:
- TDA Article 3 funds should be used in future years once the East Bay Greenway is built to commit to maintaining the East Bay Greenway because Alameda County Transportation Commission (Alameda CTC) will not build the portion in Oakland until there is a commitment to maintain it.

Speakers other than commissioners: Dave Campbell

Item 8. Biannual Major Development Projects

Catherine Payne from Oakland’s Planning Department presented a list of major development projects to flag for the BPAC’s review. Out of the many projects currently under development, Payne chose seven projects to discuss with the Commission: California College of the Arts, 98th St and San Leandro St, Brooklyn Basin, Howard Terminal (A’s Stadium), Lake Merritt BART Transit Oriented Development (TOD), 500 Kirkham, and West Oakland BART. Development projects greatly affect the streetscape and are an opportunity for the Commission to tell City Council what they want to see and influence the pedestrian and bicyclist facilities. See the attached handout for a list of all planning projects and the attached presentation for further details.

Summary of Discussion:
- There is no updated information from the applicant of the Safeway site at Broadway and Pleasant Valley Ave.
- The Zoning Code 17.116 Off-Street Parking and Loading Requirements has been updated twice in the past few years which included eliminating all residential parking minimums downtown. They look forward to working with OakDOT to continue to update the code to look at transit stops and lower the parking maximums.
  - Commissioner Parreiras reported that the amount of parking approved since the updates to the code implemented in 2016 has dropped 44%, a huge improvement. The Commission is interested in how much parking is proposed for the new developments.
- Since many projects do not have Environmental Impact Reports (EIRs), the best way to hear about projects is probably to have Catherine Payne come to the BPAC on a regular basis to present on projects and follow up with her with contacts about specific projects. There is also an online tool that lists projects which you can find at https://aca.accela.com/OAKLAND/Default.aspx.
- The sidewalk around the Brooklyn Basin on Embarcadero is only about six or seven feet wide, likely because the project was approved in 2006.
- There should be a bikeway by Brooklyn Basin alongside the Bay Trail. Originally, they needed two traffic lanes in each direction and one lane of parking, but they may remove the parking and install a class 4 bikeway in the future.
• On the West Oakland BART project, nothing was mentioned about Fifth Street which currently has broken or no sidewalk, homeless encampments, parking, and flooding caused by the rain.
  o Payne recommended calling the Code Enforcement Hotline to report unsafe conditions in vacant projects at (510) 238-3381.
• The Planning Department works with OakDOT to review the applications for developments at several steps in the design and review process.
• Wider sidewalks were recommended across all projects.

Speakers other than commissioners: Ed Manasse, Dianne Yee

Item 6. Downtown Specific Plan

Ed Manasse, Interim Deputy Director of the City of Oakland Bureau of Planning, presented on the Downtown Oakland Specific Plan Preliminary Draft. This plan has been ongoing since 2015 and the preliminary draft presented at the meeting was just published in January of this year. The comment period for the Notice of Preparation concluded today, and the Environmental Impact Report will be finished before this August. This initial version of the Downtown Specific Plan describes transformative ideas and initial recommendations that connect the community’s downtown goals to strategic actions. The Preliminary Draft Plan contains potential supportive policies to embrace opportunity and address racial disparities towards an inclusive and equitable downtown. The Preliminary Draft Plan is available on the City’s website: https://www.oaklandca.gov/documents/preliminary-draft-plan. The vision for transportation is found on page 54-55. Mobility and Accessibility is addressed in Chapter 3 (page 143). See the attached presentation for more details.

Summary of Discussion:
• Since the Lake Merritt Station Area Plan was already adopted, the Downtown Specific Plan does not study that area but does bring recommendations for the Chinatown area on things like park improvements, community center needs, and bicyclist/pedestrian improvements into the Downtown Specific Plan section on implementation. From a transportation perspective, Chinatown was included as part of the Downtown Specific Plan.
• While the City is trying to leverage money coming from outside developers to achieve greater goals, many of the projects listed in the Plan can be done with independent funding sources like grants.
  o The City is considering raising the transportation impact fee which currently covers CEQA impacts but no actual improvements. With an enhanced impact fee, the City can use the money to pay for transportation projects as they see fit.
• It is important to connect Downtown with the water given there is a freeway in the way. The City is looking at ways to use money from the enhanced impact fee or incentivizing developments to meet their public art requirement to make underpass improvements.
• The two-way street conversion priorities were chosen by OakDOT and were identified for their potential to make significant complete street improvements to the streets since doing two-way conversions are very expensive and require replacing all the traffic signals.
• While the Plan discusses removing Interstate 980 to enhance the connection between downtown and West Oakland it is too big of a project to be within the scope of the Environmental Impact Report and will need its own project as a follow up to the Downtown Specific Plan.
• One way streets make some bicyclists feel more comfortable especially for left turns.
• Scooters are mentioned in the plan but there are no detailed recommendations because the transportation scope was done before the scooters arrived in Oakland. The plan will add information on scooters in the next six months, but their impact should be studied separately.
• The Planning Department is working with the Mayor’s Commission on Persons with Disabilities to include specific recommendations on disability access/accessibility over the next six months.

Speakers other than commissioners: Hank Phan, Sarah Fine, Kent Lewandowski, Hank Phan, Jayne Chang, Scott Blanks

**Item 7. ATP 19th Street BART to Lake Merritt Urban Greenway**

Edmond Siu, Civil Engineer in Complete Streets Design with OakDOT, provided an update on the Active Transportation Program (ATP) funded 19th Street BART to Lake Merritt Urban Greenway project on Thomas L. Berkley Way (20th Street) between Broadway and Harrison Street, currently undergoing design by City staff. The project will provide pedestrian and bicycle safety improvements, signal and lighting modifications, wayfinding signage, and minor landscaping. The purpose of this project is to improve infrastructure to facilitate multimodal access into and around Downtown Oakland for recreation and commute destinations. See the attached presentation and handout for more details.

Summary of Discussion:

- AC Transit busses will be rerouted off 20th St, continuing up Broadway and onto Grand Ave.
  - The City needs to address Broadway, especially with more bus lines and regarding conflicts with Transportation Network Companies (TNCs) like Uber and Lyft.
- There were multiple comments about the need to reduce space for cars and widen the sidewalks given the high pedestrian density and future higher density once all the new developments are built.
  - There is little turning action for cars on 20th St so the left turn pockets should be eliminated so that there is more room to widen the sidewalk.
  - The intersections should be made right turn only from 20th St to avoid stalling traffic and because left turns often cause crashes especially in an area with so many pedestrians.
  - The street should be designed for pedestrians and see what space is left over for other modes.
  - The sidewalk should be widened to connect the new pedestrian plaza to BART.
- Either add a bike box on Franklin St to make a left onto 20th St or convert Franklin St into a two-way street as recommended in the Downtown Specific Plan as soon as possible.
- There will be ramps up from the bike lane to access the BART station.
- There should be a striped and geofenced place for scooter drop-off.
- The bicyclist area and pedestrian area should be separated as much as possible especially in the TNC pick-up/drop-off zone. The bike lane should be at street level and there should be a railing so that pedestrians do not walk throughout the bike lane and are channeled across it at specific locations.
- The bike racks in front of the entrance should be moved closer to the building face.
- Currently BART’s service vehicles park on the sidewalk, but they should park in the TNC pick-up/drop-off zones.

Speakers other than commissioners: Efrem Stone, Dave Campbell, Dianne Yee, Jumana Nabti

→ A motion to extend the meeting by thirty minutes was made (Tabata) and seconded (Parreiras), with all commissioners voting in favor. The motion passed.

**Item 9. Oakland’s Next Paving Plan**
Sarah Fine, Complete Streets Paving Program Manager, presented on staff’s progress developing a citywide plan for which streets to pave over the next few years. In the past, the City prioritized major streets for repaving due to limited funds. Now with Measure KK and SB1, the City can increase paving on neighborhood streets while keeping major streets in good condition. Following policy direction from City Council, staff have developed a proposal that incorporates equity, street condition, and safety to prioritize repaving. See the attached presentation for more details.

Summary of Discussion:

- Right now, developments pave half of the street in front of the development, but it was suggested that they pave the whole block in front of the development.
- In addition to coordinating with utilities, the City could require steeper penalties when a cut must be made on a moratorium street. While moratoriums do not mean that a street cannot be cut into within those five years, it just means they will need to provide additional street restoration. The restoration requirements should be raised to further discourage cutting into freshly paved streets.
- The City now has City Council authorization to enter agreements with PG&E.
- Giving Councilmembers some paving money to use at their discretion allows them to do something about the intense pressure they get from their constituents. If they choose not to use the money, it will go back to being prioritized by OakDOT’s method. One difference between the previous paving prioritization method is that at least now the streets that City Council chooses will be publicized and transparent.
- While bike routes will not inherently be prioritized higher, they are more likely to be chosen since the new paving plan focuses on paving arterial streets, which most bike routes are. The Paving Program is coordinating with the Bike Plan team to choose between neighborhood streets.
- If a street is paved in addition to other capital projects on the street, that money comes from paving, although striping and other bikeway improvements are relatively cheap.
- The Pavement Condition Index (PCI) map will be updated at the online open house. (See the presentations for more details)

Speakers other than commissioners: Scott Blanks, Dave Campbell, Lisa Jacobs, Grey Gardner

→ A motion to extend the meeting by fifteen minutes was made (Tabata) and seconded (Parreiras), with all commissioners voting in favor. The motion passed.

Item 10. Three-month look-ahead, suggestions for meeting topics, announcements

Announcements

- Commissioner Tabata: On January 29th, Commissioners Tabata, Wheeler, and Naylor presented the 2018 BPAC annual report to Public Works Committee which was well received by the Committee.
- Commissioner Tabata: Jelani Killings of the Public Ethics Commission is researching a question about conflicts of interest about whether commissioners must recuse themselves from discussions about projects on the streets they live on.
- Commissioner Naylor: Commissioners Tabata, Wheeler, and Naylor met with the Chief of Staff for the Councilmember from District 4, Sheng Thao who is leading a meeting on street calming measures on 35th Ave and public safety issues on Wednesday, March 13th at 6pm at the Redwood Heights Recreation Center. See attached flyer for more details.
- Robert Prinz: Bike East Bay (TDA Article 3 funded) bicycle skills classes are coming up. The first class of 2019 is at Chavez Library from 1-3pm on Saturday, March 9th. See the attached flyer and calendar or go to https://bikeeastbay.org/UC101 for more details.
Meeting adjourned at 9:05 pm.

Minutes recorded by Noel Pond-Danchik, Pedestrian Program Coordinator, emailed to meeting attendees for review on February 26th, 2019 with comments requested by 5pm, Tuesday, March 12th, 2019 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the March 2019 meeting agenda and considered for adoption at that meeting.
Montclair Village Antioch Court Improvement Project
Project # C428310 – Unfunded CIP Status

Background
A Merchant, Area Resident, and City of Oakland Community Initiative

In 2008 The Montclair Village Association (MVA) and Montclair Safety & Improvement Council (MSIC), in partnership with the City of Oakland, began envisioning a safer, more pedestrian friendly, commercial district. The Antioch Court Improvement Plan is the result of broad community engagement to address vehicle, bicycle, and pedestrian safety concerns, along with the recurring request for public space in the Village.

A Community Vision
Montclair Village is a nexus of the greater Montclair community with thousands of visits each day, 220 + businesses and four adjacent public schools (three elementary and one middle). The plan includes the creation of a much-needed urban open space to bolster small business retail economy, leverage destination status of an adjacent new retail and restaurant development project, and serve as an example for Oakland’s public space program.

- $725,000 Total Project Cost
  - $35,000 Invested to date by the MVA, with additional $250,000 pledged from private community fundraising
  - $90,000 invested to date by City of Oakland (OPW/BPAC) for construction plans
  - $150,000 committed from District 4 Council Worst Roads Fund
  - 150+ individually purchased donor bricks to-date with our full campaign yet to begin
  - Project is shovel-ready with construction plans complete

Benefits
Aligns with City-Wide Vision to Develop Safe Streets and Destination Districts

- A More Walkable, Healthy Community
  - Provides hub for area walking paths and trails
  - Integrates with Oakland Bike Route 8
- Improved Pedestrian Safety
  - Addresses deteriorating street surface
  - Resolves existing drainage issues, reduces cross-slope
  - Incorporates ADA-compliant ramps
  - Relocates and reduces length of existing hazardous cross walks
  - Increases safety and visibility with the installation of new bulbouts
- Enhanced traffic calming
  - Improves vehicle routing and flow, eliminating dangerous blind left turn
  - Improves bike-friendly access for a large cycling community
- Public Open Space and Place-making
  - Antioch Court can be closed temporally, creating a needed destination venue for outdoor dining, events and community-building
  - Highlighting the space will be the decorative arrangement of 500 donor bricks
  - Public benches and public art will engage and connect Oaklanders and draw visitors to shop and play in Oakland
- 12 Area nonprofit and community groups submitted formal letters of support for the project
Action Needed
The Antioch Court Improvement Plan has brought the Neighborhood together and is an example of community in action (Residents, Merchants, and Oakland government). Infrastructure improvement funding for this project will make an immediate impact on the local economy, the health and vitality of Oakland residents, and create a space that all of Oakland can enjoy!

Fund construction of CIP # C428310

- Shovel ready project
- Construction Plans are ready for signature and bid process
- Coordination with adjacent private commercial development project at 2080 Mountain (PLN 15377) enhances aesthetic, reinforces walkability, and increases destination draw to the pedestrian plaza
### Active BPAC Committees/Task Forces/Liaisons

<table>
<thead>
<tr>
<th>Committee Name / Liaison Role</th>
<th>Date Created</th>
<th>Purpose</th>
<th>Commissioners</th>
<th>Community Members</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Plan Update Committee</td>
<td>10/19/17</td>
<td>Advise staff on the update to Oakland's Bicycle Plan</td>
<td>Naylor, Tabata, Wheeler</td>
<td>Robert Prinz, Chris Hwang, Chris Kintner, Matt Ward</td>
<td>active</td>
</tr>
<tr>
<td>Infrastructure Committee</td>
<td>2/16/17</td>
<td>Review and comment on the design of projects</td>
<td>Tabata, Burnette Jr, Naylor, Parreiras</td>
<td>Robert Prinz, Phoenix Mangrum</td>
<td>ongoing</td>
</tr>
<tr>
<td>Legislative Committee</td>
<td>6/21/18</td>
<td>Research and develop policy recommendations for consideration by the BPAC</td>
<td>Kidd, Naylor, Parreiras, Wheeler</td>
<td>Chris Kintner and Phoenix Mangrum</td>
<td>ongoing</td>
</tr>
<tr>
<td>Liaison to Affordable Housing &amp; Infrastructure Bond Public Oversight Committee</td>
<td>5/17/18</td>
<td>Monitor Committee activities and report back to the BPAC</td>
<td>Naylor; Kidd (substitute)</td>
<td></td>
<td>active</td>
</tr>
<tr>
<td>Liaison to Mayor's Commission on Persons with Disabilities</td>
<td>5/17/18</td>
<td>Monitor MCPD activities and report back to the BPAC</td>
<td>Campbell; Parreiras (substitute)</td>
<td></td>
<td>active</td>
</tr>
<tr>
<td>Liaison to Police Commission</td>
<td>9/20/18</td>
<td>Monitor Commission activities and report back to BPAC</td>
<td>Naylor</td>
<td></td>
<td>active</td>
</tr>
<tr>
<td>Open Forum Committee</td>
<td>3/17/16</td>
<td>Review and analyze comments received during Open Forum</td>
<td>Kidd, Tabata, Villalobos</td>
<td></td>
<td>ongoing</td>
</tr>
<tr>
<td>Committee to Address Police/Bike-Ped Interactions</td>
<td>9/20/18</td>
<td></td>
<td>Wheeler, Naylor</td>
<td>Tom Holub</td>
<td>active</td>
</tr>
</tbody>
</table>
Three-month agenda look-ahead

March
- TDA Article 3 Projects: Recommended List
- Bike to Work Day Planning
- Reminder to file Form 700
- Capital Improvement Program Update (tentative)

April
- Biannual Paving Update
- FY 19/21 Proposed Budget Discussion (tentative)

May
- Bike to Work Day Report Back
- Biannual Strategic Planning Projects

Commissioner announcements
1. Commissioner Tabata: The Infrastructure Committee met Thursday, February 7th. Commissioner Tabata volunteered as Chair and Commissioner Mangrum volunteered as co-chair. The committee discussed:
   a. Fruitvale Ave. median pedestrian warning sign conflicts,
   b. 20th St protected bikeway design, and
   c. 35th Ave street safety.
2. Commissioner Tabata: Councilmember Noel Gallo held a meeting on Wednesday, February 6th about 35th Ave safety and Commissioners Mangrum, Naylor, and Tabata attended.
3. Commissioner Campbell, liaison to the Mayor’s Commission with Disabilities: I attended the January 28, 2019 meeting of the Mayor’s Commission on Persons with Disabilities. DoT presented its proposals related to sidewalk repairs, which the BPAC received on January 17, 2019. A majority of commissioners voted to support the proposals on Buy/Sell/Repair, Private Repairs & Paving, Limited-Time Permit Fee Waiver and Permanent Fee Waiver for Low-Income Homeowners. However, none were supported unanimously. The commission did not support the proposal to modify the Oakland Municipal Code to reduce City liability related to private damage.
4. Commissioner Campbell: On the City’s 2019 Legislative Priorities - At the 1/31/19 meeting I was assigned the task of reviewing the already developed 2019 legislative priorities to identify any items of interest to the BPAC. Items of interest to BPAC that the City intends to focus on at the state and federal level include:
   - Infrastructure and transportation funding
   - Monitoring scooter-related legislation
   - Reinvigorating SB 375 to enhance sustainable community efforts
   - Funding for Re-Connect Oakland - 980 conversion
   - Safe Routes to School funding for additional school sites
   - Funding for Increased traffic and pedestrian safety

Staff announcements
1. None
<table>
<thead>
<tr>
<th>PROJECT NAME</th>
<th>PROJECT ADDRESS</th>
<th>COMPANY</th>
<th>PROJECT OWNER</th>
<th>PHONE</th>
<th>EMAIL ADDRESS</th>
<th>STORIES</th>
<th>TYPE</th>
<th>PROJECT ADDRESS</th>
<th>BUILDING PERMIT</th>
<th>CONTRIBUTION</th>
<th>APR 2</th>
<th>VALUE</th>
<th>FINISH</th>
</tr>
</thead>
<tbody>
<tr>
<td>PLN14269</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Address</td>
<td>Owner</td>
<td>Contact</td>
<td>Phone</td>
<td>Email</td>
<td>Application Status</td>
<td>Approval Date</td>
<td>Completion Date</td>
<td>Permit Status</td>
<td>Permit Amount</td>
<td>Description</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------------------------</td>
<td>--------------------</td>
<td>---------------</td>
<td>------------------------</td>
<td>--------------------</td>
<td>---------------</td>
<td>------------------</td>
<td>----------------------</td>
<td>---------------</td>
<td>----------------------------------------------------------------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>102501200 Boston Properties</td>
<td>Aaron Fenton</td>
<td><a href="mailto:afenton@bostonproperties.com">afenton@bostonproperties.com</a></td>
<td>(415)772-0714</td>
<td>Catherine Payne</td>
<td>Approved</td>
<td>12/30/2014</td>
<td>9/15/2015</td>
<td>Complete</td>
<td>$17,000,000.00</td>
<td>Convert vacant nursing home into stories (all rental)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2538 Telegraph</td>
<td>SB Architects</td>
<td>CMD05511</td>
<td>(415)673-8990</td>
<td>Catherine Payne</td>
<td>Approved</td>
<td>10/29/2015</td>
<td>3/28/2016</td>
<td>Under Construction</td>
<td>$10,000,000.00</td>
<td>Permit Issued</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>91 Lakeside Senior Apartments</td>
<td>116 E 15th St / 1507 2nd St</td>
<td>MacArthur Senior Apartments</td>
<td>(909)624-6222</td>
<td>Aubrey Rose</td>
<td>Approved</td>
<td>2/20/2013</td>
<td>2/10/2014</td>
<td>Convert vacant</td>
<td>$6,000,000.00</td>
<td>Permit Issued</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>100 Lucasey Lofts</td>
<td>Riaz Inc.</td>
<td><a href="mailto:jlaw@riazinc.com">jlaw@riazinc.com</a></td>
<td>(650)380-1799</td>
<td>Michael Bradley</td>
<td>Approved</td>
<td>9/8/2014</td>
<td>12/12/2014</td>
<td>Complete</td>
<td>$17,000,000.00</td>
<td>Permit Issued</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>108 Mirador</td>
<td>Retail West</td>
<td><a href="mailto:aj@retailwestinc.com">aj@retailwestinc.com</a></td>
<td>(925)997-7408</td>
<td>Michael Bradley</td>
<td>Approved</td>
<td>8/24/2015</td>
<td>12/3/2015</td>
<td>Complete</td>
<td>$11,714,862.00</td>
<td>Permit Filed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>140 The Haven</td>
<td>RAD Urban</td>
<td><a href="mailto:rlind@oaklandnet.com">rlind@oaklandnet.com</a></td>
<td>(510)238-3472</td>
<td>Rebecca Lind</td>
<td>Under Review</td>
<td>11/21/2016</td>
<td>Application Under</td>
<td>Under Review</td>
<td>$43,833,000.00</td>
<td>Property under review</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1900 Broadway</td>
<td>1900 Broadway</td>
<td><a href="mailto:SHamalian@mbaydevelopment.com">SHamalian@mbaydevelopment.com</a></td>
<td>(415)355-6600</td>
<td>Seth Hamalian</td>
<td>Approved</td>
<td>6/2/2015</td>
<td>8/5/2015</td>
<td>Complete</td>
<td>$23,833,000.00</td>
<td>Permit Issued</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>421 23rd St</td>
<td>EBALDC</td>
<td><a href="mailto:mbrenyah@oaklandnet.com">mbrenyah@oaklandnet.com</a></td>
<td>(510)238-6342</td>
<td>Maurice Brenyah</td>
<td>Approved</td>
<td>11/21/2006</td>
<td>7/20/2011</td>
<td>Complete</td>
<td>$399,000.00</td>
<td>Permit Issued</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>411 W. MacArthur Blvd.</td>
<td>The Hernon Group</td>
<td><a href="mailto:joehernon@gmail.com">joehernon@gmail.com</a></td>
<td>415-705-9922</td>
<td>Joe Hernon</td>
<td>Approved</td>
<td>6/7/2017</td>
<td>3/7/2018</td>
<td>Under Review</td>
<td>$2,000,000.00</td>
<td>Property under review</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>451 28th Street</td>
<td>Maurice Brenyah-Addow</td>
<td><a href="mailto:mbrenyah@oaklandnet.com">mbrenyah@oaklandnet.com</a></td>
<td>(510)238-6354</td>
<td>Maurice Brenyah</td>
<td>Approved</td>
<td>10/6/2016</td>
<td>Application Under</td>
<td>Under Review</td>
<td>Mixed Use</td>
<td>Property under review</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>457 MacArthur Blvd</td>
<td>Affirmed Housing</td>
<td><a href="mailto:james@affirmedhousing.com">james@affirmedhousing.com</a></td>
<td>(858)386-5178</td>
<td>Jimmy Silverwood</td>
<td>Approved</td>
<td>4/25/2017</td>
<td>Application Under</td>
<td>Under Review</td>
<td>Residential</td>
<td>Property under review</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>657 MacArthur Blvd</td>
<td>Roadway Express</td>
<td><a href="mailto:mbrenyah@oaklandnet.com">mbrenyah@oaklandnet.com</a></td>
<td>(510)238-6347</td>
<td>Maurice Brenyah</td>
<td>Approved</td>
<td>4/30/2015</td>
<td>Application Under</td>
<td>Under Review</td>
<td>Mixed Use</td>
<td>Property under review</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Under Construction, Mixed Use, Residential, Townhouse Condos.*
<table>
<thead>
<tr>
<th>Project Name</th>
<th>Application Number</th>
<th>Project Address</th>
<th>Project Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>156 0 19th Street</td>
<td>PLN18082</td>
<td>Downtown</td>
<td>Baran Studio Architecture  Matt Baran (415)722-1355  <a href="mailto:mbaran@baranstudio.com">mbaran@baranstudio.com</a></td>
</tr>
</tbody>
</table>
Select Major Projects, 2019
California College of the Arts: preapplication for 589 dwelling units, 30,000 sf art/commercial space
98<sup>th</sup> and San Leandro: Preapplication for 401 dwelling units
Brooklyn Basin: Application for GPA, Rezone, revision to PUD, amendment to DA to increase density by 20% and increase marina facilities to front Shoreline Park.
Lake Merritt BART TOD, ENA awarded 2018: 517 du (44% affordable), 500,000 sf commercial
Howard Terminal (A’s Stadium): Up to: 35,000 seat capacity sports stadium, 3,500 seat capacity entertainment venue, 2.27 million sf commercial development, 4,000 dwelling units.
500 Kirkham: Application for 1032 units (8% affordable), groundfloor commercial
West Oakland BART: 762 dwelling units (20% affordable), 440,000 sf commercial (PUD approved 2/6/19)
Development Planning Tools for Delivering Bicycle and Pedestrian Facilities

- Reliance on Zoning Regulations:
  - 17.116 Off-Street Parking and Loading Requirements
  - OMC 17.117 Bicycle Parking Requirements

- Application of Conditions of Approval (SCAs #77-84)

- Charging Transportation Impact Fees

- Negotiating Community Benefit Opportunities
  - Development Agreements
  - Specific Plans (see LMSP for objective)

- Conducting Design Review
Process

Neighborhood Design Sessions & Creative Solutions Labs (Winter 2018)

Plan Options & Equity Assessment (Summer/Fall 2018)

Preliminary Draft Plan (Winter 2019)

Draft Downtown Oakland Specific Plan & Draft Environmental Impact Report (Summer 2019)

Final Downtown Oakland Specific Plan & Environmental Impact Report (2020)
The Downtown Oakland Specific Plan

Community Events

- Feb. 10 Lunar New Year
- Feb. 24 Black Joy Parade

Planning Commission

- Jan. 23 Preliminary Draft Plan
- Feb. 6 Continue Preliminary Draft Plan and open EIR Scoping Session
- Feb. 20 Continuation meeting

Advisory Board Meetings

- Feb. 4 Landmarks Board
- Feb. 13 Parks and Recreation
- Feb. 21 Bike and Pedestrian

Stakeholder Meetings

- TBD (Jan.-Feb.; meetings held with neighborhood groups, public agencies, and by topic (affordable housing developers, artists, etc.)
REPORT ORGANIZATION

Introduction & Background ........................................ 5
  Purpose / How to Use This Report
  Planning Process
  Context & Key Issues

Vision & Goals ......................................................... 37
  Overall Plan Goals & Outcomes
  Equity Framework
  Downtown Vision and Central Ideas
  Neighborhood Vision

01: Economic Opportunity ......................................... 81
  Desired Outcomes
  Existing Conditions
  Economic Opportunity Framework
  Supportive Policies

02: Housing & Affordability ................................. 111
  Desired Outcomes
  Existing Conditions
  Housing and Affordability Framework
  Supportive Policies

03: Mobility & Accessibility .................................... 141
  Desired Outcomes
  Existing Conditions
  Mobility Framework
  Supportive Policies

04: Culture Keeping ......................................... 185
  Desired Outcomes
  Existing Conditions
  Supportive Policies

05: Community Health ...................................... 213
  Desired Outcomes
  Existing Conditions
  Community Health Framework
  Supportive Policies

06: Land Use & Urban Form ............................... 249
  Desired Outcomes
  Existing Conditions
  Land Use Framework
  Supportive Policies

07: Implementation ........................................ 297

Appendices ......................................................... A.1
Policies and Measures of Success address key disparities:

- Housing Cost Burden
- Homelessness
- Displacement
- Disconnected Youth
- Unemployment Rate
- Median Income
Economic Opportunity

Central Idea: Make downtown a racially and economically diverse regional employment center by identifying office priority sites, targeting training for living wage jobs to fill those spaces, and by investing in small businesses and businesses owned by people of color.

Big Challenges:
- Low revenues to fund City services
- Huge wealth disparities
- Regional imbalance of jobs & housing leading to transit overload and inadequate opportunity for residents

Key City Investments & Policies:
- Capitalize on geographic and transit assets by identifying office priority sites and promoting density at downtown's regional transit hubs
- Activate ground floor retail and commercial spaces by developing a City program to master lease vacant retail and commercial spaces, and sub-lease them to small local retailers, artists and artisans
- Expand initiatives and partnerships with the tech sector, and other sectors targeted for expansion, to increase equitable business development and employment opportunities
- Expand existing and develop new local hire and training programs

THE SPECIFIC PLAN UNLOCKS UP TO:
- 17.2 M Sq. Ft. of New Commercial Space
- 184.3 K Sq. Ft. of New Industrial Space

Proposed office Development
Proposed industrial Development
Proposed Retail-Commercial Development
Anticipated Development (Approved/Construction)

...if built, that generates:
+515 Million in Impact Fees for Affordable Housing and Roughly 55 Thousand Jobs

Figure VG-2: Street scene in Lake Merritt Office District

Go to Chapter 1 in next page
Housing & Affordability

Central Idea: Maintain downtown as a mixed-income residential area by creating 4,350 to 7,250 new affordable units.

Big Challenges:
- Insufficient affordable housing and funding to subsidize it.
- High housing cost burden.
- Highest displacement and cost burden among African Americans and other groups historically impacted by disparities in life outcomes.
- Increasing share of homeless residents with the highest increase among African Americans.

Key City Investments & Policies:
- Prioritize a portion of citywide housing funds generated by downtown projects by adapting scoring criteria and/or increasing impact fees.
- Study the establishment of an inclusionary housing requirement for downtown projects that would replace affordable housing impact fees.
- Establish a program to incentivize community-desired benefits in exchange for increased development potential.
- Encourage large units for families and accessible units for older adults and people with disabilities.

THE SPECIFIC PLAN UNLOCKS UP TO: +29,077 New Residential Units Downtown

Go to Chapter 2 to see more.

...if built, that generates: +$639.7 Million in Impact Fees for new Affordable Housing.
ENSURE SUFFICIENT HOUSING IS BUILT
Measures of Success

- **16,000 to 29,000** new housing units are created in downtown by 2040.
- As part of overall projected housing production, a certain number of income-restricted units are constructed or converted from market-rate to income-restricted by 2040:
  - Option 1: 4,350 units (15%)
  - Option 2: 5,800 units (20%)
  - Option 3: 7,250 units (25%)
Mobility & Accessibility

Central Idea: Connect people across Oakland to downtown and unify downtown by expanding high-quality transit, bicycle facilities, pedestrian access and amenities for an active street life.

Big Challenges:
- Infrequent, undependable and circuitous transit access creates barriers for those already most vulnerable
- Pedestrian accidents
- Freeways on the west and south edges of downtown create barriers

Key City Investments & Policies:
- Streetscape investment, including curb ramps, high visibility crosswalks, landscaping and public space improvements
- Investment in dedicated transit lanes
- Investment in downtown’s bicycle network to expand the number of high quality facilities and increase the overall number of connected and continuous routes throughout

Figure VG-4: Broadway & 14th Street
MEASURES OF SUCCESS

• Reduction in pedestrian and bicycle severe injuries and fatalities due to auto collisions, especially for people of color (who are disproportionally impacted now)
• Increase in walking and bicycling mode share for residents and employees
• Modern curb ramps are installed at all sidewalk intersections and accessible pedestrian signals (APS) at all intersections identified in the Project List (Appendix)
• Cost of roundtrip transit fare between downtown and Oakland neighborhoods/availability of low income fare reduction
• Transit service levels (frequency of service) increase between low-income areas of Oakland and downtown
• ADA-accessible on-street parking (blue zones) and passenger loading zones available, affordable and close to destinations
CONNECTIVITY & ACCESS IMPROVEMENTS

- Filling in gaps in sidewalk network and widening sidewalks
- Improvements at freeway interchanges, over- and under-crossings
- Opening new street connections or segments where the pedestrian network is incomplete or disconnected
- Streetscape amenities such as lighting and wayfinding signages
- Directional curb ramps and accessible pedestrian signals (APS)
- Completing the “Green Loop” system of integrated walking and biking paths through downtown
The proposed network includes two tiers:

- The Core Network, which will provide at least three high-quality bikeways in the east-west and north-south directions that connect into the surrounding neighborhoods
- The Vision Network, which will provide additional low-stress connections throughout downtown
Proposed transit network improvements focus on infrastructure improvements that will enable AC Transit in partnership with the City of Oakland to:

• Reduce bus travel times
• Increase bus frequencies
• Ensure reliability, safety, and security for bus passengers
• Reduce transit costs, particularly for low-income members of the community
Strategies to rebalance street space for all users include:

- Complete Streets projects that reflect transportation priorities for each street
- Converting one-way streets with excess capacity back to two-way
- Parking management strategies that incentivize people to drive less
COMFORTABLE, SAFE AND INVITING STREETS
COMFORTABLE, SAFE AND INVITING STREETS
OPPORTUNITIES IMPROVED PUBLIC REALM
OPPORTUNITIES FOR IMPROVED PUBLIC REALM
**Culture Keeping**

**Central Idea:** Leverage and protect Oakland's diverse cultures as an engine for artistic innovation and economic growth by establishing and implementing cultural districts downtown with support for cultural institutions and businesses.

---

**Big Challenges:**
- Declining shares of African American and Asian residents
- Unaffordable art/artisan small-scale manufacturing space and lack of art space
- Displacement of ethnic and cultural businesses

**Key City Investments & Policies:**
- Provide affordable space for entrepreneurs, small local retailers, artists and artisans by developing a City-run master lease program
- Dedicated ground floor space for cultural, arts, and maker uses in new developments located in cultural districts
- Construct coordinated streetscape and public space improvements that help identify and enhance arts and culture districts

---

**Figure VG-5: The BAMBD District on 14th Street**

---

**Cultural Districts**

With special zoning and land use regulations to preserve arts & culture.
DIVERSE VOICES AND FORMS OF EXPRESSION FLOURISH
DIVERSE VOICES AND FORMS OF EXPRESSION FLOURISH
Land Use & Urban Form

Central Idea: Foster new development that serves Oaklanders and addresses housing and employment demand by preserving historic and cultural assets, updating land development regulations, and providing increased building intensity in exchange for pre-defined community benefits.

Big Challenges:
- Limited number of prime sites for office development
- Disconnected commercial and residential activity centers
- Varying condition of parks and streetscapes
- Shortage of public restrooms

Key City Investments & Policies:
- Develop and invest in a coordinated system of streetscape improvements to link commercial and residential activity centers with the waterfront via the "Green Loop"
- Revise land use & zoning regulations to reflect plan goals and target new density near transit
- Designate "Office Priority Sites"
- Designate arts/culture districts
- Create a streamlined development incentive program to provide increased building intensity in exchange for pre-defined community benefits

Figure VG-7: Aerial view of potential new downtown development
OPPORTUNITIES FOR TRANSFORMATIONAL CHANGE

- Recently Completed/Anticipated Development
- Anticipated Development Outside Plan Boundary
- Development Opportunity Sites
- Future Potential Development Sites (Not included in DOSP Development Program)
- Transformational Opportunity Area
- Activity Node
- Open / Green Space
- Downtown Plan Boundary
# DEVELOPMENT INCENTIVE PROGRAM: POSSIBLE BENEFITS

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Draft Options for Priority Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>KONO</td>
<td>• Affordable Arts &amp; PDR Space</td>
</tr>
<tr>
<td></td>
<td>• Parks &amp; Open Spaces</td>
</tr>
<tr>
<td>Uptown</td>
<td>• Affordable Commercial (including community-serving nonprofit) / Neighborhood Retail</td>
</tr>
<tr>
<td>Lake Merritt Office</td>
<td>• Parks &amp; Open Space</td>
</tr>
<tr>
<td>Lakeside</td>
<td>• Parks &amp; Open Spaces</td>
</tr>
<tr>
<td>Central Core (Including BAMBD)</td>
<td>• Affordable Commercial / Neighborhood Retail</td>
</tr>
<tr>
<td></td>
<td>• Affordable Arts &amp; PDR Space</td>
</tr>
<tr>
<td>West of San Pablo</td>
<td>• Parks &amp; Open Space</td>
</tr>
<tr>
<td>Old Oakland</td>
<td>• Affordable Commercial / Neighborhood Retail</td>
</tr>
<tr>
<td>Jack London:</td>
<td>• Affordable Arts &amp; PDR Space</td>
</tr>
<tr>
<td></td>
<td>• Parks &amp; Open Space*</td>
</tr>
</tbody>
</table>

* Larger developments, including potential projects in Victory Court, will likely need to provide a greater array of community benefits, in particular public open space.
Community Health

Central Idea: Enhance quality of life and health for all Oaklanders by improving and expanding public spaces, implementing urban greening projects, reducing private vehicle trips, and shifting to renewable energy sources.

Big Challenges:
- High asthma rate, particularly for African Americans and others living along high-traffic corridors
- Sea level rise and other environmental stressors
- Small businesses unable to thrive due to limited foot traffic, fear of crime

Key City Investments & Policies:
- Create a safe and healthy public realm through street, parks, and open space improvements
- Draft and adopt design guidelines for streets and public spaces
- Support clean transportation modes to reduce greenhouse gas (GHG) emissions
- Eliminate fossil fuels from buildings systems and vehicles
- Apply concepts from CURB Strategy, Sustainable Oakland, Sea Level Rise Road Map and others for a more resilient downtown

Figure VC-6: Webster Green

Go to page 232 to see the before and after transformation.
A HEALTHY, ACTIVE PUBLIC REALM

- Existing or Planned Public Space
- Potential Future Public Space
- Priority Areas for New Public Spaces
- Downtown Plan Boundary

Potential Public Realm Improvements:
- Green Loops
- West Oakland Walk
- Potential Shared Street or Paseo
- Potential Plaza/Public Space
- Streetscape Improvement

Potential Pedestrian Improvements (see Ch. 3):
- Safety & Connectivity Improvements
- Intersection Improvements
PEDESTRIAN PRIORITY STREETS

- Streets where special attention should be given to support the pedestrian realm through building design, implemented through changes to zoning or design guidelines.
- This includes attention to active ground floor uses along the sidewalk, a minimum percentage of doors and windows (no blank walls or facades) on each building facade, inclusion of shading devices such as awnings or balconies above the sidewalk, and limited curb cuts / continuous street wall.
IMPROVE UNDERPASS CROSSINGS
IMPROVE UNDERPASS CROSSINGS
PROVIDE VIBRANT PUBLIC SPACES
PROVIDE VIBRANT PUBLIC SPACES
LEVERAGE DEVELOPMENT FOR LAKE MERRITT CHANNEL IMPROVEMENTS
LEVERAGE DEVELOPMENT FOR LAKE MERRITT CHANNEL IMPROVEMENTS
PROCESS

- Neighborhood Design Sessions & Creative Solutions Labs (Winter 2018)
- Plan Options & Equity Assessment (Summer/Fall 2018)
- Preliminary Draft Plan (Winter 2019)
- Draft Downtown Oakland Specific Plan & Draft Environmental Impact Report (Summer 2019)
- Final Downtown Oakland Specific Plan & Environmental Impact Report (2020)

YOU ARE HERE

Review Meetings / Feedback
UPCOMING PRELIMINARY DRAFT PLAN REVIEW

Upcoming Public Hearings

• Planning Commission, **February 20**
• Bicycle and Pedestrian Advisory Commission, **February 21**

Stakeholder Meetings:

• Affordable housing developers
• Market rate developers
• Neighborhood groups
• Advocacy groups
• Youth engagement
• Festivals
THANK YOU!

Send additional input to
plandowntownoakland@oaklandca.gov
ACTIVE TRANSPORTATION PROGRAM

19TH STREET BART STATION TO LAKE MERRITT URBAN GREENWAY

BICYCLE & PEDESTRIAN ADVISORY COMMISSION
FEBRUARY 21, 2019
BACKGROUND

- Location: Thomas L. Berkley Way (20th Street) between Broadway and Harrison Street
- 20th Street Complete Streets Study (2013) analyzed existing conditions, proposed improvements, and traffic operations
- Active Transportation Program Grant (2015)
- BART TIGER Grant (2016) – Streetlighting and Wayfinding Signage
- Build on recent investments to connect Lake Merritt, Bay Trail, Snow Park, BART, and Downtown destinations
EXISTING CONDITIONS

- Narrow sidewalks - widths vary from 8-10 ft., which does not provide sufficient capacity for high pedestrian volumes
- Class III bike lane from Broadway to Franklin and transitions to a Class II bike lane to Harrison Street
- Four-lane roadway & high vehicle speeds
- Long pedestrian crossing distances – pedestrian delay and vehicle exposure
- Bicycle-bus conflicts at bus stops
GOALS & IMPROVEMENTS

▪ Close a gap between recreation and commute destinations in Downtown Oakland for both bicyclists and pedestrians and improving “First Mile” access from dense residential neighborhoods

▪ Calm traffic speeds (lane reduction) and reprioritize walking and biking on this street, consistent with the City’s General Plan, Pedestrian Master Plan (2002), and Bicycle Master Plan (2007).

▪ Low traffic stress dedicated bicycle space and pedestrian enhancements

▪ Sidewalk Widening, Extensions (Bulb-out), Medians, Roadway alignment

▪ ADA Compliant Curb Ramps, Signage, Striping

▪ Signalized intersections improvements
DESIGN FEATURES

• BART drop off – pick up zone
• Street level separated bike lane

• Realignment of the left turn movement into the Kaiser Center

• Intermediate level separated bike lane
• Bike box

• Parking protected separated bike lane
• ADA Parking
PROJECT PLANS (BROADWAY - FRANKLIN)
PROJECT PLANS (WEBSTER)
PROJECT PLANS (HARRISON)
# PROJECT SCHEDULE

<table>
<thead>
<tr>
<th>Phase</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental</td>
<td>Q2 2017 (Completed)</td>
</tr>
<tr>
<td>Design</td>
<td>Q3 2019 (In Progress)</td>
</tr>
<tr>
<td>Construction</td>
<td>Q3 2020 (Anticipated Start)</td>
</tr>
</tbody>
</table>
THANK YOU

Edmond Siu
Civil Engineer
Complete Streets Design | OakDOT
esiu@oaklandca.gov
CITY OF OAKLAND
DEPARTMENT OF TRANSPORTATION
250 FRANK H. OGAWA PLAZA, SUITE 4314  *  OAKLAND CA, 94612  *  (510) 238-3437  *  FAX  (510) 238-7227

SUPERVISING CIVIL ENGINEER

ACTIVE TRANSPORTATION PROGRAM

19TH STREET BART TO LAKE MERRITT URBAN GREENWAY

LAYOUT PLAN

SCALE: 1" = 20'

DATE: FEBRUARY 1, 2019

PROJECT NO. 1003211

PLOT DATE: 02-07-19

PLOTTED BY: Alfaj9D

1. 20TH STREET BART TO LAKE MERRITT URBAN GREENWAY
2. DESIGN
3. EXHIBITS
4. 006_BPAC
5. T-1.1.dwg

SECTION A - A'

SECTION B - B'

INTERMEDIATE (4") LEVEL
SEPARATED BIKE LANE

INTERMEDIATE (4") LEVEL
SEPARATED BIKE LANE

ACCESSIBLE LOADING ZONE

MATCHLINE - SEE SHEET 2

THOMAS L. BERKLEY WAY

BROADWAY

FRANKLIN ST

HARRISON ST

WEBSTER ST

BROADWAY

INTERMEDIATE (4") LEVEL
SEPARATED BIKE LANE

SEPARATED BIKE LANE

SEPARATED BIKE LANE

SIDEWALK LEVEL
SEPARATED BIKE LANE

SIDEWALK LEVEL
SEPARATED BIKE LANE

INTERMEDIATE (4") LEVEL
SEPARATED BIKE LANE

INTERMEDIATE (4") LEVEL
SEPARATED BIKE LANE

SECTION B - B'

ACCESSIBLE LOADING ZONE

MATCHLINE - SEE SHEET 2

THOMAS L. BERKLEY WAY

BROADWAY

FRANKLIN ST

HARRISON ST

WEBSTER ST

BROADWAY

INTERMEDIATE (4") LEVEL
SEPARATED BIKE LANE

INTERMEDIATE (4") LEVEL
SEPARATED BIKE LANE

SECTION A - A'

SECTION B - B'

ACCESSIBLE LOADING ZONE

MATCHLINE - SEE SHEET 2

THOMAS L. BERKLEY WAY

BROADWAY

FRANKLIN ST

HARRISON ST

WEBSTER ST

BROADWAY

INTERMEDIATE (4") LEVEL
SEPARATED BIKE LANE

INTERMEDIATE (4") LEVEL
SEPARATED BIKE LANE

SECTION B - B'

ACCESSIBLE LOADING ZONE

MATCHLINE - SEE SHEET 2

THOMAS L. BERKLEY WAY

BROADWAY

FRANKLIN ST

HARRISON ST

WEBSTER ST

BROADWAY

INTERMEDIATE (4") LEVEL
SEPARATED BIKE LANE

INTERMEDIATE (4") LEVEL
SEPARATED BIKE LANE

SECTION A - A'

SECTION B - B'

ACCESSIBLE LOADING ZONE

MATCHLINE - SEE SHEET 2

THOMAS L. BERKLEY WAY

BROADWAY

FRANKLIN ST

HARRISON ST

WEBSTER ST

BROADWAY

INTERMEDIATE (4") LEVEL
SEPARATED BIKE LANE

INTERMEDIATE (4") LEVEL
SEPARATED BIKE LANE

SECTION B - B'

ACCESSIBLE LOADING ZONE

MATCHLINE - SEE SHEET 2

THOMAS L. BERKLEY WAY

BROADWAY

FRANKLIN ST

HARRISON ST

WEBSTER ST

BROADWAY
Repave Oakland
Policy Preview of Oakland’s Next Paving Plan
Bicyclist & Pedestrian Advisory Commission
February 21, 2019
Quick Definitions

Pavement Condition Index (PCI)
A grade that describes the condition of a street on a scale of 0 to 100. Anything between 0-50 is a street in poor condition. 100 is a brand new street.

Planning Area
A simple way of referring to different parts of Oakland:
- Central East Oakland
- Coliseum/Airport
- Downtown
- East Oakland Hills
- Eastlake/Fruitvale
- Glenview/Redwood Heights
- North Oakland Hills
- North Oakland/Adams Point
- West Oakland
Equity is a goal. It means that your identity has no detrimental effect on the distribution of resources, opportunities, and outcomes for our City’s residents.

To achieve equity, we prioritize the needs of underserved populations.

**Quick Definitions**

**Underserved Populations**

Populations and communities that have experienced historic or current disparities. This definition includes **people of color**, **low-income households**, **people with disabilities**, **households with severe rent burden**, **people with limited English proficiency**, and **youth/seniors**.

**Equity**

**Equity is a goal.** It means that your identity has no detrimental effect on the distribution of resources, opportunities, and outcomes for our City’s residents. **To achieve equity, we prioritize the needs of underserved populations.**
Paving Basics

Pavement Condition Index (PCI)
• A numeric grade that scores the condition of street on a scale of 0 to 100.
Current Conditions

Major Streets Have Improved
- An increasing majority of Oakland’s major streets are now in good or excellent condition
- Examples: MLK Way, E 14th St

<table>
<thead>
<tr>
<th>Year</th>
<th>Poor</th>
<th>Fair</th>
<th>Good</th>
<th>Excellent</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>41%</td>
<td>27%</td>
<td>30%</td>
<td>17%</td>
</tr>
<tr>
<td>2016</td>
<td>19%</td>
<td>22%</td>
<td>29%</td>
<td>30%</td>
</tr>
<tr>
<td>2018</td>
<td>18%</td>
<td>20%</td>
<td>26%</td>
<td>36%</td>
</tr>
</tbody>
</table>
Local Streets Need Improvement

- The majority of Oakland’s local streets are now in poor condition.

### Current Conditions

<table>
<thead>
<tr>
<th>Year</th>
<th>Poor</th>
<th>Fair</th>
<th>Good</th>
<th>Excellent</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>27%</td>
<td>40%</td>
<td>31%</td>
<td>3%</td>
</tr>
<tr>
<td>2016</td>
<td>49%</td>
<td>36%</td>
<td>13%</td>
<td>2%</td>
</tr>
<tr>
<td>2018</td>
<td>60%</td>
<td>24%</td>
<td>11%</td>
<td>5%</td>
</tr>
</tbody>
</table>
2014 Five Year Prioritization Plan

Five Year Plan

- Streets with more vehicle volume because heavier vehicles = more wear and tear
- Both preventative and significant maintenance to stretch life of paving

Worst Streets

- Selected based on input from City Council, staff recommendation based on complaints, and street condition assessment
- Utility cost-share
2019 3-Year Paving Plan

3
Demonstrate quick action with a 3-year citywide paving plan.

100
Deliver $100M in paving construction, tripling average annual spending.

75
Prioritize $75M on local streets to improve neighborhood quality of life.
Major Streets
Program funds **citywide** to keep major streets in **good condition**

Prioritize individual streets by **street condition** and **traffic safety history**

**PCI Goal**: 70 → 70

Local Streets
Program funds in nine planning areas by **equity** and **street condition**

Prioritize individual streets by **street condition**, **equity**, and **school proximity**

**PCI Goal**: 47 → 50

**Total**: 100M
With little funding for paving, Oakland historically just worked to keep major streets in fair to good condition.

More funds are available for paving now. Because of this, the 2019 Plan can maintain funding levels for major streets while still increasing local streets paving.
Proposed Priorities

Local Streets

Prioritized by planning areas, equity index, street condition, and school proximity

$75M

Major Streets

Prioritized by street condition and traffic safety history

$25M

- Use street condition, equity, and safety to prioritize
- Utility cost-share means more streets can be fully repaved after utility construction.
Use Planning Areas to identify Local Streets needs based on street condition, population density, and equity factors.

<table>
<thead>
<tr>
<th>Planning Areas</th>
<th>Pop.</th>
<th>Total Street Miles</th>
<th>Median Income</th>
<th>Avg Street Slope</th>
<th>% People of Color</th>
<th>% Low Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central / East Oakland</td>
<td>98,937</td>
<td>165</td>
<td>$43k</td>
<td>1.3%</td>
<td>93%</td>
<td>55%</td>
</tr>
<tr>
<td>Coliseum / Airport</td>
<td>3,752</td>
<td>20</td>
<td>$44k</td>
<td>2.1%</td>
<td>96%</td>
<td>50%</td>
</tr>
<tr>
<td>Downtown</td>
<td>19,169</td>
<td>40</td>
<td>$40k</td>
<td>1.2%</td>
<td>76%</td>
<td>46%</td>
</tr>
<tr>
<td>East Oakland Hills</td>
<td>30,733</td>
<td>98</td>
<td>$89k</td>
<td>5.1%</td>
<td>73%</td>
<td>22%</td>
</tr>
<tr>
<td>Eastlake / Fruitvale</td>
<td>98,739</td>
<td>134</td>
<td>$45k</td>
<td>2.1%</td>
<td>85%</td>
<td>49%</td>
</tr>
<tr>
<td>Glenview/Redwood Heights</td>
<td>31,976</td>
<td>78</td>
<td>$103k</td>
<td>4.7%</td>
<td>48%</td>
<td>16%</td>
</tr>
<tr>
<td>North Oakland Hills</td>
<td>23,658</td>
<td>110</td>
<td>$158k</td>
<td>7.6%</td>
<td>31%</td>
<td>6%</td>
</tr>
<tr>
<td>North Oakland / Adams Point</td>
<td>79,213</td>
<td>126</td>
<td>$76k</td>
<td>2.1%</td>
<td>50%</td>
<td>27%</td>
</tr>
<tr>
<td>West Oakland</td>
<td>36,863</td>
<td>60</td>
<td>$37k</td>
<td>2.1%</td>
<td>77%</td>
<td>55%</td>
</tr>
<tr>
<td>Citywide</td>
<td>412,040</td>
<td>830</td>
<td>$58k</td>
<td>3.2%</td>
<td>73%</td>
<td>39%</td>
</tr>
</tbody>
</table>
### Planning Areas

Use Planning Areas to identify Local Streets needs based on street condition, population density, and equity factors.

<table>
<thead>
<tr>
<th>Planning Area</th>
<th>Pop.</th>
<th>Citywide Share of Underserved Pop.</th>
<th>Citywide Share of Local Street Miles (PCI &lt; 50)</th>
<th>Local Streets Avg PCI</th>
<th>People Per Local Street Mile (PCI &lt; 50)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central / East Oakland</td>
<td>98,937</td>
<td>29%</td>
<td>18%</td>
<td>48</td>
<td>1,400</td>
</tr>
<tr>
<td>Coliseum / Airport</td>
<td>3,752</td>
<td>1%</td>
<td>2%</td>
<td>48</td>
<td>536</td>
</tr>
<tr>
<td>Downtown</td>
<td>19,169</td>
<td>7%</td>
<td>2%</td>
<td>54</td>
<td>2,311</td>
</tr>
<tr>
<td>East Oakland Hills</td>
<td>30,733</td>
<td>6%</td>
<td>10%</td>
<td>51</td>
<td>781</td>
</tr>
<tr>
<td>Eastlake / Fruitvale</td>
<td>98,739</td>
<td>28%</td>
<td>17%</td>
<td>48</td>
<td>1,460</td>
</tr>
<tr>
<td>Glenview/Redwood Heights</td>
<td>31,976</td>
<td>4%</td>
<td>10%</td>
<td>48</td>
<td>818</td>
</tr>
<tr>
<td>North Oakland Hills</td>
<td>23,658</td>
<td>2%</td>
<td>16%</td>
<td>46</td>
<td>379</td>
</tr>
<tr>
<td>North Oakland / Adams Point</td>
<td>79,213</td>
<td>14%</td>
<td>19%</td>
<td>40</td>
<td>1,050</td>
</tr>
<tr>
<td>West Oakland</td>
<td>36,863</td>
<td>8%</td>
<td>6%</td>
<td>47</td>
<td>1,040</td>
</tr>
<tr>
<td>Citywide</td>
<td>412,040</td>
<td>47%</td>
<td>47%</td>
<td>47</td>
<td>1,044</td>
</tr>
</tbody>
</table>
This bar chart illustrates the share of local streets in poor condition and the share of underserved populations across different neighborhoods in Oakland.

- **Central East Oakland**: 29% share of local streets in poor condition and 18% share of underserved populations.
- **Coliseum/Airport**: 2% share of local streets in poor condition and 1% share of underserved populations.
- **Downtown**: 7% share of local streets in poor condition and 6% share of underserved populations.
- **East Oakland Hills**: 10% share of local streets in poor condition and 4% share of underserved populations.
- **Eastlake/Fruitvale**: 28% share of local streets in poor condition and 10% share of underserved populations.
- **Glenview/Redwood Heights**: 4% share of local streets in poor condition and 2% share of underserved populations.
- **North Oakland Hills**: 16% share of local streets in poor condition and 2% share of underserved populations.
- **North Oakland/Adams Point**: 19% share of local streets in poor condition and 14% share of underserved populations.
- **West Oakland**: 6% share of local streets in poor condition and 8% share of underserved populations.

The chart highlights the disparity in the condition of local streets and the distribution of underserved populations across the city.
Funding By Planning Area

• Distribute funding for local streets by the share of underserved populations and share of local street miles in poor condition.

<table>
<thead>
<tr>
<th>Planning Area</th>
<th>Funding Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central East Oakland</td>
<td>29%</td>
</tr>
<tr>
<td>Coliseum/Airport</td>
<td>18%</td>
</tr>
<tr>
<td>Downtown</td>
<td>4%</td>
</tr>
<tr>
<td>East Oakland Hills</td>
<td>10%</td>
</tr>
<tr>
<td>Eastlake/Fruitvale</td>
<td>23%</td>
</tr>
<tr>
<td>Glenview/Redwood Heights</td>
<td>16%</td>
</tr>
<tr>
<td>North Oakland Hills</td>
<td>9%</td>
</tr>
<tr>
<td>North Oakland/Adams Point</td>
<td>17%</td>
</tr>
<tr>
<td>West Oakland</td>
<td>7%</td>
</tr>
</tbody>
</table>

- Central East Oakland: 29%
- Coliseum/Airport: 18%
- Downtown: 4%
- East Oakland Hills: 10%
- Eastlake/Fruitvale: 23%
- Glenview/Redwood Heights: 16%
- North Oakland Hills: 9%
- North Oakland/Adams Point: 17%
- West Oakland: 7%
Proposed Local Streets Funding

<table>
<thead>
<tr>
<th>Area</th>
<th>Dollars (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utility coordination</td>
<td>$7.5</td>
</tr>
<tr>
<td>Council discretion</td>
<td>$3.8</td>
</tr>
<tr>
<td>Central East Oakland</td>
<td>$15.1</td>
</tr>
<tr>
<td>Coliseum/Airport</td>
<td>$0.9</td>
</tr>
<tr>
<td>Downtown</td>
<td>$2.8</td>
</tr>
<tr>
<td>East Oakland Hills</td>
<td>$5.0</td>
</tr>
<tr>
<td>Eastlake/Fruitvale</td>
<td>$14.5</td>
</tr>
<tr>
<td>Glenview/Redwood Heights</td>
<td>$4.6</td>
</tr>
<tr>
<td>North Oakland Hills</td>
<td>$5.7</td>
</tr>
<tr>
<td>North Oakland/Adams Point</td>
<td>$10.7</td>
</tr>
<tr>
<td>West Oakland</td>
<td>$4.6</td>
</tr>
</tbody>
</table>
New vs Old Plan

5 Year Plan (2014)
- 80% Prioritized by street condition
- 20% Prioritized by input from City Council, complaints, and street condition

3 Year Plan (2019)
- 25% Prioritized by planning areas, equity index, street condition, and school proximity
- 8% 4% Utility Coordination
- 80% Council Discretion

Prioritized by street condition and traffic safety history
Major Changes

- Equity-driven capital planning
- Increased local streets repaving
- “Council Discretion” replaces “Worst Streets”
- **Added sunshine & accountability on prioritized streets**
  89% of spending identified at plan adoption
  Staff to bring Council Discretion streets to PWC in Fall 2019
  Utility Coordination streets will be reported annually
- **Making safety routine**
  Incorporate safety improvements like high visibility crosswalks on all projects
Level of funding for Major Streets
Arterials, which carry the most trips every day across all modes, will be kept in good condition.

Complete Streets coordination on Major Streets
Street improvement recommendations from Let’s Bike Oakland, Let’s Walk Oakland, Downtown Oakland Specific Plan, and other adopted plans will be folded into Paving Program.

Coordination with ADA Transition Plan
Paving Program will continue to improve curb ramps and perform sidewalk repairs during paving construction.
In three years, funding for major streets must double
To keep major streets at an average PCI of 70, funding for major streets rehabilitation and preservation must increase from $8.3M/year to $15M/year.

No cost break in maintaining the status quo for local streets
For the next 8 years, Oakland will need to spend $25M/year on local streets just to maintain an average PCI of 50.

Oakland needs to spend at least $40M/year in paving construction to maintain the status quo.

Measure KK is a non-renewable resource
Measure KK infrastructure funding will run out in 5 years.
Next Steps

- **Fall 2018**: Collect Data
- **Jan-Feb 2019**: Budget Scenarios
- **March 2019**: Develop 3Y Work Plan
- **April 2019**: Adopt Plan

### Community engagement
- Online open house, city commissions & NCPCs

### Draft Plan
- Draft Plan to PWC + Council

### Plan incorporation
- Plan incorporated into Adopted CIP
<table>
<thead>
<tr>
<th>Date</th>
<th>Meeting</th>
<th>Time</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/13/2019</td>
<td>Bella Vista NCPC</td>
<td>7:15p</td>
<td>Bella Vista Elementary School Auditorium, 1025 E. 28th St</td>
</tr>
<tr>
<td>3/13/2019</td>
<td>Brookfield/Columbia Garden/Sobrante Park RAC</td>
<td>6:00p</td>
<td>Madison Park Academy, 400 Capistrano Drive</td>
</tr>
<tr>
<td>3/14/2019</td>
<td>Prescott NCPC</td>
<td>6:30p</td>
<td>Sullivan Community Center, 1671 8th Street</td>
</tr>
<tr>
<td>3/15/2019</td>
<td>Coliseum Melrose NCPC</td>
<td>6:00p</td>
<td>81st Avenue Library, 1021 81st Ave</td>
</tr>
<tr>
<td>3/20/2019</td>
<td>Beat 33X/24X Neighborhood Improvement Council</td>
<td>6:00p</td>
<td>Eastmont Police Substation, 2651 73rd Ave</td>
</tr>
<tr>
<td>3/20/2019</td>
<td>Chinatown NCPC</td>
<td>4:00p</td>
<td>Hotel Oakland, 270 13th Street</td>
</tr>
<tr>
<td>3/20/2019</td>
<td>Golden Gate NCPC</td>
<td>6:30p</td>
<td>Charles Porter Golden Gate Recreation Center, 1075 62nd Street</td>
</tr>
<tr>
<td>3/21/2019</td>
<td>Fruitvale Unity NCPC</td>
<td>6:30p</td>
<td>Fruitvale San Antonio Senior Center, 3301 E 12th St #201</td>
</tr>
<tr>
<td>3/27/2019</td>
<td>Melrose-High Hopes NCPC</td>
<td>7:00p</td>
<td>Horace Mann School, 5222 Ygnacio Avenue</td>
</tr>
</tbody>
</table>
Thank you!
Sarah Fine / sfine@oaklandca.gov
Complete Streets Paving & Sidewalks
Oakland Department of Transportation
TOWNHALL MEETING

Street Calming Measures on 35th Avenue and Public Safety Issues

Wednesday, March 13 at 6:00pm
Redwood Heights Recreation Center
3833 Aliso Avenue, Oakland, CA

~PRESENTERS~
Oakland Department of Transportation
Oakland Police Department

Join Councilmember Sheng Thao for a conversation around issues of transportation and public safety throughout District 4. You will have the opportunity to hear from city staff about solutions and share your questions and concerns with us.

For more information, call: (510) 238-7004 or email: district4@oaklandca.gov.
FREE BICYCLE SKILLS CLASSES
URBAN CYCLING 101 FOR ADULTS AND TEENS

2019 classes:
Saturdays, 1-3pm at Oakland Libraries
- Mar 9: Chavez Library
- Apr 20: Golden Gate Library
- May 4: Rockridge Library
- May 11: Main Library
- Jun 8: W Oakland Library
- Jun 22: Dimond Library
- Jul 20: 81st Ave Library
- Aug 17: Golden Gate Library
- Sept 21: Chavez Library (Spanish-language class)
- Oct 19: W Oakland Library
- Nov 16: 81st Ave Library
- Dec 14: Bike East Bay office, Jack London Square

Urban Cycling 101
Learn rules of the road, how to equip your bicycle, avoid bike theft, ride after dark, and prevent crashes.
Indoor classes, no bike required.
Reflective gear, bike maps, and Smart Cycling booklets for all participants.

Brought to you by:

Complete class details & registration:
BikeEastBay.org/education or call (510) 845-7433
**Important Dates**

- Martin Luther King Jr. Service Day: Jan 21
- Bike Happy Hour: May 3
- Bike to Work Day: May 9
- Pedal fest: August 3

**Design by:** Jacqueline Guither

@walkoakbikeoak | wobo.org