

PROJECT APPROACH

Our approach for providing staffing assistance is to work collaboratively and closely with the City of Oakland, as we have done on many previous projects, and to provide innovative, engineered, and feasible complete streets solutions and policies that meet the needs of Oakland's diverse stakeholders, unique urban fabric, and multi-modal transportation users.

TASK 1 - ESTABLISH A LAYERED NETWORK OF STREET TYPOLOGIES

Our team will establish modal priorities and street typologies through a **layered network approach to complete streets**. The "layered network" approach is a network-based approach to complete streets that is contextualized for Oakland's unique roadway network and that defines modal priorities based on an examination of the entire network. As a result, instead of forcing one roadway to be a "complete street" that addresses all modes, this approach maximizes flexibility allows creation of great streets for the designated priority mode. Stakeholder buy-in from City departments, transit agencies, and local PDA stakeholders will be critical to its success and implementation.

- Develop layered network framework including modal priorities and performance metrics
- Create layered network maps for the entire City
- Define street typology overlay matrices and mobility objectives
- Create book/website that maps layered network and toolkit for complete streets overlays

TASK 2 - UPDATE THE LUTE TO CREATE A MULTI-MODAL CAPITAL IMPROVEMENT PROJECT LIST

With CEQA overhaul in California, the General Plan will play an even more important role in assessing cumulative land use scenarios and their corresponding impact on the roadway network for all users. In addition to integrating best practices in complete streets programs, policies, and practices to the LUTE, our approach will be to **develop a Multi-Modal Capital Improvement Project (MMCIP) list that can feed directly into a future Impact Fee program**. We will coordinate closely with the Transportation Impact Review Streamlining for PDA Projects.

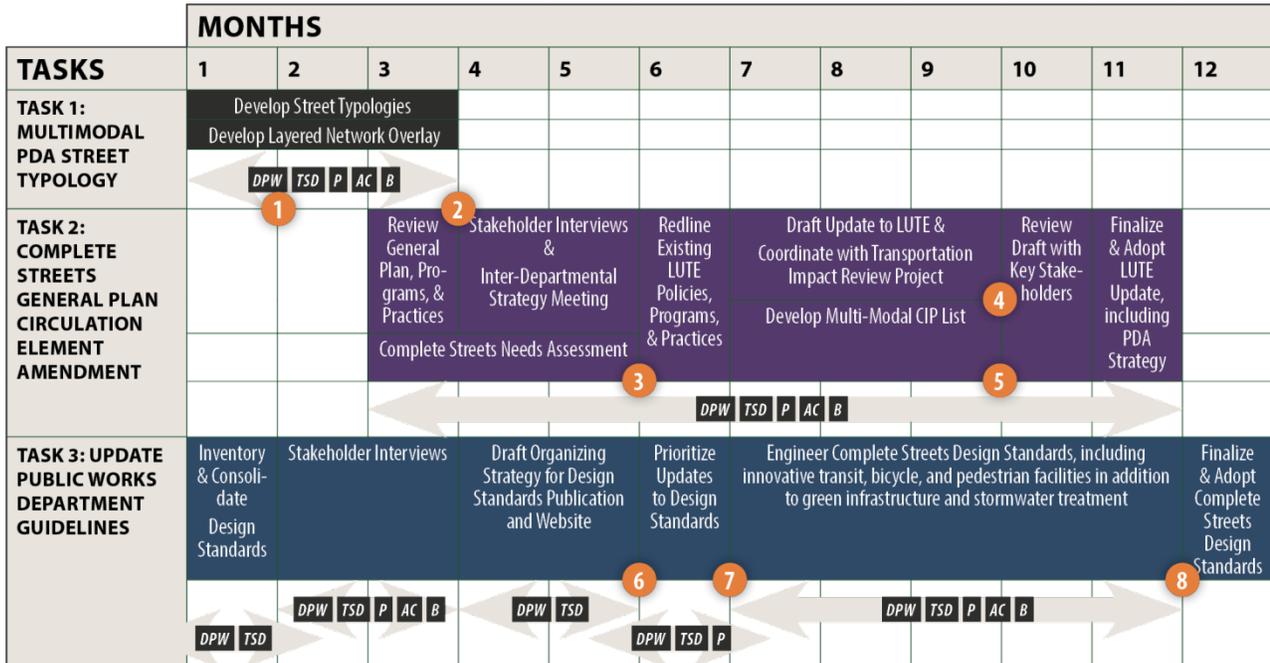
- Create redline of existing General Plan policies and programs
- Draft of complete streets policies
- Provide staffing assistance to draft the LUTE

TASK 3 - PRIORITIZE, CONTEXTUALIZE, & ENGINEER THE USDG

Our two firms are proudly based in Downtown Oakland and have worked closely with both City of Oakland staff and the 2006 Design Standards to bring innovative, engineered complete street designs using existing resources. Through these efforts, including the **Broadway/Keith Two-Way Cycletrack Signal Redesign, Telegraph Avenue Complete Streets Study**, and the **20th Street Complete Streets Study**, we have a first-hand, user perspective on how the design standards can be updated, organized, and packaged into a single set of consistent design standards. Most critical will be to understand how the City of Oakland and its various internal agencies use these standards to create engineered solutions that work for Oakland's unique roadway system as well for City staff from various departments.

- Prioritize, contextualize and engineer the NACTO Urban Street Design Guidelines for Oakland's roadway network
- Develop organizing framework for design standards
- Update design standards
- Develop framework/process for design exceptions and future evolutions of the design standards
- Create website/logistical housing of the design standards

SCHEDULE



LEGEND

Internal Stakeholders

- DPW** Public Works
- TSD** Transportation Services
- P** Planning

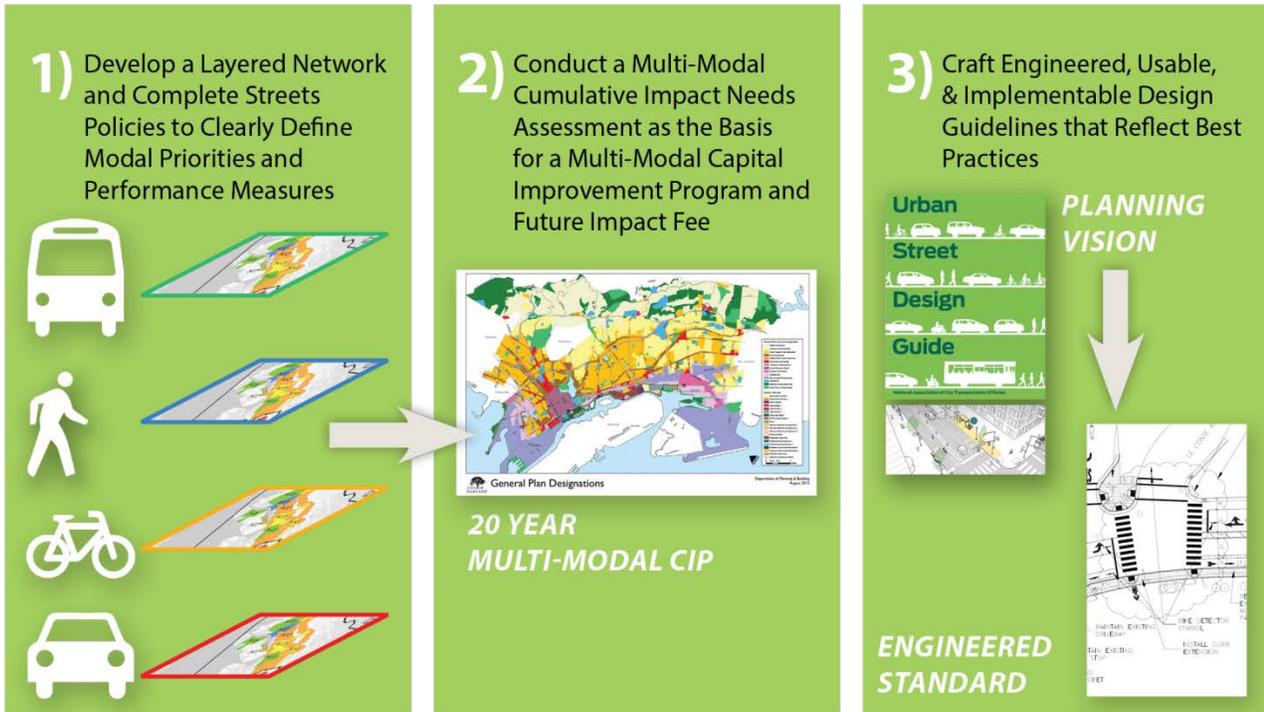
External Stakeholders

- AC** AC Transit
- B** BART

Major Deliverables

- 1** Layered Network Overlay Concept & Stakeholder Buy-In
- 2** Layered Network Overlay Application
- 3** Multi-Modal Cumulative Needs Assessment
- 4** Draft LUTE
- 5** 20-Year Multi-Modal CIP
- 6** Organizational Framework & Format for Design Guidelines
- 7** Prioritization Criteria & Design Standards for Updating
- 8** Draft Consolidated Set of Complete Streets Design Standards

KEY OUTCOMES & MILESTONES



Complete Streets

Streets that provides comfortable, safe, convenient, and accessible connections for all users, people walking, taking transit, riding a bicycle, traveling by car, motorcycle or truck either on the same street or a convenient parallel route (a complete network). Complete Streets provide other benefits beyond those for transportation, such as improving the use of streets as public space, supporting improved public health and economic vitality.



Green Streets

Streets that take further advantage of landscape and other street design elements to manage and improve the quality of stormwater runoff. Design elements include, pavement that lets water flow through it, landscaped rain gardens, flow-through planters, tree wells, or simply street trees. Green Street elements can provide other benefits as well, including enhancing pedestrian experience, air quality and other environmental benefits, and contributing to economic vitality and general aesthetics.



Complete Streets and Green Streets

Complete and Green Street approaches to designing streets are generally complementary and, if combined, provide supportive benefits (some communities are using the term “Sustainable Streets” as the term for complete and green streets). For instance, a bulb-out that includes a rain garden or flow-through planter delivers both, a higher visibility for pedestrians at crosswalks and a shortened crossing distance as well as slowing peak stormwater runoff and reducing the pollutants carried into creeks and the Bay. When right of way space is narrow, the balancing of space for different transportation needs and space for Green Street infrastructure can be challenging.



Shared Street

A street where the boundaries between people walking, cycling, and driving are eased or eliminated, resulting in a slower and otherwise less vehicle-dominated environment that is more engaging and active with street life. Shared streets typically have no curbs and are a single horizontal surface, sometimes using textured and colored paving, landscape, benches, light poles, and other street furniture to indicate where different users have preference.



Vision Zero

Vision Zero is this simple idea: no level of death or serious injuries on our streets is acceptable. Tactics for enacting VZ include improved (Complete) street design, lowered speed limits, crack downs on dangerous driving, and a citywide dialogue around street safety. Additional efforts include travel lane reductions, sidewalk widenings, bicycle facilities designed to protect riders from auto and transit traffic, separated lanes for transit, design standards that can reduce fatalities from trucks, buses, and other large vehicles, and improving the safety features of the City fleet.



MEMORANDUM TO BPAC

Date: February 15, 2016

DRAFT OUTLINE OF OAKLAND COMPLETE STREETS PLAN

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A. OVERVIEW OF OAKLAND COMPLETE STREETS PLAN

This outline has been prepared based on feedback from key stakeholders across multiple departments and groups in the City of Oakland, including the Office of Public Works' Transportation Planning and Funding Division, Transportation Services Division, Storm water and Maintenance, with additional input from the Department of Planning and Building. The purpose of this memorandum is to provide an outline that will be used to develop the content of the Oakland Complete Streets Plan and Design Guidelines.

The following overall structure is envisioned for the Oakland Complete Streets Plan:

1. **INTRODUCTION** (stand-alone document): A 10 to 15-page document that focuses on introducing the basics of complete streets to members of the public and other non-transportation professionals. This document would describe the rationale for high-level City support for complete streets, including a letter from a high-level official such as the mayor. It would include general information on complete streets components, including green streets treatments, and why these are important for Oakland. This will include a discussion of benefits, including economic, environmental, equity and funding.
2. **GOALS AND POLICIES** A 2 to 5-page document ***that will be adopted by the Mayor and City Council***. This will include complete streets policies and goals as well as a policy statement about green streets. Detailed policy statements are also included in the Design Guidelines chapter, and will be cross-referenced against the Goals and Policies chapter.
3. **DESIGN GUIDELINES** A 30 to 50-page document following the NACTO Urban Streets Design Guide organization ***that will not be adopted by the Mayor and City Council***. The chapter will introduce each of the modal overlay networks, including a map, information about how the networks were derived, and how they can be used. It will also include drawings and text on specific priority design topics. Format will be open to allow for integration of new topic areas in future updates.

B. INTRODUCTION OUTLINE

1. LETTER FROM THE MAYOR
2. WHAT ARE COMPLETE STREETS?
 - a. Overview – including transportation access and mobility, and safety for all users; discussion clarifying that Green Streets are a part of Complete Streets. Green streets language will be integrated throughout the Introduction.
 - b. Public Health Benefits
 - c. Public Space and Community Character Benefits
 - d. Economic Benefits

- e. Equity Benefits
- f. Environmental Benefits
- g. Relationship to Federal, State, County, and other Jurisdictions

3. WHY DOES OAKLAND NEED COMPLETE STREETS AND GREEN STREETS?
4. WHY IS A PRIORITY NETWORK ESSENTIAL TO THE SUCCESS OF COMPLETE STREETS?

C. GOALS AND POLICIES – TO BE DEFINED WITH ADDITIONAL CITY FEEDBACK

D. DESIGN GUIDELINES TOPIC AREAS

The Design Guidelines chapter is intended to function as a stand-alone document to facilitate future updates and serve as a day-to-day resource for City staff and external practitioners who work in Oakland. This version of the Design Guidelines focuses on 6 topics areas, which were identified during the stakeholder interviews and draft Outline memoranda approved by City staff. Placeholders for future content are identified so that they can be addressed in subsequent updates to the Plan. The topic areas are organized around the table of contents from the [NACTO Urban Streets Design Guidelines](#) to help facilitate reference from this “Oakland-focused supplement” to the NACTO Guidelines:

1. STREETS

- 1) Oakland Complete Streets Typology
 - a) Introduction
 - i) Relationship to existing adopted plans
 - b) Defining Oakland’s Priority Networks
 - i) Transit Priority Network – definition of network elements, corresponding map
 - ii) Pedestrian Priority Network – definition of network elements, corresponding map
 - iii) Bicycle Priority Network – definition of network elements, corresponding map
 - iv) Auto Priority Network – definition of network elements, corresponding map
 - v) Goods Movement Priority Network – definition of network elements, corresponding map
 - c) Using the Priority Network to Implement Improvements & Resolve Conflicts – flow chart and description
- 2) Complete Streets and Green Streets Checklists
- 3) Emergency Services Considerations
- 4) Temporary Traffic Control

2. STREET DESIGN ELEMENTS

- 1) Lane Widths
- 2) Sidewalks
 - a) Sidewalk Zones
 - b) Driveways
- 3) Curb Extensions
- 4) Transit Streets
 - a) Bus Stop Design
- 5) Storm water
 - a) Green Infrastructure Design
 - b) Green Infrastructure Maintenance
- 6) Bicycle Design
- 7) Corner Curb Ramps
- 8) Curb Management
 - a) Topics for Future Inclusion
 - b) Bus Stop Relocation Policy
- 9) Drainage
- 10) Lighting
- 11) Resurfacing
- 12) Shared Streets
- 13) Street Trees

3. INTERIM DESIGN ELEMENTS – NO PROPOSED TOPICS

4. INTERSECTIONS – NO PROPOSED TOPICS

5. INTERSECTION DESIGN ELEMENTS

- 1) Crosswalks
 - a) Uncontrolled Crosswalks
 - b) Decorative Crosswalks
- 2) Traffic Signals
 - a) Signal Preemption
 - b) Signal Timing Policy
 - c) New Traffic Signals

6. DESIGN CONTROLS – NO PROPOSED TOPICS

E. DESIGN GUIDELINES PRODUCTS

The following twelve design topics were selected to strike a balance between the “high-priority” issues and “low-hanging fruit” that need to be clearly stated in an adopted document, as discussed during the stakeholder interviews. Description of the kinds of content (policy statement or design drawing) and key elements to be addressed are presented based on what we heard at the stakeholder interviews and feedback received on the draft Design Guidelines outline. The proposed policies, actions, and diagrams outlined below are initial ideas on how to best address each design topic and may evolve as the Design Guidelines are prepared.

- 1) Who Should Use This Chapter – internal City stakeholders, external agency stakeholders (AC Transit, BART, Alameda CTC), external practitioners. Need to incorporate these design elements before public and private design development drawings reach 35% full design.
- 2) How to Use These Guidelines – this is a technical supplement to the NACTO Urban Street Design Guide to help resolve key issues in Oakland’s local context. It is intended as a desk resource for internal and external stakeholders dealing with transportation issues in Oakland. As such, it is organized in parallel structure to the Urban Street Design Guide. Include a statement on the use of the complete and green streets checklists for each project.
 - a) Address project scope and how to identify when a project scope needs to be expanded (e.g. repaving projects and adding bike lanes, signal modification and redoing curb ramps, inclusion of green infrastructure, etc.)
- 3) How to Update the Guidelines – this is not intended to be comprehensive but address key current issues. New or updated design guidelines can be integrated into the framework proposed.

STREETS

1. COMPLETE AND GREEN STREETS CHECKLISTS

- a) Statement of Purpose: Run each project through complete and green streets checklists. Applications may include:
 - i) Project scoping
 - ii) City review of plans
 - iii) City or outside staff developing conceptual designs
 - iv) Modifications during construction
- b) Content: Flowchart/checklist for how to:
 - i) Review the priority networks
 - ii) Based on network priorities, review relevant sections of the Design Guidelines
 - iii) Refer to specific checklists for 35% Streetscape Design and Resurfacing projects, as appropriate
 - (1) Those existing checklists will be included as attachments

- iv) Note possibility of further modification to this approach as the checklist is developed
- c) Potential Recommended Policy: Use the Complete and Green Streets Design Guidelines Checklists each time that City staff, outside consultant, or other agency staff to review or begin a design project.
- d) Potential Recommended Action: Develop a web-based version of the checklist for ease of use.
- e) Potential Recommended Actions: Consider potential refinements to the 35% streetscape checklist and resurfacing checklist.

2. EMERGENCY SERVICES CONSIDERATIONS

1. Statement of Purpose: Clarify fire department requirements for outriggers and spell out a clear channel of communication for reviewing designs with Fire Department representatives.
2. Content:
 - a. Diagram(s) introducing consideration for fire truck staging with outriggers:
 - I. Given Fire Department need of 26' clear in staging areas, create diagrams that show how this can be achieved in different scenarios, depending on building context (height, age, construction, and occupancy types), street trees, roadway widths, vertical obstructions, and building basements/sidewalk structure.
 - (a) Include separated bikeways and medians in diagrams
 - b. Step-by-step guidance on coordination with Fire Department and resolving conflicts:
 - I. First, review with Fire Marshall to determine required fire department clearances and vehicles needs based on land use context, built environment, and proposed street design.
 - (a) Variables to discuss: building basements, building height, age, and construction and occupancy types (cross-referenced against figure described above)
 - II. If needed, engage Fire Operations to resolve conflicts

3. TEMPORARY TRAFFIC CONTROL

1. Statement of Purpose: State the need to provide comfortable, safe, and direct temporary facilities for people who walk, bike, and take transit.
 - a. Reference MUTCD for walking, biking, and transit accommodation
 - b. Reference memorandum from Transportation Services Division on Supplemental design guidance: accommodating bicyclists through construction zones (draft, 2015).
 - c. Reference to "Temporary traffic control signs for bicycle detours and bike lane closures" (existing document from the Bicycle & Pedestrian Program)
2. Potential Recommended Policy: Provide comfortable, safe, and direct access temporary facilities for people who walk, bike, and take transit

STREET DESIGN ELEMENTS

1. LANE WIDTHS

1. Potential Recommended Policy: Use 10' lane as general guidance where transit is not present and 11' on goods movement or transit routes.

2. SIDEWALKS

1. Statement of Purpose: Identified preferred alignment, dimensions, and organizational elements of the sidewalk – edge, furnishing, through-zones and frontage zones.
2. Content: Dimension diagrams, including:
 - (a) Street type, pedestrian priority network, and adjacent context in relation to preferred design
 - (b) Tables, keyed into a cross-section:
 - (i) Need to relate to context/typologies
 - (ii) Zone designations
 - (iii) Minimum and preferred widths
 - (c) Alignment of path of travel (RE: café seating, bus shelters, utility boxes, etc.)
 - (i) Set up concept design of how this works
 - (ii) Likely illustrate in plan drawing
3. Cross-references to bus stop design section
4. Cross-reference to Green Infrastructure section (i.e. regarding access across green infrastructure and edge zone between parking and green infrastructure)
5. Potential Recommended Action: Update and cross-reference against what is in the Planning Code and Oakland Municipal Code.
6. Potential Recommended Action: Create a GIS Map of building basements

3. DRIVEWAYS

1. Diagram preferred design, including dimension and cross-slope information. Identify the pedestrian path of travel and show how to maintain the pedestrian environment through driveways
 - (a) Include consideration of corner-lot versus mid-block location
 - (i) Potentially link that to street types
 - (b) Make reference in curb extensions with no crosswalk
2. Potential Recommended Policy: Minimize the number of driveways in new development policy statement and consolidate existing driveways
3. Cross-reference against what's in the Planning Code and Oakland Municipal Code

4. CURB EXTENSIONS

1. Statement of Purpose: Clarify the preferred dimension of curb extensions for design consistency and to meet the design vehicle requirements of street sweeping vehicles.
2. Content: Dimensioned diagrams to include:

- a. Dimensions, including radii, needed to accommodate street sweeping vehicles, include considerations with medians and desired design vehicles, reference to effective radius approach described in NACTO document.
- b. Preferred width of extensions
- c. Preferred placement of street furnishings in curb extension
- d. Potential for integration of green infrastructure
- e. Consideration of use of retroreflective elements or reflective paint in the face of curb
- f. Use of trench drains (avoid 90 and 45 degree angles)
 - I. Cross-reference to green infrastructure

5. TRANSIT STREETS: BUS STOP DESIGN

1. Statement of Purpose: Update and contextualize guidance in AC Transit's *Designing with Transit* with NACTO Guidelines for Transit for Oakland city streets.
2. Content: Diagrams, likely technical bird's eye drawing(s) showing preferred bus stop layout and dimensions with different streetscape and roadway design elements.

Key elements:

- a. Reference complete streets typology and modal priority information for application on transit priority streets
 - b. Focus on minimum and preferred dimensions with presence of various elements:
 - I. Bus shelters
 - II. Sidewalks (likely distinguish between commercial and residential; and relate to pedestrian priority)
 - III. Street trees, landscaped areas, and potential green streets strategies
 - IV. Wayfinding
 - V. Accessibility clearances, etc.
 - (i) List of things from BRT that we can pull in
 - (ii) Best practices and requirements
 - a. Separated bikeways
 - I. Preferred location and design of crosswalks
 - II. Maintenance considerations
 - b. Bus bulbs/island
 - c. In-lane stopping
3. Potential Recommended Action: Update the Franchise Agreement with Clear Channel and agreement with AC Transit to improve bus shelter design. Address issues such as back entrance to shelter, ad panel orientation, etc.

6. STORM WATER

1. Green Infrastructure Design
 - a. Green Infrastructure Policy Statement
 - I. Clarify current requirements and when and where to include green infrastructure

- II. Cross-reference to new regulatory storm water permit requirements
 - III. Cross-reference green infrastructure planning priorities
 - IV. Include internal policy drivers
 - 2. Green Infrastructure Planning
 - a. Link to Green Infrastructure Plan that maps potential opportunities and provides other guidance (plant palettes, cost benefit analysis, etc.)
 - 3. Green Infrastructure Design Guidance
 - a. Definition of Green Infrastructure Elements
 - I. Table of relationship of elements to storm water management function
 - II. Table of relationship of green infrastructure elements to street design elements
 - b. Preferred and minimum dimensions for green infrastructure elements (e.g. rain gardens)
 - c. Design guidance regarding:
 - I. Edge design (addressing tripping hazards)
 - II. Size of pipes (i.e. overflows or underdrains) must match standard equipment used for maintenance
 - III. Use of trench drains (avoid 90 to 45 degree angles)
 - IV. Clear space needed to accommodate parking meters, other curbside elements, and ADA access. Need to discuss with Christine Calabrese/ADA Coordinator
 - V. Include feedback from Fire and Police on design and placement
 - VI. Where/when to use pervious pavement
 - 4. Implementation Policy or Guidance
 - a. Placeholder item to be addressed in future updates: Post-construction performance evaluation (loop results back into design process)
 - b. Placeholder item to be addressed in future updates: Leveraging funding for “layered projects”
- 7. GREEN INFRASTRUCTURE MAINTENANCE**
- 1. Purpose and Needs Statement
 - 2. Placeholder item to be addressed in future updates: Policy Statement
 - a. Define maintenance responsibilities (private, public, shared)
 - b. Balance needs with available maintenance staff throughout the design process
 - 3. Placeholder item to be addressed in future updates: Implementation Guidance
 - a. Develop life-cycle costs (capital + maintenance) for green infrastructure and gray infrastructure
 - b. Training and materials (e.g. special soil) for staff on maintenance of green infrastructure
 - c. Guidance on who maintains these features (e.g. storm drainage versus parks)

8. BICYCLE DESIGN – NEW TOPIC HEADING FOR OAKLAND DESIGN GUIDELINES

1. Statement of Purpose: Make visible the City's existing extensive resource of bicycle guidance. Cross-reference against new bicycle guidance, such as separated bikeways at bus stops and considerations for emergency services on roadway with medians and separated bikeways.
2. Reference OR consolidate existing City resources (most of which are available here: <http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicyclevelandPedestrianProgram/OAK024653>), including:
 - a. Marking Details M-1, M-2, M-3, and M-4
 - b. Cross-section Details C-1, C-2, C-3, and C-4
 - c. Green Bike Lane Details G-1, G-2, G-3, G-4, G-5, and G-6
 - d. Bicycle Path Details P-1, P-2, P-3, P-4, and P-5
 - e. City of Oakland Design Guidelines for Bicycle Wayfinding Signage, revised July 2011
 - f. Bicycle Parking Rack Guidelines, September 2009
 - a. Include policy statement on street sweeping for corrals
 - g. Bike Corral information
 - h. Bike share information
 - i. Bikes Lanes for Various Widths, May 2014
 - j. Other bikeway design guidance (i.e. use of bicycle-safe drainage inlets; provision for pavement suitability assessment in design process; considerations for street sweeping operation along cycle tracks and bike corrals in parking lanes)

9. CORNER CURB RAMPS – NEW TOPIC HEADING FOR OAKLAND DESIGN GUIDELINES

1. Statement of Purpose: Clarify the intent to have directional curb ramps, two per corner at all intersections where feasible.
2. Cross-reference technical bulletins and standard plans on curb ramps developed by Oakland Public Works, which include:
 - a. <http://www2.oaklandnet.com/oakca1/groups/pwa/documents/policy/oak055691.pdf>
 - b. <http://www2.oaklandnet.com/oakca1/groups/pwa/documents/policy/oak056363.pdf>
 - c. <http://www2.oaklandnet.com/oakca1/groups/pwa/documents/policy/oak055692.pdf>
3. Potential Recommended Policy: Include two directional curb ramps per intersection corner.

10. CURB MANAGEMENT – NEW TOPIC HEADING FOR OAKLAND DESIGN GUIDELINES

1. Statement of Purpose: transparency and consistency of decision making process, defense of street use for many different yet coordinated purposes.
 - a. Transit lanes

- b. Parklets
- c. Trees and green infrastructure elements in parking lane
- d. Bikeshare
- e. Bike corrals
- f. Carshare
- g. Rideshare
- h. On-street parking, include accessible parking spaces
- i. Loading
- j. Passenger loading
2. Topics for future Inclusion: Statement of relevant issues to include in this section moving forward, but content in this section be provided by City staff or in future updates to the Design Guidelines.
3. Potential Recommended Action: Develop citywide policy for how to designate and make changes to curb regulations to create a strategic, clear, and consistent policy on how to modify curb regulations. Coordinate with BART, AC Transit, BIDs, and other related stakeholders.
4. Potential Recommended Action: Consider securing funding and staff time to manage GIS assets on curb designations. Make this data available to City staff and publicly for use on projects.
5. Potential Recommended Policy: Prioritize the colocation of bike share stations, on-street and off-street car sharing spaces, ride hailing services, BART, and bus stops to create “shared mobility hubs”; reference relationship to SmartCity application.
2. Bus Stop Relocation Policy
 1. Statement of Purpose: transparency and consistency of process to address bus stop issues.
 2. Content: Step-by-step detailed policy on bus stop relocation, including:
 - a. Technical:
 - I. Examination of sight lines, usable sidewalk space, impact to street trees, etc.
 - II. Coordination and recommendations for relevant Specific Plans, etc.
 - b. Notification:
 - I. Step-by-step process of how the City should coordinate with local stakeholders, bus riders, and AC Transit
 - II. How to notice public (including bus riders, adjacent property owners, business owners/tenants, AC Transit, general public)
 - III. Coordination between AC Transit and City of Oakland
 3. Appeal Process
 4. Potential Recommended Action: Implement the step-by-step process of the Bus Stop Policy whenever a bus stop is proposed to be changed, or otherwise added, on a permanent basis.

11. DRAINAGE – NEW TOPIC HEADING FOR OAKLAND DESIGN GUIDELINES

1. Design guidance on preferred method for preventing debris from entering storm system; preference for baskets

12. LIGHTING – NEW TOPIC HEADING FOR OAKLAND DESIGN GUIDELINES

1. Statement of Purpose: Provide basic information on lighting performance to create consistency.
2. Content: Basic lighting performance standard (table form):
 - a. Lighting guidance for intersections
 - b. Lighting guidance for sidewalks
 - c. Reference the City's existing standard light post(s)

13. RESURFACING – NEW TOPIC HEADING FOR OAKLAND DESIGN GUIDELINES

1. Potential Recommended Policy: Statement on implementing the Bicycle Master Plan, Pedestrian Master Plan, and the Oakland Complete Streets Plan through overlay projects
2. Potential Recommended Policy: Do not overlay on top of gutter.
3. Potential Recommended Action: Include curb ramps when streets are altered through resurfacing per [Oakland Public Works Technical Bulletin 3 \(July, 2013\)](#).

14. SHARED STREETS – NEW TOPIC HEADING FOR OAKLAND DESIGN GUIDELINES

1. Placeholder item to be addressed in future updates. May include:
 - a. Policy for street types and contexts where shared streets are appropriate
 - b. Guidance for details related to ADA, maintenance, posting speeds lower than 25 mph, etc.

15. STREET TREES – NEW TOPIC HEADING FOR OAKLAND DESIGN GUIDELINES

1. Placeholder item to be addressed in future updates: Street tree spacing based on Species and Canopy Size (also see ii below)
2. Placeholder item to be addressed in future updates: Reference to future new Urban Forestry Plan (that would include recommendations for selection of tree species based on street type/context type, canopy size, drought tolerance)
3. Cross-reference against existing tree spacing information in the Planning Code and other City documents as well as the Fire Department requirements

INTERSECTION DESIGN ELEMENTS

1. CROSSWALKS

1. Uncontrolled Crosswalks
 - a. Include crosswalk guidance at uncontrolled locations, including preferred enhancements through reference to Pedestrian Master Plan or as placeholder for futures updates to the Complete Streets Design Guidelines
2. Decorative Crosswalks
 - a. Potential Recommended Policy: Discourage the use of decorative pavement in crosswalks, as they are difficult to maintain overtime given. For example, difficult to replace intricate details when trenching.

2. TRAFFIC SIGNALS

1. Signal Preemption

- a. Potential Recommended Policy: Include signal preemption technology on transit and emergency service priority routes
- b. Potential Recommended Action: Create a database to catalog this information for use by multiple City departments and AC Transit.

2. Signal Timing Policy

- a. Include existing policy

1. Potential Recommended Action: Consider updating signal timing policy, including suggestions for how to do so.

2. New Traffic Signals

- a. Include existing prioritization criteria
- b. Include existing signal warrant information

F. NEXT STEPS

The next steps are to:

1. Describe the Relationship of the Plan/Guidelines to Alameda CTC, regional, state, and federal requirements and guidance – this section would include a summary discussion of Alameda CTC Complete Streets Policy requirements and relationship to funding, as well as a relationship to the Countywide Multimodal Arterial Plan and Transit Plan and reference to compatibility of this guidance with other guidance documents (e.g.; AASHTO Green Book, Caltrans Highway Design Manual, Manual of Uniform Traffic Devices, Municipal Regional Storm water NPDES Permit, etc.).
2. Update Oakland Municipal Code, Planning Code, and Public Works Standard Plans for consistency with these design guidelines.
3. Recommend web-based, user-friendly information clearinghouse.
4. Identify City staff “champions” for keeping design guidelines current, adding additional elements, and integrating this information into the appropriate standard/code documents.
5. Provide a way to track requests for additional elements or updates/revisions to guidance.