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TRANSPORTATION, ENVIRONMENTAL AND URBAN PLANNING

MEMORANDUM

To	Oakland Pedestrian Plan Technical Advisory Committee & Pedestrian Advisory Group
From	Victoria Eisen
Date	November 25, 2015
Project	Oakland Pedestrian Master Plan
Subject	Oakland Pedestrian Plan Draft Recommendations Chapter Outline

Overview

This memo provides an outline and explanation for the proposed Recommendations chapter of the Oakland Pedestrian Plan. The document lists five categories of investments the City could make to best accomplish the Plan's goals and objectives[1], with three or so recommended Programs in each. Rather than being specific capital projects and non-capital programs, the recommendations are a set of five strategies, each including particular types of capital projects or non-capital programs. These strategies emanated from the Plan's two advisory committees, other adopted Oakland plans, survey responses, community meeting comments, and pedestrian plans in other large U.S. cities.

Recommendations

Given the five-year horizon of this planning effort, these recommendations are limited to those considered to be most effective at accomplishing the Plan's goals and objectives within the next five years and those for which the City is likely to have sufficient resources to carry out within this timeframe. Most will require more staff resources than are currently allocated to pedestrian planning in Oakland at this time. Once the plan's Technical Advisory Committee and Pedestrian Advisory Group (formerly CAC) have reviewed and commented on these materials, the final recommendations will be transformed into a plan chapter that will provide more detail about each of the recommended Strategies.

The summary table on Page 3 of this memo lists the five recommended Strategies, a list of the investments recommended under each and the Plan objectives each is expected to help accomplish

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[1] Plan **Goals** and Objectives (from Vision & Goals chapter):
> **SAFETY: Make walking safe and secure**
> 1. Reduce collisions involving people walking.
> 2. Reduce crime against people walking.
> **EQUITY: Improve walking conditions citywide**
> 3. Create equal walking environments citywide.
> 4. Encourage walking by vulnerable populations.
> **WALKABILITY: Provide universal walk access**
> 5. Make walking the most attractive mode for short trips.

(see numbered list in footnote below). These objectives were developed at your last committee meeting, in the context of the Visions & Goals chapter. The rest of this document provides more detail on these recommendations and shows other measures that were considered but not recommended for this five-year plan. At your upcoming meeting, you will be asked if your priorities are in line with this draft list and, if not, what sort of investments you think would be more effective at meeting the Plan's goals and objectives. Staff will use the final set of recommended Programs to guide the investment of available resources to improve Oakland's walking environment over the next five years.

Next Steps

The Implementation chapter, the next one we'll develop, will provide cost estimates for each recommended Strategy and identify which are expected to be covered with expected funding and which will require obtaining outside grants. This chapter will also recommend prioritization criteria staff can use to select projects and programs (and their locations) to be delivered under each Strategy, as well as performance measures the City can use to monitor progress toward delivering these Strategies and achieving the Plan's vision, goals and objectives. You will have an opportunity to review the Implementation chapter in the context of the draft Pedestrian Plan at your next and final meeting, expected to be in February 2016.

Becoming a More Walkable City | DRAFT 5-year Recommendations

Recommended Strategies	Objectives*
Safe Crossings & Speed Reduction • Low-cost & quick improvements • More intensive, higher cost improvements • Maintenance (of measures that make crossings safer and reduce speeds)	1,3,4,5
Walkability • Continuous sidewalks (including curb ramps) • Pedestrian-level lighting • Trees • Maintenance (of measures that improve walkability)	1,3,4,5

Programs
• Enforcement of traffic laws
• Education
  o People driving
  o People walking
  o People biking
• School crosswalk and Safe Walk monitors
	1,2,3,4,5

Data Collection for Decision-making • Counts of people walking • Crime against people when they're walking • Before/after project and program evaluations • Inventory of facilities for people walking	1,2,3,4
Policies • Practices: Ensure existing policies are systematically implemented • Existing Policies: Review and update existing policies. • New Policies: Adopt new policies to achieve Pedestrian Plan goals.	1,2,3,4,5

* Plan **Goals** and Objectives (from Vision & Goals chapter):

    <u>**SAFETY: Make walking safe and secure**</u>
1. Reduce collisions involving people walking.
2. Reduce crime against people walking.

    <u>**EQUITY: Improve walking conditions citywide**</u>
3. Create equal walking environments citywide.
4. Encourage walking by vulnerable populations.

    <u>**WALKABILITY: Provide universal walk access**</u>
5. Make walking the most attractive mode for short trips.

Safe Crossings & Speed Reduction
Recommendations in this category will be drawn from Kittelson & Associates, Inc's (KAI's) *Safety Treatment Toolbox* (see Appendix XX). This resource documents a range of treatments that can be used to help reduce the risk of collisions involving people walking. Oakland Department of Transportation professionals will use the toolbox to select the appropriate measures for a given context. Therefore, all three sub-categories are recommended for inclusion in the Pedestrian Plan.

1. **Low-cost & quick improvements** (see bulleted examples below)
    - High-visibility crosswalks
    - Painted safety zones (i.e., bulbouts created with paint & bollards)
    - Signal modifications (e.g., pedestrian scramble, leading pedestrian interval)*
    - In-street "Yield to Pedestrians" sign
    - Advance yield or stop lines
    - Restrict parking at intersections ("daylighting")

    * Actual cost depends on vintage of existing signal controller. For instance, newer models can be adjusted to create a pedestrian-only phase ("scramble") and leading pedestrian interval, while older ones would require costly upgrades in order to provide these options.

2. **More intensive, higher cost improvements** (see bulleted examples below)
    - Pedestrian signal heads and countdown timers
    - Pedestrian signal
    - HAWK signal (pedestrian-activated signal that is unlit when not in use)
    - Rectangular Rapid Flash Beacons
    - Pedestrian refuge islands
    - Concrete bulb-outs
    - Eliminate slip lanes (i.e., free right turn lanes)
    - Road diets

3. **Maintenance of existing facilities** (see bulleted examples below)
    - Crosswalks
    - Bollards
    - Traffic signals

Walkability

Recommended Walkability improvements

1. **Continuous sidewalks** (including curb ramps)
2. **Pedestrian-level street lighting**
3. **Trees**
4. **Maintenance** (e.g., sidewalk condition, sidewalk cleanliness, trees, trash collection)

Walkability improvements that are not recommended for the 5-year plan

5. Crosswalks on all intersection approaches
6. Wider sidewalks
7. Implement AC Transit Major Corridor Study findings (TBD)
8. Trees and other landscaping (not priority throughout Oakland)
9. Off-street pathways (e.g., Lake Merritt, Bay Trail)
10. Benches/resting spots
11. Streetscape improvements that reflect local character (incorporate in other projects)
12. Converting 1-way streets to 2-way
13. Public art
14. Active streets (e.g., ground floor retail)
15. Repurposing roadway space for people walking (e.g., parklets, plazas)
16. Wayfinding signs
17. Bike facilities to encourage cyclists to stay off sidewalk (Note for upcoming bicycle plan implementation.)

Programs

Recommended Programs

1. **Enforcement of traffic laws**
   - People driving, people walking, people biking
2. **Education**
   - People driving, people walking, people biking
   - Health value of walking
3. **More school crosswalk and Safe Walk monitors**

Programs that are not recommended for the 5-year plan

4. Enforcement of crime against people walking
5. Ambassadors in commercial districts to clean up trash, greet passersby, and be eyes on the street
6. Encouragement programs

Data Collection for Decision-Making

Recommended Data to Collect

1. **Counts of people walking**
2. **Crime against people walking**
3. **Before/after evaluations**
4. **Inventory of facilities for people walking**
   - **Sidewalk gaps**
   - **Tripping hazards**

Data that is not recommended to be collected in the 5-year plan

5. Surveys of people walking
   - Origin/destination (including shared mobility)
   - Trip purpose
   - Demographics
6. Roadway characteristics inventory in GIS
7. Speed survey data in GIS
8. Broaden collision data using emergency room statistics (for #s, not locations etc.)
9. Use See-Click-Fix reports to ID projects & program areas

Policies

All three sub-categories are recommended for inclusion in the Pedestrian Plan.

1. **Practices: Ensure practices systematically implement existing policies** (see bulleted examples below)
   - Coordination with resurfacing and sidewalk projects
   - Minimum sidewalk (clear) widths, sidewalk smoothness
   - No parking in the pedestrian right-of-way
   - Pedestrian signal timing, stop sign use
   - Crosswalk markings and controls
   - Utility and landscape placement
   - Sidewalk encroachments
   - Minimize number and width of driveways along key walking streets (e.g., in commercial districts).
   - Locate off-street parking behind businesses when possible, accessible from side streets
   - Proactively coordinate with utilities.

2. **Existing Policies: Review and update existing policies** (see bulleted examples below)
   - Signal timing policy (e.g., reduce below 3.5 ft/sec in certain locations; automatic pedestrian recall)
   - Crosswalk striping and location

3. **New Policies: Adopt new policies to achieve Pedestrian Plan goals** (see bulleted examples below)
   - Initiate Vision Zero
     - Establish committee of transportation, planning, police, fire and school staff representatives to identify next steps to pursue a Vision Zero policy and to pursue opportunities to improve conditions for people walking.
   - Adopt policies as needed to implement strategies recommended in this plan (e.g., painted safety zones, midblock crossing treatments)