



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the April 19, 2018 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting agenda at www2.oaklandnet.com/w/OAK070315.

Meeting called to order at 6:01 pm by BPAC Vice Chair, Kenya Wheeler.

Item 1. Roll Call/Determination of Quorum/Introductions

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

Commissioners	Present
Reginald K Burnette Jr	-
Andrew Campbell	X
Christopher Kidd	X
Fred McWilliams	X
George Naylor	X
Mariana Parreiras	X
Midori Tabata (Chair)	X
Rosa Villalobos	x
Kenya Wheeler (Vice-Chair)	X

Introductions were made.

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

Item 2. Approval of meeting minutes

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

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

Carolyn Clevenger from Alameda County Transportation Commission (ACTC) presented the corridor plan. Modal plans were established in 2016 for major arterials that have conflicting uses, modes, and are multijurisdictional. San Pablo Avenue is a 14-mile corridor that cuts through 4 jurisdictions in Alameda County. Two-thirds to three-quarters of the corridor is a Caltrans-designated state route and is served by BART and AC Transit as well. The corridor has forecasted growth, including an increased demand for biking and walking. Additionally, the corridor has on-street parking, many small businesses and is designated as an overflow parallel route for the I-80 freeway. ACTC has been working with local jurisdictions and Contra Costa County to incorporate existing planning documents into this planning process.

Public surveys indicate that about 25% of transportation-related concerns are related to bikes and 25% to pedestrians. ACTC has conducted additional outreach with transit groups and businesses along the corridor, including a loading survey. The Plan will consider both long-term (2040) and short-term (5 year) projects, and will include a baseline toolbox for these improvements.

Summary of Discussion:

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

Speakers other than Commissioners: Chris Kintner

Item 4. Paint the Town! Applications Update

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

Summary of Discussion:

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

Speakers other than Commissioners: Robert Prinz

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

Sarah Fine, DOT Senior Transportation Planner, reported on the City's bicycle plan update: Let's Bike Oakland! The City has completed its existing conditions analysis and is using an equity framework to develop community engagement strategies and tools for analysis. OakDOT staff have heard that there's a

need to accelerate the pace of the street repaving, to work with youth, and create a more transparent decision-making process. The City could allocate additional resources towards addressing police profiling and develop programs to encourage more biking outside of commute hours.

Summary of Discussion:

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

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

Item 6. Biannual Paving Update (*presentation attached*)

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

Two citywide paving contracts are currently underway:

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

Summary of Discussion:

- SeeClickFix and 311 are outlets for the public to report issues like potholes in their neighborhood.
- The formula for prioritization was developed as part of the Council-adopted Citywide 5-year Paving Plan in 2014. Staff works with Councilmembers to identify additional streets that they want to pave.
- Traffic volume counts are taken on a project-specific basis.

- The City receives community input on the striping design for street repaving projects through the BPAC Infrastructure Committee.
 - The City has monthly coordination meetings with utility companies to align projects.
 - Telegraph between 46th and 51st Sts is on the City's paving list. The City is working on the design for the area. The target date to begin construction is Spring 2019 and will involve a community outreach component.
 - A member of the public commented that certain Councilmembers (Kaplan, Gallo, Brooks) are trying to allocate Measure KK funding towards nonprofits that are doing non-infrastructure projects in their district.
 - The City should consider durability of materials to ensure they are enduring, and curb cuts to allow cyclists to cross streets closed off to vehicles by concrete medians.
 - Lowell Street – there should be a curb cutout here to promote accessibility, especially for seniors. Improvements on Lowell St are funded by a grant from the Highway Safety Improvement Program (HSIP), and the project includes new signals and a controller box.
 - The City could consider prioritizing the paving of bicycle boulevard streets rather than doing spot pothole fills prompted by SeeClickFix. Measure KK funded a Capital Improvement Project with a list of bikeway streets that are not included in the 5-year paving plan.
 - The Biannual Paving Update agenda item should be assessed for its regularity (currently 6 months). The presentation could be more effective with slides provided in the agenda packet.
 - The City could coordinate with the BPAC infrastructure committee at an earlier stage in the design process and time the paving projects so the public has enough time to review.
 - Consider including protected bike lanes with routine paving projects, similar to what other jurisdictions like Sacramento are doing.
- A motion to **extend the meeting by more than 10 minutes** was made (Parreiras) and seconded (Villalobos). All Commissioners voted in favor.

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

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

Announcements (Public):

- Kent Lewandowski is now serving on the Caltrans D4 Advisory Committee and asked people to forward ideas for Caltrans access projects.
Kent Lewandowski (on behalf of Jon Bauer): Lower Telegraph between West Grand and 29th Avenue – the planter boxes are moving around and are a hazard.

Announcements (Commissioners):

- Chair Tabata announced that a training program for the new Commissioners, operated by Bike East Bay, will take place on Tuesday, April 24 at 6:30pm, 1330 Broadway at the WOBO office and is open to the public.
- Chair Tabata announced the groundbreaking of Phase II of the LAMPS program. Construction is slated to take one year.
- Commissioner Campbell would like to have PowerPoints and handouts for scheduled items provided prior to meetings to help Commissioners prepare.

Announcements (Staff):

- Jennifer Stanley distributed paper copies of the biannual striping and signage update linked to in the agenda packet.

Three Month Look-Ahead/Suggestions for Meeting Topics:

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

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

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



San Pablo Avenue Corridor Project

Oakland BPAC

April 19, 2018





San Pablo Avenue Corridor Project

Legend:

-  BART Station
-  BART Above/Below Ground
-  Capitol Corridor Stations
-  Freight Rail and Capitol Corridor Tracks
-  San Pablo Avenue Corridor
-  Freeways
-  Water
-  Parks/Open Space



San Pablo Avenue Study Area

Project Purpose

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

City Plans

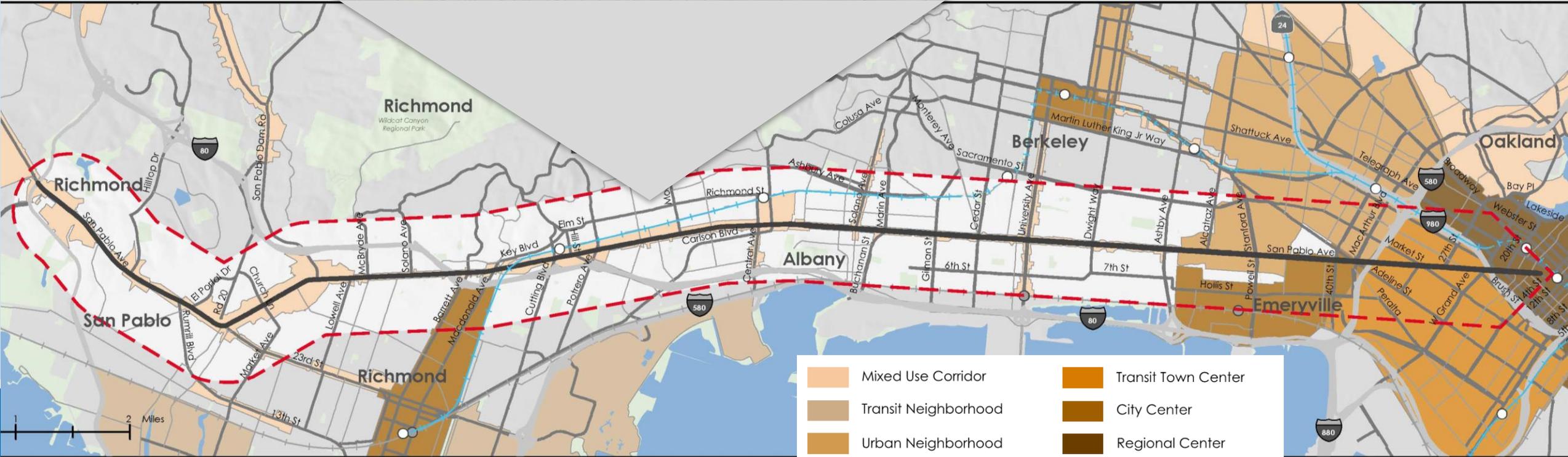
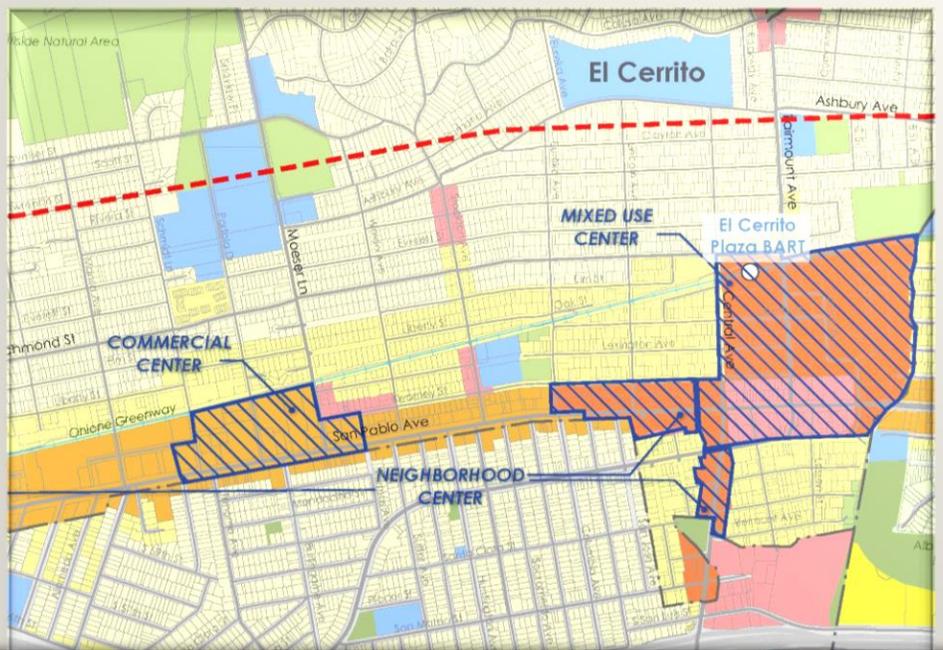
- **City of Oakland:** General Plan (LUTE) (1998), Pedestrian Master Plan Update (2017), Bicycle Master Plan (2007)
- **City of Emeryville:** General Plan (2015), Pedestrian and Bicycle Plan (2012)
- **City of Berkeley:** General Plan (2003), Bicycle Master Plan (2017), Pedestrian Master Plan (2010)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

Countywide & Regional Plans

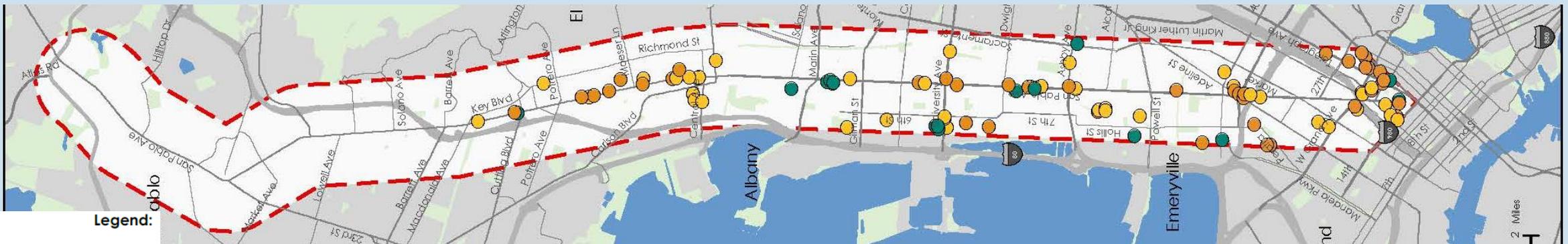
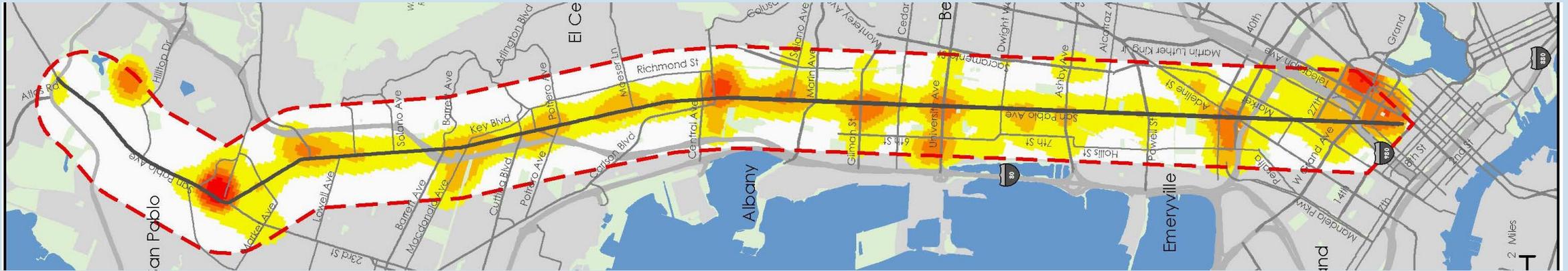
- Alameda Countywide Transportation Plan (Alameda CTC, 2016)
- Alameda Multimodal Arterials Plan (MAP) (Alameda CTC, 2016)
- Alameda Countywide Transit Plan (Alameda CTC, 2016)
- Alameda County Goods Movement Plan (Alameda CTC, 2016)
- Alameda Countywide Bicycle Plan (Alameda CTC, 2012)
- Alameda Countywide Pedestrian Plan (Alameda CTC, 2012)
- AC Transit Major Corridors Study (AC Transit, 2016)
- AC Transit Transbay Comprehensive Operational Analysis (AC Transit, 2017)
- Caltrans Smart Mobility Framework (Caltrans, 2010)
- Caltrans District 4 Bike Plan (Caltrans, ongoing)
- Contra Costa County Countywide Comprehensive Transportation Plan Update: West County Action Plan (Contra Costa County Transportation Authority, 2017)
- I-80 Smart Corridor – Traffic Operations Analysis Report (Caltrans, 2011)
- Metropolitan Transportation Commission’s (MTC) Core Capacity Transit Study (MTC, 2017)
- West County High-Capacity Transit Study (West Contra Costa Transportation Advisory Committee, 2017)

Existing Conditions

Activity Centers & PDAs



Retail Concentrations vs. Development Activity



Legend:

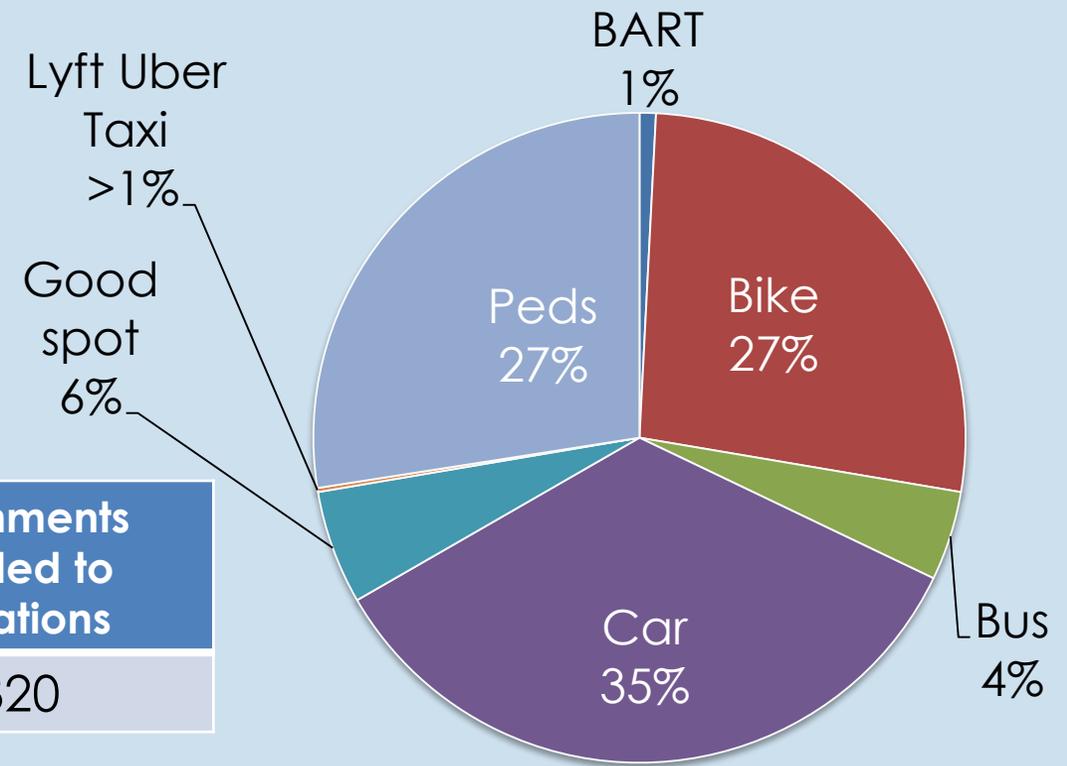
Recent, Planned, and Proposed Development Projects, by Type

- Commercial and Industrial (Green circle)
- Mixed-Use Residential (Orange circle)
- Residential (Yellow circle)

Public Survey Participation

Unique visitors (viewed the survey)	Visitors who participated
987	199

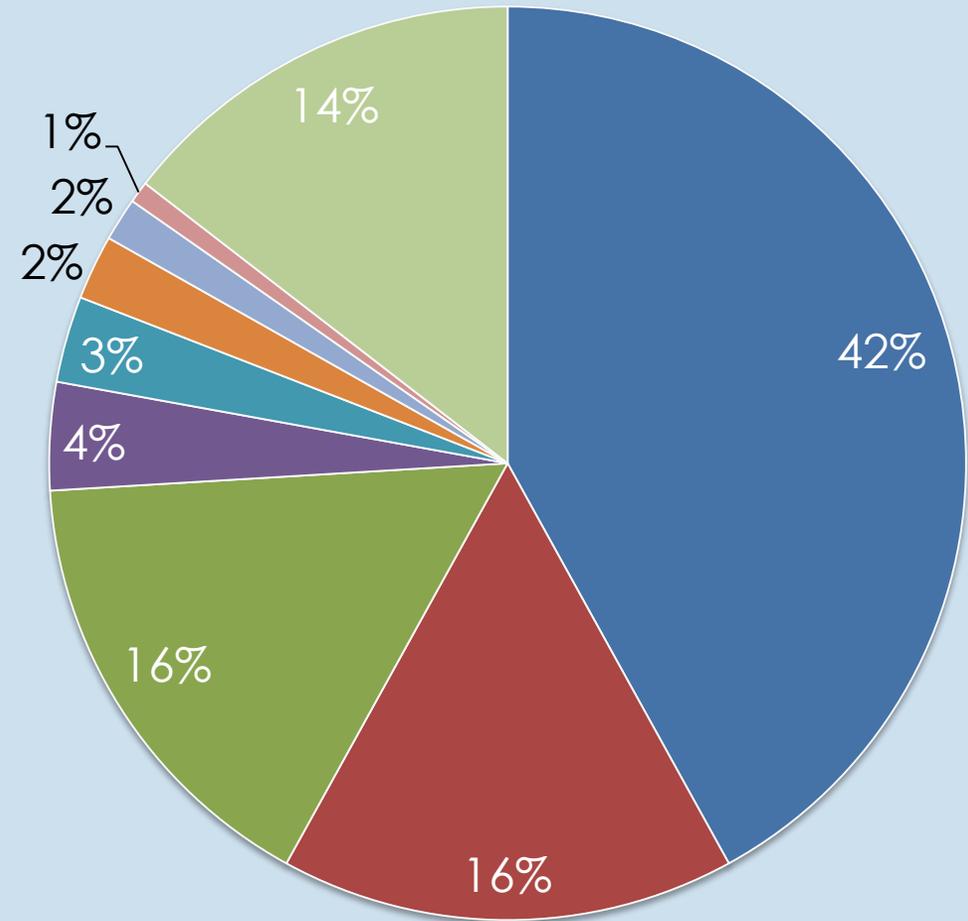
Visits with Conversations (total responses)	Locations Identified along the corridor	Comments added to locations
815	495	320



Pedestrian Feedback from Public Survey

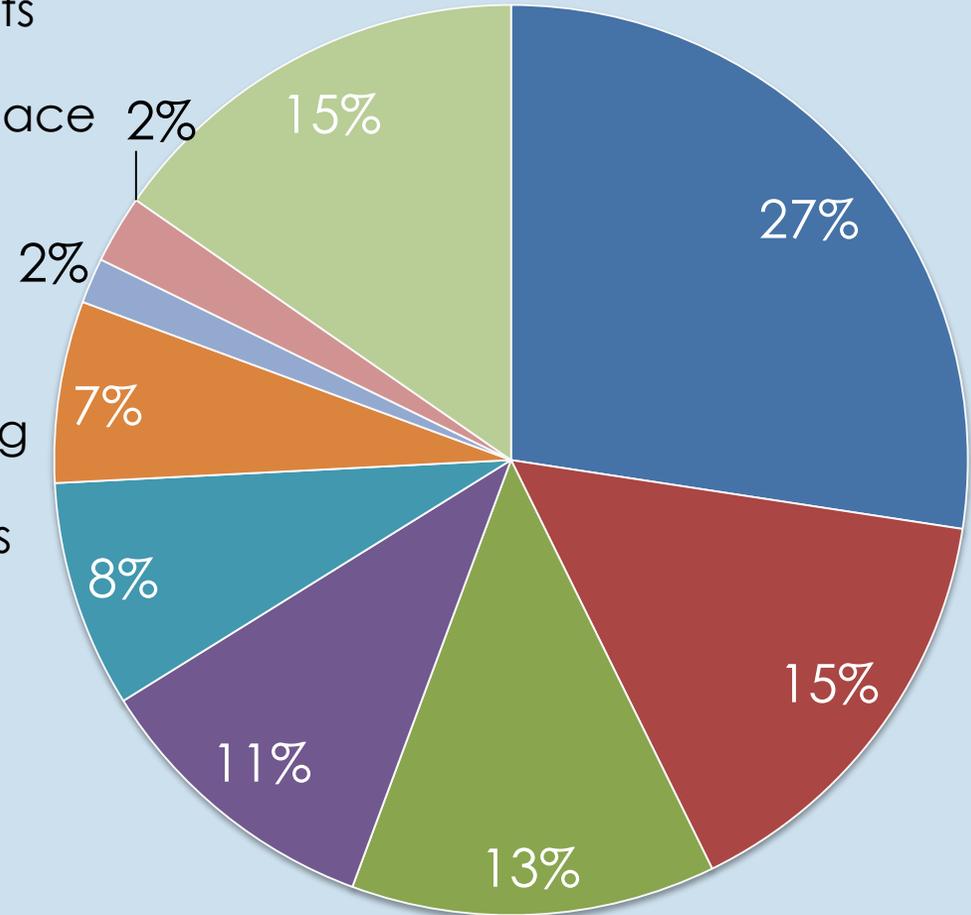
- 42% No crosswalk/challenging to cross the street
- 16% Uncomfortable to walk because of traffic
- 16% Unappealing or unpleasant to walk
- 4% Sidewalk maintenance or cleanliness
- 3% Inadequate Lighting
- 2% Challenging because of crime
- 2% Sidewalk too narrow
- 1% Lack of signage or information
-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

Total Responses: 131



Bicycle Feedback from Public Survey

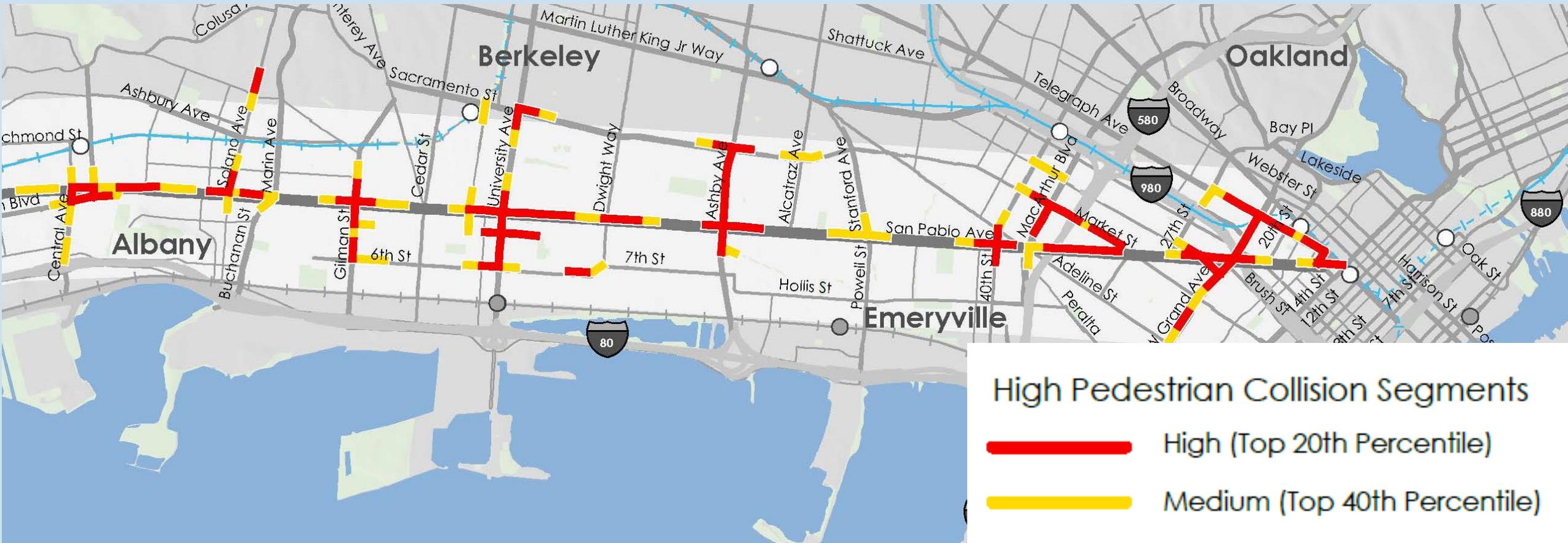
- 27% Challenging street crossing/turning for cyclists
- 15% High speed traffic encroaching on cyclist space
- 13% Lack of connections to bike network
- 11% Maintenance/pavement issues
- 8% Insufficient space between traffic and parking
- 7% Bicyclists cut off by vehicles making right turns
- 2% Vehicles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



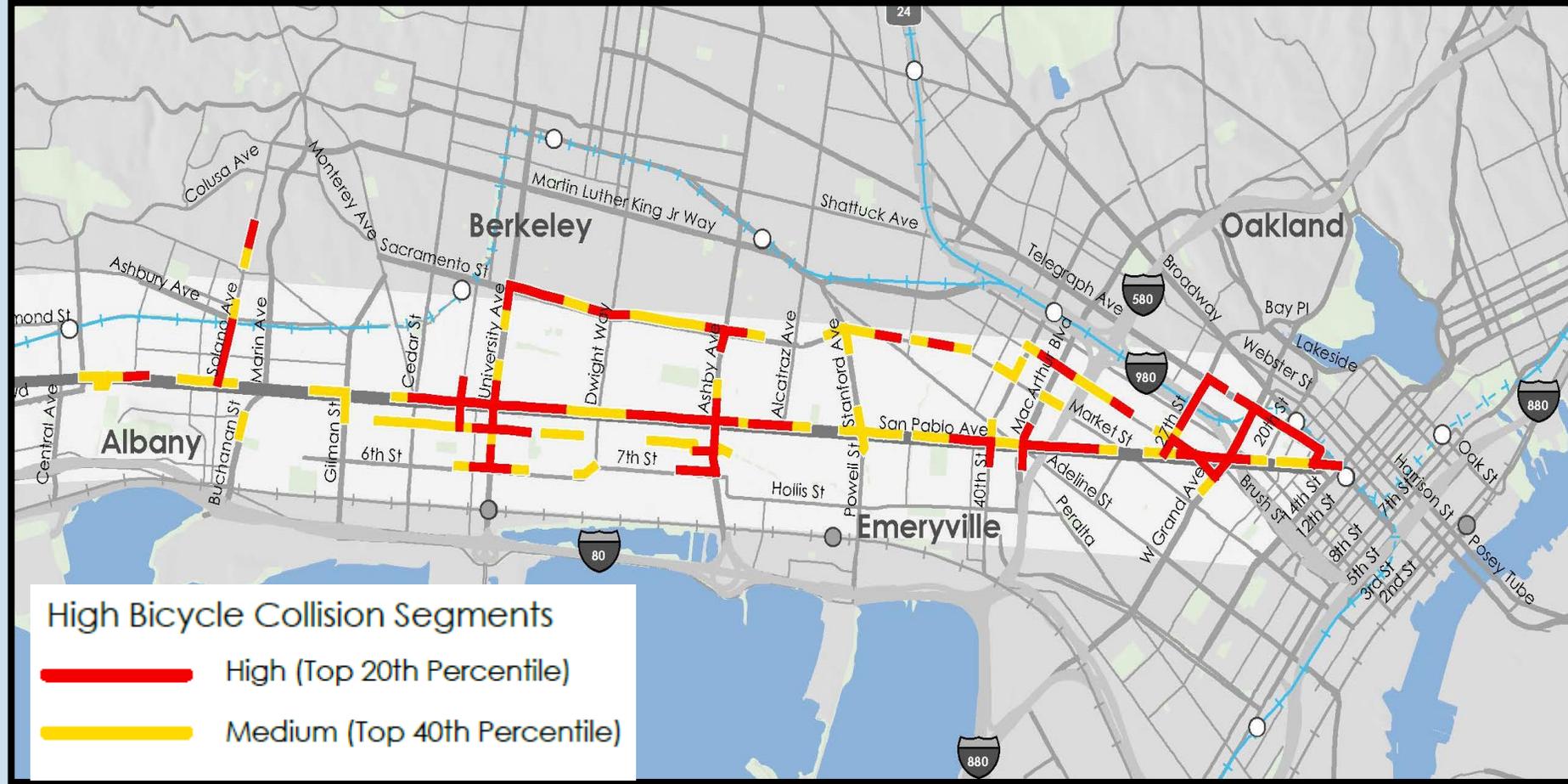
Total Responses: 124

High-Injury Network

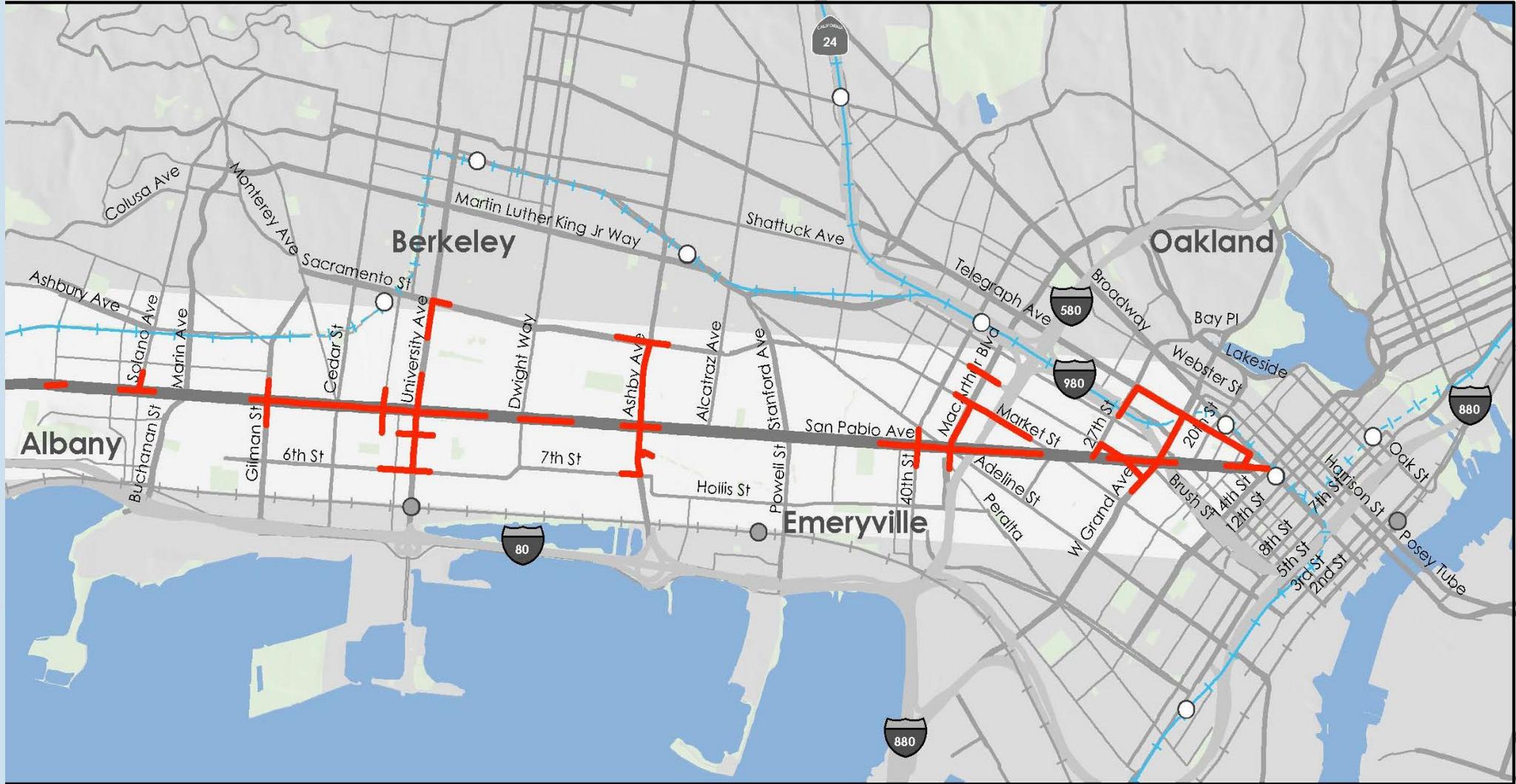
Collisions Involving Pedestrians



Collisions Involving Bicyclists



High Injury Network



San Pablo Avenue Corridor Project

Concepts

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

“Baseline” toolbox

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

Key Issues

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

Thank you!

Carolyn Clevenger
Director of Planning, Alameda CTC
cclevenger@alamedactc.org



Let's Bike Oakland Update

Bicyclist and Pedestrian Advisory Commission
April 19, 2018



Project Schedule

J F M A M J J A S O N D

Outreach & Engagement

Advisory Meetings

Workshops & Listening Sessions

Mobile Workshops

Existing Conditions

Collisions, Traffic Stress, Equity Analyses

Update Plan

Proposed Projects, Policies, Programs

Prioritization & Cost Estimates

Document Preparation and Review

Environmental Analysis

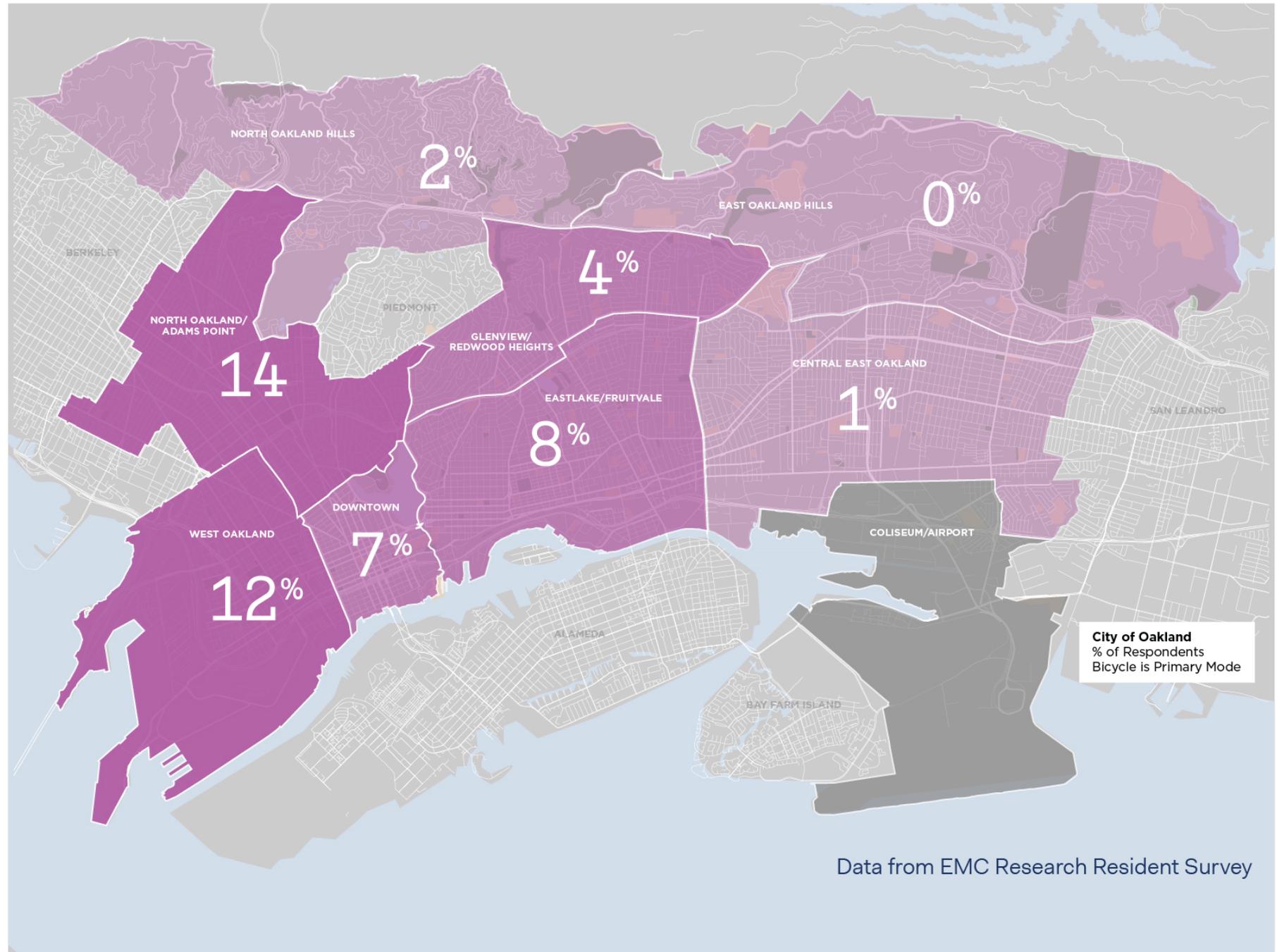
Analysis/Documentation

What We'll Cover Today

- What has the plan team been up to?
- What has the plan team heard?
- What's coming next?

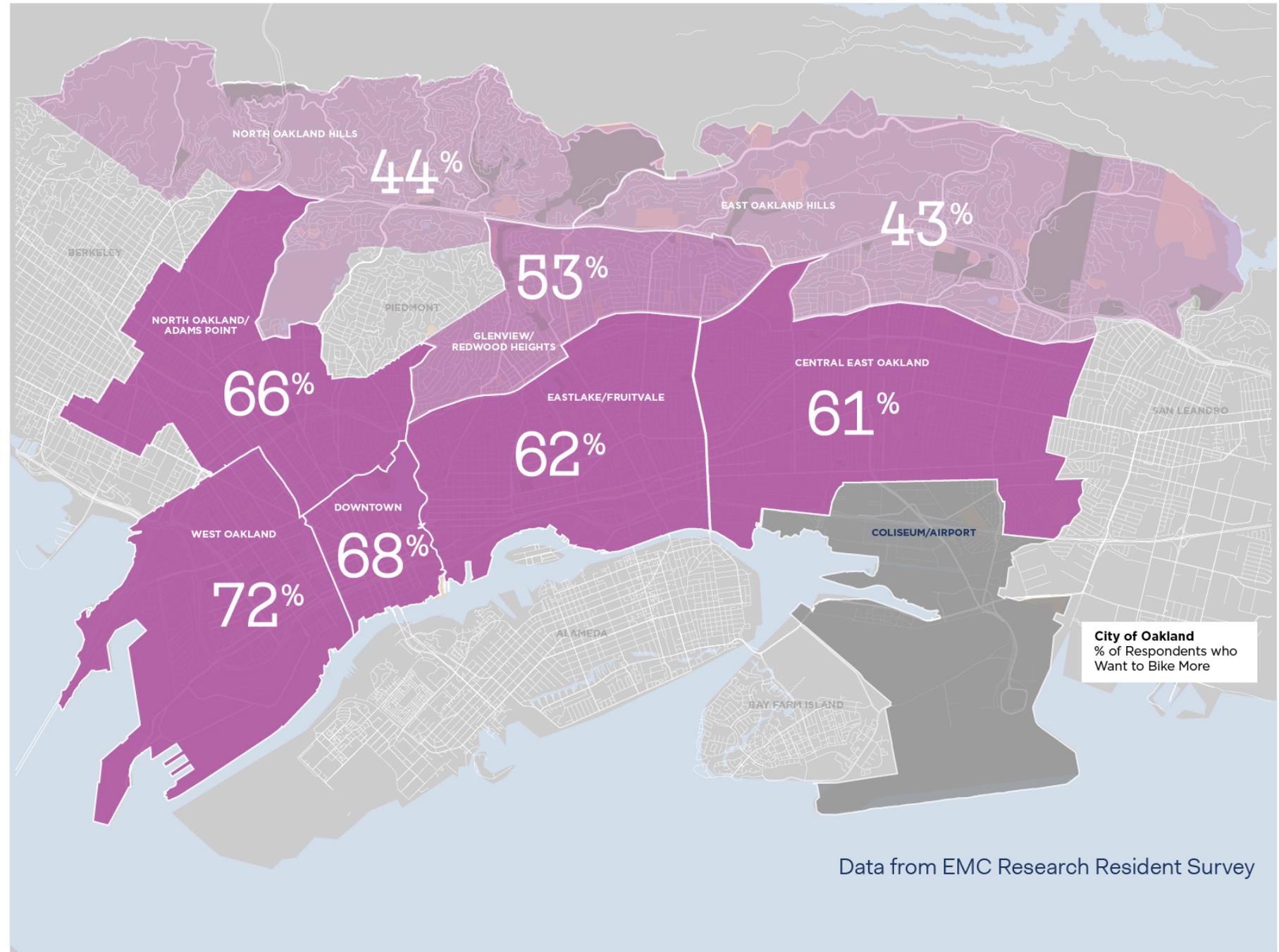
Who bikes, generally?

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



Who wants to bike more?

The majority of people in the flats said they'd like to bike more than they do now.



How do we want to improve quality of life for Oaklanders?

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

Accessibility
Health & Safety
Affordability
Process

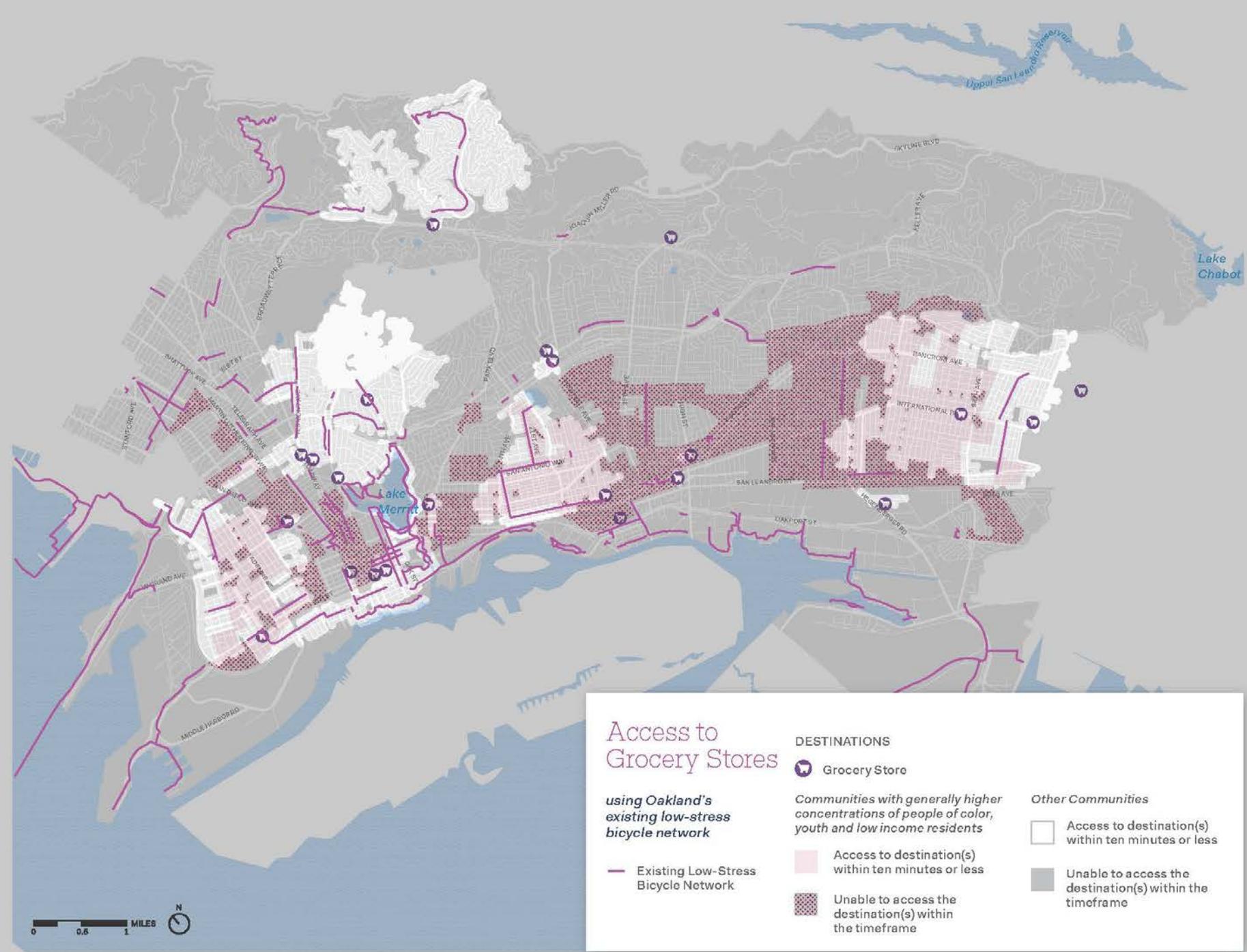
- Barriers to biking
- Level of traffic stress
- Access to amenities within a given travel time
- Collisions
- Level of anxiety about aggressive drivers
- Unfair targeting by police or street violence
- Gentrification/displacement
- Housing & transportation costs
- Plan addresses needs
- Trust in government

Accessibility

- Barriers to biking
- Level of traffic stress
- Access to amenities within a given travel time

Access: Grocery stores

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



Health & Safety

- Collisions
- Level of anxiety about aggressive drivers
- Unfair targeting by police or street violence

High Injury Network

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

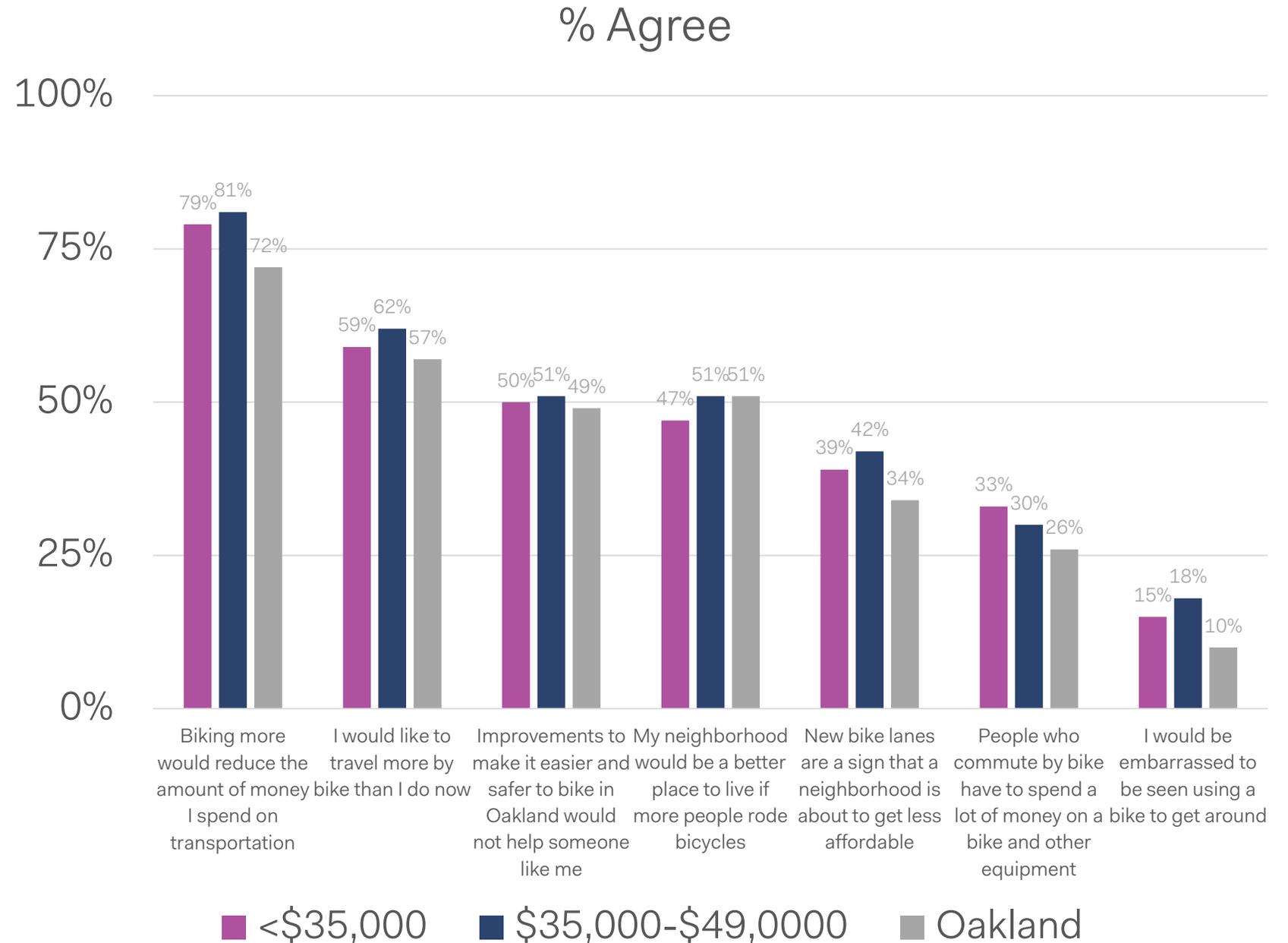


Affordability

- Gentrification/displacement
- Housing & transportation costs

Perceptions of no, very low, and low-income Oaklanders

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



Process

- Plan addresses needs
- Increased trust in government

Community-based

- Contract with organizations that are actively engaged in working with people of lower incomes in communities of color and follow their lead

Relatable

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

Accessible

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

Accountable

- Bring trusted and high-profile community leaders or elected officials to workshops

Where We've Been

Date	Location	
February 3	New Year Bazaar	9th & Franklin St
February 24	81st Branch Library	1021 81st Ave
March 8	Fruitvale Farmer's Market	Fruitvale Transit Village
March 10	Grand Lake Farmer's Market	Lake Park Ave
March 15	One Fam 7 th Street Café (Hosted by Bikes4Life)	1612 7th Street
March 21	East Oakland Boxing Association (Hosted by East Oakland Collective)	816 98 th Ave
April 7	TransForm (Hosted by Outdoor Afro)	436 14 th St
April 14	Martin Luther King Jr. Branch Library	6833 International Blvd



LetsBikeOakland.com/events

Where Else We've Been

Date	Meeting
Oct 19, 2017	Bicyclist and Pedestrian Advisory Commission
January 4, 2018	Partner Advisory Group
January 9	Community Advisory Group
January 9	City Advisory Group
January 29	Mayor's Commission on Persons With Disabilities
February 8	Oakland Youth Commission
February 20	City Advisory Group
February 22	Community Advisory Group
February 23	Partner Advisory Group
March 13	Open Oakland
March 19	Mayor's Commission on Persons With Disabilities

Department of Transportation



LetsBikeOakland.com/events



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Amir Abdul-Shakur

LetsBikeOakland.com/events



Amir Abdul-Shakur

LetsBikeOakland.com/events



LET'S OAKLAND

Plan is part of a wider effort by the City
substantial investment in our transportation
working closely with a number of community
to identify the overall mobility needs of
cities and neighborhoods within Oakland.
will guide the City in developing a citywide
bicycle needs and projects over the next

JULY 2018 - NOVEMBER 2018
Draft Bicycle Plan

- Necessary Workshops Round 1
- Public Hearings



RYAN
D. J.

Amir Abdul-Shakur

LetsBikeOakland.com/events

What We've Heard

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

Amir Abdul-Shakur

LetsBikeOakland.com/events

What We've Heard

- Concern about police profiling deters biking
- Need more programs to encourage biking
- Biking is about more than just commuting

LetsBikeOakland.com/events

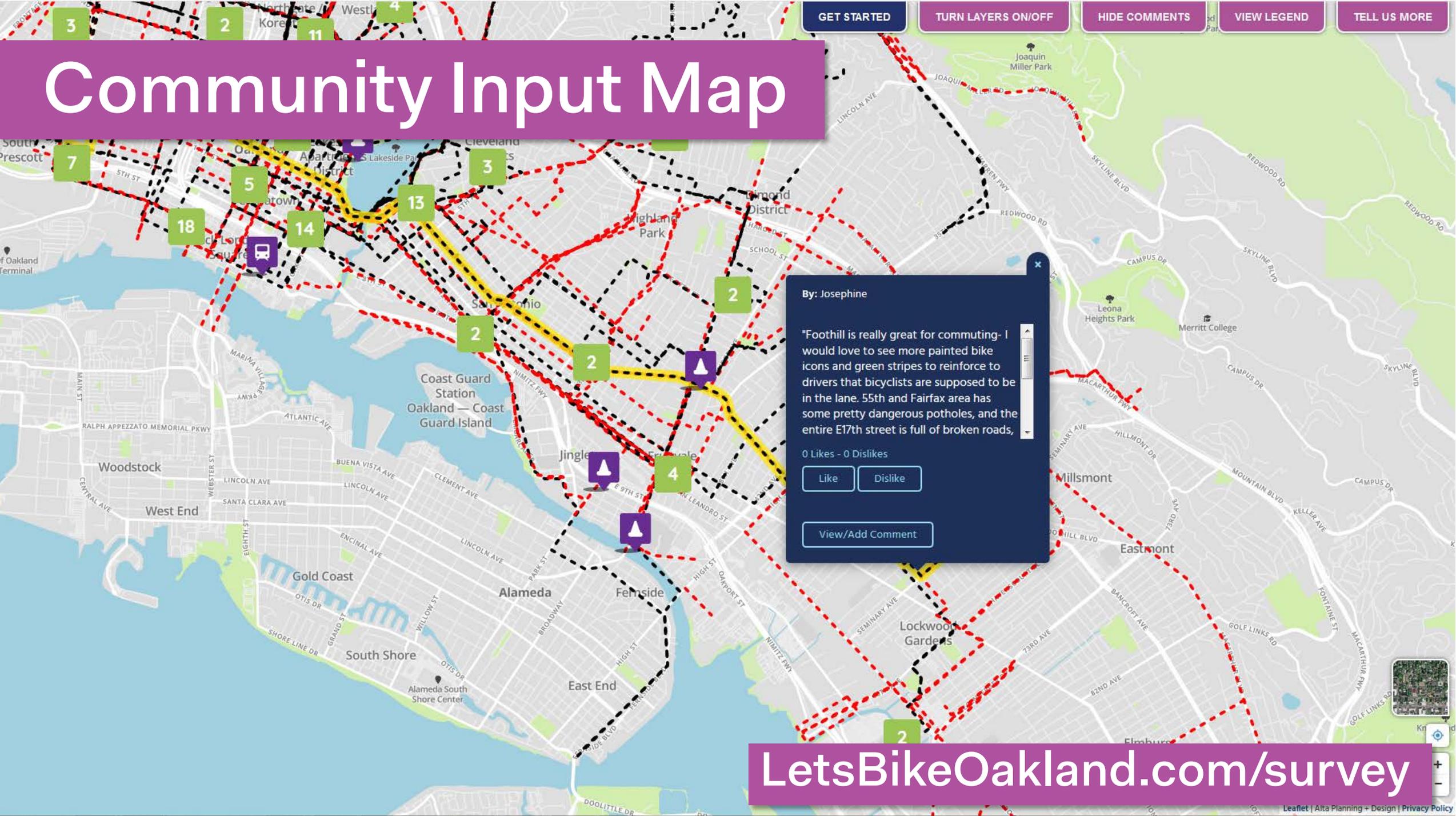
Where We're Headed

Neighborhood Design Labs

Date	Location	
Saturday, April 21	West Oakland Branch Library	1801 Adeline St
Thursday, April 26	Fruitvale Farmer's Market	Fruitvale Transit Village
Friday, May 4	Oakland First Fridays	Telegraph Ave between Grand & 27th
Monday, May 7	Eastmont Library	73rd & Bancroft Ave
Thursday, May 10	Coliseum BART	Coliseum BART
Thursday, May 17	Bike to Work Day	Frank Ogawa Plaza, 14th & Broadway
Saturday, May 19	Malcom X Jazz Festival	San Antonio Park, 18th Ave & Foothill
Saturday, June 2	Hosted by East Oakland Collective	TBD

LetsBikeOakland.com/events

Community Input Map



By: Josephine

"Foothill is really great for commuting- I would love to see more painted bike icons and green stripes to reinforce to drivers that bicyclists are supposed to be in the lane. 55th and Fairfax area has some pretty dangerous potholes, and the entire E17th street is full of broken roads,

0 Likes - 0 Dislikes

LetsBikeOakland.com/survey

By the Numbers

563

subscribers on our mailing list

97

staff hours in community

19

community meetings, events

Follow Us



Headed to the library this weekend? Us too! Join our bike plan team from 1-4p on Saturday 4/14 at the MLK Library (6833 International Blvd) to talk about biking in Oakland. More info: buff.ly/2GV0PbD



1:06 PM - 13 Apr 2018

4 Retweets 11 Likes



twitter.com/OakDOT



City of Oakland [Follow](#)
The Official Blog of the City of Oakland.
Apr 11 · 5 min read

Making an Equitable Bike Plan

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

Making an equitable bike plan

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

medium.com/@Oakland/

Call Us

**Join the
email list**

<http://bitly.com/letsbikemail>

**Send
comments**

bikeplan@oaklandnet.com

**Add your
pet project**

LetsBikeOakland.com/survey



City of Oakland

Paving Update Bicycle and Pedestrian Advisory Committee Meeting Presentation April 19, 2018

**Presented by
OakDOT
Pavement & Sidewalk Management**

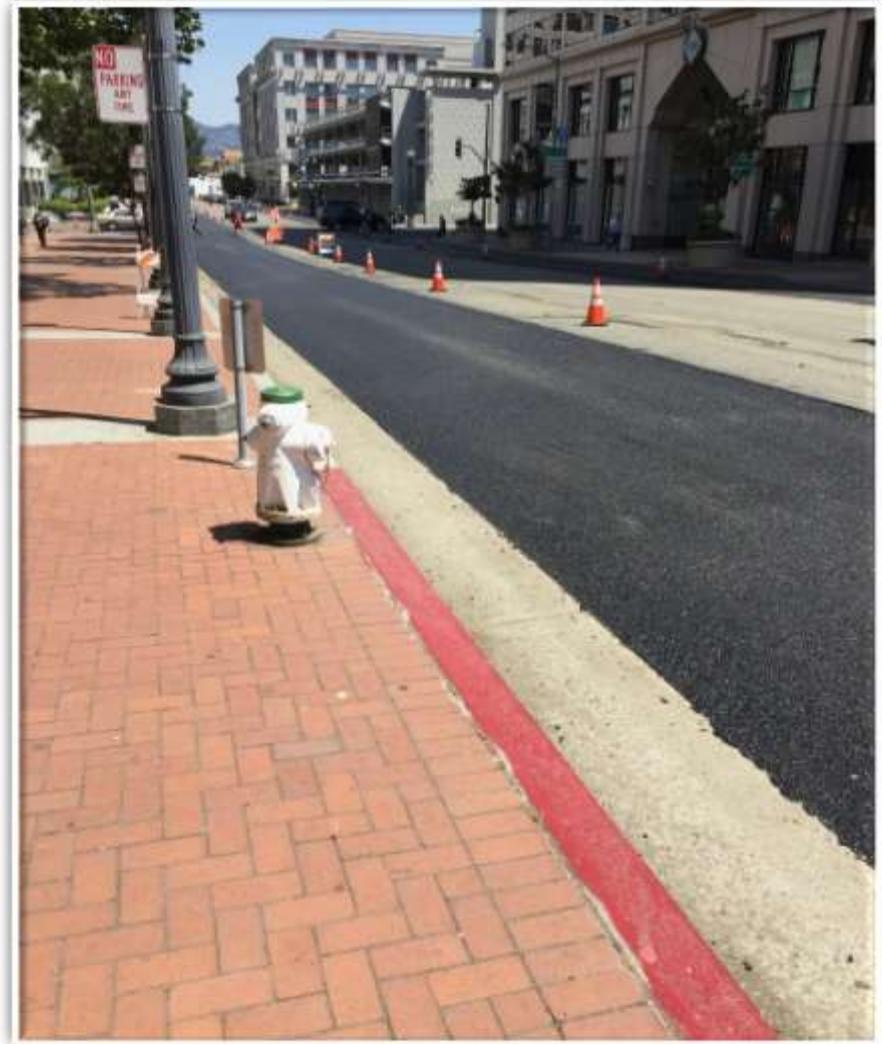
Pavement & Sidewalk Management Section

Manage

- 830 miles of roadways
- 1,100 miles of sidewalks

Channels for Resurfacing

- Construction Projects
- Coordination with Utility Companies
- City Maintenance Crews



Picture of Clay Street Paved in 2017



Pavement Condition Index Rating System

PCI Breakdown

	100-70	Very Good
	70-50	Good
	50-30	Fair
	30-0	Poor

Pavement Condition Index (PCI)

Condition Rating Consider:

- Pavement Distress Types
- Severity of Distress
- Distress Amounts

PCI Range 0-100

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

Oakland's Three Year Average PCI Rating is 55.

Bay Area PCI Rating is 67.



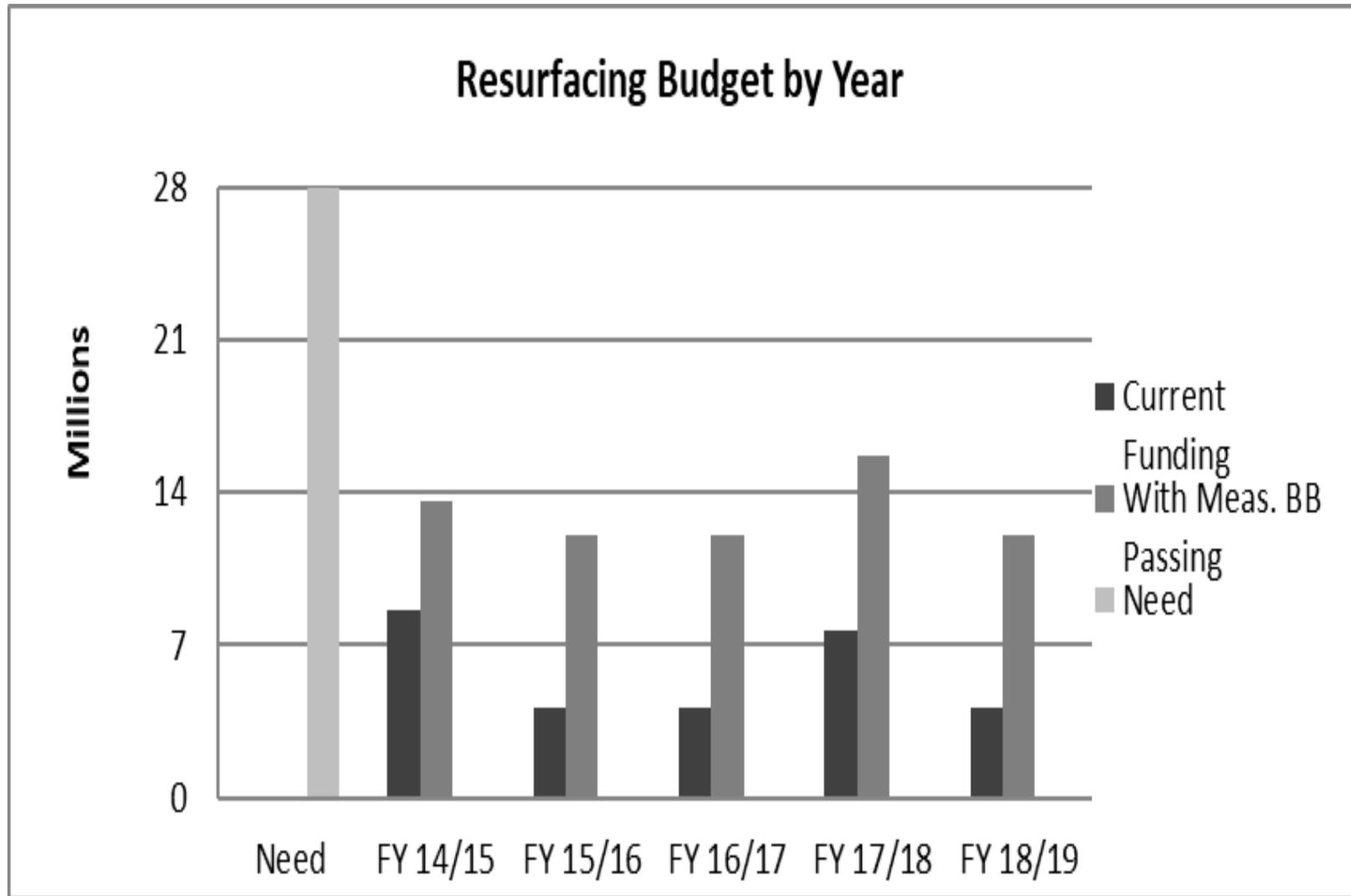
How streets on the 5-Year Paving Plan were selected to be resurfaced?

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

Streetsaver calculates cost and benefit ratio to determine the best bang for the buck



Creating the Five Year Paving Plan



Graph showing the budget for each fiscal year



Measure KK



City of
Oakland

Current Objective

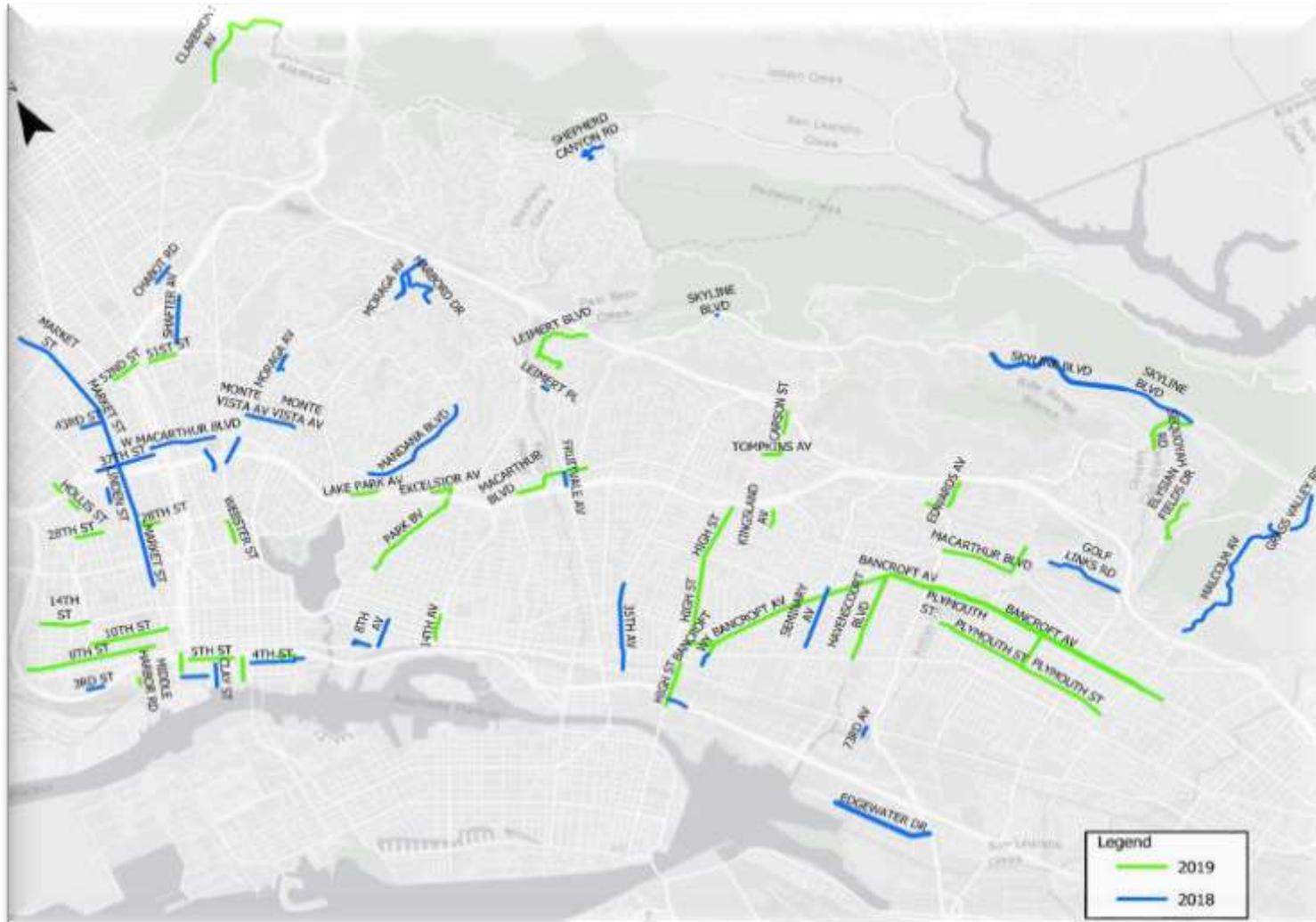


Complete as many miles on the Five Year Paving Plan by 2019 as possible.



City of
Oakland

Present & Future Paving Projects



Map of Paving Streets for 2018, 2019



City of
Oakland

Citywide Pavement Rehabilitation Project

Improvements

7.5 miles of street paving

- 1.1 miles Preventative Maintenance
- 6.2 miles Mill & Overlay
- 0.2 miles Pavement Reconstruction

Other Completed Street Improvements

- 51 ADA Curb Ramp
- 1.3 miles of new bike lanes
- Continental Crosswalks
- Traffic Circles
- Painted Bulb-out

Schedule & Cost

Construction in Late Spring

Estimated Cost: \$9.9 Million



Project Location Map



City of
Oakland

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



Traffic Circle



Buffered Bike Lane



Painted Medians



City of
Oakland

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



Continental Crosswalks



Curb Ramps



Painted Bulb Outs



City of
Oakland

Citywide Pavement Rehabilitation Project: Complete Streets Elements

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



Fifty-one Curb Ramps constructed



Shafter Avenue Bicycle Boulevard with Traffic Circles



City of
Oakland

Citywide Preventative Maintenance Resurfacing



Project Location Map

Improvements

10.1 miles of streets slurry seal

Schedule & Cost

Construction in the Summer

Estimated Cost \$2.9 Million



City of
Oakland

Citywide Preventative Maintenance Resurfacing

Road	Begin	End	Length	Width	Council District
2nd St	Brush St	Jefferson St	1,139	42	3
3rd St	Chester St	Mandela Pkwy	703	31	3
35th Ave	San Leandro St	75 Ft East of Harper St	4,196	28	5
4th St	Oak St	Webster St	1,904	42	3
46th Ave	East 12th St	International Blvd	623	32	5
73rd Ave	San Leandro St	West End	456	40	7
8th Ave	East 8th St	International Blvd	1,373	30	2
Caloden St	Golf Links Rd	Malcolm Ave	630	30	7
Chabot Rd	College Ave	Claremont Ave	941	35	1
Clay St	4th St	Water St	1,093	54	3
Golf Links Rd	Fontaine St	98th Ave	3,464	27	7
Grass Valley Rd	Skyline Blvd	Golf Links Dr	2,015	43	7
Harbord Dr	Moraga Ave	Wood Dr	2,569	20	4
Leimert Ave	Clemens St	Oakmore Rd	279	37	4
Malcolm Ave	Sheldon St	Caloden St	7,474	36	7
Mandana Blvd	Lakeshore Dr	Ashmont Ave	5,495	50	2
Market St	18th St	West Grand Ave	1,272	51	3
Monte Vista Dr	Piedmont Ave	Oakland Ave	2,083	30	1
Oakport St	Freeway Dr	High St	882	24	5
Shephard Canyon Rd	Aitkens Dr	Skyline Blvd	1,817	20	4
Skyline Blvd	Parkridge Dr	Keller Blvd	10,321	26	6
W MacArthur Blvd	Manila Dr	Martin Luther King Jr Way	2,847	72	3

10.1



What is Slurry Seal?

A thin maintenance treatment used to extend the life of pavement in 'Good' condition

Slurry is made up of the following:

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



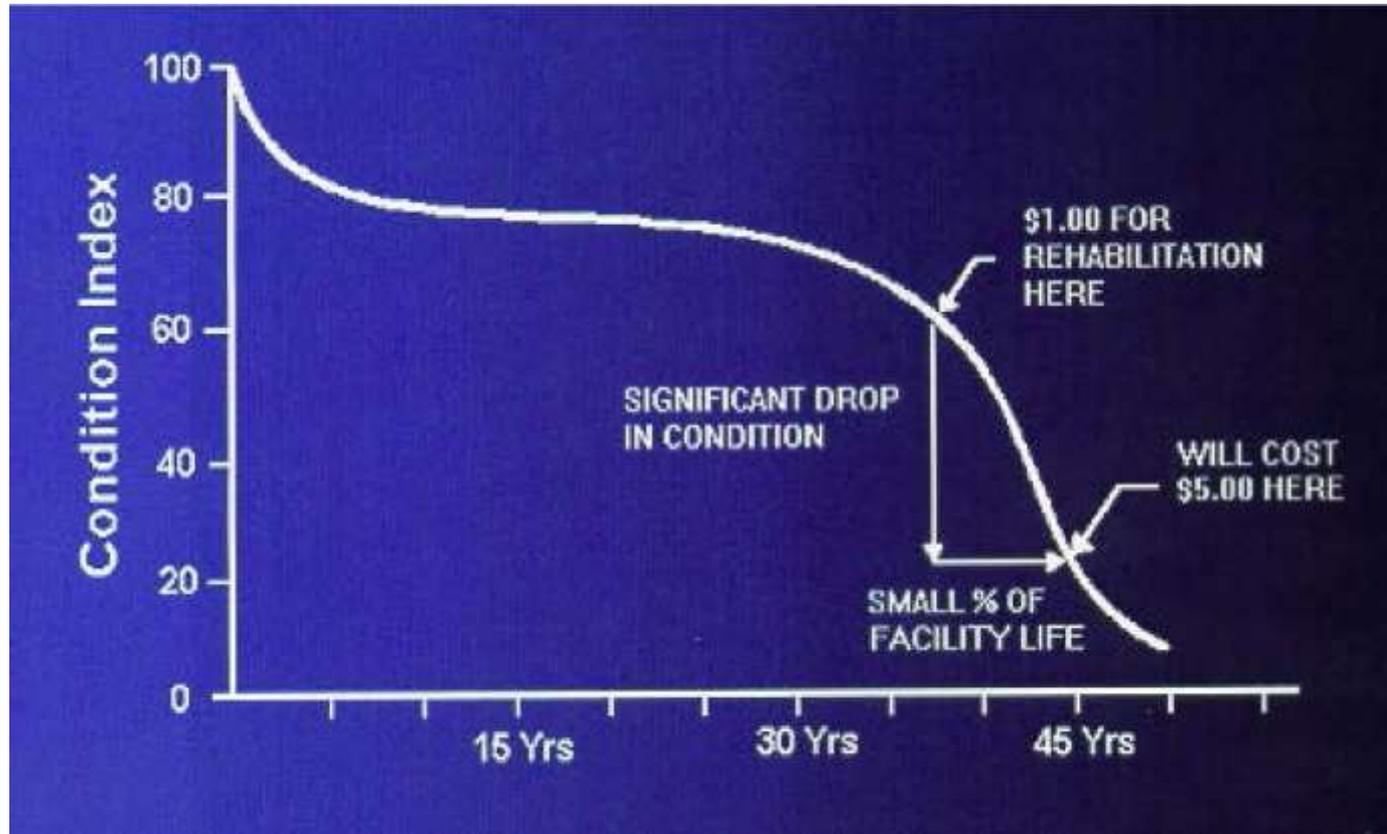
Slurry Seal Application



Why Do We Slurry Seal Streets?

Pay now or Pay more later

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



Pavement Deterioration Curve



Planned Paving Projects for 2019

Road	Begin	End	Length	Width
10th St	West St	Mandela Pkwy	3,374	34
14th Ave	E 12th St	Foothill Blvd	829	61
14th St	Wood St	Mandela Pkwy	2,114	50
28th St	Peralta St	Adeline St	1,163	32
28th St	San Pablo Ave	West St	537	32
28th St	Market St	San Pablo Ave	315	32
51st St	Telegraph Ave	Shafter	1,182	52
52nd St	Shattuck Ave	M L King Way	1,248	50
5th St	Jackson St	Oak St	759	43
5th St	Castro St	Broadway	1,918	41
82nd Ave	Utah St	MacArthur Blvd	1,377	34
8th St	North of Market St	South of Pine St	5,651	42
90th Ave	Bancroft Ave	Plymouth St	1,790	61
Bancroft Ave	High St	Durant Ave	23,081	30
Bancroft Way	International Blvd	Bancroft Ave	716	26
Brush St	6th St	3rd St	840	42
Carson St	Tompkins Ave	Fair Ave	269	27
Carson St	Reinhardt Dr	Mountain Blvd	1,019	42
Claremont Ave	Alvarado Rd	Grizzly Peak Blvd	5,564	27
Edwards Ave	Sunkist Dr	Off Ramp	1,258	26
Elysian Fields	Pvmt Chng	Golf Links Rd	2,229	34
Excelsior Ave	Freeway Ent	Park Blvd	910	55
Franklin St	5th St	Embarcadero	1,110	45
Havenscourt Blvd	International Blvd	Bancroft Ave	4,542	51
High St	Foothill Blvd	Quigley St	6,179	50
High St	Jenson St	East 12th St	2,137	40
Hillmont Dr	Sunkist Dr	Edgemoor Pl	510	24
Hollis St	34th St	Peralta St	580	40
Hollis St	Yerba Buena Ave	500 Ft South of Yerba Buena Ave	483	40
Keller Ave	Sequoiah Rd	Skyline Blvd	2,131	47
Kingsland Ave	Birdsall Ave	Redding St	767	23
Lake Park Ave	Pvmt Chng	Lakeshore Ave	1,132	38
Leimert Blvd	Monterey Rd	Wrenn St	4,406	24
MacArthur Blvd	Boston Ave	Champion St	862	48
MacArthur Blvd	Fruitvale Ave	Ardley Ave	2,476	48
MacArthur Blvd	82nd Ave	73rd Ave	3,142	56
Middle Harbor	Overpass End (Pvmt Chng)	3rd St	305	56
Park Blvd	E 18 St	MacArthur Blvd	4,725	56
Park Blvd	Chatham Rd	Pvmt Chng	107	56
Pierpoint Ave	Joaquin Miller Rd	North End	421	20
Plymouth St	104th Ave	78th Ave	8,286	32
Sequoiah Rd	Ridgemoor Rd	Keller Ave	697	23
Tompkins Ave	Carson St	High St	701	21
Webster St	Broadway	Grand Ave	1,091	36



Pave to The Future



The Next Five Year Paving Plan in the works.



City of
Oakland

www.oaklandnet.com

City of OAKLAND California

Home Residents Business Visitors Government

510-615-5566
TTY 238-3254

Engineering and Construction

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Our Services

- Americans with Disabilities Act
- Bicycle & Pedestrian Program
- Contracting Opportunities
- Capital Projects
- Creeks, Watershed & Stormwater
- Maps & Surveying
- Sanitary Sewer System
- Standards, Guidelines & Resources
- Streets & Sidewalks
- Traffic Safety & Parking

Our Organization

- Engineering Design & Right of Way Management
- Project Delivery
- Transportation Planning & Funding
- Transportation Services

Our Upcoming Events

Saturday, April 21, 2018
[Community Wealth Building Day](#)

Pavement Management

Oakland's Pavement Management Program strives to make the most effective use of our resources to preserve and upgrade the overall condition of our streets. We use various methods to rehabilitate streets. We apply resources where they will have the most impact with the primary goal being the preservation of our streets and betterment of our community. This page contains information on the overall program, current projects, recently completed projects and planned work.

Pavement Condition

Public Works Council October 21, 2014
A presentation on [Pavement Prioritization Plan](#) was made to the City Council Public Works Committee on the pavement prioritization plan. This presentation provided historical and future paving budget with two scenarios, current budget and Measure 88 if ballot passes.

Public Works Committee October 9, 2012
A presentation on [Pavement Asset Report Presentation](#) was made to the City Council Public Works Committee on the current condition of Oakland's streets, along with an analysis of trends and opportunities for improvement.

Pavement Condition Index
The Pavement Condition Index (PCI) is a numerical index between 0 and 100 which is used to indicate the general condition of a pavement. It is widely used in transportation civil engineering. It is a statistical measure and requires manual survey of the pavement. PCI surveying processes and calculation methods used have been standardized by the Metropolitan Transportation Commission (MTC). To view the PCI of each street in the City of Oakland, please view the interactive map described below.

Paving Contracts

Map
This interactive [map](#) provides valuable information on the City's pavement network. Current projects,



City of
Oakland