



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the June 20th, 2019 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

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

Meeting called to order at 6:06 pm by BPAC Chair, Wheeler.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with seven commissioners present (X). Two arrived just after roll call (x).

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

Introductions were made.

- Other attendees: Keith Cooke, Tom Holub, Brendan Pittman, Robert Prinz, Nick Thom
- Staff: Jason Patton, Noel Pond-Danchik, Brytanee Brown, Manuel Corona, Si Lau

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from May 2019** was made (Tabata), seconded (Parreiras). Commissioner Burnette Jr. abstained. All other commissioners voted in favor. The motion was approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- None

Item 4. Committee Report Back

Committees of the BPAC with activities in the past month provided brief updates to the Commission. A list of active committees and updates from the liaison to The Mayor's Commission on Persons with Disabilities (MCPD), the Legislative Committee, the Infrastructure Committee, and the BPAC Planning Committee are included in the agenda packet.

Summary of Discussion:

- The Infrastructure Committee will continue to advise staff on the Market St and Adeline St intersection.
 - The Planning Commission heard an item on the Bike Plan last night and the item was passed unanimously.
 - Chair Wheeler is stepping down and Commissioner Mangrum is stepping up as Chair of the Policing and Safety Committee.
- A motion to ***make Commissioner Mangrum the chair of the Policing and Safety Committee*** was made (Tabata), seconded (Naylor), and approved with all commissioners voting in favor. The motion passed.

Item 7. MacArthur Blvd/Superior Ave/Foothill Blvd Roundabout was moved before Item 5. East Oakland Community Based Transportation Plan and East Oakland Neighborhoods Initiative

Item 7. MacArthur Blvd/Superior Ave/Foothill Blvd Roundabout

Keith Cooke, Engineering & Transportation Director and Nick Thom, City Engineer of San Leandro provided a brief presentation and received comments on the preliminary design for a proposed roundabout at a challenging intersection with a high crash rate on the Oakland/San Leandro border with the objective of improving safety for all modes of transportation. This project is being funded in its entirety by the City of San Leandro. See the presentation attached in the minutes or the plans attached in the agenda for more details.

Summary of Discussion:

- It is important for the project to reduce vehicle speeds because the location of the roundabout is an entry/exit point to the freeway and intersecting streets have 40 MPH speed limits.
 - HAWKS or RRFBs were recommended on the legs coming on or off the freeway to make speeding drivers aware of pedestrians crossing.
 - San Leandro City staff hope that the roundabout will reduce the driving speeds to 15 MPH and if it does not significantly reduce the speed, they may further enhance the crosswalks.
- The curb radii are large enough that they may not cause vehicle drivers to significantly slow when making right turns. Consider making the radii smaller or putting mountable curbs on the radii to slow cars.
 - San Leandro City staff are considering raised crosswalks to address this issue.
- Given that the narrow bike lane on the northwest side of the project is at the lowest point, there may be issues with drainage including water or debris blocking the bike lane.
 - San Leandro City staff noted that it would be ideal to direct all water to the plants in the landscaped parts of the project. This bike lane may be drained into the Caltrans right-of-way.
- The bike lanes should be wide enough to accommodate adult trikes and trailers.
- It was twice recommended that the narrow bike lanes along the islands could be eliminated by raising the bike lanes, combining them with the pedestrian path and delineating bike/pedestrian space with paint and/or posts.
 - San Leandro City staff noted that in community meetings, community members preferred separation between the bikes and pedestrians.
 - An at-grade separation was not recommended because it is difficult to mix pedestrian and bicyclist rights-of-way when the path is not significantly wide. It may also be a falling hazard as it is difficult for cyclist to make tight turns.

- It could be a combination of raised mixed pedestrian/bike path and separated paths depending on the section. The north side where the bike lane is at the lowest point and where there are few turns is the best candidate location for a combined bike/pedestrian path.
- The BPAC was appreciative of the San Leandro staff for sharing their design with the Commission.
- The project will include signage and lighting on at least three or four of the corners.
- The worst part of this intersection for bicyclists is from the Foothill Blvd ramp onto Foothill Blvd yet there is not much being proposed there.
 - This is not the recommended bike route.

Speakers other than commissioners: Tom Holub, Robert Prinz

Item 5. East Oakland Community Based Transportation Plan and East Oakland Neighborhoods Initiative

Brytane Brown and Manuel Corona, from OakDOT Planning and Project Development, presented the East Oakland Community Based Transportation Plan and East Oakland Neighborhoods Initiative (EONI) process to date. The East Oakland Community Based Transportation Plan is a one year planning process currently in its early stages that engages East Oakland residents and culminates in transportation related programs and policies recommended by community members. It's funded by the Alameda County Transportation Commission. See the attached presentation for further details.

Summary of Discussion:

- The final EONI meeting will take place at Tassafaronga Rec Center, 975 85th Avenue on Saturday, July 13th from 12-2pm. For more information, go to <https://www.oaklandca.gov/topics/east-oakland-neighborhoods-initiative>.
- The wrap up from the EONI process will be released in August. The EONI Plan will be presented as a grant. Oakland's Planning Department will then apply for a grant for implementation of the identified projects.
- People discussed transportation not as a separate issue but as a factor that affects everything else.
- Many of the streets on the three-year Paving Plan are in East Oakland so staff are trying to leverage other improvements to be done along with paving.
- There should be fallback plans for streets that have safety challenges now that can't wait years for big grants like the BART to Bay Trail project.
- The East Oakland Community Based Transportation Plan is looking for insight for those who live and organize in East Oakland and will create a Technical Advisory Committee soon.
- The East Oakland Community Based Transportation Plan should focus on Bancroft Ave which will give people access to grocery stores including the new Seminary shopping center, the Eastmont Mall, and Foothill Square over projects like BRT.

Speakers other than commissioners: Laura Kaminski, Robert Prinz

Item 6. Biannual Strategic Planning Projects

Laura Kaminski, Acting Strategic Planning Manager, gave an update on existing and new projects including: Mobile Food Vending Program, Impact Fees put on new developments, Parking and Loading Policy changes, and Broadway Valdez District Specific Plan. See the attached presentation for further details.

Summary of Discussion:

- There are transportation impact fees, capital improvement impact fees, and affordable housing impact fees. The highest fees are charged for the affordable housing impact fees, but the

maximum for all fees are not charged because that would make some projects infeasible. Transportation impact fees are charged to offset the cumulative impacts of their project and can only be used to pay for things noted in the Environmental Impact Reports. For instance, the 24th St and Harrison St intersection will be redone as part of the development across from Whole Foods but that developer will not pay for all of it. They will also be reimbursed from the fund from other local developments.

- In addition to fees, developments are also required to do transportation projects. This includes things in their direct impact like fixing the sidewalk in front of their project or adding a left turn lane if their project adds traffic. The impact fees are paid into by developments to pay for projects that address the cumulative effects of multiple developments.
- Impact fees increased for the first five years and are now adjusting for inflation.
- There are three different impact fee zones and developments pay different amounts depending on where the project is.
- Developments pay the same price no matter the size of the unit because an economic consultant studied the profit margins based on the size and location of projects and found that the smaller the unit, the higher profit margin. Additionally, this encourages larger units since there is a lack of two or three room units to accommodate families.
- Money from impact fees is not restricted to the zone it is in; it can be used across the city.
- The protected bikeway on 27th St had shown plans with separated concrete but that was not built.
 - That project was not paid for through an impact fee, but directly by the developer and the design was decided in collaboration with OakDOT.
- The midblock crossing which was installed by Sprouts then taken out and redone by the housing project may have been redone to align it with the paseo next to the Sprouts.
 - Efforts should be made to reduce inefficiencies because that cost is passed on to the renters.
- They should try leaving the gate to the paseo open at night.
- There is interest in hearing about changes to the bike parking requirements in the Planning Code.

Speakers other than commissioners: Robert Prinz

Item 8. BPAC Commissioner Outreach

Chair Kenya Wheeler and Vice-Chair George Naylor discussed initial outreach efforts to recruit new Commissioners for 2020. Discussion focused on establishing targeted outreach actions with Oakland nonprofit organizations and other contacts from OakDOT staff and current commissioners. West and East Oakland, around Lake Merritt and the San Antonio neighborhoods will not have Commissioners who are staying. See the attached map for further details.

Chair Wheeler, Vice-Chair Naylor, and Commissioner Tabata will be attending an Urban Habitat meeting to encourage members to apply to the BPAC. Urban Habitat has a Boards and Commissions Leadership program making them a good fit for outreach. All commissioners are recommended to ask community groups and individuals that they have relationships with to encourage people to apply. A list of community groups will be sent out and there may be a working session to identify groups to reach out to.

Summary of Discussion:

- Currently the commission accepts applications for the month of August, but it could be left open longer. The goal is to ensure that the Mayor appoints the new commissioners before the end of the year. Last year, Yvonna Cazares from the Mayor's Office was helpful in getting commissioners appointed on time so the applications could be accepted later.

- If new commissioners are not sworn in by the beginning of the new year, commissioners can continue to act in their positions in a fallback capacity if their stay would not exceed the six-year term limit per the by-laws.
- The BPAC is looking to create a diverse commission.
- It is nice to have applicants the commissioners know so that they can vet them.
- Council District 7 has historically been the hardest council district to recruit from but Commissioner Tabata may have recruited an applicant for this round.
- Commissioner Norris and Chair Wheeler will help recruit applicants from deep West Oakland.
- The East Oakland Community Based Transportation Plan could be a good place to recruit potential commissioners.
- New commissioner recruiting will be on the agenda again next month at the July meeting.

Speakers other than commissioners: Jason Patton

- A motion to ***extend the meeting for ten minutes*** was made (Wheeler), seconded (Naylor), and approved with all commissioners voting in favor. The motion passed.

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

Three-month look-ahead

- Chair Wheeler: The July item on East Oakland Bike Share and Scooter share should include a general micro-mobility update

Suggestions for meeting topics

- Commissioner Parreiras: Megan Weir from SF Department of Public Health is available in July but not August to speak about using hospital crash data in San Francisco
- Commissioner Campbell: mid-year check in on the BPAC Strategic Plan
- Commissioner Tabata: Discussion of the number of committees and who will be chairing each
- Robert Prinz: The biannual item on bikeway projects status updates was useful to flag projects at a certain stage in design. Without this item, the BPAC is not aware of some projects. To reduce the number of recurring items, this could be done as an attachment or an item to the Infrastructure Committee.

Announcements

- Vice Chair Naylor: Next Tuesday the Public Works Committee will hear an item on the Bike Plan. Come to support the Plan.
- Chair Wheeler: The Downtown Specific Plan has meetings next Monday and Tuesday from 4-8 pm at OakStop.
- Commissioner Jones: A commissioner will speak on behalf of the BPAC in support of the Bike Plan at City Council.
- Jason Patton: Staff will bring a schedule for recommending new commissioners

Speakers other than commissioners: Jason Patton, Robert Prinz

Meeting adjourned at 8:19 pm.

Attachments

- Item 7. MacArthur Blvd/Superior Ave/Foothill Blvd Roundabout Presentation

- Item 5. East Oakland Community Based Transportation Plan and East Oakland Neighborhoods Initiative
- Item 6. Biannual Strategic Planning Projects
- Item 8. BPAC Commissioner Outreach Map
- AC Transit Fare Changes Handout

Minutes recorded by Noel Pond-Danchik, Pedestrian Program Coordinator, emailed to meeting attendees for review on Monday, June 24, 2019 with comments requested by 5pm, Monday, July 8, 2019 to npond-danchik@oaklandca.gov. Revised minutes will be attached to the July, 2019 meeting agenda and considered for adoption at that meeting.

MacArthur / Foothill / Superior Roundabout

City of Oakland BPAC

Thursday, June 20th, 2019



Project Location



Project Background/ Issues



Project Goals

- Reduce accident rate
- Provide pedestrian facilities
- Provide bike facilities
- Reduce vehicle speeds
- Decrease wait time for cross traffic (Foothill Blvd and Superior Ave)



Project Background – Options Considered



Roundabout with Separated Bike Lanes

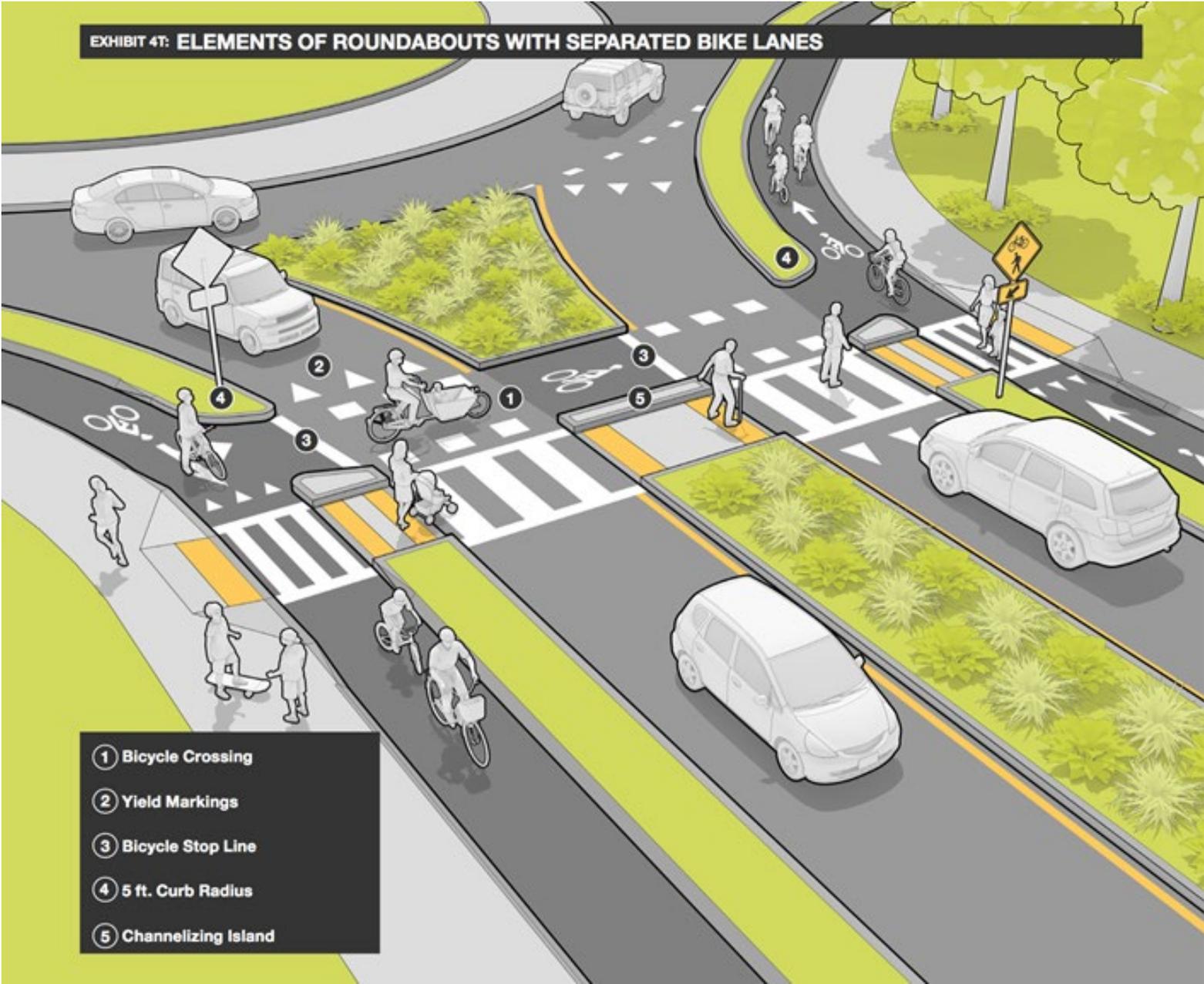


Illustration from Massachusetts DOT



EAST OAKLAND

COMMUNITY BASED

TRANSPORTATION PLAN

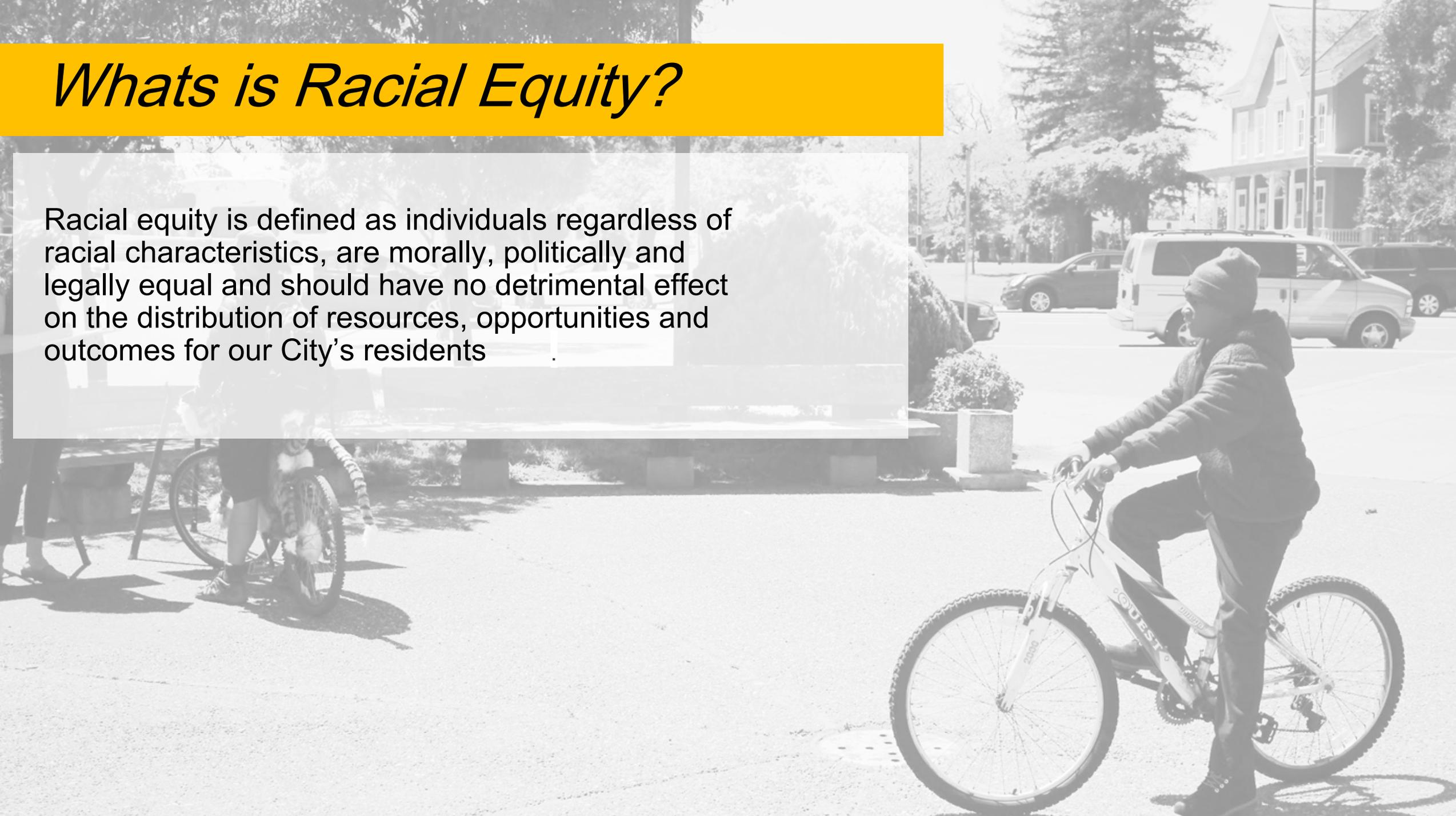


OUTCOME STATEMENT (DRAFT)

All East Oaklanders have access to a local and regional transportation system that is safe, affordable and connects them to jobs, trainings, quality food and cultural centers.

Whats is Racial Equity?

Racial equity is defined as individuals regardless of racial characteristics, are morally, politically and legally equal and should have no detrimental effect on the distribution of resources, opportunities and outcomes for our City's residents .



Investing in East Oakland

- 35% of East Oakland residents are African -American and **93% are people of color**, compared to the citywide population of which 26% are African-American and 56% are people of color
- **55%** of residents are **below the poverty level**
- All of East Oakland has just **2 miles of comfortable bike facilities**
- Nearly **8 miles** of East Oakland streets are in the **High Injury Network**
- **64%** of East Oaklanders **drive to work alone**

What is the East Oakland Community Based Transportation Plan?

- Lead by **OakDOT**
- Funded by **ACTC**
- Focuses on **transportation** needs and connections **BRT**
- One year of **extensive public outreach** to collect residents' input on goals, issues, concerns, and transportation priorities
- Culminates in **transportation improvement projects** (TIPs)

CURRENT TRANSPORTATION PROJECTS

MAP LEGEND

- Paving Projects
- Curbramp
- Safety
- Streetscape
- Sidewalk
- Traffic Signals
- Bridge
- Bikeway Projects
- East Oakland Area

HIGH ST.
SAFETY IMPROVEMENT
PROJECT

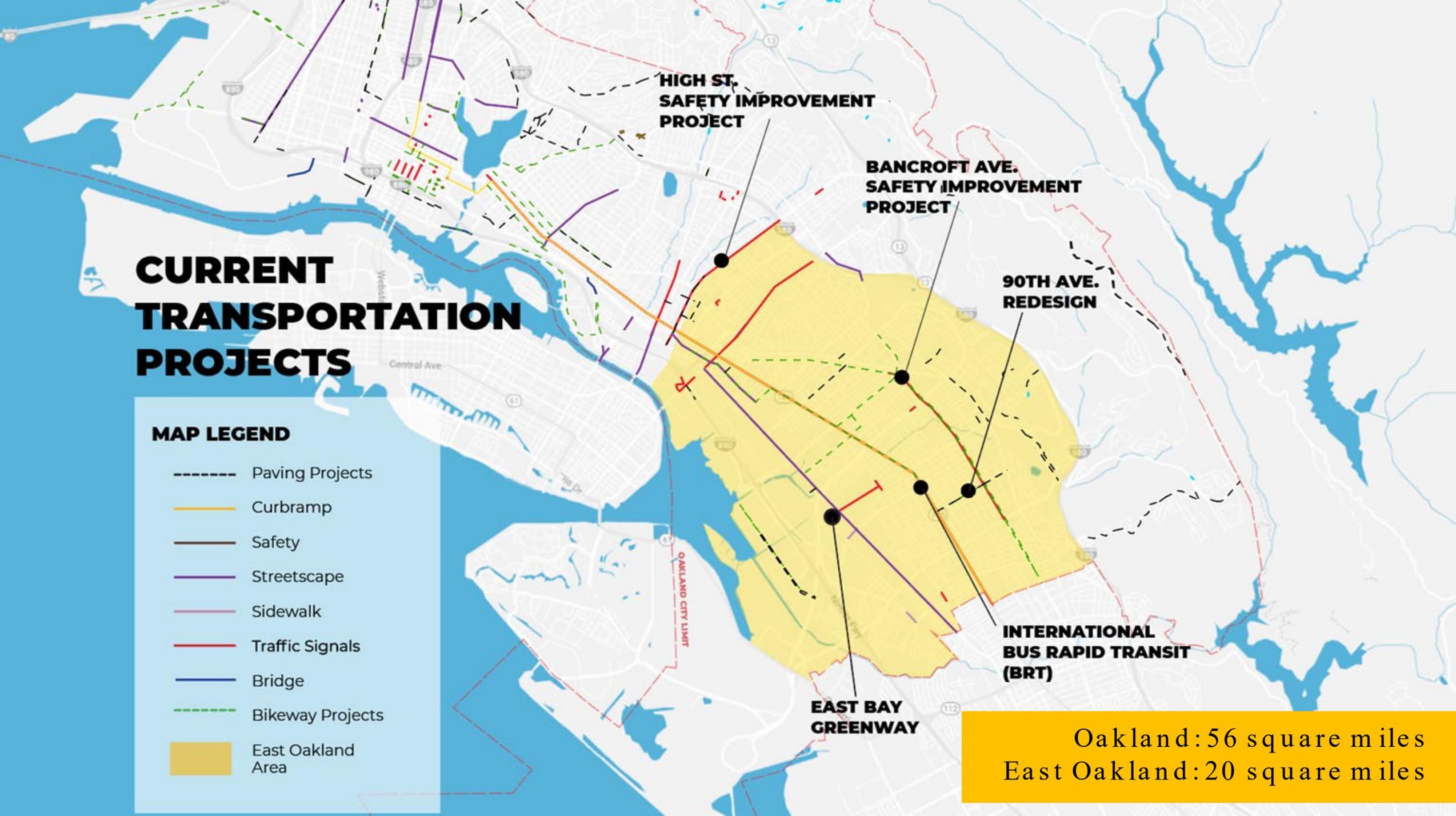
BANCROFT AVE.
SAFETY IMPROVEMENT
PROJECT

90TH AVE.
REDESIGN

INTERNATIONAL
BUS RAPID TRANSIT
(BRT)

EAST BAY
GREENWAY

Oakland: 56 square miles
East Oakland: 20 square miles



CBTP Outcomes & Goals

- Provide a **central place for coordinating existing plans** (Transit Action Strategy, Pedestrian Plan, Bicycle Plan, Paving Plan, etc)
- Work with the East Oakland residents, to **identify which transportation routes provide access and opportunity** to jobs, education, recreation, and services
- Work with the East Oakland community to **identify gaps and needs for transit, pedestrian and bicycle facilities**, especially as it relates to access to the East Bay Bus Rapid Transit system on International Boulevard and Transit Action Strategy
- **Prioritize transportation projects and programs** based recommendations with identified funding for projects within the next 5 years and visionary projects in the longer term
- Create an **equitable framework for community -based decision making** for transportation projects and planning

How is the CBTP going to...

..provide a central plan for all transportation-related efforts?

- **Collect background data** related to demographics, racial equity & disparity analysis, bicycle and pedestrian safety, and transit ridership to identify East Oakland's transportation needs
- Develop a project website serving as a **central online location** for accessing project information and collecting feedback
- Summarize IBTOD, OSNI strategies and implementation resources and recommendations to **combat displacement**
- **Work with CBOs and key stakeholder groups** to ensure community needs are met while also bolstering community buy-in and participation

How is the CBTP going to...

...identify gaps and needs for transit, pedestrian and bicycle facilities?

- Analysis of transit accessibility maps, ridership data from AC Transit and shared mobility providers, and cell phone location -based services data to **understand how East Oaklanders travel**
- Community input through **outreach** such as mobile workshops, online surveys, and larger community meetings
- Formation of **Resident Advisory Committee** and focus groups to discuss gaps and possible solutions
- Identify **upcoming shared mobility -related plans** and projects to assess how they can meet East Oakland's needs

How is the CBTP going to...

..prioritize transportation projects and programs-based recommendations?

- Identify funding for projects within the next 5 years and visionary projects in the longer term
- Based on community -identified priorities and other projects in the pipeline, improvements will be packaged and presented in a **phased approach**
- Draft funding & implementation plan that will be **reviewed by partnering CBOs**
- Develop **35% engineering concept** for key corridors



East Oakland Neighborhoods Initiative (EONI)

Transformative Climate Communities (TCC)

- The **East Oakland Neighborhoods Initiative** is a partnership between the Oakland Planning Dept and 12 CBOs
- Focuses on planning and envisioning **climate resilience goals** for Deep East Oakland
- One year of **extensive public outreach** to collect residents' input on goals, issues, concerns, and neighborhood priorities
- Culminates in a community presentation & report to the State of California **outlining future goals and recommendations**

CURRENT TRANSPORTATION PROJECTS

MAP LEGEND

- Paving Projects
- Curbramp
- Safety
- Streetscape
- Sidewalk
- Traffic Signals
- Bridge
- Bikeway Projects
- East Oakland Area

HIGH ST.
SAFETY IMPROVEMENT
PROJECT

BANCROFT AVE.
SAFETY IMPROVEMENT
PROJECT

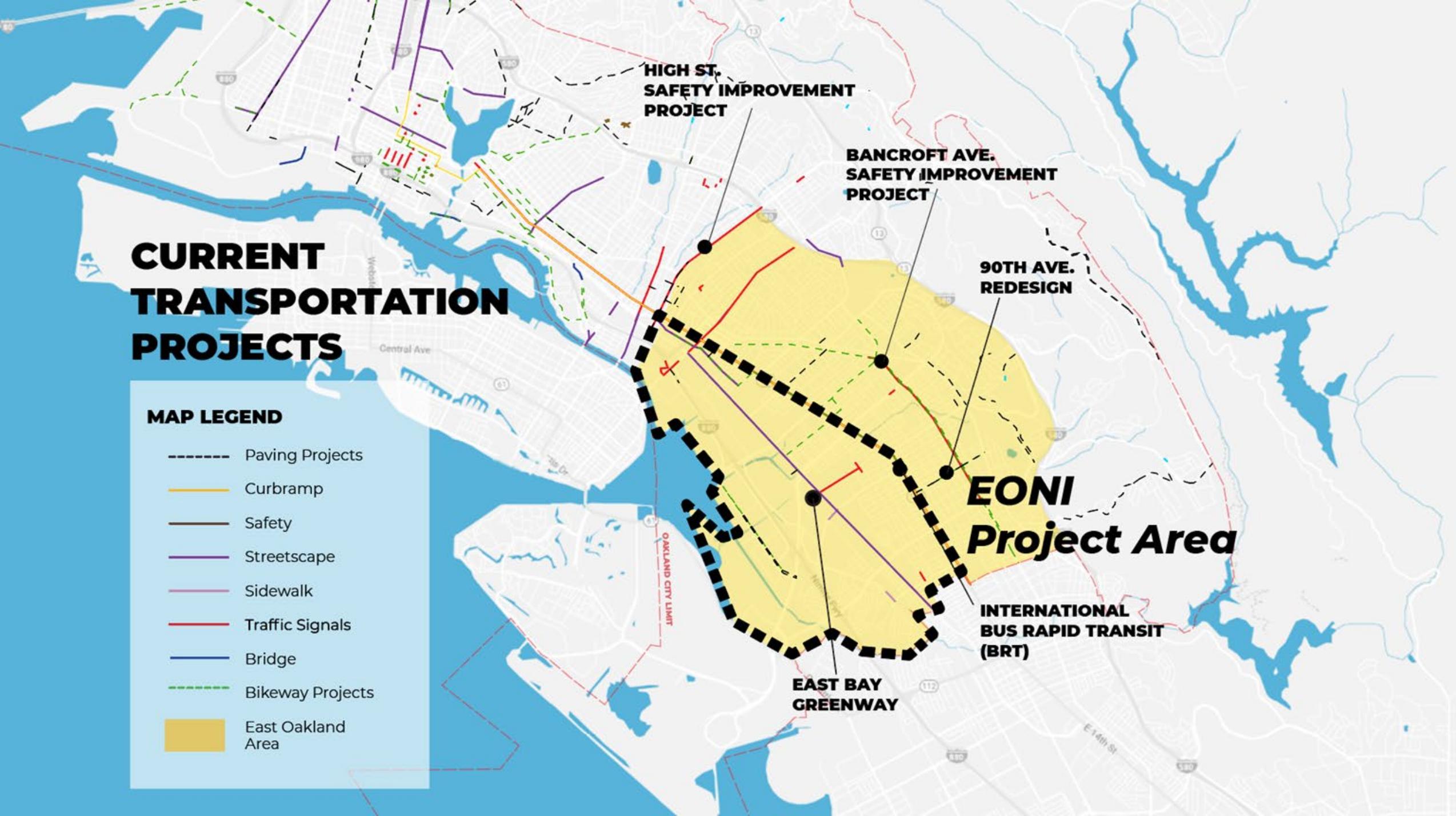
90TH AVE.
REDESIGN

**EONI
Project Area**

INTERNATIONAL
BUS RAPID TRANSIT
(BRT)

EAST BAY
GREENWAY

OAKLAND CITY LIMIT



Collaboration

- Foster engagement in the CBTP
- Understand connection between transportation in relation to jobs, businesses, services, culture, etc.
- Tripled EONI's technical capacity
 - \$25k for an additional Plan Writer
 - \$10k for transportation consultants to develop transportation projects



HEALTH, WEALTH, & STABILITY

Place stickers next to projects, programs, and policies you'd like to see most in your community.
 Feel free to add projects you want to see and any questions or concerns to the center box (green brackets).

housing



Affordable Housing Development
 generate more affordable housing stock through financial, tax, and zoning policy.



Housing Resource Center
 offers a one-stop approach to housing services and resource referral for Oakland homeowners, tenants, and landlords.



Services for Homebuyers
 opportunities for prospective Oakland homebuyers through education, financing assistance, and resource referral



East Oakland Community Benefits
 provide community input and requests for affordable housing and other public benefits with new development in East Oakland



environmental / open space / resilience



Indoor Health + Safety
 measures such as switching from a gas stove to an electric stove reduce greenhouse gas emissions, improves indoor air quality, and improves earthquake safety.



Urban Greening + Tree Planting
 improve air quality by removing carbon dioxide from the air, and decrease extreme heat events by creating shade.



Resilience Hubs
 address effects of climate change by providing cooling centers during heat waves, medical supplies and shelter beds during emergencies, and safe places to gather



Improve Water Quality
 reduce creek flooding, and improve quality of water being washed into the Bay



Parks
 add and improve parks and open spaces in East Oakland



Community Ownership of Energy
 a new business model that allows groups to come together and own solar energy



what projects i think should happen...
 add a project and connect it to others!

Concerns I have:
 write down any thoughts or questions you have!

transportation



Bike Sheds small bike centers to provide bike maintenance and education to community



Green Streets street beautification and safety improvements including vegetated traffic circles, curb cuts, and street trees



Lower Bus Fare programs that help lower the cost of taking the bus



Mobility Lanes/Bike Lanes design roads to accommodate bikes, wheelchairs, skateboards, and scooters



Pedestrian Safety build infrastructure that prioritizes pedestrians



culture / community / identity



Cultural Zones zones that highlight thriving cultural diversity and protect the qualities which make these areas unique



Community Food Systems providing access to grocery stores, community gardens, farmers markets, etc



Public Performance and Activity Spaces venues where community members can congregate, share, and express, and be active



Youth Development Programming partnerships between schools and community organizations to support East Oakland youth



businesses + jobs



One-Stop Career Center employment and training related services for workers and businesses



Marketplace/Community Work Hubs shared space that allows multiple businesses to work in the same building, lowering costs and providing a potential community shopping destination



Opportunity Zones Federal Tax incentive that provides tax credits to investors in businesses or properties located in a designated Opportunity Zone



Summer Youth Employment job opportunities for students during the Summer months



Green Jobs job development in the rapidly-growing environmental sector



CBTP Branding & Identity

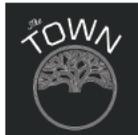
EAST OAKLAND
COMMUNITY BASED TRANSPORATION PLAN

EAST OAKLAND
COMMUNITY BASED TRANSPORATION PLAN

EAST OAKLAND
COMMUNITY BASED TRANSPORATION PLAN



oakland



town biz



traffic safety



moving forward



branding similar to Oak 311
to associate both programs



EAST OAKLAND
COMMUNITY BASED TRANSPORATION PLAN

COLORS



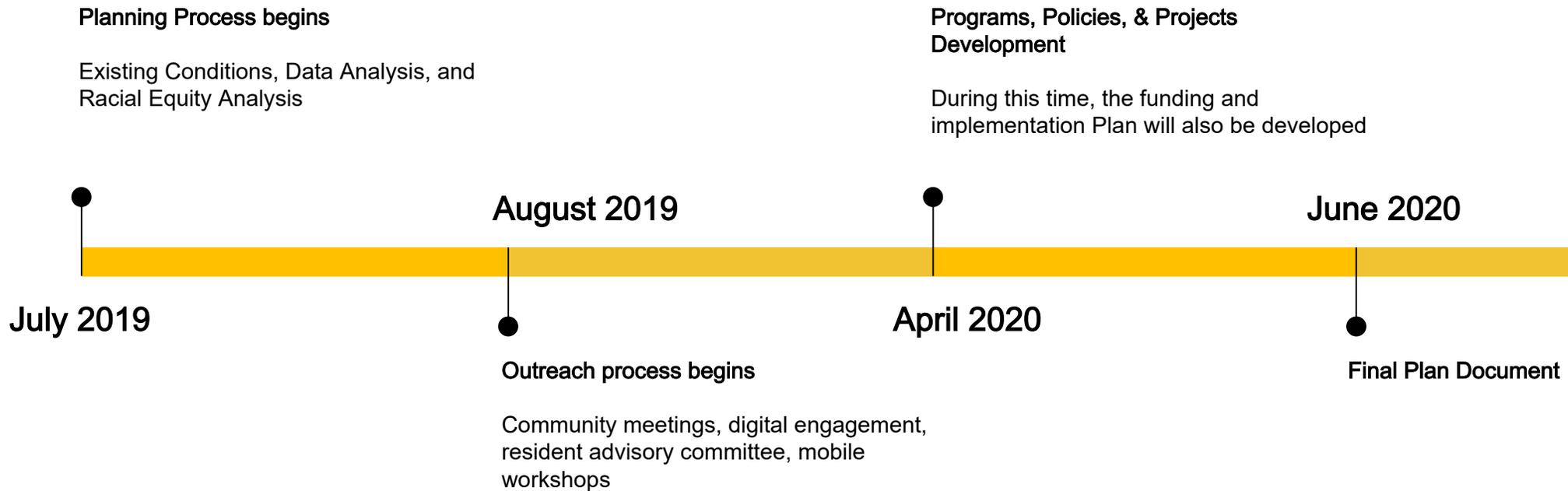
PHOTOS



MAPS

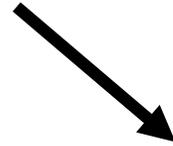


Project Timeline

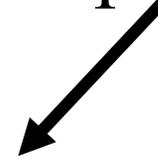


Leveraging Planning Projects

Planning
Department
\$200k



Transportation
Department
\$350k (+)



Transportation Related Infrastructure Projects

Bancroft Ave Median Redesign

Hegenberger Neighborhood Access Project

3-Year Paving Plan

+ 35M

East Bay Greenway

+13M

BART to Bay Trail

Thank you!



Project Team



Brytanee Brown
Project Manager



Manuel Corona
Assistant PM

Brytanee Brown

brbrown@oaklandca.gov

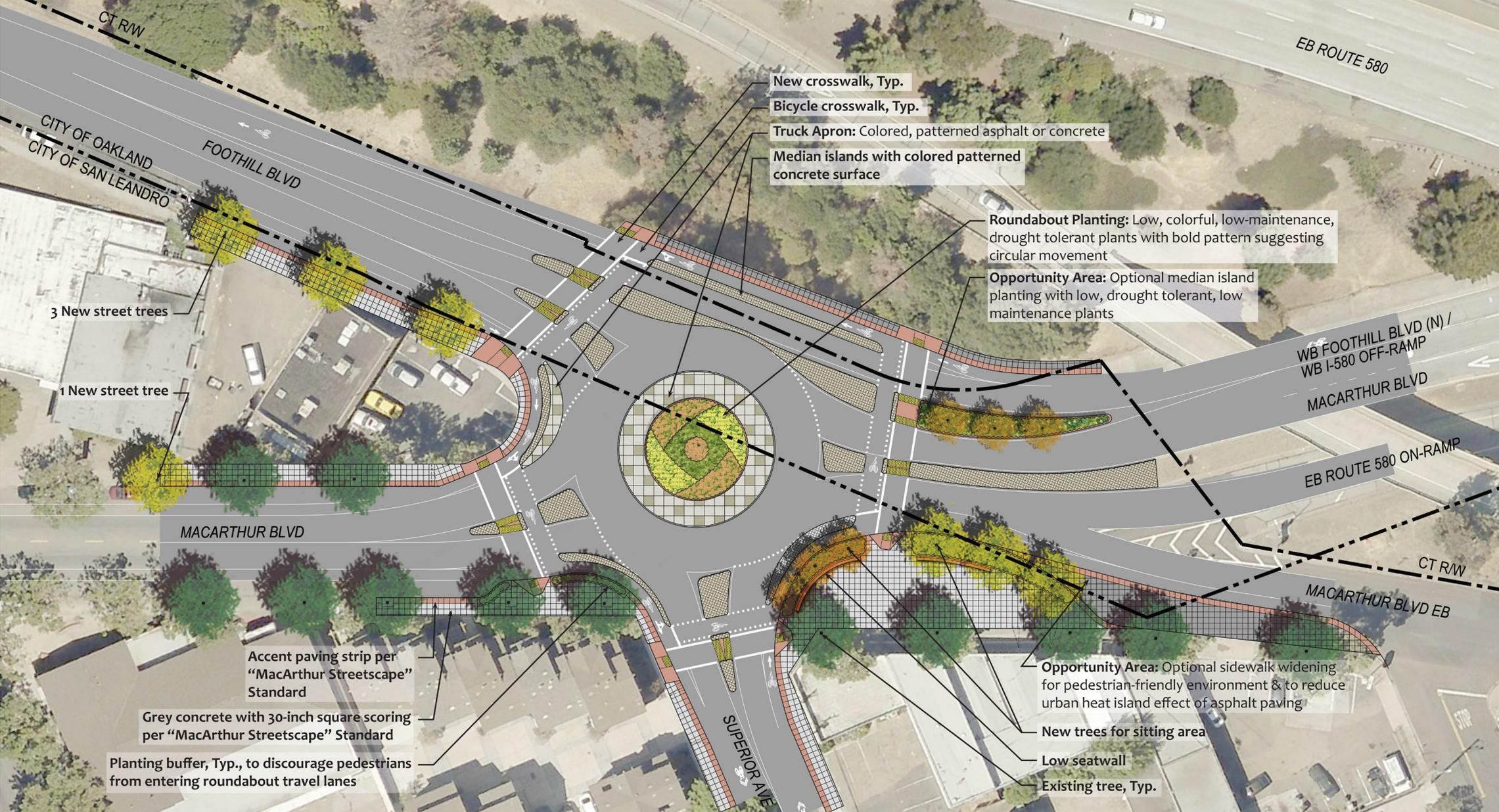
How is the CBTP going to...

...identify which transportation routes provide access and opportunity to jobs, education, recreation, and services

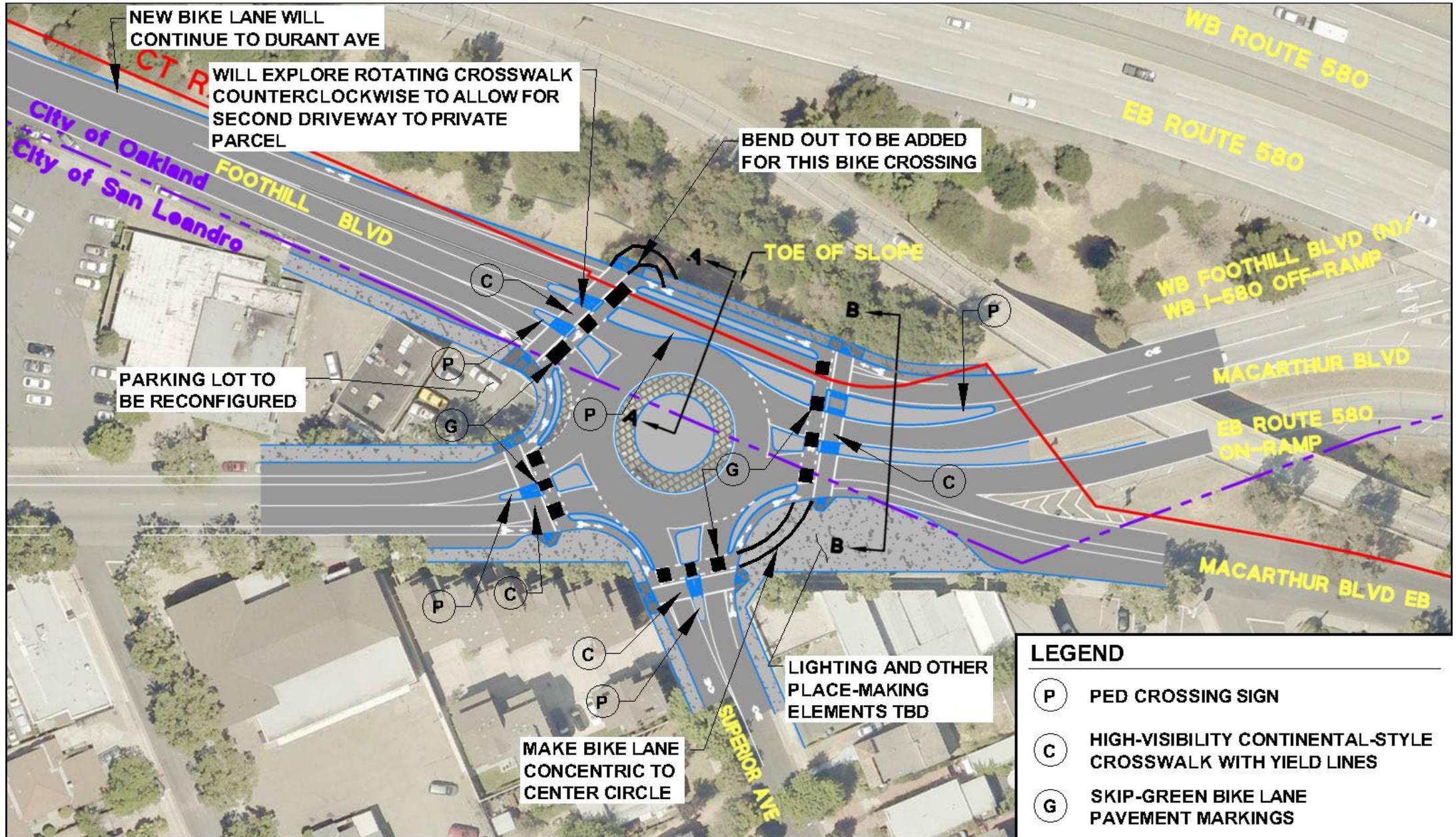
- Conduct asset mapping exercises with residents, businesses, community based organizations, and other stakeholders
- Assess upcoming/existing strategic initiatives related to but not limited to economic development, housing, and climate resiliency in the project area.



Conceptual Design



Notable Review Comments



Summary

- Compared to other alternatives that were considered, a roundabout will provide the greatest improvement to traffic flow and is the only option that reduces vehicle speed.
- Design phase is currently underway
- Seeking input from stakeholders

Contact:

Nick Thom, City Engineer

nthom@sanleandro.org

510-577-3431



BI-ANNUAL REPORT FROM STRATEGIC PLANNING DIVISION, BUREAU OF PLANNING

BPAC, JUNE 20, 2019

Laura B. Kaminski, AICP
Acting Strategic Planning Manager, City of Oakland, CA
lkaminski@oaklandca.gov

AGENDA

STRATEGIC PLANNING PROJECTS

- **Update on Impact Fees**
- **Update on Parking Policies**
- **Update on Mobile Food Vending Program**
- **Update on Broadway Valdez District Specific Plan**



Update on Impact Fees

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	Revenue Assessed but Not Due Yet	Total Impact Fees Assessed
Affordable Housing Trust Fund	Affordable Housing Impact Fee and Jobs/ Housing Impact Fee	FY 15 - 16	\$526,861	\$0	\$0
		FY 16 - 17	\$781,184	\$8,482,226	\$9,263,410
		FY 17 - 18	\$4,843,587	\$12,920,323	\$17,763,910
		Total FY 15 - 18	\$6,151,632	\$21,402,549	\$27,268,859



Transportation Impact Fees

Impact Fee Fund	Impact Fee and Fiscal Year (FY)		Amount Collected/ Paid	Revenue Assessed but Not Due Yet	Total Impact Fees Assessed
Transportation Impact Fee Trust Fund	Transportation Impact Fee	FY 16 - 17	\$483,269	\$1,138,114	\$1,621,383
		FY 17 - 18	\$1,867,348	\$890,132	\$2,757,480
		Total FY 16 - 18	\$2,350,617	\$2,028,246	\$4,378,863



Capital Improvements Impact Fees

Impact Fee Fund	Impact Fee and Fiscal Year (FY)		Amount Collected/ Paid	Revenue Assessed but Not Due Yet	Total Impact Fees Assessed
Capital Improvements Impact Fee Trust Fund	Capital Improvements Impact Fee	FY 16 - 17	\$141,547	\$993,310	\$1,134,857
		FY 17 - 18	\$1,598,476	\$89,069	\$1,687,545
		Total FY 16 - 18	\$1,740,023	\$1,082,379	\$2,822,402





Update on Parking Policies

PARKING AND LOADING CODE CHANGES

- **Parking and loading changes adopted in February 2019:**
 - Detached Unit Residential Zones (RD), reduced parking to one space per unit (instead of two for single-family and 1.5 for duplex);
 - Allows for compact parking on a lot containing two or more required spaces (instead of three) and half can be compact;
 - Allows developments with as few as five units to reduce their parking requirement through demand management measures. (current minimum is 10 units);
 - Allows replacing a nonresidential activity with any other nonresidential activity without requiring additional parking or loading;
 - Reduces the parking requirements for industrial activities to one space for 3,500 square feet (instead of one per 1,500 sf); and
 - Caps the number of required loading berths at three for residential and commercial activities.
- **Potential future changes:**
 - Looking at reducing parking requirements in the S-15 Transit-Oriented Development Commercial Zones (currently 0.5 spaces per unit, potentially reduce to 0 spaces per unit)
 - Changes will be required for reduced parking on BART owned property per AB 2923



Update on Mobile Food Vending Program

SIDEWALK VENDING

- State Bill (SB) 946 *Safe Sidewalk Vending Act*
 - *What was the reason behind SB 946?*
 - *It serves to decriminalize sidewalk vending through the State of California and support entrepreneurship among immigrant and low-income communities.*
 - *Who is a sidewalk vendor?*
 - *A person who sells food or beverages on a public sidewalk or other pedestrian path from a pushcart, stationary cart, or other non-motorized equipment allowed by Alameda County Environmental Health Department*
 - *Two types of sidewalk vendors*
 - *Roaming Sidewalk Vendor – moves from place to place and stops only for a sale*
 - *Stationary Sidewalk Vendor – sells from a fixed location*



SIDEWALK VENDING

- Changes to Regulations for Sidewalk Vending to Align With State Bill 946 *Safe Sidewalk Vending Act*
 - *City Planning Staff along with staff from the City Administrator's Office have been working on a new streamlined permit process for sidewalk vendors that can be approved over the counter*
 - *Geographic areas expanded where sidewalk vending is permitted*
 - *For Stationary Vendors - includes all of the commercial and industrial areas on public sidewalks that are ≥ 10 feet in width*
 - *For roaming vendors - includes all areas*
 - *Buffer Distances*
 - *300' from a school or other mobile food vendor*
 - *100' from a restaurant, farmer's market, flea market, or other special event*
 - *Special permissions still required to vend near schools & within parks*
 - *Must maintain a 5.5 foot clear path of travel for pedestrians*
 - *Alameda County Health permit, liability insurance, business license, and fire clearance are still required*

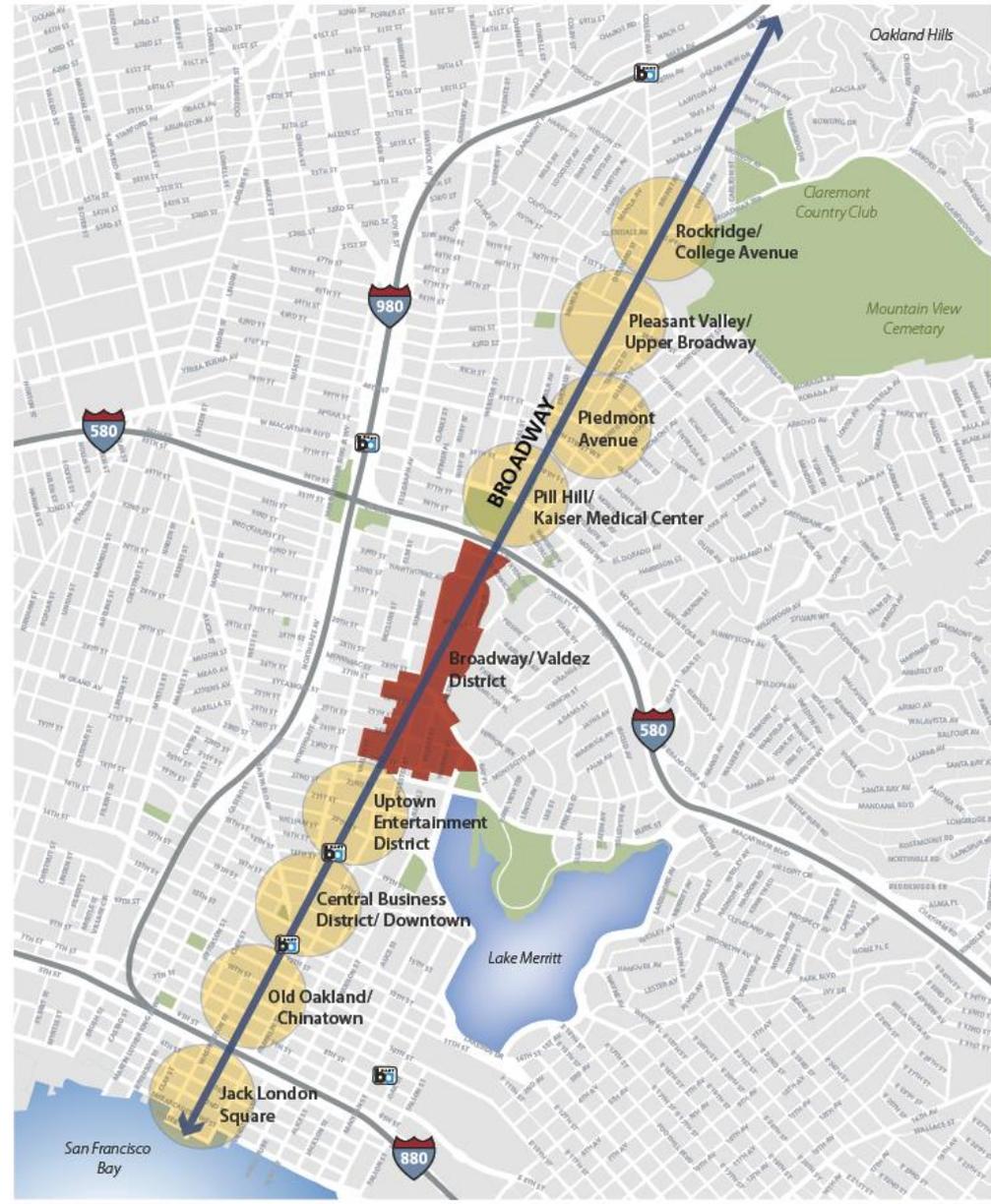


Update on Broadway Valdez District Specific Plan

PLAN AREA

- **PRIOR TO SPECIFIC PLAN APPROVAL**

- *30 acres automotive*
- *7 acres vacant*
- *35 acres right-of-way*



PUBLIC REALM IMPROVEMENTS

PUBLIC REALM IMPROVEMENTS INCLUDED

- *Broadway Spine*
- *Shopping Streets*
- *Sidewalk widening*
- *Improved pedestrian crossings*
- *Public plazas*
- *Paseos*
- *Historic lighting*
- *Street trees*



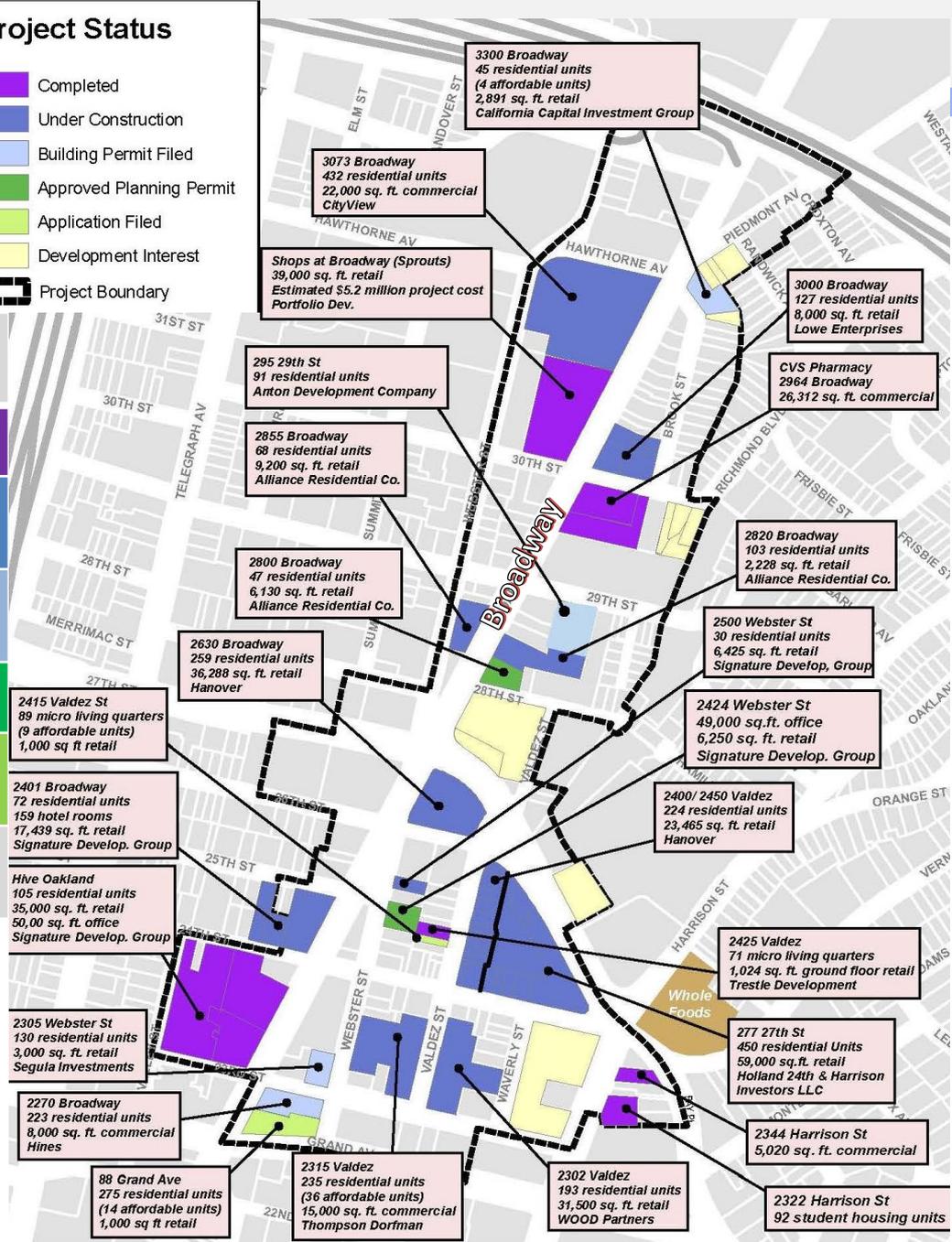
PROJECT STATUS

Plan adopted June 2014
In approval process so far:

Project Status

- Completed
- Under Construction
- Building Permit Filed
- Approved Planning Permit
- Application Filed
- Development Interest
- Project Boundary

Project Status	Residential (units)	Retail (sf)	Office (sf)	Hotel (rooms)
Completed	268	106,356	50,000	0
Under Construction	2,187	230,545	0	159
Building Permit Filed	489	13,891	0	0
Approved	47	12,380	49,000	0
Application Filed	364	2,000	0	0
Total Projects	3,355	365,172	99,000	159



(1,800 housing units proposed in plan, EIR is flexible so can exchange uses if trip generation is equal, i.e. exchange some office sf with residential units)

PROJECTS IN NORTH END

NEW PEDESTRIAN PASEO:



UNDER CONSTRUCTION

3072 Broadway:
432 Residential Units, 22,000 sf Retail



UNDER CONSTRUCTION

3000 Broadway:
127 Residential Units, 8,000 sf Retail



COMPLETED

3001 Broadway:
39,000 sf Retail



UNDER CONSTRUCTION

2855 Broadway, 2800 & 2820 Broadway:
218 Residential Units, 18,000 sf Retail



COMPLETED

2964 Broadway:
26,312 sf Retail



UNDER CONSTRUCTION

2800 & 2820 Broadway:
150 Residential Units, 8,800 sf Retail

8 UNDER CONSTRUCTION



PROJECTS VALDEZ TRIANGLE



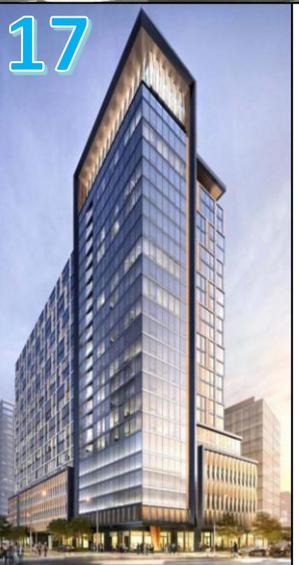
12 UNDER CONSTRUCTION



13 UNDER CONSTRUCTION



18



17



19 UNDER CONSTRUCTION



16 UNDER CONSTRUCTION



14 UNDER CONSTRUCTION

WEBSTER ST, 23RD ST, & VALDEZ ST



BEFORE - Vacant parking lots



BEFORE - Vacant parking lots



AFTER - Rendering



BEFORE



AFTER - Photo - 235 Residential units (36 affordable), 15,000 sq ft retail



BEFORE



AFTER - Photo



AFTER - Photo

VALDEZ ST, 23RD ST, & WAVERLY ST



BEFORE - Vacant parking lots & old storage building



BEFORE



BEFORE



BEFORE

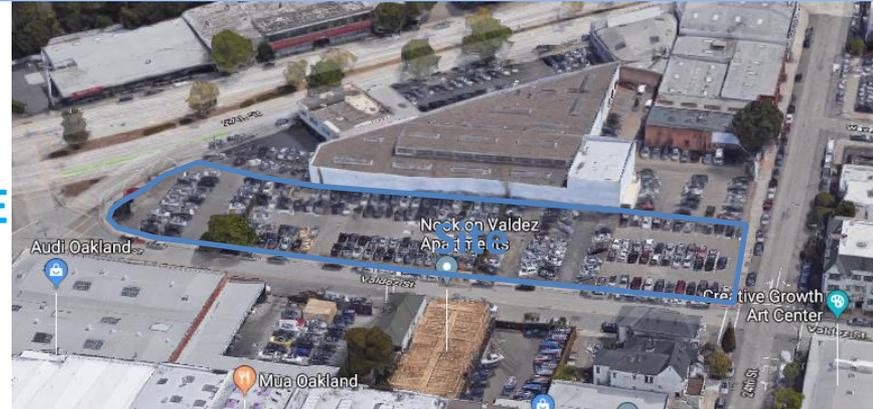


AFTER — Photos - 193 Residential units, 31,500 sq ft retail

VALDEZ, BETWEEN 24TH ST & 27TH ST



BEFORE - Vacant parking lots.



BEFORE



AFTER



BEFORE - Vacant parking lots.



AFTER - 224 residential units, 23,465 sf retail

BROADWAY, 26TH ST, 27TH ST & VALDEZ ST



BEFORE - Vacant parking lots.



BEFORE - Vacant parking lots.

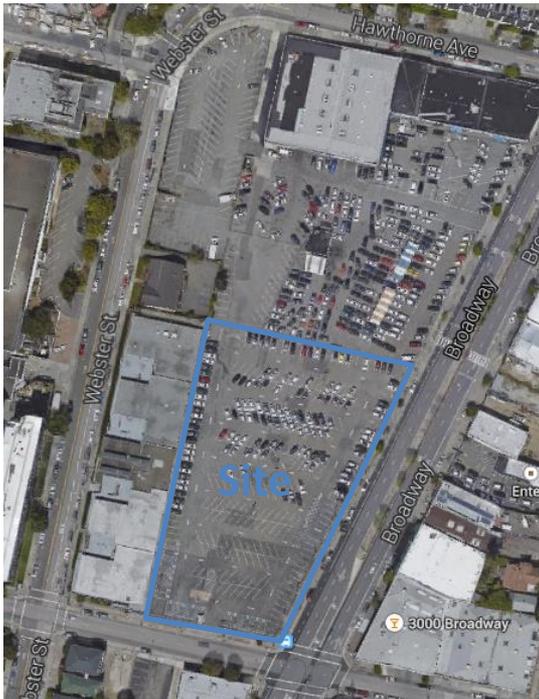


AFTER - 253 residential units, 36,288 sf retail (Target & restaurant space), & plaza with art

BROADWAY & 30TH STREET (Northwest Corner)



BEFORE — *Auto parking lots*



BEFORE

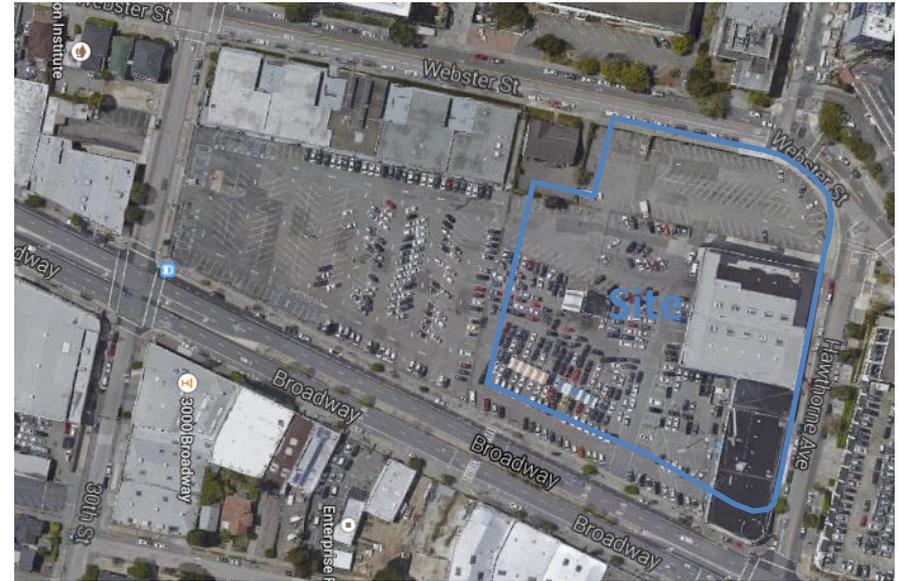
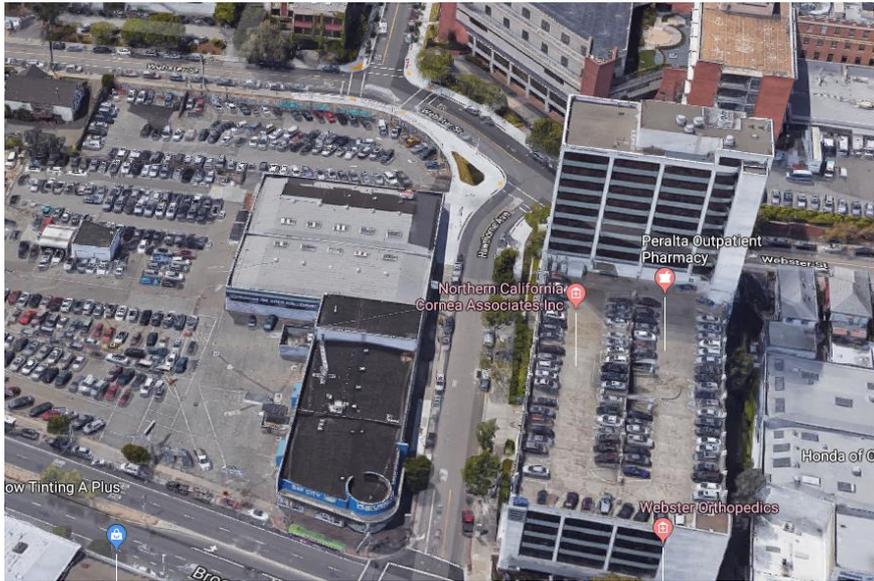


AFTER

Sprouts grocery store & retail tenant space, 39,000 sq ft retail



BROADWAY & HAWTHORNE AVENUE



BEFORE — *Auto showroom & parking lots*



BEFORE — *Auto showroom & parking lots*



AFTER (*reuse auto showroom*)
432 Residential units, 22,000 sq ft commercial

27TH AND VALDEZ STREET PUBLIC PLAZAS



PUBLIC REALM IMPROVEMENTS



Bulb-outs at all four corners of Valdez & 24th Streets



Mid-block bulb-outs and pedestrian crossings on Valdez Street

PUBLIC REALM IMPROVEMENTS



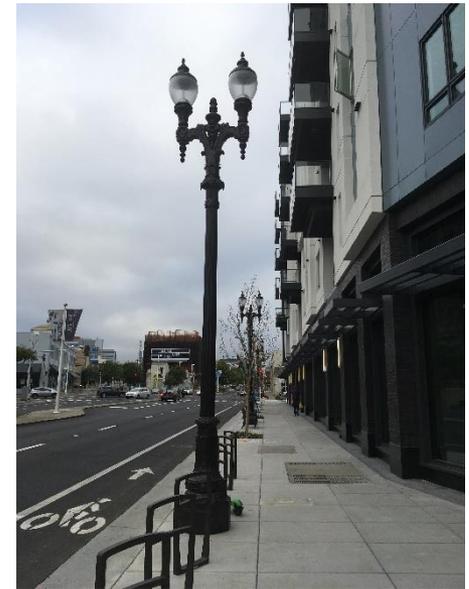
Sidewalk widening, historic lighting, street trees, bicycle racks, & benches



PUBLIC REALM IMPROVEMENTS



Bicycle lanes, plazas, historic lighting, street trees, bicycle racks, benches, sidewalk improvements



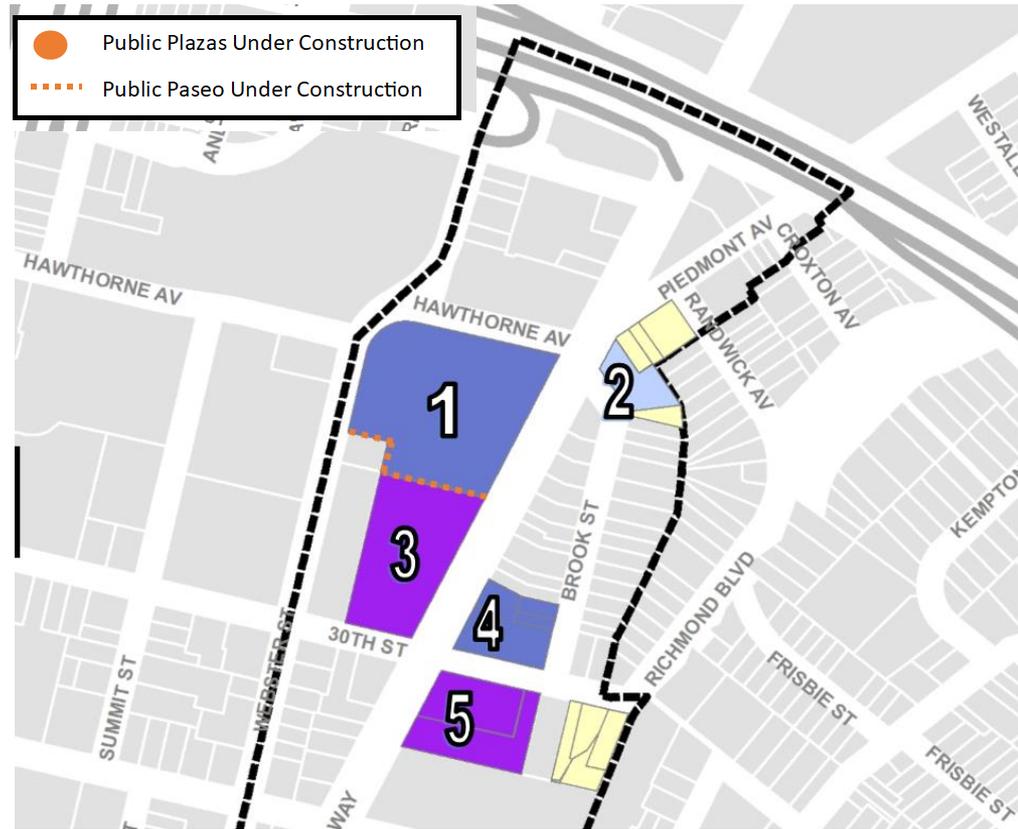
PUBLIC REALM IMPROVEMENTS



Paseo between Sprouts & 3073 Broadway



Sidewalk widening, historic lighting, street trees, bicycle racks, benches Ford Bikes



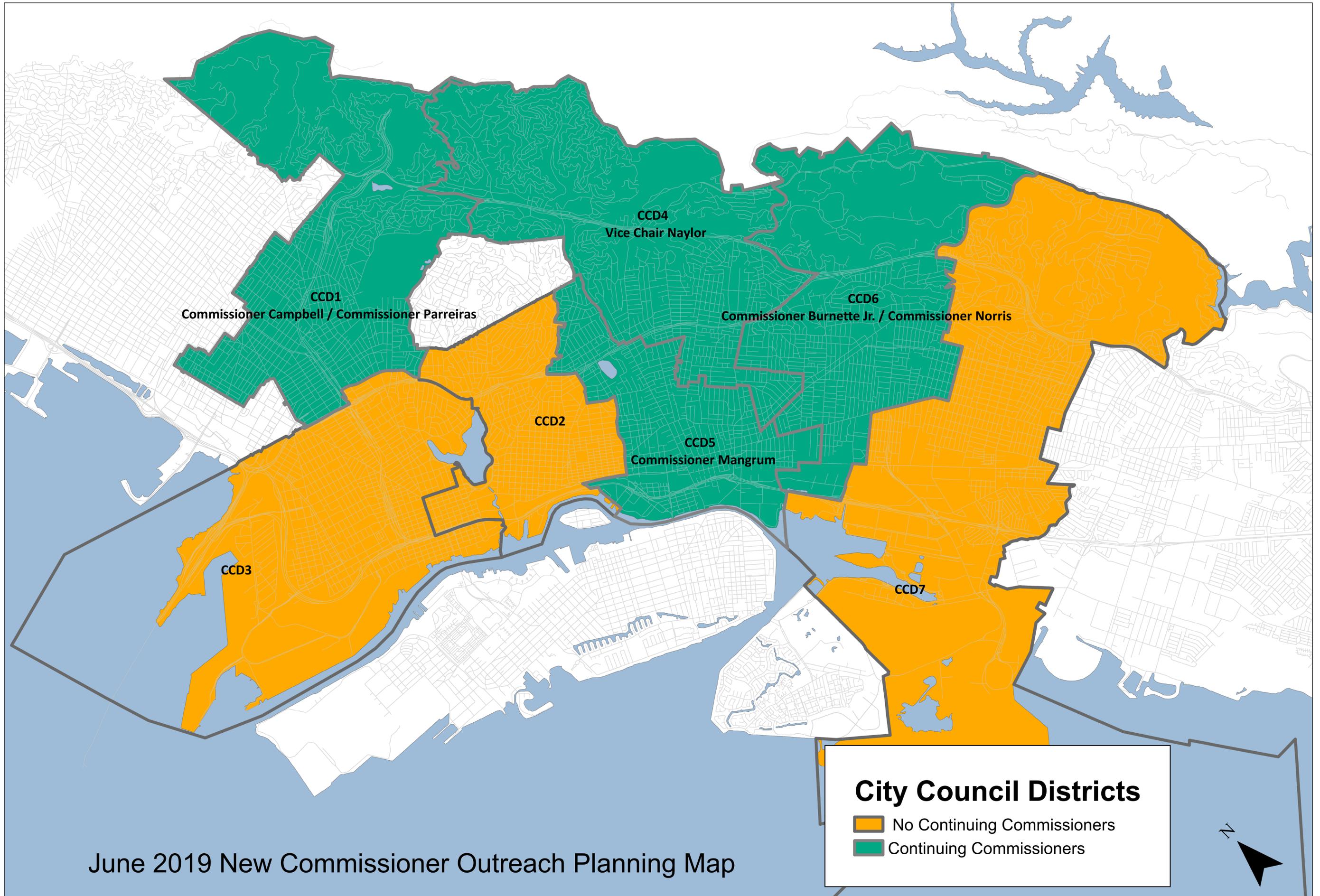
Paseo between Sprouts & 3073 Broadway to connect Broadway & Webster



BI-ANNUAL REPORT FROM STRATEGIC PLANNING DIVISION, BUREAU OF PLANNING

BPAC, JUNE 20, 2019

Laura B. Kaminski, AICP
Acting Strategic Planning Manager, City of Oakland, CA
lkaminski@oaklandca.gov



June 2019 New Commissioner Outreach Planning Map

本地车票价格 于2019年7月1日生效

单次乘车

现金	
单次乘车-成年人	\$2.50
单次乘车 - 青少年/长者/身心障碍人士	\$1.25
Clipper 卡	
单次乘车-成年人	\$2.25
单次乘车 - 青少年/长者/身心障碍人士	\$1.12

全天/月票

现金全天票 (在投票箱支付)	
成年人	\$5.50
青少年/老年人/身心障碍人士	\$2.75
Clipper 全天票	
成年人	\$5.00
青少年/老年人/身心障碍人士	\$2.50
本地31天 只能通过 Clipper 卡使用	
成年人	\$84.60
青少年	\$34.00
本地月票	
RTC 月票粘贴	\$34.00
长者 / 身心障碍人士	\$34.00

Transbay 车票价格不变。
查看完整的车票表, 请访问 actransit.org

We Are Here To Help

Call AC Transit Customer Service

(510) 891-4777

Monday through Friday, 6 a.m. to 7 p.m.

Saturday and Sunday, 9 a.m. to 5 p.m.

Visit the AC Transit & Clipper
Customer Service Center

1600 Franklin St., Oakland

Monday through Friday, 8 a.m. to 5 p.m.

Estamos Aquí Para Ayudar

Llame al Servicio al Cliente de AC Transit

(510) 891-4777

Lunes a viernes, 6 a.m. a 7 p.m.

Sábados y domingos, 9 a.m. a 5 p.m.

Visite el Centro de Servicio al Cliente de
AC Transit y Clipper

1600 Franklin St., Oakland

Lunes a viernes, 8 a.m. a 5 p.m.

我们将竭诚为您服务

致电 AC Transit 客服中心

(510) 891-4777

星期一到星期五, 早上6点至晚上7点

星期六和星期日, 上午9点至下午5点

访问 AC Transit & Clipper
客服中心

1600 Franklin St., Oakland

星期一到星期五, 上午8点至下午5点



Local Fares Change July 1, 2019

Cambio de las tarifas locales
1 de Julio de 2019

本地车票价格调整
2019年7月1日



Upon request, the information in this brochure is available in accessible format: plain text, large print, braille or audio tape. Call (510) 891-4777.

Bajo demanda, la información en este folleto está disponible en formato accesible: texto sin formato, fuentes grandes, braille, o cinta de audio. Llame al (510) 891-4777.

如有需求，本册的信息可通过以下方式为您呈现：文本信息、大字印刷、盲文或语音磁带。致电 510-891-4777。



Alameda-Contra Costa Transit District
1600 Franklin Street
Oakland, CA 94612
(510) 891-4777 • actransit.org

@RideACT   

(510) 891-5470 / Free language assistance / Asistencia gratuita en el idioma / 免費語言協助 / Libreng tulong para sa wika / Hỗ trợ giúp thông dịch miễn phí / 무료 언어 지원 / मुफ्त भाषा सहायता / مساعدة لغوية مجانية / 無料の言語支援 / زبان سے متعلق مفت اعانت / Assistència linguagem livre / பகப்பொகாஸாமிசுதிகிடு / Бесплатная помощь переводчиков / ภาษช่วยເຫຼືອພາສາບໍ່ເສຍຄ່າ / மதத மூலம் கீழ் சததத / Assistance linguistique gratuite / مفت لسانی معاونت

7月1日开始实行新票价

为了继续提供安全，高效的服务，同时应对不断增加的运营成本，AC Transit 董事会最近采用了新的本地票价政策。根据这个五年计划，本区将于2019年7月1日，调整本地票价和通票票价。访问 actransit.org 查看新票价详情。

使用新 Clipper® 折扣，节省更多



从7月1日起，当您使用 Clipper 卡而不是现金时，可获得更高的票价折扣，本地成人单程票可节省25美分，成人全天票则可节省50美分。使用 Clipper 体验超值服务。

成年人 Clipper 卡和大多数 AC Transit 车票可在 Walgreens, Whole Foods Market 和其他参与零售店购买。您也可以在 BART 站充现金值。更多详情，请访问 clippercard.com 或致电 (877) 878-8883。



Viaje Único

Pases Diarios y Mensuales

Tarifas Locales a Partir del 1 de Julio de 2019

Nuevas Tarifas Locales a Partir del 1 de Julio

Para continuar ofreciendo un servicio seguro y eficiente al mismo tiempo que abordamos los crecientes costos operativos, la Junta Directiva de AC Transit recientemente adoptó una nueva política de tarifas locales. De acuerdo con este plan de cinco años, el Distrito ajustará el costo de las tarifas locales el lunes, 1 de julio de 2019. Visite actransit.org para ver los detalles completos sobre la nueva política de tarifas.



Mayores Ahorros con los Nuevos Descuentos de Clipper®

Cuando use su tarjeta Clipper en lugar de efectivo, reciba un descuento aún mayor a partir del 1 de julio, ahorrando 25 centavos en una tarifa local para adultos y 50 centavos en un Pase de un día para adultos. Cambie a Clipper para su mejor valor.

Las tarjetas Adult Clipper y la mayoría de los pases de AC Transit están disponibles en Walgreens, Whole Foods Market y otras tiendas participantes. También puede cargar el valor en efectivo en todas las estaciones de BART. Visite clippercard.com o llame al (877) 878-8883 para obtener más información.

Efectivo

Viaje Único – Adulto \$2.50

Viaje Único – Joven/Persona Mayor/Discapacitado \$1.25

Clipper

Viaje Único– Adulto \$2.25

Viaje Único – Joven/Persona Mayor/Discapacitado \$1.12

Pase Diario con Efectivo (En la Máquina de Tarifas)

Adulto \$5.50

Joven/Persona Mayor/Discapacitado \$2.75

Pase Diario con Tarjeta Clipper

Adulto \$5.00

Joven/Persona Mayor/Discapacitado \$2.50

Pase Local de 31-Días (Solo Disponible en Clipper)

Adulto \$84.60

Joven \$34.00

Pase Mensual Local

Etiqueta Mensual de RTC \$34.00

Persona Mayor/Discapacitado \$34.00

Las tarifas Transbay seguirán siendo las mismas. Para ver una lista completa de tarifas, visite actransit.org



New Local Fares Coming July 1

In order to continue providing safe and efficient service while addressing rising operational costs, the AC Transit Board of Directors recently adopted a new local fare policy. According to this five-year plan, the District will adjust the cost of local fares and passes on Monday, July 1, 2019. Visit actransit.org for complete details on the new fare policy.



Bigger Savings with New Clipper® Discounts

When you use your Clipper card instead of cash, receive an even higher discount starting on July 1, saving 25 cents on a Local Adult Single fare, and 50 cents on an Adult Day Pass. Switch to Clipper for your best value.

Adult Clipper cards and most AC Transit passes are available at Walgreens, Whole Foods Market and other participating retailers. You can also load cash value at all BART stations. Visit clippercard.com or call (877) 878-8883 for more information.

Local Fares Effective July 1, 2019

Single Ride

Cash	
Single ride – Adult	\$2.50
Single ride – Youth/Senior/Disabled	\$1.25
Clipper	
Single ride – Adult	\$2.25
Single ride – Youth/Senior/Disabled	\$1.12

Day & Monthly Passes

Cash Day Pass (Pay at Farebox)	
Adult	\$5.50
Youth/Senior/Disabled	\$2.75
Clipper Day Pass	
Adult	\$5.00
Youth/Senior/Disabled	\$2.50
Local 31-Day Pass (Available only on Clipper)	
Adult	\$84.60
Youth	\$34.00
Local Monthly Pass	
RTC Monthly Sticker	\$34.00
Senior/Disabled	\$34.00

Transbay fares will remain the same. For a complete list of fares, visit actransit.org