

Aligning Core Values for Transportation in Oakland

MTC Planning Innovations Forum
June 2017



City of
Oakland

What We've Done in the Past Year

Adopt Impact Fees (May 2016)

Comprehensive impact fee program, phased in over next five years. Collects fees for affordable housing, capital improvements, and transportation infrastructure. Fees for transportation support citywide transportation infrastructure.

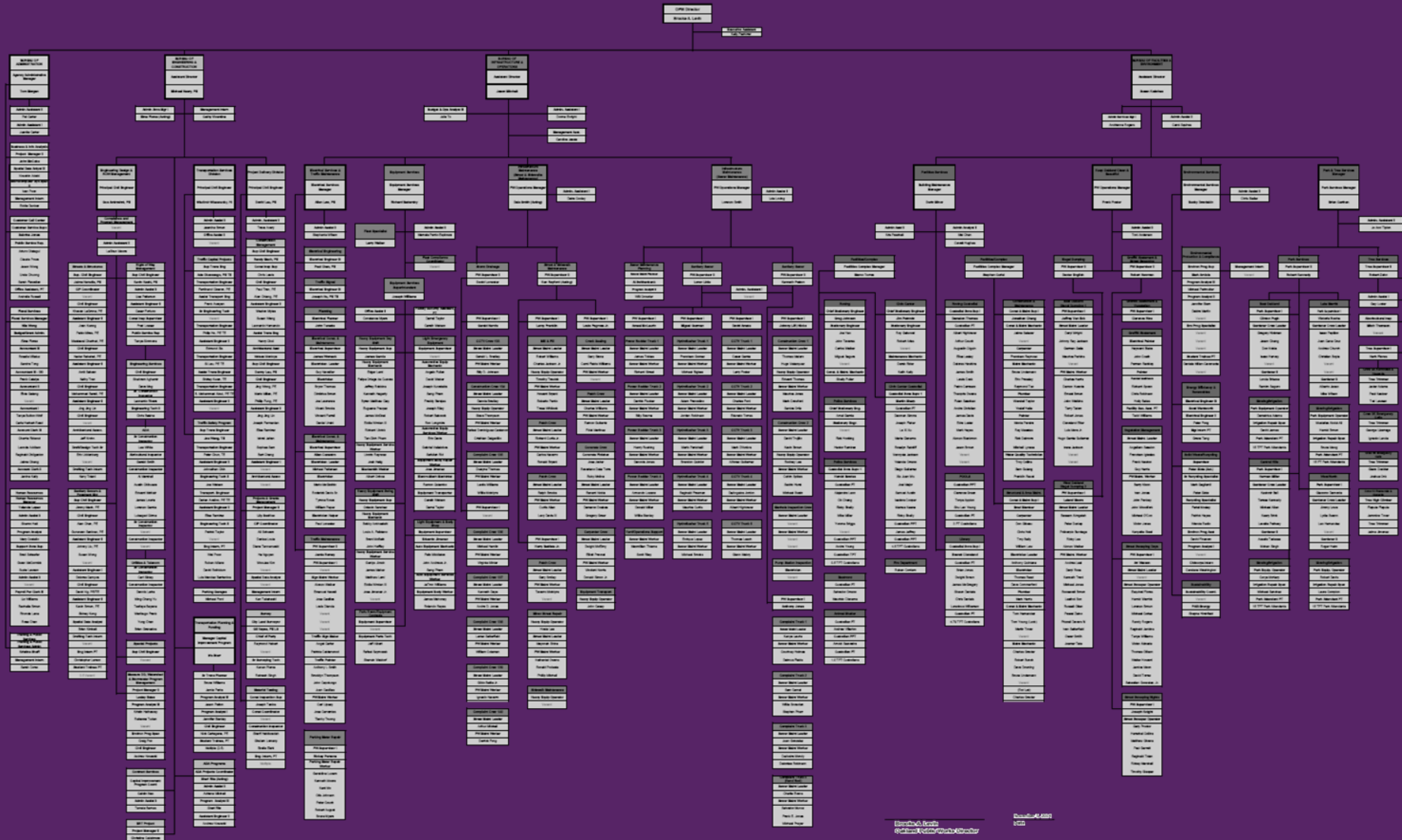
Implement CEQA Reform (Sept 2016)

Update City of Oakland's CEQA Thresholds of Significance as they relate to transportation, and issue new transportation study guidelines. Eliminate auto delay and introduce vehicle miles traveled criteria as key measure of impact.

Reform TDM (April 2017)

Introduce new parameters requiring certain TDM measures.

Oakland Public Works



OakDOT

Great Streets

- Complete Streets Design
- Planning & Project Development
- Traffic Capital Projects
- Complete Streets Paving
- ROW Management
- Survey

Finance & Administration

- CIP Management
- HR Management
- Funding Strategy
- Business Analytics

Safe Streets

- Neighborhood Traffic Safety
- Bicycle & Pedestrian Programs
- Major Corridor Multimodal Operations
- Parking Enforcement
- Mobility Management
- Complete Streets Maintenance

Great Streets Maintenance

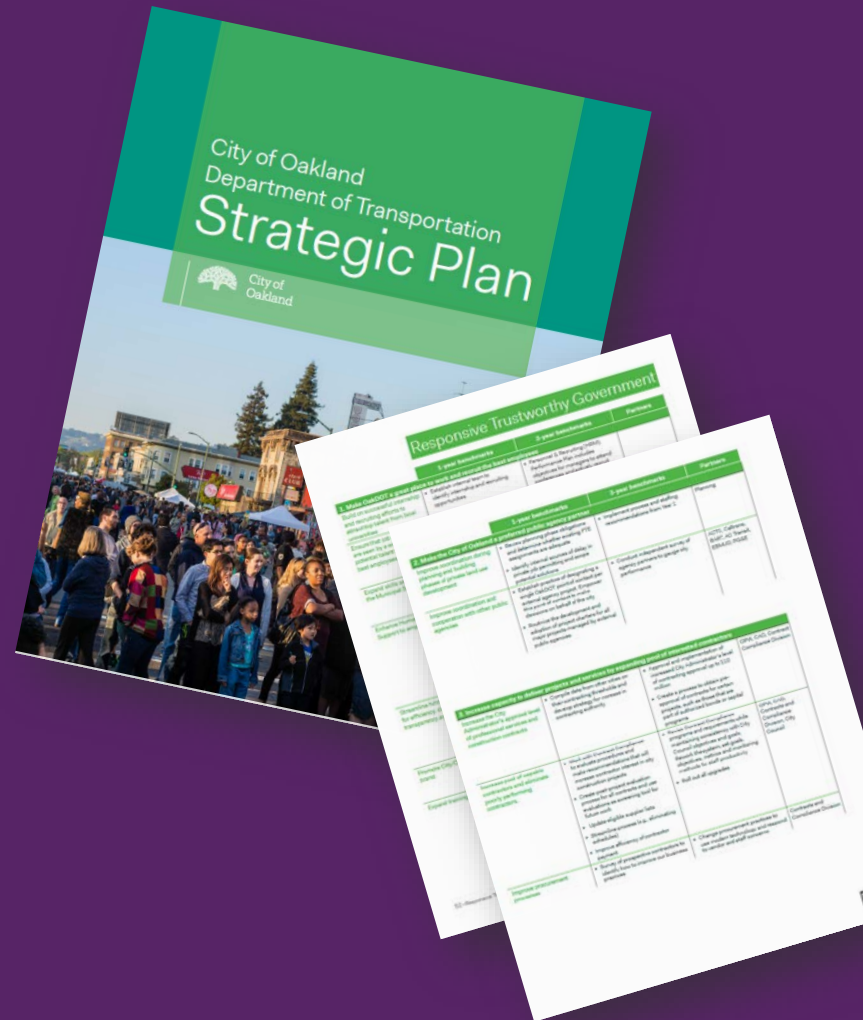
- Streets & Sidewalks
- Street Light Maintenance

Our Department's mission:

Envision, plan, build, operate and maintain a transportation system for the City of Oakland—in partnership with local transit providers and other agencies—and assure safe, equitable, and sustainable access and mobility for residents, businesses, and visitors.

Our Department's core values:

- Equity
- Safety
- Vibrancy
- Responsibility



Local Policy Context

Complete Streets Policy (2013)

Incorporate Complete Streets infrastructure into existing streets. Create a connected network of facilities accommodating each category of users. Compile performance evaluations for each type of roadway user.

Energy and Climate Action Plan (2014)

Achieve 36% reduction in GHG by 2020. Reduce driving by 20% citywide. Advance infill, mixed-use and transit oriented development. Advance use of alternative transportation. Institutionalize a more comprehensive approach to transportation & land use planning.

How things are now:

All development projects are required to pay fee for affordable housing, transportation, and capital improvements or provide on-site.

Max Fees (Through June 30, 2017)

Fee Type	Residential (Per unit)			Non- residential (Per sf)
	Zone 1	Zone 2	Zone 3	
Affordable Housing	\$8,500	\$5,750	\$0	N/A
Capital Improvements	\$1,500	\$1,000	\$0	\$0.00 - \$2.50
Transportation	\$1,000	\$1,000	\$1,000	\$0.35 - \$1.20

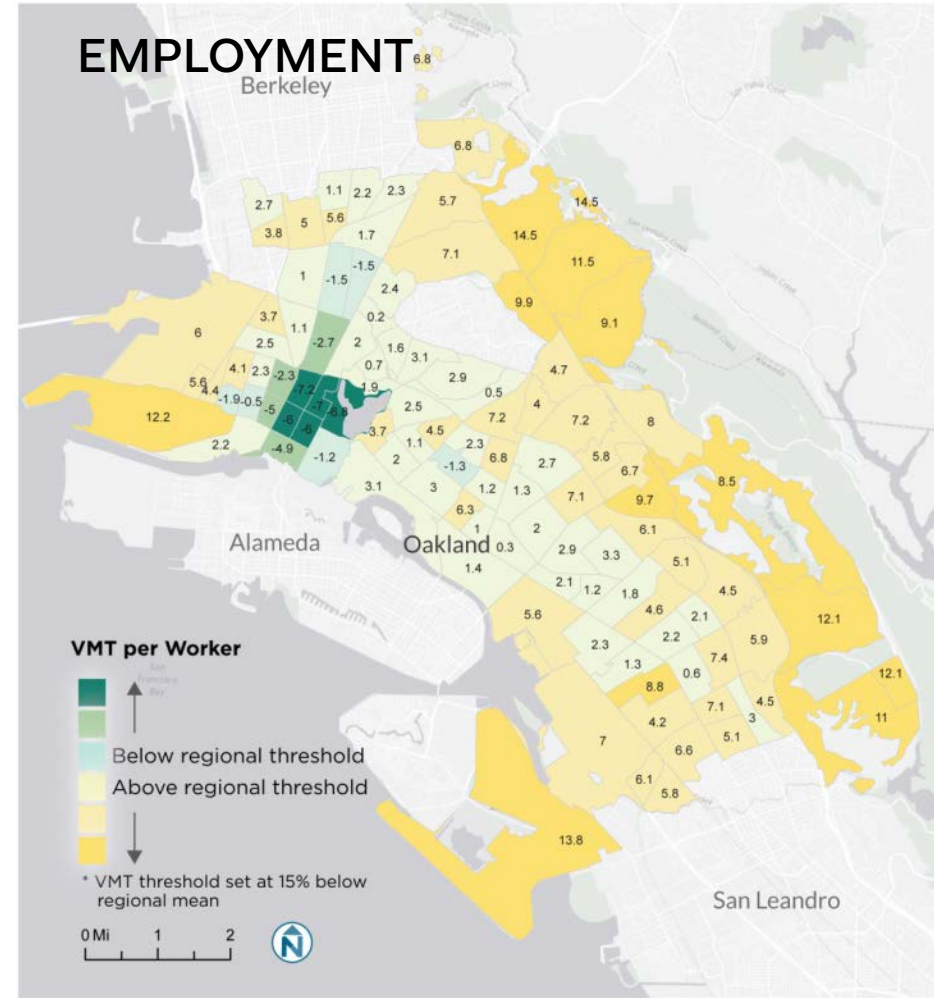
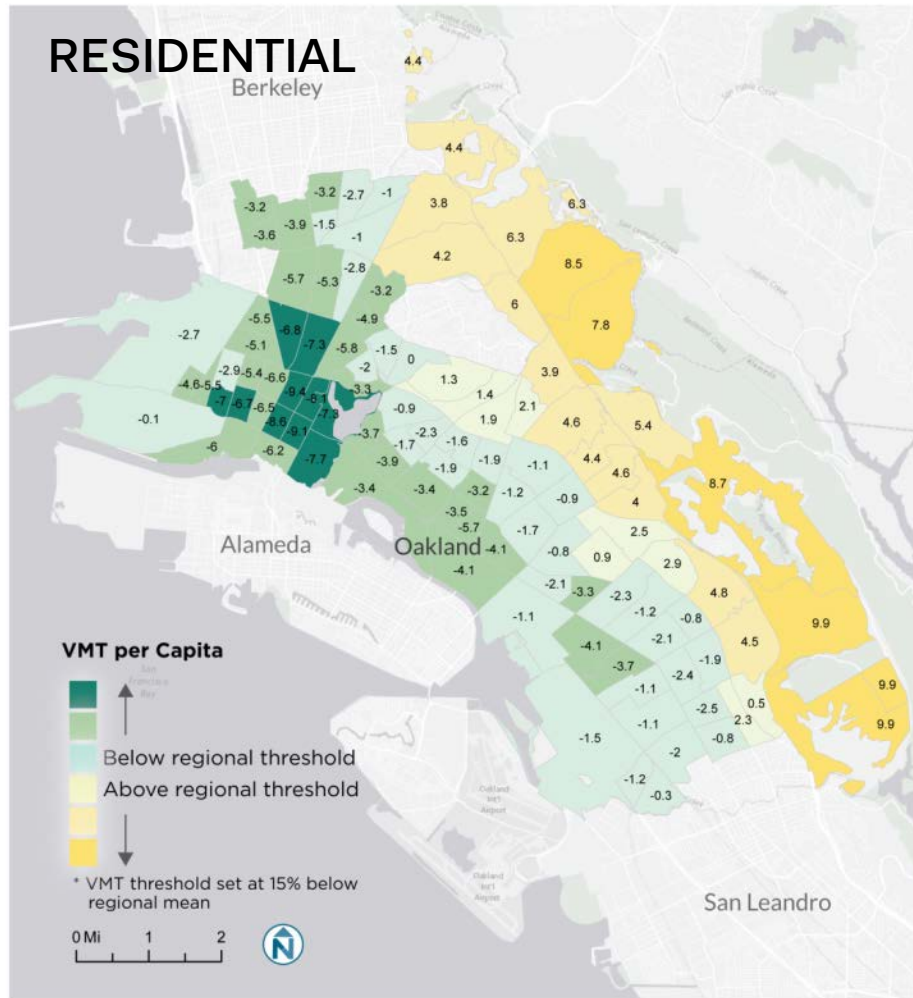
How things are now:

Certain development projects (small, in low-VMT areas, near transit) are presumed to have less than significant transportation impacts.

How things are now:

Transit and active transportation projects are presumed to have less than significant transportation impacts.

Implementing Reform: CEQA



How things are now:

Certain transportation demand management strategies are now required, based on project size or site location.

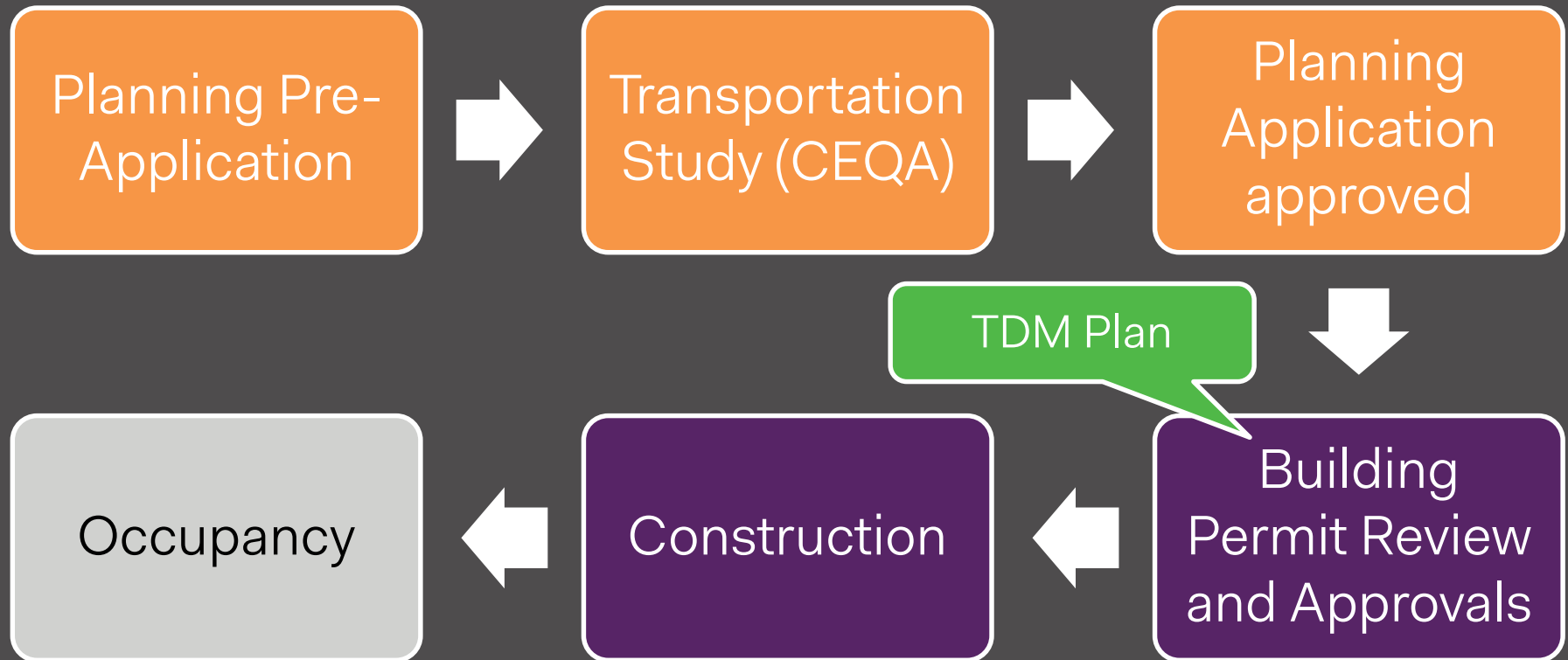
Implementing Reform: TDM Strategies for Land Use Development

Goal Area	Criteria
Equity	<ul style="list-style-type: none">• Improve access to jobs, schools, and services• Support community health co-benefits
Safety	<ul style="list-style-type: none">• Improve ped-bike safety and comfort• Maintain livability of residential streets
Vibrancy	<ul style="list-style-type: none">• Prioritize sustainable transportation choices• Maintain and improve transit performance
Responsibility	<ul style="list-style-type: none">• Support investment in Oakland's transportation system

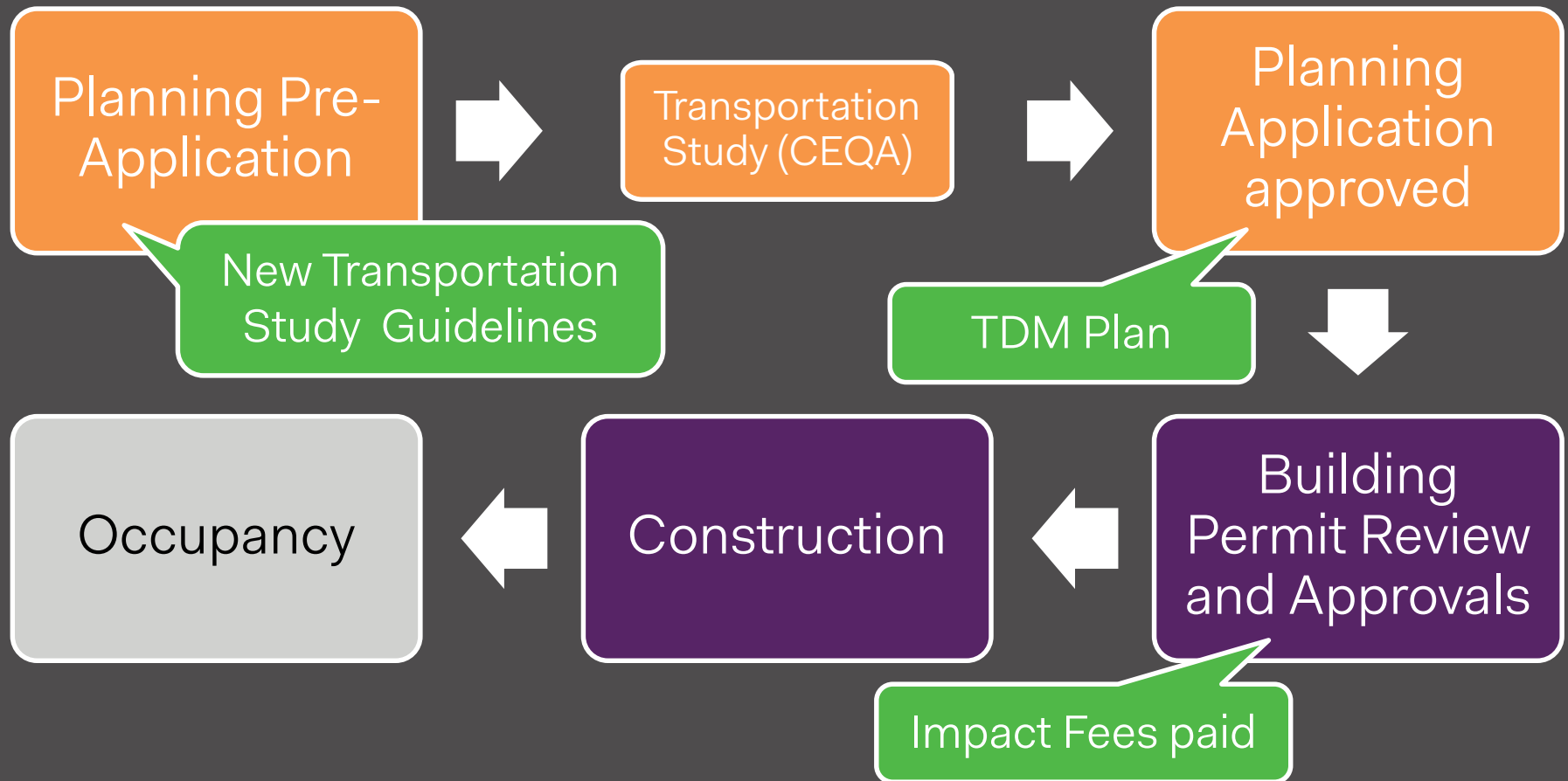
Implementing Reform: TDM Strategies for Land Use Development

Goal Area	Example TDM Requirement
Equity	<ul style="list-style-type: none">• Add bus bulb when bus stop along project frontage route with 15 minutes or better peak hour service
Safety	<ul style="list-style-type: none">• Implement improvements for pedestrian and bicyclist safety when identified master plans or in traffic study
Vibrancy	<ul style="list-style-type: none">• Add real-time transit information signage when project frontage includes major transit stop.
Responsibility	<ul style="list-style-type: none">• Add concrete bus pads when bus stop is located along project frontage

Typical Development Process



New Development Process



SB743 & BEYOND

What will it mean for Oakland?





Thank you!

Sarah Fine, Senior Transportation Planner



City of
Oakland