



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the June 17th, 2021 meeting
Teleconference

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/June-2021-BPAC-Meeting-Agenda.pdf>.

Meeting called to order at 6:00pm by BPAC Chair Andrew Campbell.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with seven commissioners present (X). Two commissioners arrived shortly after the start of the meeting (x).

Commissioners	Present
Reginald K Burnette Jr	x
Andrew Campbell (Chair)	X
Grey Gardner	X
Mike Lok	X
Jesse Jones	X
Phoenix Mangrum	x
David Ralston	X
Patricia Schader (Vice-Chair)	X
Dianne Yee	X

Introductions were made.

- Other attendees (74): Jesus M Barajas, Jon Bauer, Jennifer Bobrow, Tommaso Boggia, Olga Bolotina, Andrew Boone, Brian Brown, Anthony Campana, Dave Campbell, Matt Cate, Pamela Collinshill, Chris Corral, Brian Culbertson, Max Davis, Shifra de Benedictis-Kessner, Phil Erickson, Ryan Fauver, Jose Feroso, Scott Forman, Shari Godinez, Megan Grant, Sam Greenberg, John Eric Henry, Tom Holub, Chris Hwang, Sam Inoue-Alexander, Luke Johnson, Jennifer Jong, David Kamholz, Zach Kaplan, Charlie Lenk, Doug Letterman, Miles Lincoln, Chris Lu, Dominic Lucchesi, Rionfrancis Manning, Nathan Moon, George Naylor, Mariana Parreiras, Will Porterfield, Robert Prinz, Robert Raburn, Dylan Reichstadt, Justin Rex, Greg Rozmarynowycz, Justin Skoda, Kieron Slaughter, George Spies, Ronnie Spitzer, Raymon Sutedjo-The, Midori Tabata, Dan Tischler, Patrick Traughber, Mana Tominaga, Jean Walsh, Warren Wells, Kenya Wheeler, Tom Willging, Kesete Yohannes, Liat Zavodivker, Mike Zorn, AndyK, Brelyn, Dylan, Kai, Kate L, Liz, Louis, Maggie, M.C., miket, TBJJ, Td, Tim, Marc Hedlund, one telephone caller
- Staff (11): Emily Ehlers, Sarah Fine, Pierre Gerard, Ofurhe Igbiniedion, Laura Kaminski, Kerby Olsen, Jason Patton, Noel Pond-Danchik, Ryan Russo, Jennifer Stanley, KTOP

Item 2. Open Forum / Public Comment

- Patrick Traughber, District 2 resident, spoke of the need for a protected bike lane network in Oakland, and the need to accelerate the delivery of these projects, to address concerns regarding bicyclist safety.

- Luke Johnson spoke in support of Option 3 for Telegraph Ave. (See Agenda Item 7.)
- Andrew Boone spoke that Grand Ave is the greatest impediment to bicycling in central Oakland because the bike lanes are in the door zone and frequently blocked by double-parked cars. He also noted that Oakland has too many travel lanes in the downtown.
 - Commissioner Jones noted that planning for the Grand Ave Mobility Plan is underway (<https://www.oaklandca.gov/projects/grand-avenue-mobility-plan>)
- Mike Zorn, District 2 resident, noted that 7th Ave, 11th Ave, and E 19th St are designated bike routes but there are diagonal diverters at some of the intersections that keep bicyclists from continuing straight along these bike routes.

Item 3. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from May 20th, 2021** was made (Ralston), seconded (Burnette), and approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 4. Recent Bicyclist and Pedestrian Related Crashes

Vice Chair Schader reported that in the past month there were no known fatal crashes in Oakland involving pedestrians or bicyclists.

Summary of Discussion:

- The Commission is tracking all pedestrian and bicyclist fatalities within Oakland, including those on State routes. This recurring item focuses specifically on fatal crashes.
- A member of the public noted there was a pedestrian crash on Telegraph Ave last month and the person was taken away in an ambulance.
- The Commission should track all crashes, not just fatal crashes.

Speakers other than commissioners: Patrick Traughber, Shari Godinez, George Spies

Item 5. Bike to Wherever Day Report Back

Chris Hwang from Walk Oakland Bike Oakland (WOBO) reported on the outcome of the May 21, 2021 Bike to Wherever Day celebrations in Oakland. A full gallery of photos of the event by Malcolm Wallace can be found at: <https://malcolmwallacephotography.pixieset.com/biketoanywhere2021/>. In coping with the pandemic, the annual Bike to Work Day was transformed into Bike to Wherever Day with a celebration at Lake Merritt. Pedal pools came from across Oakland and the event was attended by a broad range of people and children.

Summary of Discussion:

- The event provided some much-needed joy and socializing for Oakland's bicycle community.
- Thanks to Chris Hwang, Midori Tabata, and many others for putting together an important and meaningful event under challenging circumstances.

Speakers other than commissioners: Ryan Russo

Item 6. Annual Report from Strategic Planning

Laura Kaminski, Acting Strategic Planning Manager for the Strategic Planning Division in the Planning Department, provided updates on three major projects that are underway: Downtown Oakland Specific Plan, 5-Year Impact Fee Update, and General Plan Update. The presentation is attached to these meeting minutes.

Summary of Discussion:

- The Downtown Oakland Specific Plan includes bicyclist and pedestrian recommendations in the downtown area (relevant to one of tonight's comments during Open Forum).
- The purpose of impact fees is to generate revenue to offset the impact of new development, but to have those impacts be set at a level that does not stifle the development by making the costs prohibitively expensive.
- The amount of an impact fee is established by a "fair share" analysis as required by State law. The amount of the fee must be proportional to the cost of the impacts created by a development.
- The transportation impact fees are less than the housing fees. This was, in part, a political decision by City Council to prioritize affordable housing.
- For impact fees, the amount assessed tends to be more than the amount collected because portions of the fee are collected at different points in the development process. Additionally, fees may be assessed for permits that eventually expire. If the development does not get built, the fee is assessed but not collected.
- Community-based organizations will play an important role in the General Plan Update to access existing social networks and to ground the outreach process.
- When the Downtown Oakland Specific Plan was previously presented to BPAC, the Commission supported the inclusion of pedestrian and bicyclist improvements as these are critically important for a successful downtown. In these previous comments the BPAC encouraged the project to do more in addressing "hot spots" (locations with bicyclist/pedestrian crash trends) and to do more in de-emphasizing the use of private motor vehicles in the downtown.

Speakers other than commissioners: George Spies, Dave Campbell

Item 7. Telegraph Avenue Complete Streets Project, 20th Street to 29th Street

Commissioner Yee introduced the item that was presented by Ryan Russo, OakDOT Director. Director Russo presented a brief history of bike facilities on Telegraph Avenue in Koreatown Northgate (KONO); provided an overview of what we've learned since the installation of an interim project in 2016; and presented an overview of the proposed recommendation to install enhanced buffered bike lanes with active curb management, which City Council will consider later this month. Director Russo shared how the public can continue participating in the Telegraph Avenue Complete Streets Project. A copy of the presentation is provided as an attachment.

Summary of Discussion:

- This recommendation seems like backtracking, given the previous decisions made in support of protected bike lanes and the data supporting their safety benefits.
- This decision may send a signal throughout Oakland that permanent protected facilities for the most vulnerable roadway users are not a priority.

- The recommendation is based, in part, on a managed buffered bike lane providing an equivalent level of safety to the protected bike lanes.
- There are concerns in the disability community regarding the accessibility of parking along protected bike lanes. The previously proposed Active Transportation Program (ATP) project included best practices to address this concern.
- The bus boarding islands would be in the same locations under all options.
- With the installation of protected bike lanes, the number of pedestrian and bicyclist crashes increased, but the rate of crashes decreased. In other words, the number of pedestrians and bicyclists increased by more than the number of crashes.
- Construction is anticipated in 2022 if the buffered bike lanes move forward. This is the same schedule that was anticipated with the ATP project for the concrete version of the protected bike lanes.

→ A motion to **extend the meeting by 30 minutes** was made (Campbell), seconded (Jones), and approved by consent.

- The demand responsive parking could be beneficial across Oakland. The first implementation was in Montclair, and it is also being used in Chinatown. To do it more broadly, the municipal code needs to be changed to allow for metered parking on Sundays. The KONO District has expressed an interest in demand responsive parking, and this would be a next step in expanding the program.
- Protected bike lanes are better for vulnerable bicyclists including children, older people, and less-experienced bicyclists.
- Protected bike lanes are often recommended in commercial districts with high parking turnover.
- The low speeds and modest volumes on this portion of Telegraph Ave are compatible with buffered bike lanes, having drivers and bicyclists negotiate around each other during parking maneuvers.
- The scoring rubric for evaluating the options was an effort to be quantitative and comprehensive. However, there is not large variation in the resulting scores, and not all evaluators agreed.
- Biking in a protected bike lane is much easier than driving and parking in KONO.
- The buffered bike lane is not a safe solution given double parking and the need for bicyclists to be constantly vigilant of drivers pulling out of parking spaces.
- Currently double parking is typical in basic bike lanes, buffered bike lanes, and protected bike lanes between Rockridge and downtown. Concrete provides clarity on where drivers should be.
- The key question is which option is the safer design. In its 2018 report to City Council, OakDOT concluded that protected bike lanes were the safer facility.
- The protected bike lanes are being held to a higher standard for safety, where individual crashes in the protected bike lane attract attention whereas crashes in other locations do not receive that level of attention.
- It is not possible to pass other bicyclists or double-parked cars in the protected bike lane. This is comparatively simple to do in a buffered bike lane.
- The proposed removal of the protected bike lanes is embarrassing for Oakland, as other cities have advanced forward-looking projects during the pandemic.
- Business improvement districts represent property owners, not merchants, residents, or the general public using the streets.
- Buffered bike lanes may increase driver speeds.
- Protected bike lanes have been proven to be safer in cities around the world, and OakDOT's own study showed the protected bike lanes to be safer.
- Modifying street designs to accommodate non-drivers is imperative to address climate change.

→ A motion to **extend the meeting by 30 minutes** was made (Campbell), seconded (Schader), and approved by consent.

- No equity considerations were made when the project was originally designed and constructed, from 2014 to 2016. The proposal is not backtracking. It is a pivot to get the project right.
- Residents in the Northgate neighborhood feel disproportionately impacted by the bicycle and scooter constituency, and the staff recommendation would remediate that.
- Protecting the bike lanes with concrete curbs will solve the problems with the current project.
- The managed buffered bike lanes will require a police presence, whereas State funds have already been awarded to solve the issues with concrete.
- The large plastic bollards helped matters, and the concrete islands are the next step in this evolution.
- This project is an example of mediocre design that is also being implemented in downtown San Jose. There should be an option for a well-designed protected bike lane. Repurpose the center median to make the bike lanes wider and use that extra space for a better design.
- Comparing the options to the previous facility (no bike lanes) is not helpful. Telegraph KONO has had more bicyclist crashes than other commercial districts in Oakland, including College Ave, Piedmont Ave, and Lakeshore Ave.
- Loading and unloading elders and pets is challenging from parking lanes along protected bike lanes.
- Confident bicyclists are avoiding Telegraph KONO because of the visibility issues with the protected bike lanes on Telegraph Ave. Visibility is fundamental to roadway safety.
- Concrete will not solve the conflicts in the bike lanes created by pedestrians, other bicyclists, and drivers crossing the bike lane at intersections and driveways.
- With an aging population there are large numbers of people the project does not serve. Most bicyclists on the street are able-bodied – this is idealistic but not realistic. Include car drivers in these decisions. Women may not feel safe, particularly at night, with transit or biking.
- Paint will not stop a distracted driver or a drunk driver.
- Bike infrastructure should be built for the most vulnerable, like children.
- The managed parking approach should be combined with protected bike lanes to provide another option.
- The project was a pilot project, and it has failed. Telegraph KONO initially supported the project and was interested in trying something new. But it does not work. The visibility issues are severe.

→ A motion to **extend the meeting by 30 minutes** was made (Campbell), seconded (Schader), and approved by consent.

- Study after study show that protected bike lanes are safer for everyone on the street.
- Keep the protected bike lanes, remove more parking to increase visibility, and apply the parking management strategies.
- In 2015 BART urged the City to improve bicyclist access along Telegraph Ave between the 19th St and the MacArthur BART stations. The current condition is only a partially completed project, and Oakland should finish what it set out to do in building protected bike lanes.
- Other corridors are good for protected bike lanes, but Telegraph KONO is not.
- There are concerns regarding OakDOT's analyses of the traffic volumes and crash data that are being used to justify decisions. OakDOT should be more transparent with its data and analysis.
- The process should have included bicyclists outside of Bike East Bay and WOBO, as bicyclists do not agree and this range of views is not represented by the advocacy organizations.

- If the roads are not safe for bicyclists, only “daredevils” will ride bikes. This daredevil behavior is used by naysayers to unfairly criticize bicyclists in general.
 - Finish the work by pushing forward to finish the project. Fewer parked cars would provide more space and more visibility. This is the necessary transition to more bicycle usage and less car usage.
 - The benefits of the managed parking are overstated in justifying the staff recommendation.
 - Buffered bike lanes are preferred because of the number of intersections and driveways. Visibility is a critical consideration, and the current design does not achieve the necessary visibility.
 - Buffered bike lanes allow for sidewalk widening and bulbouts, creating usable space exclusively for pedestrians. Protected bike lanes do not.
 - The current process of a BPAC meeting and two City Council meetings is insufficient for changing this project that has developed over so long and through so much process.
 - The protected bike lanes did get better with the installation of the large plastic bollards. They had a positive effect on the illegal parking and the visibility, and these improvements could be increased with concrete curbs.
 - Riding slowly on Telegraph Ave does solve the visibility issues.
 - Option 1 and Option 2 are comparable, but Option 3 tilts the scales by adding parking management strategies. Complete the analysis by adding Option 4: protected bike lanes with managed parking.
 - The following questions were asked as part of the preceding comments:
 - Why are the cars turning at such a speed that they can’t stop for pedestrians?
 - The frequency of unsignalized intersections is an interesting metric. How does this frequency compare to other locations and cities?
 - How is the 85th percentile speed measured at 24 mph on Telegraph Ave?
 - If OakDOT staff had not been directed to work with the Business Improvement District (BID), would the conclusion be the same?
 - What prevents the parking management strategies from being applied to the protected bike lanes?
 - Why do cyclists need to have a lane dedicated to them on high traffic streets like Telegraph Ave?
 - What is the plan for providing parking, especially for women, who do not feel safe taking public transit?
 - What about requiring bicyclists to get licensed and learn the rules of the road?
 - What is the evidence that buffered bike lanes would be safer than protected bike lanes with concrete curbs?
 - A typical long block may be 800 feet and a typical short block may be 250 feet, 225 feet, or less.
 - Speed surveys are generally done when there is free-flowing traffic to gauge how fast people will drive.
- A motion to ***extend the meeting until 10:00pm*** was made (Campbell), seconded (Schader), and approved by consent.
- Managed parking could be combined with protected bike lanes, but support from the commercial district is crucial to the success of implementing managed parking strategies.
 - The City Council agenda report mischaracterizes the BPAC’s position on Telegraph KONO. To correct the record, OakDOT submitted a supplemental report that more fully and accurately summarizes BPAC’s involvement in the debate over protected bike lanes on Telegraph Ave.
- A motion that ***BPAC does not support the OakDOT staff recommendation and urges the continuation of the implementation of the concrete protected bike lanes with added curb***

management strategies, addressing visibility issues to the extent feasible, and controlling parking in the protected bike lanes was made (Jones), seconded (Gardner), and approved unanimously (Burnette, Campbell, Gardner, Jones, Lok, Mangrum, Ralston, Schader, and Yee).

Speakers other than commissioners: Chris Lu, Marc Hedlund, Dave Campbell, Zach Kaplan, Tommaso Boggia, Jose Feroso, Anthony A. Campana, Raymon Sutedjo-The, Nathan Moon, Bryan Culbertson, Ryan Fauver, Andrew Boone, Doug Cross, Greg Rozmarynowcz, Tom Holub, Kai, Mariana Parreiras, Maggie, Dylan Reichstadt, Doug Letterman, Shari Godinez, Will Porterfield, Patrick, Robert Raburn, Jon Bauer, Max Davis, George Spies, George Naylor, Liat Zavodivker, Brian Hanlon, Dan Tischler, Robert Prinz (commenting on behalf of Tom Willging)

→ A motion to **extend the meeting by 10 minutes** was made (Campbell), seconded (Jones), and approved by consent.

Item 8. Oakland RAISE – I-880 Freeway Green Infrastructure Retrofit and Active Transit Corridor Planning

BPAC Commissioner David Ralston announced an upcoming Rebuilding American Infrastructure with Sustainability and Equity (RAISE) federal planning grant opportunity to support green infrastructure and active transit connections along the I-880 corridor in East Oakland. This plan would include potential freeway lid crossings to provide equitable access for East Oaklanders to the Bay Trail and waterfront as well as co-beneficial emission reduction and carbon capture opportunities. Ralston sought a letter of support from the BPAC. Background on the project and a draft letter of support were included in the agenda packet.

Summary of Discussion:

- The proposal is aligned with many of the goals in BPAC’s Strategic Plan.
- Deep East Oakland needs access to the waterfront and this kind of initiative would bring “greenery to the scenery”.

→ A motion to **write a letter of support** was made (Campbell), seconded (Burnette), and approved by consent.

Speakers other than commissioners: None

Item 9. Committee Report Back

Committees of the BPAC provided brief updates to the Commission. A list of active committees was included in the agenda packet and at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liasons>.

Summary of Discussion:

- Commissioner Mangrum announced that the Police Relations Committee has a meeting scheduled with Police Chief Armstrong on June 28. They will discuss the Committee’s proposal for community bike rides with police officers.
- Robert Prinz announced that the Infrastructure Committee met on June 3. The agenda included a presentation on recent quick build installations. Multiple planned agenda items were not ready,

and the August meeting may have a full agenda with these items. Suggested agenda items are welcome.

Speakers other than commissioners: Robert Prinz

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

Three-month look-ahead

- A look-ahead was included in the agenda packet.

Suggestions for meeting topics

- None

Announcements

- Grand Avenue Mobility Plan: The Oakland Department of Transportation (OakDOT) & West Oakland Environmental Indicators Project (WOEIP) would like to gather the West Oakland community again for further input on the Grand Avenue Mobility Plan! The Grand Avenue Mobility Plan is a comprehensive plan for a more inclusive, safer and sustainable transportation network on Grand Avenue between Mandela Parkway to Macarthur Boulevard. Meetings will be held on Tuesday, June 29th, 6:00-7:30pm, and Wednesday, June 30th, 6:00-7:30pm. To register for meeting and request for accommodations, visit <https://bit.ly/3cKdbRI>. For more information on the project, go to: (<https://www.oaklandca.gov/projects/grand-avenue-mobility-plan>).
- RAISE Grant Application: In collaboration with the City Administrator Office and Oakland Department of Transportation, the City of Oakland is applying for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program, formerly known as TIGER/BUILD, which is due July 12th. The Project, Reconnecting the Town: Enhancing Oakland's Civic Hub through Safe, Reliable, and Equitable Active Transportation, will improve access to the waterfront and enhance connectivity between West Oakland, Old Oakland, Chinatown, Downtown, Uptown, Jack London District along the Martin Luther King Jr Way and Broadway corridors. This project will close Martin Luther King, Jr. Way bikeway gaps between 2nd St and San Pablo Ave, and continue Broadway bus only lanes to create 1.25 miles of continuous north-south connection between Embarcadero West and Grand Avenue. Bus reliability and pedestrian enhancements will be installed on Broadway between Embarcadero West and 11th Street and 20th Street to Grand Avenue, and a protected bikeway and pedestrian improvements on Martin Luther, Jr. Way between 2nd St and 7th/8th Street (supplementing improvements for the Cycle 3 AHSC MLK Bike Lanes Project). The City will be requesting the maximum award amount, \$25M. A project web page and a survey will be published soon. If you have any questions, please do not hesitate to contact Program Managers, Veronica Cummings and Julieth Ortiz (jortiz@oaklandca.gov).
- AHSC Grant Applications: Early this month, OakDOT successfully submitted two AHSC applications for Cycle 6--Longfellow and Lake Merritt Senior Center--for two existing projects with grant commitments--27th St Complete St and 14th St Safety Project (formerly known as Safe Routes in the City). If successful, the City will receive about \$2.2M for both projects and support the construction of over 170 affordable housing units. Awards are expected late fall 2021. For any questions, contact Julieth Ortiz, Transportation Planner (jortiz@oaklandca.gov).
- Commissioner Burnette wished the fathers on the Commission a very happy Father's Day, and Chair Campbell offered warm wishes for the Juneteenth holiday and celebrations.

Meeting adjourned at 10:13 pm.

Attachments

- Annual Report from Strategic Planning - Presentation
- Telegraph Avenue Complete Streets Project – Presentation
- Oakland RAISE – I-880 Freeway Green Infrastructure Retrofit and Active Transit Corridor Planning – Presentation
- Grand Avenue Mobility Plan Public Meetings Announcement - Flyer

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on June 22, 2021 with comments requested by 5pm, July 6, 2021 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the July 2021 meeting agenda and considered for adoption at that meeting.

ANNUAL REPORT FROM STRATEGIC PLANNING DIVISION, BUREAU OF PLANNING

BPAC - June 17, 2021

Laura B. Kaminski, AICP, Acting Strategic Planning Manager

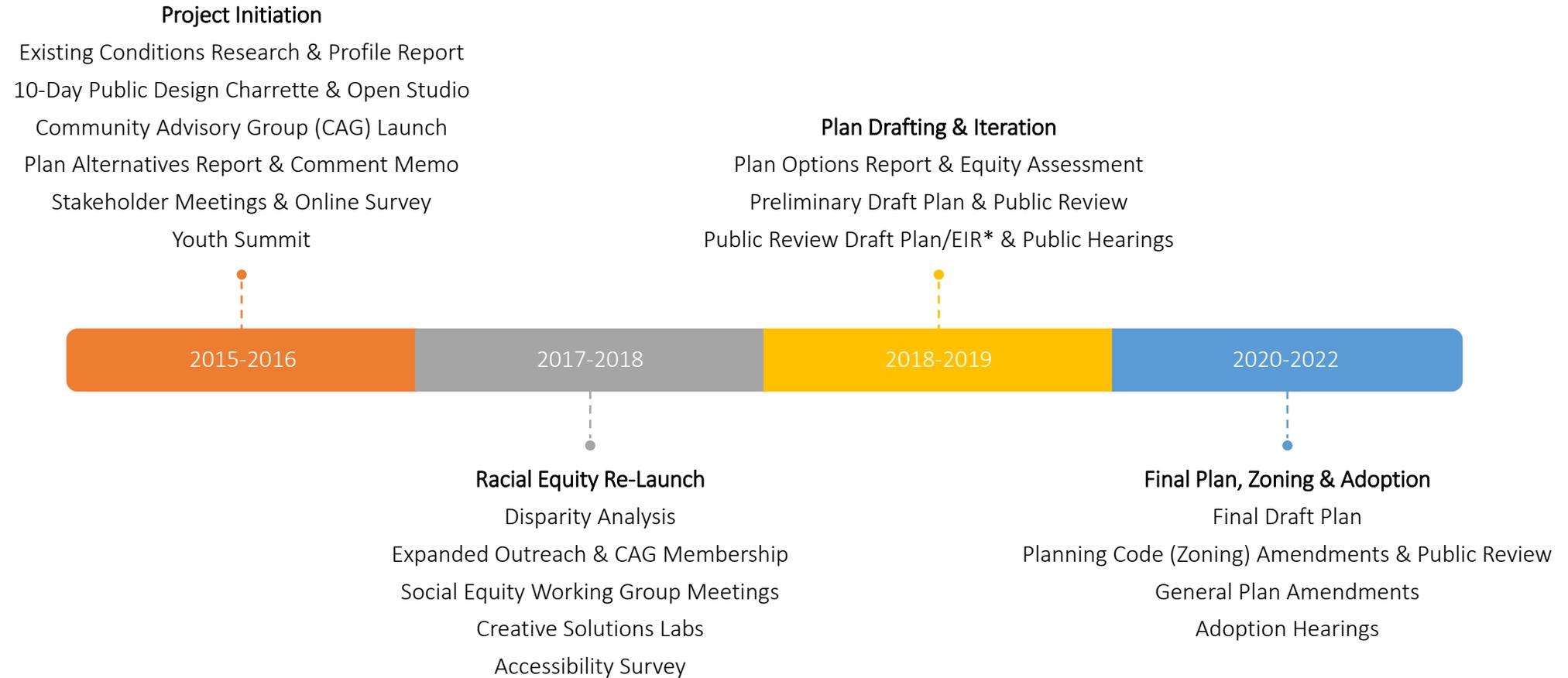
AGENDA

Strategic Planning Project

- Downtown Oakland Specific Plan
- 5-Year Impact Fee Update
- General Plan Update

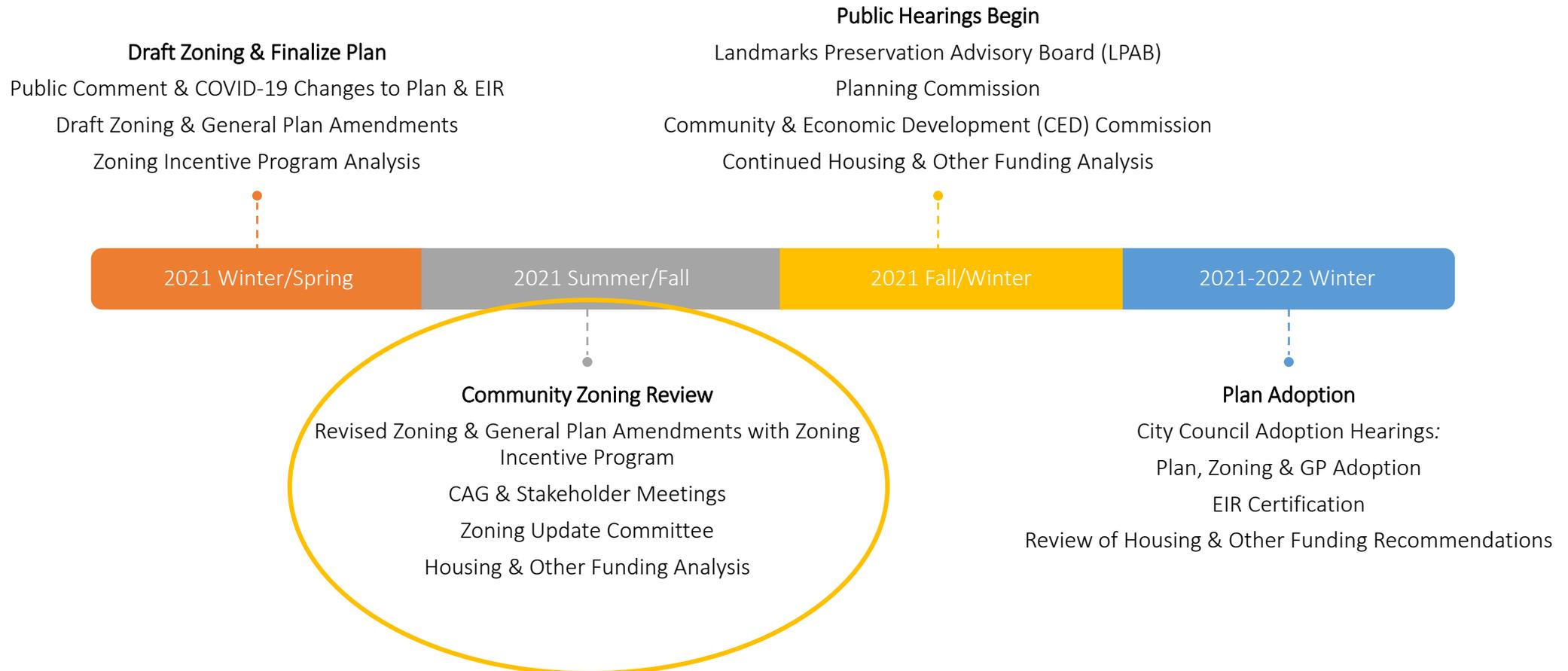
Downtown Oakland Specific Plan (DOSP)

DOSP Timeline: 2015-2022



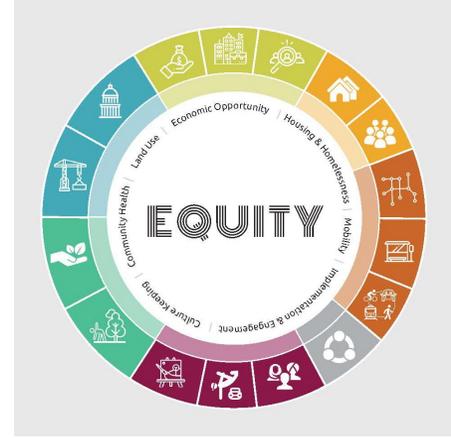
*Environmental Impact Report (EIR)

Next Steps: Draft Zoning & Public Review





Plan Goals



Housing & Homelessness: *Ensure sufficient housing is built and retained to meet the varied needs of current and future residents.*

Economic Opportunity: *Create opportunities for economic growth and financial security for all Oaklanders.*

Culture Keeping: *Encourage diverse voices and forms of expression to flourish.*

Community Health: *Provide vibrant public spaces and a healthy built, natural, and social environment that improve the quality of life downtown today and for generations to come.*

Mobility: *Make downtown streets comfortable, safe, and inviting connections to the rest of the city so that everyone has efficient and reliable access to downtown's jobs and services.*

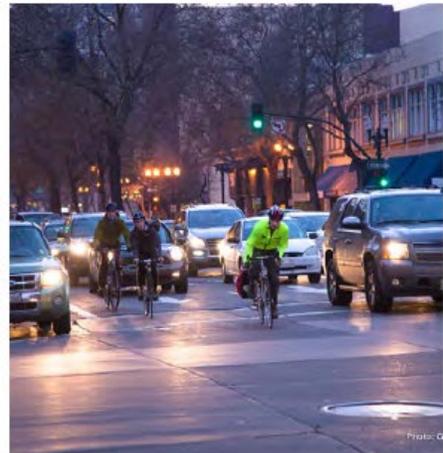
Land Use: *Develop downtown to meet community needs and preserve Oakland's unique character.*

Implementation & Engagement: *The City and Oakland community work together to implement and realize the Downtown Plan's many goals, outcomes, and supportive policies.*



Mobility Objectives

- Improve access and safety for pedestrians;
- Create a world-class transit network linking Oaklanders to downtown
- Develop a connected network of low-stress bicycling facilities





Proposed Low-Stress Short-Term and Vision Bicycle Networks





Example: 17th Street, looking east toward San Pablo Boulevard: separated bike lanes, expanded sidewalks, landscaping, infill



5 – Year Impact Fee Update

Impact Fees

- Authorized under the Mitigation Fee Act (Gov. Code Section 66000 et seq.).
- Related to increased demands to the City of Oakland for the services and facilities it provides.
- Impact fees are one-time contributions made by project applicants to offset the effects that result from their project.
- Impact fees must be proportional to the impacts of the project.

Impact Fees

Oakland currently assesses the following impact fees:

- Jobs/Housing – Chapter 15.68 of the Oakland Municipal Code (OMC)
- Affordable Housing – Chapter 15.72 of the OMC
- Capital Improvements and Transportation – Chapter 15.72 of the OMC

Transportation Impact Fee 5- Year Update

- Update fee schedule from 2016 nexus study based on inflation along with Appendix B – what is necessary to fund cumulative CEQA traffic mitigation costs.
- Provide additional fee schedule to fund list of potential citywide transportation projects not included in Appendix B.
- Provide additional fee schedules to fund list of specified transportation projects included in the (1) Downtown Specific Plan (DOSP) and (2) Waterfront Ballpark District at Howard Terminal Project (offsite transportation projects, not direct impacts of Howard Terminal project)

Total of Affordable Housing and Jobs/Housing Impact Fees in Affordable Housing Trust Fund

Impact Fee Fund	Impact Fee and Fiscal Year (FY)		Amount Collected/ Paid	Total Impact Fees Assessed
Affordable Housing Trust Fund	Affordable Housing Impact Fee and Jobs/Housing Impact Fee	FY 15 - 16	\$528,861	\$528,861
		FY 16 - 17	\$771,343	\$5,530,223
		FY 17 - 18	\$5,226,091	\$17,521,308
		FY 18 - 19	\$4,103,000	\$16,793,043
		FY 19 - 20	\$9,806,779	\$15,377,258
		Total FY 15 - 20	\$20,436,074	\$55,750,694*

*There are a number of projects that were assessed Impact Fees, but currently have expired permits, these projects represent a total of \$12,553,933 in assessed fees. There is no way for staff to determine whether or when these projects will be completed.



Transportation Impact Fees

Impact Fee Fund	Impact Fee and Fiscal Year (FY)		Amount Collected/ Paid	Total Impact Fees Assessed
Transportation Impact Fee Trust Fund	Transportation Impact Fee	FY 16 – 17	\$481,265	\$1,539,594
		FY 17 - 18	\$2,347,491	\$2,616,865
		FY 18 - 19	\$1,641,184	\$1,934,844
		FY 19 - 20	\$1,081,671	\$2,383,796
		Total FY 16 - 20	\$5,551,611	\$8,475,099*

*There are a number of projects that were assessed Impact Fees, but currently have expired permits, these projects represent a total of \$2,327,561 in assessed fees. There is no way for staff to determine whether or when these projects will be completed.



Capital Improvements Impact Fees

Impact Fee Fund	Impact Fee and Fiscal Year (FY)		Amount Collected/ Paid	Total Impact Fees Assessed
Capital Improvements Impact Fee Trust Fund	Capital Improvements Impact Fee	FY 16 - 17	\$139,536	\$1,052,355
		FY 17 - 18	\$1,718,942	\$1,761,865
		FY 18 - 19	\$641,137	\$1,614,160
		FY 19 - 20	\$1,210,684	\$2,072,728
		Total FY 16 - 20	\$3,710,299	\$6,501,108*

*There are a number of projects that were assessed Impact Fees, but currently have expired permits, these projects represent a total of \$2,259,775 in assessed fees. There is no way for staff to determine whether or when these projects will be completed.



General Plan Update

Opportunity

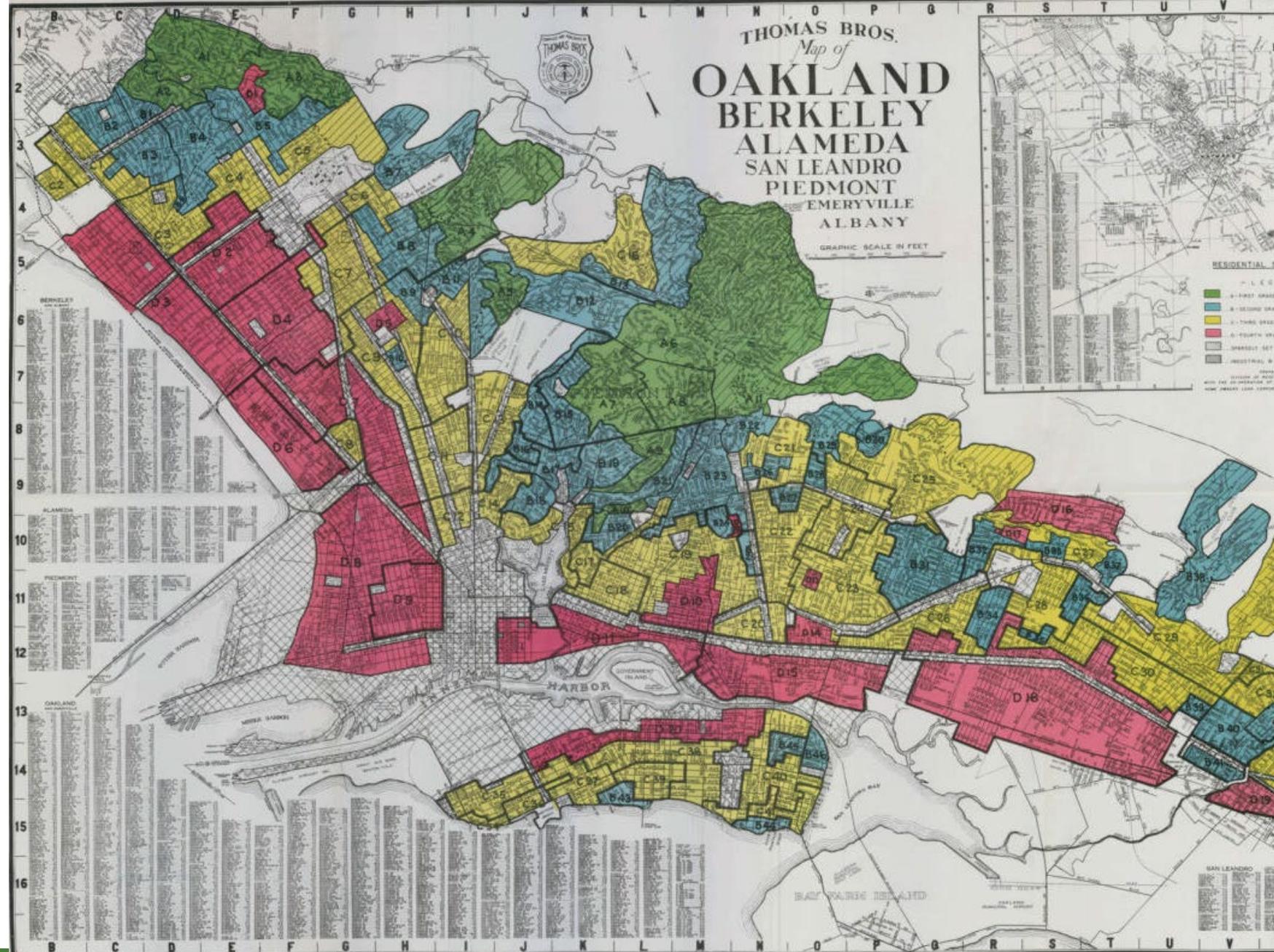
The General Plan update serves as an opportunity to advance the City's critically important mission to *"intentionally integrate, on a Citywide basis, the principle of 'fair and just' in all the City does in order to achieve equitable opportunities for all people and communities."*

(Oakland Municipal code 2.29.170.1)

This means working to **eliminate the root causes of inequity**, resulting in more effective and equitable City policies, processes and services.

We must start here...

Acknowledging the legacy of redlining, and the long-lasting effects of past exclusionary planning practices in creating racial disparities.



What is the General Plan?

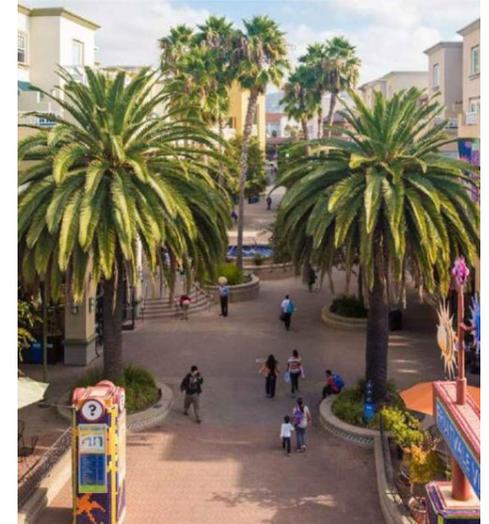
“Constitution” for development and conservation

- Opportunity to look back to identify past challenges and accomplishments
- Establishes citywide vision and supporting goals, policies, and implementation measures
- Provides consistent direction for future development
- Engage our community in the planning and decision-making process
- A new focus on race and equity



How Does the General Plan Affect Oakland?

- » Development and use of property
- » Location and types of housing
- » Number and types of jobs
- » How people get around
- » Number and quality of parks
- » Risks from hazards
- » Cultural and natural resources



Required Elements of the General Plan

- » **Land Use and Transportation Element (LUTE)** – *adopted 1998*
 - *Includes Estuary Policy Plan for areas below Interstate 880 – adopted 1999*
- » **Open Space, Conservation and Recreation (OSCAR)** – *adopted 1996*
- » **Noise** – *adopted 2005*
- » **Housing** – *adopted 2014 (must be adopted by Jan 2023)*
- » **Safety** – *adopted 2004, last amended 2016 (must be adopted by Jan 2023)*
 - *Local Hazard Mitigation Plan – 2016 (must be adopted by June 2021)*
- » **Environmental Justice** *(must be adopted by Jan 2023)*
 - May be stand-alone or interwoven

Optional Elements and Related Documents

- » **Historic Preservation Element** (1994, amended 1998)
- » **Scenic Highways Element** (1974)
- » **Various Specific Plans** – Central Estuary (2013), West Oakland (2014), Coliseum (2014), Lake Merritt (2014), Broadway Valdez (2014), Downtown (underway)
- » **Transportation Plans** – Let’s Bike Oakland (2019), Oakland Walks! (2017)

Other Citywide Plans - Oakland 2030 Equitable Climate Action Plan, Resilient Oakland Playbook, Belonging In Oakland (Cultural Plan)

General Plan Update Schedule

2021 spring and summer: Approach and Consultant Team Selection

General Plan Update Memo

RFP for Consultant Team (Council – September)

- Backbone CBO as part of consultant team

2021 fall: Official Kick-off

2023, January: Adoption of Housing, Safety, and Environmental Justice Element

2025, July: Adoption of Land Use, Transportation, Noise, Open Space, Conservation, and Recreation Elements



Agenda

 Telegraph timeline, 1999 - 2020

 Results

 City Council Resolution 88270

 Revisiting the design at City Council direction

 Next steps

 Questions and comments



Telegraph

1999 - 2020



Timeline

**1999
Oakland
Bike Plan**
and **2007
Oakland
Bike Plan**
recommends bike
facility

**2014
Telegraph
Ave
Complete
Streets
Plan**
recommends
protected
bike lanes

**2015
Active
Transportation
Program
(ATP)
grant**
awarded for
continuous bike
facility

**2016
Repaving
and
Interim
Protected
Bike Lane**
installed;
High Injury
Networks developed
(Telegraph is #2 on
Ped HIN and #3 on
Bike HIN)

2017 - 18
Soft hit
posts
installed;
Planter
boxes
installed;
Modular
bus
boarding
islands
installed;
Parking
education
campaign

**2019
Let's Bike
Oakland**
recommends
protected
bike lanes

2020
Larger
plastic (K-
71)
bollards
installed
ATP grant
design
complete;
City seeks
construction
bids

July 28, 2020
**City Council directed
City Administrator's
Office, OakDOT, and
DRE to "engage
residents and
merchants" to "co-
create improvements"
to the corridor.**



Results

2013 - 2019





The good

- The number of people walking and biking doubled¹
- People driving are three times more likely to yield to people crossing the street ¹
- People walking and biking report feeling safer with the road diet and bike lane than with the seven auto lane condition (5 travel lanes, 2 parking lanes)²
- Motor vehicle volumes have remained steady, but 85th percentile speeds have decreased closer to the posted speed limit of 25 mph¹

Source:

1. *Direct comparison of intersections and screen lines where data are available in all three years: 2013, 2016, and 2019.*
2. *City of Oakland Intercept Survey, May 23 – 28, 2016*



The less good

- Reported collisions involving people walking and biking increased by 33%, while collision rates decreased¹
- People driving park in the bike lane
- Bike lane and intersection visibility concerns
- Pedestrian visibility concerns
- Anecdotal reports of increased near-miss collisions
- Maintenance challenges
- Businesses report negative impacts
- Aesthetic concerns

Source:

1. SWITRS (Statewide Integrated Traffic Records System) 2013 – 2016; 2016-2019



City Council Resolution 88270

July 28, 2020

Directs the City Administrator's Office to **engage "residents and merchants** living and working near Telegraph" Avenue between 20th Street and 29th Street; **"co-create improvements to the corridor's aesthetic quality, safety for pedestrian crossings, and accommodation for loading activity";** and work with the Department of Economic and Workforce Development and Department of Race and Equity to "create an effective process for partnering with community" on streetscape improvements.



Revisiting design

2020 - 2021





Neighborhood Councils



Co-creating improvements

- Key community representative leadership team
 - Bike East Bay
 - Walk Oakland Bike Oakland
 - Koreatown-Northgate (KONO) Business Improvement District
 - Northgate Neighborhood Council (Ujima Friends)
 - City staff from DRE, OakDOT, City Administrator's Office
- Met in August 2020, November 2020, and February 2021
 1. Design alternatives
 2. Alternative evaluation

Pre-project



Seven auto lanes (five travel lanes and two parking lanes)

No transit improvements

No bike lanes

No crossing improvements

Current conditions: Interim protected bike lane



Modular rubber bus boarding islands

Bike lane separated from "door zone" and from moving vehicles (plastic bollards)

Designed to appeal to people biking of all ages and all abilities; ongoing parking and safety concerns

Preserve road diet

Existing conditions

Option 1: Permanent protected bike lane



Concrete bus boarding islands

Bike lane separated from "door zone" and from moving vehicles (concrete islands)

Designed to appeal to people biking of all ages and all abilities

Preserve road diet

Protected intersections at 27th St/Telegraph and Grand/Telegraph

Option 2: Enhanced buffered bike lanes



Concrete bus boarding islands

Bike lane buffered from "door zone" and from moving vehicles (painted buffers)

Better intersection visibility at offset intersections and driveways

Preserve road diet

Protected intersections at 27th St/Telegraph and Grand/Telegraph

Option 3: Enhanced buffered bike lanes with curb management



Active, demand-responsive curb management

Concrete bus boarding islands

Bike lane buffered from "door zone" and from moving vehicles (painted buffers)

Better intersection visibility at offset intersections and driveways

Preserve road diet

Protected intersections at 27th St/Telegraph and Grand/Telegraph

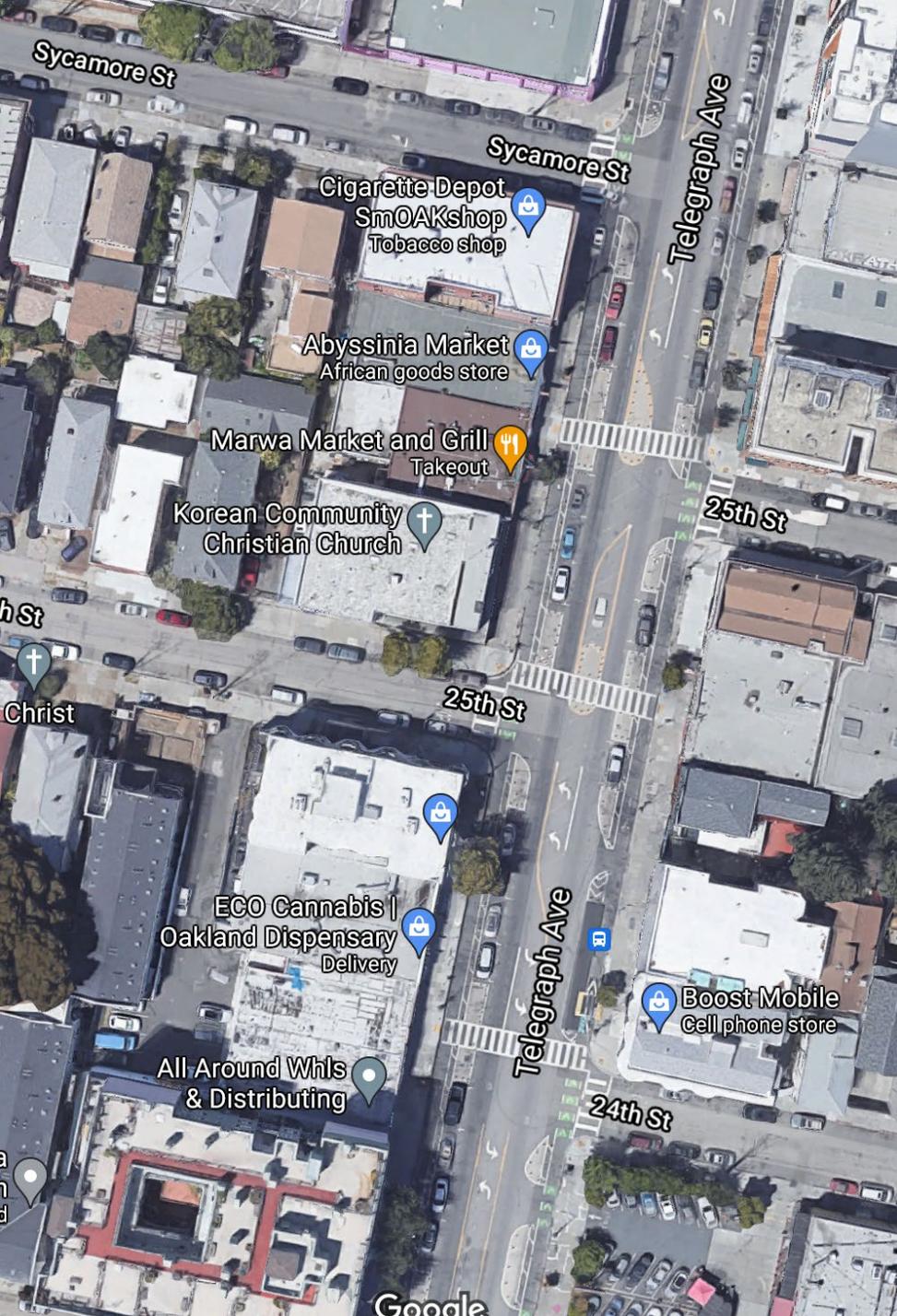


Curb management (option 3)

- Demand-responsive meter rates to ensure at least one space is available on each block face
- Extended meter hours to 8 PM and Sundays
- 50 additional parking meters on side streets between Broadway and Northgate Ave
- Increase loading access to businesses
- Ensure parking availability for visitors
- Deter potentially dangerous and illegal parking activity (double parking, bike lane obstruction)

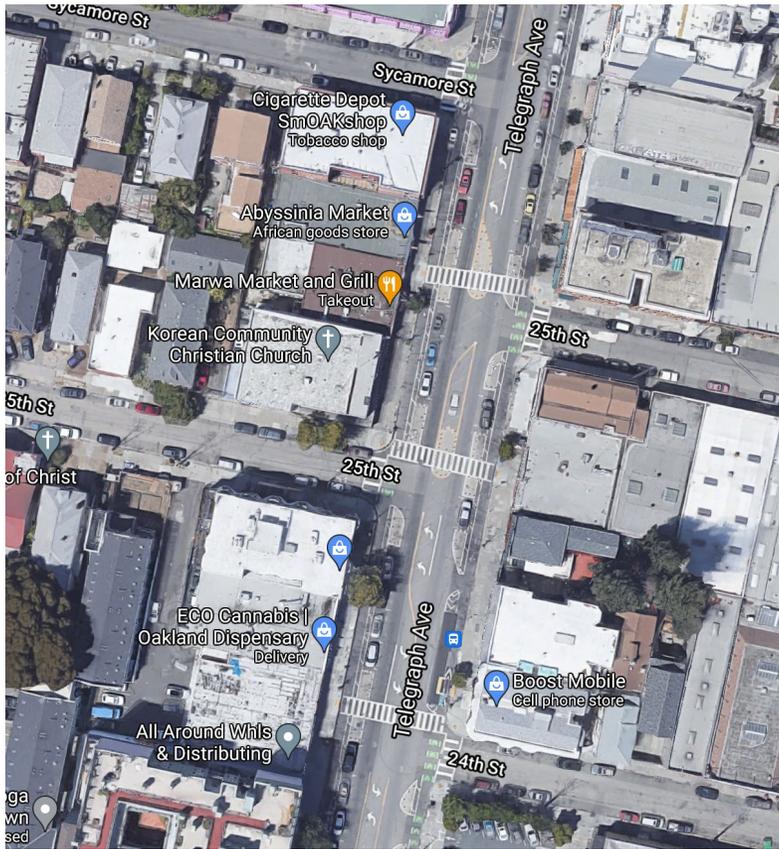
Evaluation framework

Metrics	<u>Pre-Project</u> Seven auto lanes	<u>Current Conditions</u> Interim protected bike lane	<u>Option 1</u> Permanent protected bike lane	<u>Option 2</u> Enhanced buffered bike lane	<u>Option 3</u> Enhanced buffered bike lane + curb management
Support: Assessment of community preference					
Utilization: More people walking and biking along the corridor					
Safety #1: Prevention of collisions, with a focus on preventing fatalities and severe injuries					
Safety #2: Perceptions of safety					
Transit: Facilitate transit operations and access					
Commercial operations: Convenient commercial and passenger loading					
Vitality: Support and increase business activity					
Accessibility: Convenience for people with disabilities					
Aesthetics: Attractive aesthetically					
Special Events: Facilitate First Friday and other similar events					
Total					



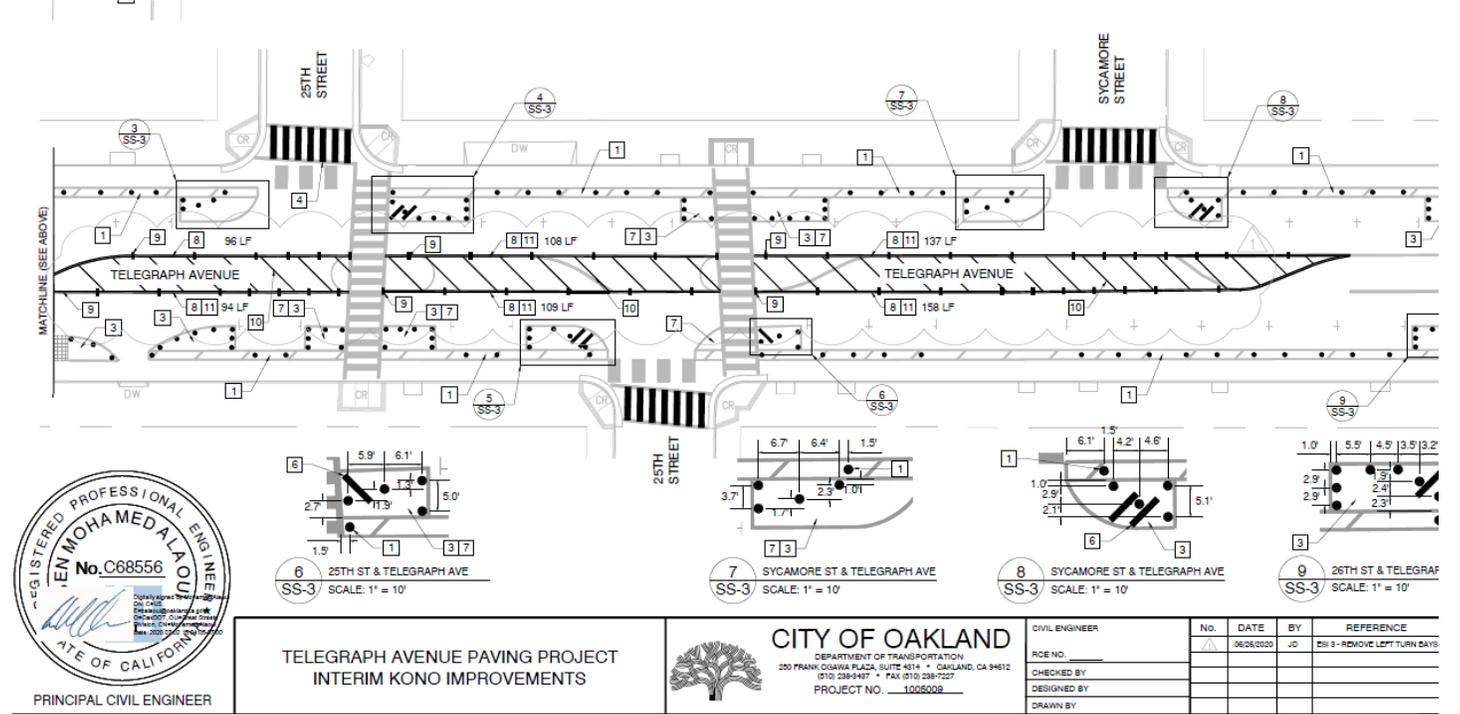
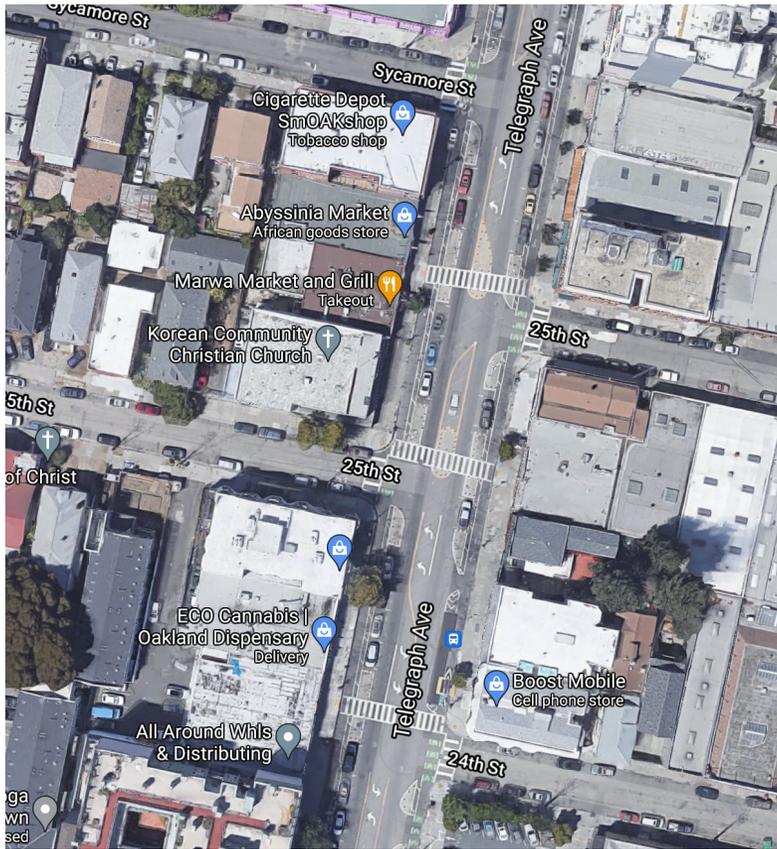
Safety #1: Prevention of collisions

- A. Motor vehicle speeds - 24 mph 85th %, 17 mph avg (2019)
- B. Motor vehicle volumes - 11,000 cars a day (2019)
- C. Number of vehicle travel lanes - one lane in each direction
- D. Curbside conflicts between buses, bicyclists, commercial loading/trash collection, and on-street parking
- E. **Frequency of unsignalized intersections** - one every 185' avg; one intersection every 120' between 24th St & 26th St



Safety #1E: Uncontrolled intersections

- Each intersection presents a potential conflict between people walking, biking, and driving
- Protected bike lanes provide a separated, protected facility at mid-block locations - this protection breaks down at each uncontrolled driveway and intersection
- The overwhelming safety concern with the interim project we hear is visibility at intersections.
- Of the 20 reported collisions involving people walking or driving since the interim project was installed, 15 occurred at intersections.



REGISTERED PROFESSIONAL ENGINEER
EN MOHAMED ALAO
No. C68556
STATE OF CALIFORNIA
PRINCIPAL CIVIL ENGINEER

TELEGRAPH AVENUE PAVING PROJECT
INTERIM KONO IMPROVEMENTS

CITY OF OAKLAND
DEPARTMENT OF TRANSPORTATION
250 FRANK OSGOOD PLAZA, SUITE 4014 • OAKLAND, CA 94612
(510) 238-9497 • FAX (510) 238-7227
PROJECT NO. 1005009

CIVIL ENGINEER	No.	DATE	BY	REFERENCE
RCE NO.		06/06/2020	JD	ES 3 - REMOVE LEFT TURN BAYS
CHECKED BY				
DESIGNED BY				
DRAWN BY				

Proposed uncontrolled intersection improvements (2020)

- Turning restrictions and through-traffic restrictions proposed in summer 2020 to improve intersection safety and off-set, uncontrolled intersections
- Met with substantial community resistance

Alternatives evaluation

Metrics	<u>Pre-Project</u> Seven auto lanes	<u>Current Conditions</u> Interim protected bike lane	<u>Option 1</u> Permanent protected bike lane	<u>Option 2</u> Enhanced buffered bike lane	<u>Option 3</u> Enhanced buffered bike lane + curb management
Support: Assessment of community preference	1	2	4	4	4
Utilization: More people walking and biking along the corridor	1	4	4	3	4
Safety #1: Prevention of collisions, with a focus on preventing fatalities and severe injuries	1	4	5	2	5
Safety #2: Perceptions of safety	1	3	4	3	4
Transit: Facilitate transit operations and access	2	4	5	5	5
Commercial operations: Convenient commercial and passenger loading	5	2	3	3	4
Vitality: Support and increase business activity	2	3	3	3	4
Accessibility: Convenience for people with disabilities	4	2	3	4	4
Aesthetics: Attractive aesthetically	2	2	4	3	3
Special Events: Facilitate First Friday and other similar events	5	3	3	4	4
Total	24	29	38	34	41

Option 3: Staff recommendation



Active, demand-responsive curb management

Concrete bus boarding islands

Bike lane buffered from "door zone" and from moving vehicles (painted buffers)

Better intersection visibility at offset intersections and driveways

Preserve road diet

Protected intersections at 27th St/Telegraph and Grand/Telegraph



Next steps

2021



12-month look-ahead





Questions? Comments?





Thank you!



Oakland RAISE – I-880 Freeway Green Infrastructure Retrofit and Active Transit Corridor Planning

PROJECT BACKGROUND

The Bay Area Air Quality Management District (BAAQMD), working with regional partners such as MTC and the State DOT, is preparing a planning grant application for this year's round of federal RAISE infrastructure funding. The RAISE program (Rebuilding American Infrastructure with Sustainability and Equity) is a federal grants program previously known as BUILD. This program provides \$1 billion in federal FY 2021 discretionary grant funding for capital projects and planning projects.

The proposed planning project focuses on the heavy-diesel "goods movement" corridor of the I-880 Freeway as it passes through the severely impacted environmentally justice disadvantaged communities of greater East Oakland (Estuary to 105th Ave., an approximately 5-6-mile segment). The project will undertake planning feasibility, technical assessments, and conceptual-development designs for utilizing Caltrans (State) ROW along this corridor for the innovative installation of co-beneficial green infrastructure that can:

- Mitigate/reduce PM, Black Carbon and other Diesel emissions (as well as noise) to adjacent communities;
- Sequester carbon and GHG from vehicular traffic;
- Provide vegetative canopy to reduce urban heat island;
- Enhance the capacity of groundwater recharge and provide flooding mitigation;
- Enable and fill key active transit network gaps (such as connections between local neighborhoods, the East Bay Greenway and the Bay Trail);
- Provide opportunity for green jobs works programs.

Planned Project Components:

- Develop specific conceptual design alternatives for three proposed freeway lid/green park crossings: ("Estuary Landing" @ 14thAve-16th Ave.; "Tidewater Paseo Crossing" @ 50th Ave; Coliseum MLK "Waterfront Green Pavilion" @ Hassler Ave./Hegenberger)
- Provide environmental/final construction design support for the Caltrans/City upgrades and pedestrian/bike capacity of three existing bridges (66th Ave; Lindheim Bridge; and 98th Ave.)
- Study the opportunity for co-beneficial green corridor planting/greenbelt infrastructure implementation within the existing freeway ROW (parallel to the freeway corridor and especially adjacent to residential communities). Such green infrastructure will include vegetative buffers, freeway moss/living sound walls, next generation biofilter trellises, etc.
- Consider other freeway infrastructure modifications to develop inter-modal function, enhance ZEV truck movement/access, and enable improved pedestrian/bicycle crossing opportunities for residents, workers, and commuters (masterplan).

Project Origins, Development, and Need: The I-880 freeway northern segment has the highest volume goods movement corridor in the Bay Area Region. Truck volumes in the Northern Segment are over 20,000 truck AADT. 5+-axle trucks comprise the largest share of trucks traffic. The segment includes the Port of Oakland, Oakland International Airport, and a high concentration of active industrial land uses in East Oakland. This segment also has the highest health risk vulnerability to freight traffic to adjacent communities. For example, the East Oakland I-880 corridor - from High St. to 98th Ave. contains the worst-off (CES 3.0) disadvantaged communities in Bay Area with severe air pollution issues.

Letter of Support

RE: Oakland RAISE – I-880 Freeway Green Infrastructure Retrofit and Active Transit Corridor Planning

Dear Secretary Buttigieg and US Transportation Department Grant Committee:

The City of Oakland BPAC supports the Bay Area Air Quality Management District's (BAAQMD) planning application for the 2021 RAISE grant for this innovative and needed freeway green infrastructure retrofit project. This planning effort will help prepare, assess, and move us forward in the long-term goals to establish safe accessible active transit opportunities between East Oakland neighborhoods and the natural resources of the waterfront and the Bay Trail.

For over 70-years, the I-880 freeway has divided and fragmented these largely Black and Brown working class communities and propel the heaviest concentration of diesel trucks in the entire Bay Area through this corridor. Residents, suffering from the ongoing freeway pollution, have the worst health outcomes in the city including high asthma rates, on top of the cumulative impacts of persistent poverty.

The Oakland Bicycle and Pedestrian Advisory Commission advises the City of Oakland's Department of Transportation on active transit infrastructure needs as articulated in the City's Bicycle and Pedestrian Master Plan (2019). One of our key goals is to help enable mobility and active transit in an equitable manner across all sectors of our city. The East Oakland neighborhoods have a historic deficiency of bicycle/pedestrian infrastructure investments and there are many existing gaps that prevent a continuous path network for would-be bicyclists and walkers. There are significant gaps that also result from the freeway and surrounding industrial land-uses that make biking and walking unsafe, uncomfortable, and inaccessible.

The fact that the freeway corridor is within State right-of-way has unfortunately limited the City's ability to adequately plan for or propose necessary improvements. This planning effort is an important opportunity for the City, the State, and the Region to combine forces and address these critical mobility gaps by assessing the feasibility for the next generation of co-beneficial freeway land-bridges that also can help mitigate freeway pollution and provide needed green spaces in East Oakland.

Sincerely,

HELP SHAPE THE FUTURE OF

Grand Ave

WEST OAKLAND FOCUS GROUP ROUND 2



The Oakland Department of Transportation (OakDOT) & West Oakland Environmental Indicators Project (WOEIP) would like to gather the West Oakland community again for further input on the Grand Avenue Mobility Plan!

The Grand Avenue Mobility Plan is a comprehensive plan for a more inclusive, safer and sustainable transportation network on Grand Avenue between Mandela Parkway to Macarthur Boulevard.

**TUESDAY JUNE 29TH, 6-7:30PM OR
WEDNESDAY JUNE 30TH, 6-7:30 PM**



To register for meeting and request for accommodations, visit <https://bit.ly/3cKdbRI> or scan QR code.



To get more information on Grand Ave. Mobility Plan, visit www.oaklandca.gov/projects/grand-avenue-mobility-plan





Mobility Plan Summary

The Grand Avenue Mobility Plan is a comprehensive plan for a more inclusive, safer and sustainable transportation network on Grand Avenue between Mandela Parkway to Macarthur Boulevard. The plan is funded by California Department of Transportation (Caltrans), led by the City of Oakland Department of Transportation (OakDOT) in partnership with AC Transit. See the timeline below to learn about the planning process. Please visit the link at the bottom of the page to access more information and provide input on Grand Avenue.

EXISTING CONDITIONS (FALL 2019 – SPRING 2020)

- Reviewed previous planning efforts
- Research on historical racial and social injustices
- Analyze current conditions

COMMUNITY ENGAGEMENT (SUMMER 2020 – SUMMER 2021)

- Hosting online engagement with Oaklanders during COVID-19 Pandemic.
- Working with three Community-Based Organizations below to help reach historically underserved Oaklanders in West Oakland and inform planning process:
 - East Bay Asian Local Development Corporation (EBALDC)
 - West Oakland Environmental Indicators Project (WOEIP)
 - Black Film Guild (BFG)

PHASE 1: LISTENING (SEPTEMBER 2020 – MARCH 2021)

- Equitable engagement to listen to and learn from Oaklanders

PHASE 2: COLLABORATE (MARCH 2021 – MAY 2021)

- Develop priorities and goals
- Propose design solutions and options based on input from Phase 1

PHASE 3: REFINE (MAY 2021 – JULY 2021)

- Refine a Community Vision based on input from Phase 1 & 2.
- Finalize Corridor Concept and Plan

To get more information and provide your input, visit
www.oaklandca.gov/projects/grand-avenue-mobility-plan



**West Oakland
Environmental
Indicators Project**
know which way the wind blows



**EAST BAY ASIAN LOCAL
DEVELOPMENT CORPORATION**
BUILDING HEALTHY, VIBRANT AND SAFE NEIGHBORHOODS



BLACK FILM GUILD

