

**City of Oakland | Pedestrian Master Plan**  
**Technical Advisory Committee (TAC) and Community Advisory Committee (CAC)**  
**Meeting Notes**

The committees guiding the development of the Oakland Pedestrian Master Plan both met for the first time in May. The Community Advisory Committee (CAC) on May 18; the Technical Advisory Committee (TAC) on May 26. These notes summarize the discussion that took place at these meetings. Although they occurred ten days apart, the memo is organized according to the Plan's tasks and presents guidance from members of both committees together. The memo concludes with action items from these meetings.

**Community Advisory Committee**

(May 18, 2015 meeting participants)

- Rosa Villabos, BPAC
- Diane Dohm, ChangeLab Solutions
- Tony Dang, California Walks
- Rachel Jones, SPUR
- Elise Bernstein, Mayor's Commission on Persons with Disabilities
- Chris Hwang, WOBO
- Geoffrey Johnson, TransForm
- Nora Cody, TransForm
- Joel Ramos, East Oakland Building Healthy Communities
- Midori Tabata, BPAC
- Brandon Young, Center for Independent Living
- Sylvia Stadmire, Mayor's Commission on Aging
- Ryan Chan, BPAC
- Denise Jacobson, Mayor's Commission on Persons with Disabilities
- Plan Staff/consultant team: Jamie Parks, City of Oakland, Victoria Eisen, Eisen|Letunic

**Technical Advisory Committee** (May 26, 2015 meeting participants)

- Nathan Landau, AC Transit
- Iris Starr, Oakland Public Works, Transportation
- Dale Murai, Alameda County Department of Public Health
- Miguel Trujillo, Oakland Fire Department
- Marianna Parreiras, BART
- Matt Bomberg, Alameda CTC
- Hannah Lindelof, BART
- Wladimir Wlassowsky, Oakland Public Works, Transportation Services
- David Elzey, Oakland Police Department
- Peter Chun, Oakland Public Works, Transportation Services
- Sherri Rita, Oakland Public Works, ADA Division
- Zoe Levitt, Alameda County Department of Public Health
- Michelle Oppen, Oakland Unified School District
- Plan Staff/consultant team: Jamie Parks, Christina Blackston, City of Oakland; Victoria Eisen, Tracy Minicucci, Eisen|Letunic

### **Item 1: Outreach & Management**

The Pedestrian Master Plan survey was reviewed, with TAC and CAC members providing feedback on questions and identifying the need for the survey to be provided in multiple languages. In addition to being available online, the survey will potentially be distributed at schools, libraries, through merchants associations and community organizations, on AC Transit buses and through NCPCs and other community meetings. Several CAC members offered to help distribute the electronic survey through existing lists and groups.

Suggestions were made as to additional CAC members, including representatives from the City's Public Works Bureau of Facilities & Environment (regarding refuse collection impacts on pedestrian paths of travel), BART Paratransit Committee, BART Disability Task Force, AC Transit Disability Task Force, and United Seniors of Oakland.

### **Task 2: Existing Conditions Analysis**

Suggested data and sources for the existing conditions analysis beyond original project scope:

#### *Data*

- Pedestrian exposure estimates
- Speed limits and observed speeds
- Blocks and corridors, not just intersections
- High ridership AC Transit bus stops
- Concerns about personal security
- City's SeeClickFix database
- OUSD's list of existing and desired safewalk monitors
- OPD's Traffic Section data, including summary of existing versus historical enforcement resources
- NCPC Meetings

#### *Studies & Plans to Review*

- BART station modernization program
- CBTPs as a source of projects, particularly in East Oakland
- AC Transit Major Corridor Study
- Reference Oakland's upcoming ADA Transition Plan update
- PROWAG (Public Right-of-Way Guidelines under ADA)
- 2008 BART Station Access Profile
- Station siting criteria from Bikeshare effort
- Urban Priority Conservation Areas

### **Item 3: Vision & Goals**

There was discussion about the need to tie goals to performance measures so that the City can evaluate its success. It was suggested that the city establish collision reduction targets and focus on preventing future crashes rather than just addressing previous ones. Since speeds affect collisions, and the City can't enforce speeds below the 85th percentile (per California law), it was suggested that a plan goal should be to reduce speeds by redesigning roads in a way that drives down vehicle speeds.

#### **Item 4: Recommended Projects & Programs**

Discussion of recommended project and programs yielded the following suggestions:

- Include private development projects when identifying needed improvements (e.g., Brooklyn Basin, Army Base)
- Include funded transportation improvements that affect the pedestrian environment (e.g., International Boulevard BRT)
- Review best practices in other communities' pedestrian master plans
- Consider increased enforcement and education of pedestrians, cyclists, and drivers
- Consider special crosswalk markings near schools
- More school crosswalk and safewalk monitors
- City's ADA Transition Plan should be referenced as of part of Pedestrian Master Plan
- Review City's current signal timing policy
- Traffic calming program recommendations should be balanced against OFD emergency response time needs

#### **Item 5: Design Guidelines**

There is a need to address stormwater management and the needs of the fire department and AC Transit in street and sidewalk design.

#### **Item 6: Implementation**

In order to facilitate implementation, a matrix of available funds should be included, as well as clarity about the information required for likely grant sources in order to streamline the application process.

#### **Action Items**

- Edit, translate and release survey
- Complete Existing Conditions Report
- Identify and attend community meetings
- Write article regarding pedestrian master plan update
- Consider adding case studies to scope of the Pedestrian Master Plan