



WEST OAKLAND community-based transportation plan

MAY 2006

prepared for

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY



MOORE IACOFANO GOLTSMAN, INC.

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HARLEY AND ASSOCIATES

Acknowledgements

Many voices and ideas coalesced to create this plan. Beyond that, there is shared hope, there is palatable resolve, and there are tangible plans and momentum for future on-the-ground improvements for West Oakland transportation. Thank you to all who came together in this important endeavor. May it yield real results soon and in the years to come.

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- Gloria King, City of Oakland
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- Nathan Landau, AC Transit
- Val Menotti, BART
- Jeff Ordway, BART
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- Karin MacDonald, Prescott/So. Prescott Community Org: Prescott-Oakland Point Neighborhood Association
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- Steve Lowe, At-Large Organization: West Oakland Commerce Association
- Margaret Gordon, At-Large Organization: 7th St. McClymonds Leadership & Engagement Initiative

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SECTION 1 : EXECUTIVE SUMMARY

Introduction

The West Oakland Community-Based Transportation Plan (CBTP) is the result of technical analysis and a series of community meetings and surveys conducted in 2005-2006 to identify transportation solutions to improve mobility in West Oakland. The Plan was designed to address the findings of the Metropolitan Transportation Commission's (MTC) *2001 Lifeline Transportation Network Report* and MTC's *Environmental Justice Report for the 2001 Regional Transportation Plan*. Both reports identified the need to support local planning efforts in low-income communities throughout the region. MTC funded the West Oakland Community-Based Transportation Plan as one of four projects in Alameda County.

Overview of Approach

The grass-roots approach identified barriers to mobility—problems in reaching grocery stores, schools, jobs, medical services and other key destinations—and designed local solutions to these barriers. The planning process also worked to link community organizations to transportation funding agencies and transportation planners on an ongoing basis.

The project development approach built on previous transportation plans and studies in West Oakland. The project team worked closely with the West Oakland Project Area Committee (WOPAC), numerous West Oakland community organizations, paid McClymonds High School student interns, and a Technical Advisory Committee (TAC) composed of local transportation agency representatives and City of Oakland staff. These groups provided important input on community outreach, project design and implementation strategies. The roles, composition and purpose of these groups are explained in Section 2 of the West Oakland CBTP.

Overview of Process

The West Oakland CBTP was created in four key phases that were conducted from November 2005 through April 2006.

1. Existing Plan Review (November 2005)

The MIG Team reviewed previous planning efforts in West Oakland to identify strategies that had strong community support but had not yet been fully implemented. For example, the ACORN-Prescott Neighborhood Transportation Plan (1998) made a series of *detailed* recommendations for improved AC Transit services, a proposed community shuttle service and streetscape/pedestrian improvements. Similarly, the West Oakland Redevelopment Project Implementation Plan (2003) called for new bike lanes, eliminating truck traffic on neighborhood streets, a 24-hour non-polluting shuttle service, traffic calming projects to aid pedestrians, and other strategies. The West Oakland Environmental Indicators Project (2002) pointed towards high priority solutions with five indicators spotlighting air pollution, health risks, asthma rates, transit access/service and bikeable streets.

The MIG Team began the project identification process with these recommendations and those from other relevant transportation plans. A listing of specific existing plan recommendations is included in Section 3 of the West Oakland CBTP.

2. Community Outreach Survey and Discussions (December 2005 – January 2006)

With assistance from seven McClymonds High School student interns and community stakeholders, the MIG Team surveyed 620 West Oakland residents on their transportation needs and solutions. The list of possible solutions for the survey was based on the plan recommendations described above. In conjunction with the survey, discussions were held with community groups on needs and solutions.

While the limited Community-Based Transportation Plan budget precluded a truly random and statistically valid survey, the team obtained a broad sample of opinions at eighteen neighborhood locations including neighborhood meetings, schools, senior centers, shopping areas and the West Oakland Library.

Destination Needs

The top five destination needs identified through the survey were:

- Grocery stores
- Medical appointments
- Downtown Oakland
- Shopping
- K–12 schools

These top destination needs were *primarily* addressed through the following proposed projects in the CBTP:

- Improved AC Transit bus transit and/or new community shuttle
- Oakland Senior Shuttle expansion
- Medical service access (taxi return)
- All pedestrian and bicycle facility improvement projects (six separate projects)
- Cycles of Change
- Comprehensive transportation/land use plan

Transportation Needs

The top five transportation needs identified through the survey were:

- Better facilities for walking—sidewalks, street lighting, trees, etc.
- Less expensive BART and bus tickets
- More bus service on weekends, at night and early in the morning
- More frequent daytime bus service
- Lower cost for buying and operating a car (purchase, insurance, gas, maintenance, etc.)

These top transportation needs were *primarily* addressed through the following proposed projects in the CBTP:

- All pedestrian facility improvement projects (three separate projects)
- Traffic calming: Peralta Street

- Youth transit subsidies
- Improved AC Transit bus service and/or new community shuttle
- Subsidized Car Sharing
- BART Access Evening Shuttle
- Comprehensive Transportation/Land Use Plan

Solutions

The top five solutions identified through the survey were:

- Providing a neighborhood shuttle service
- Increasing AC Transit service in the evenings and on weekends
- Making walking more attractive through lighting, sidewalks, trees, etc.
- Increasing the number of bus stop benches, canopies and enclosures
- Reducing pollution from diesel emissions

These top solutions were *primarily* addressed through the following proposed projects in the CBTP:

- Improved AC Transit bus transit and/or new community shuttle
- Oakland Senior Shuttle expansion
- All pedestrian facility improvement projects (three separate projects)
- Truck services at Oakland Army Base
- Truck route enforcement and education
- Diesel truck replacement
- Comprehensive transportation/land use plan

The outreach process is described Section 4 of the West Oakland CBTP and the complete survey results are included in Section 5.

3. Community Group Discussions (February – April 2006)

The MIG Team held a set of discussions on potential solutions with community groups, including the West Oakland Project Area Committee (WOPAC), the West Oakland Toxics Reduction Collaborative, the West Oakland Commerce Association, the Pacific Institute, the Environmental Indicators Project, and the Transportation Justice Working Group. These discussions helped to further focus the project's attention on solutions addressing:

- Truck traffic and emissions
- BART noise
- Inadequate bus services
- The cost of public transit
- The need to coordinate transportation planning with local land use decisions.

The proposed projects resulting from these meetings are described in Section 6 of the CBTP.

4. Funding and Planning Agency Discussions (February – March 2006)

The MIG Team held a set of discussions on potential projects and funding sources with public agencies including the City of Oakland, BART, AC Transit, the Port of Oakland, the Metropolitan

Transportation Commission and the Alameda County Transportation Improvement Authority (ACTIA). These discussions included identifying projects already under consideration by public agencies that could meet specific needs identified by West Oakland residents in the Community-Based Transportation Plan. The information from these meetings on funding and project feasibility is included in Sections 5 and 6 of the West Oakland CBTP.

Project Scoring

All 26 proposed projects are eligible for future funding and implementation. Since the transportation needs of West Oakland residents are numerous and diverse, the project list proposes a wide range of possible solutions. The Community-Based Transportation Plan does *not* rank each project or pit one solution against another. Rather, the plan attempts to link each proposed project with reasonably available, potential funding sources and to outline implementation strategies that will eventually lead to *many* on-the-ground improvements. Each project has been assigned to a “tier” based on funding availability.

- **TIER ONE** projects can be directly linked to a specific, identified funding source available between 2006 and 2009 or they can be implemented primarily through agency partnerships, advocacy or policies.
- **TIER TWO** projects are linked to a possible funding source after 2009. Tier Two projects can be moved to Tier One when a specific near-term funding source is identified.
- **TIER THREE** projects have no known funding source *and* are beyond estimated available funds.

List of Projects

Below is the list of 26 identified projects discussed in further detail in Section 6 of the West Oakland CBTP. The projects are organized into three tiers according to their funding feasibility. Under each tier, projects are clustered according to type or mode.

Project	Implementation Lead	Potential Funding Sources	Capital Cost	O&M Cost (operations & maintenance)
TIER ONE Projects (funding 2006-2009)				
Neighborhood Bus and Shuttle Services				
BART Access Evening Shuttle	Pending determination of lead agency	<ul style="list-style-type: none"> ▪ BART Station Access Improvement Fund ▪ Air District’s Transportation Fund for Clean Air (TFCA) ▪ Lifeline Transportation Program (ACCMA and ACTIA) 	\$0	\$120K/year
Senior Shuttle Expansion	City of Oakland Bay Area Community Services (BACS)	<ul style="list-style-type: none"> ▪ Alameda County Transportation Improvement Authority (ACTIA) paratransit gap funding ▪ Lifeline Transportation Program (ACCMA, ACTIA) 	\$65K	\$85K/year

Project	Implementation Lead	Potential Funding Sources	Capital Cost	O&M Cost (operations & maintenance)
BART Noise and Parking				
BART Noise Study	WOPAC City of Oakland	<ul style="list-style-type: none"> Caltrans Environmental Justice grants 	\$50K-100K	\$0
BART Rail Grinding	WOPAC	<ul style="list-style-type: none"> BART 	\$0	\$1,500/ pass-mile
BART Transit Village Parking	WOPAC	<ul style="list-style-type: none"> BART 	\$5K (community monitoring)	\$0
Diesel Truck Emissions, Traffic and Parking				
Truck Services at Oakland Army Base	West Oakland Toxics Reduction Collaborative	<ul style="list-style-type: none"> City of Oakland Port of Oakland 	\$20 million (land costs only)	\$0
Truck Route Enforcement and Education	West Oakland Toxics Reduction Collaborative	<ul style="list-style-type: none"> City of Oakland Port of Oakland 	\$0	\$200K- 300K/year
Diesel Truck Replacement	West Oakland Toxics Reduction Collaborative	<ul style="list-style-type: none"> Port of Oakland BAAQMD Moyer Fund 	\$25K / truck	\$0
Pedestrian and Bicycle Facilities				
Pedestrian Improvements / Bikes Lanes: Mandela, 8th, Wood	City of Oakland	<ul style="list-style-type: none"> Bay Trail (ABAG) Air District's Transportation Fund for Clean Air (TFCA) MTC's Transportation for Livable Communities Lifeline Transportation Program (Alameda County CMA and ACTIA) Transportation Development Act (TDA) ACTIA (Measure B) Regional Bicycle/Pedestrian Program (MTC) Local Bicycle/Pedestrian Program (ACCMA) 	\$1.4 million	\$0

Project	Implementation Lead	Potential Funding Sources	Capital Cost	O&M Cost (operations & maintenance)
7th Street Streetscape Project Phase I	City of Oakland	<ul style="list-style-type: none"> ▪ MTC's Transportation for Livable Communities ▪ Safe Routes to Transit ▪ Air District's Transportation Fund for Clean Air (TFCA) ▪ TDA ▪ ACTIA (Measure B) ▪ Regional Bicycle/ Pedestrian Program (MTC) ▪ Local Bicycle/ Pedestrian Program (ACCMA) ▪ Lifeline Transportation Program (ACCMA and ACTIA) 	\$1.3 million	\$0
Bike Lanes: Market Street	City of Oakland	<ul style="list-style-type: none"> ▪ ACTIA 	\$400K	\$0
Bike Racks	WOPAC	<ul style="list-style-type: none"> ▪ TDA via Oakland's CityRacks program ▪ BAAQMD's TFCA program 	\$150/rack	\$0
Cycles of Change	Cycles for Change ACTIA	<ul style="list-style-type: none"> ▪ Alameda County Transportation Improvement Authority (ACTIA) ▪ Lifeline Transportation Program (ACCMA and ACTIA) 	\$0	\$90K for two years
Other Tier One Projects				
Medical Service Access (Taxi Return)	Pending determination of lead agency	<ul style="list-style-type: none"> ▪ Lifeline Transportation Program (ACCMA and ACTIA) ▪ ACTIA Paratransit Gap funding 	\$0	\$50K/year
Comprehensive Transportation/Land Use Plan	WOPAC	<ul style="list-style-type: none"> ▪ Caltrans Environmental Justice grants ▪ MTC Transportation for Livable Communities (TLC) Planning Grant 	\$150K	\$0
Project Implementation Assistance	WOPAC	<ul style="list-style-type: none"> ▪ Lifeline Transportation Program (ACCMA and ACTIA) ▪ Alameda County Congestion Management Agency (ACCMA) 	\$0	\$10K-15K (6 months)

Project	Implementation Lead	Potential Funding Sources	Capital Cost	O&M Cost (operations & maintenance)
TIER TWO Projects (funding 2009 and beyond)				
Neighborhood Bus and Shuttle Services				
Improved AC Transit Bus Services. <i>NOTE: AC Transit service improvements would provide service to destinations identified in the plan, such as Emeryville, Jack London Square, local high schools, and downtown Oakland. This would include service improvements, such as increased frequency or longer hours, along five corridors that AC Transit serves in West Oakland: 7th Street, 14th Street, Market Street, Adeline Street and Peralta/Mandela Parkway. The specific project(s) to be proposed for funding and implementation will be determined after further analysis and meetings between AC Transit and community organization meetings.</i>	AC Transit WOPAC Advisory	<ul style="list-style-type: none"> ▪ Lifeline Transportation Program (ACCMA and ACTIA) ▪ BAAQMD Transportation Fund for Clean Air ▪ BART Access fund ▪ City of Oakland (development mitigation fees) 	\$0 (if service is added in the non-peak hours) \$350K per vehicle if service is added in peak hours.	\$200K to \$5 million/year, depending on the amount of service and the number of transit corridors served
Community Shuttle <i>Complement AC Transit regular service with point-to-point, "branded" community bus service (similar to Emery Go Round) linking five to seven key locations in West Oakland with downtown, Emeryville and Jack London Square.</i>	Pending determination of lead agency	<ul style="list-style-type: none"> ▪ Lifeline Transportation Program (ACCMA and ACTIA) ▪ BAAQMD Transportation Fund for Clean Air ▪ BART Access fund ▪ City of Oakland 	\$0 (contracted service includes vehicles)	\$250K to \$1 million per year depending on the amount of service
Transit Affordability				
Youth Transit Subsidies	Pending determination of lead agency	Lifeline Transportation Program (ACCMA and ACTIA) AC Transit	\$0	\$75K-100K/year
Pedestrian and Bicycle Facilities				
7th Street Streetscape Project Phase II	City of Oakland	<ul style="list-style-type: none"> ▪ MTC's Transportation for Livable Communities ▪ Safe Routes to Transit ▪ Air District's Transportation Fund for Clean Air (TFCA) 	\$5-6 million	\$0

Project	Implementation Lead	Potential Funding Sources	Capital Cost	O&M Cost (operations & maintenance)
Bike Lanes: Grand Avenue and 14th Street	City of Oakland	<ul style="list-style-type: none"> ACTIA Regional Bicycle/Pedestrian Program (MTC) Local Bicycle/Pedestrian Program (ACCMA) Lifeline Transportation Program (ACCMA and ACTIA) Air District's Transportation Fund for Clean Air (TFCA) 	Grand: \$200K-250K 14th: \$500K-800K	\$0
Traffic Calming: Peralta Street	City of Oakland	<ul style="list-style-type: none"> City of Oakland 	\$100K (design only)	\$0
Other Tier Two Projects				
Street Pavement Improvements	City of Oakland	<ul style="list-style-type: none"> City of Oakland 	N/A	\$0
Subsidized Car Sharing	TBD	<ul style="list-style-type: none"> Lifeline Transportation Program (ACCMA and ACTIA) BAAQMD's Transportation Fund for Clean Air 	\$0	\$110K/year
Youth Library Shuttle	Oakland Public Library	<ul style="list-style-type: none"> Lifeline Transportation (ACCMA, ACTIA) 		\$50K-60K/year
TIER THREE Projects (no known funding)				
BART Underground	WOPAC	<ul style="list-style-type: none"> BART Regional Rail funding 	\$200-350 million/mile	\$0
Bikeway: Middle Harbor Shoreline Park	Port of Oakland	<ul style="list-style-type: none"> Port of Oakland Lifeline Transportation Program (ACCMA and ACTIA) BAAQMD's Transportation Fund for Clean Air (TFCA) Regional Bicycle/Pedestrian Program (MTC) Local Bicycle/Pedestrian Program (ACCMA) 	Part of multi-million dollar roadway project that has not been designed	\$0

Report Organization

The project required the MIG team to produce sections of the plan throughout the process. The full plan is an edited compilation of those deliverables. The complete West Oakland Community Based Transportation plan is available at http://www.accma.ca.gov/pages/trans_plan.shtml.

- **Section 1:** Executive Summary (developed at the conclusion of the planning process)
- **Section 2:** Planning Process
- **Section 3:** Transportation Environment
- **Section 4:** Outreach Strategies
- **Section 5:** Gaps and Solutions
- **Section 6:** Recommended Transportation Solutions

SECTION 2: PLANNING PROCESS

This section summarizes the composition and roles for the four key groups involved in implementing the planning process for the West Oakland Community-Based Transportation Plan.

Project Team

The Project Team was composed of the following members:

- Diane Stark, Alameda County Congestion Management Agency (ACCMA)
- Therese Knudsen, MTC
- Gloria King, City of Oakland
- Margot Prado, City of Oakland
- Carolyn Verheyen, MIG
- Bruce Riordan, Elmwood Consulting
- Harley Goldstrom, Harley and Associates

The purpose of the Project Team (PT) was to provide overall guidance to the project. The Project Team reviewed all draft sections of this plan and discussed the proposed approach to each major task before the MIG Team began implementation. The Project Team held meetings at each key milestone for the project. In between meetings, the MIG Team used e-mail to keep the Project Team fully informed about the project.

West Oakland Project Area Committee (WOPAC)

The West Oakland Project Area Committee (WOPAC) is a seventeen-member group formed in 2002 to assist the Redevelopment Agency in developing key components of the Redevelopment Plan and convey feedback from the West Oakland community. WOPAC members represent businesses, neighborhood associations and community groups. For this project, the MIG Team worked primarily with WOPAC's Trees and Transportation (T&T) Committee, which meets on the third Monday of each month. The T&T committee's role in this project was to:

- Assist with the creation of the outreach strategy
- Provide overall project guidance on community outreach
- Review and comment on summaries of key draft deliverables, including the recommended project list

The MIG Team reported to the WOPAC T&T Committee on project milestones at their monthly meetings and communicated with committee members through e-mail as needed. MIG coordinated its work with WOPAC through Gloria King, the City of Oakland's project manager for West Oakland redevelopment.

McClymonds High School Student Interns

A team of seven McClymonds High School student interns was employed to assist the MIG Team with community outreach and plan development. The McClymonds staff and the MIG team chose the

students based on their academic skills and interest in the project. Students were paid a \$12/hour stipend under contract to MIG. The student interns assisted with the identification of target populations and groups, helped to develop surveys for collecting input and comments, administered and performed data entry for the surveys, provided assistance with meeting logistics and materials distribution, and assisted with analysis of community input from meetings they attended.

Within the outreach strategy, the student interns focused on outreach to school populations and community survey “intercepts” at the West Oakland library and the Gateway Shopping Center. The student interns worked closely with MIG Team members in order to maximize their effectiveness for the project and to allow for significant learning opportunities on community outreach and transportation strategies.

Technical Advisory Committee

The Technical Advisory Committee (TAC) assisted the MIG Team with the development of specific transportation strategies. The TAC included:

- Tess Lengyel, ACTIA
- Nathan Landau, AC Transit
- Val Menotti, BART
- Jeff Ordway, BART
- Therese Knudsen, MTC
- Jason Patton, City of Oakland
- Joe Wang, City of Oakland
- Steve Gregory, Port of Oakland

Working closely with community members, the MIG Team facilitated the TAC’s involvement in the review and development of all transportation strategies. Specifically, the TAC:

- Reviewed the DRAFT transportation needs/solutions survey;
- Participated in selected community meetings during community outreach;
- Presented information to the MIG Team and community members on planned improvements and key issues related to their agency;
- Reviewed and commented on all proposed strategies, including scoring each project; and
- Worked with the MIG Team to develop implementation strategies including partnership formation when drafting the strategies section of this plan.

SECTION 3: TRANSPORTATION ENVIRONMENT

This section summarizes the West Oakland transportation environment, providing context for the development of the community-based transportation plan.

Project Area

The target area for the West Oakland Community-Based Transportation Plan is bounded by I-580 on the north, I-980 on the east, the Oakland Estuary on the south, and San Francisco Bay on the west. The target area included seven neighborhoods—Clawson, Hoover/Foster, McClymonds, Ralph Bunche, Oak Center, ACORN, South Prescott and Prescott. The plan also included three adjoining areas—the Oakland Army Base, the Port of Oakland and Middle Harbor Shoreline Park—that were considered in developing West Oakland transportation improvements.

Key Statistics

West Oakland is home to 23,041 people (2000 Census). Ninety-three percent of residents are persons of color. Seventy-five percent of West Oakland households have annual incomes of less than \$25,000. Forty percent of households do not have an automobile. Thirty-three percent of residents use transit, biking or walking to get to work. In the 2002 transportation access study, *Roadblocks to Health*, West Oakland had the highest poverty rate, the largest percentage of households without a car, and the highest commute use of transit, biking and walking in fifteen low-income neighborhoods in Alameda, Contra Costa and Santa Clara counties. Only 11 percent of West Oakland residents have good transit access to a hospital (30-minute transit trip or half-mile walk) while just under half (46 percent) have good walking access (less than half a mile) to a supermarket.

AC Transit

AC Transit provides bus service in the area on lines 13, 14, 15, 19, 62, 88, 72, 72R and N Owl.

Line	Frequency				Hours	
	M-F Peak	M-F Mid	M-F Night	Sat/Sun	M-F	Sat/Sun
13	20	30	30	60	5:30a-10:30p	10a-6p
14	15	30	-	30	5:30a-8p	7a-7p
15	15	15	30	20	5:30a-10p	7a-10p
19	30	30	30	30	6a-10p	6a-10p
62	20	20	20	30	6:15a-Mid	6:15a-Mid
72	15	15	18	15-18	24 hrs	24 hrs
72R	12	12	-	-	6a-7p	-
88	20	20	30	20	5:30a-Mid	5:30a-Mid
N Owl	-	-	60	-	Mid-5:30a	-

Note: Additional service is provided before and after school on weekdays days on the 13, 14, and 88 lines.

Source: AC Transit bus schedules, 2005

The shaded areas show frequencies and hours of operation that meet the MTC Lifeline Transit standards—15-minute frequencies in peak periods and 30-minute frequencies for midday, night and

weekend service. The Lifeline standards for hours of operation are 6:00 am to midnight on weekdays and Saturdays, and 7:30 am to midnight on Sundays.

It is difficult to directly compare the current level of Lifeline service with previous time periods because routes have been consolidated or modified due to budget cuts and new routes have been added. In general, the level of attainment of Lifeline standards is about the same in 2005 as it was in 2001. Specific changes from 2001 to 2005 are as follows:

- Route 13: Slightly lower peak frequency (15 min. to 20 min.), added night service to 10:30 pm and added weekend service.
- Route 14: No change
- Route 15: No change
- Route 19: New route
- Route 62: Slightly lower peak frequency (15 minutes to 20 minutes)
- Routes 72/73: Added 72 Rapid weekdays
- Route 82: Service to West Oakland eliminated
- Route 88: No change

AC Transit began new “Owl” service in December 2005 (funded by Regional Measure 2) that provides parallel service to BART when that system is not running between 1 am and 5 am. This includes a new hourly bus service through West Oakland along 7th Street that connects in downtown Oakland with bus services to various points in Alameda and Contra Costa.

BART

The West Oakland BART station provides service on four of the five BART lines. West Oakland station is just one stop from both downtown San Francisco and downtown Oakland. However, just 13 percent of persons boarding at West Oakland live in West Oakland. The station has a high number of patrons who drive from their homes in Alameda and Contra Costa, park at the West Oakland station and take BART to San Francisco. As a result, 80 percent of West Oakland riders use a car to reach the station vs. the BART systemwide average of 54 percent. Similarly, just 8 percent use buses to reach West Oakland station (21 percent systemwide) and only 11 percent walk (23 percent systemwide).

Oakland Senior Shuttle

The Oakland Senior Shuttle, implemented in March 2002, provides senior transportation in West Oakland between senior housing and senior centers, shopping, medical facilities and other destinations. The shuttle is designed to improve seniors’ access to key resources for improved nutrition, health and well-being and is funded by the City of Oakland and local foundations. The service is operated by Bay Area Community Services (BACS) under contract with the City of Oakland. The shuttle runs Monday – Friday, 10:30 am to 2:30 pm and is fare-free. Seniors at senior housing complexes request next-day shuttle transport through their residential service coordinators. The shuttle is staffed with both a driver and an attendant. The shuttle has recently been expanded to serve North Oakland and East Oakland.

Bicycle and Pedestrian Facilities

The City of Oakland has constructed both bicycle and pedestrian facilities in West Oakland to make the area more bike- and pedestrian-friendly. The Public Works Department is responsible for bike facilities in the city.

Existing System:

- Bike paths (off the street) on the following:
 - Mandela Parkway, 7th Street (west of 880) and at Middle Harbor Park
- Bike lanes on the following streets:
 - Mandela Parkway, 3rd Street and 8th Street
- Designated bike routes on the following streets:
 - 8th Street and San Pablo Avenue

For detail see map at http://www.oaklandpw.com/bicycling/pdf/bmp_is-fig1-sept05.pdf

Bike racks are provided at BART and at other locations scattered through West Oakland.

Proposed System:

Oakland's bike plan proposes the following in West Oakland:

- Bike paths (off the street) on the following streets:
 - Maritime, Middle Harbor and through 80/580/ 880 "Maze" and Toll Plaza area to new east span of the Bay Bridge
- Bike lanes on the following streets:
 - Market, Adeline, Grand, 7th Street and 8th Street
- Bike routes on the following streets:
 - None

For detail see map at http://www.oaklandpw.com/bicycling/pdf/bmp_is-fig2-sept05.pdf

Alameda County Bike Network

The Alameda County Congestion Management Agency, in conjunction with Alameda County and 14 cities, has prepared a Countywide Bicycle Plan, which was adopted by the CMA Board in 2001. The plan is being updated in 2006. The plan proposes cross county bicycle routes involving Grand Avenue, Market Street, 3rd Street and Mandela Parkway in West Oakland. The same streets are expected to be included in the 2006 update.

Pedestrian Improvements

Pedestrian enhancements such as curb cuts, streetscape improvements and regular maintenance are provided by a number of city departments. The Public Works Department, home to the Bicycle and Pedestrian Facilities Program, completed a citywide Pedestrian Master Plan in 2002 to promote a pedestrian-friendly environment where public spaces, including streets and off-street paths, encourage residents to walk. The Pedestrian Route Network connects every public school, park, recreational

center and library in the city. The neighborhood routes of the network were selected from local streets to serve these destinations and provide through routes for pedestrians. The Safe Routes to School Program, the Safe Walks Home Program and the Safe Routes to Transit Program are all important parts of Oakland's overall pedestrian plan.

The Plan's On-Street Routes in West Oakland include 7th, 8th, 14th, Filbert, Grand, Market, Middle Harbor, Peralta, San Pablo, Union and Wood.

Recent pedestrian improvements in West Oakland include the Cypress Freeway Memorial Park and extensive improvements for 8th Street—lighting, landscaping, crosswalk enhancements, bulb outs, etc.

AC Transit/BART ADA Paratransit Services

AC Transit and BART jointly operate East Bay Paratransit for persons who are unable to use AC Transit buses or BART trains because of a disability or a disabling health condition. This service is required by the American With Disabilities Act (ADA). Rides from the starting location to a destination are provided in a sedan or lift-equipped van. It is not necessary for the rider to wait at a bus stop or go to a BART station.

Service is available from West Oakland to all points in the East Bay where AC Transit operates, plus to and from San Francisco. Riders can also arrange to transfer to paratransit services in other parts of the Bay Area. Service is available during the hours when AC Transit buses or BART trains are running in each particular area.

A central office takes ride requests and schedules the trips. Contracted paratransit operators carry passengers in vehicles marked with the EBP logo. Riders share the vehicle with other paratransit riders.

All riders must be certified as eligible to use the program. People who are unable to use buses or BART due to a disability or disabling health condition are eligible to use EBP service. A few examples of such disabilities would be: memory problems which prevent a person from remembering which bus line to take, the inability to control a wheelchair well enough to board a bus or BART train, or a severe mobility problem which prevents a person from walking to the nearest bus stop. Eligibility certification must be renewed every three years.

City of Oakland Paratransit

The Oakland Paratransit for the Elderly and Disabled (OPED) provides paratransit services to residents of Oakland who cannot access public transportation and are 70 and older, or 18 and older with a mobility disability. Taxis and wheelchair-lift vans provide transit to medical appointments, shopping and other activities. The program is funded through the Alameda County Transportation Improvement Authority (ACTIA), the countywide "Measure B" program.

West Oakland Transportation Planning

In recent years, a number of studies of West Oakland transportation needs have been conducted. The following summary presents highlights of these planning processes that will help to guide the West Oakland Community-Based Transportation Plan.

West Oakland Redevelopment Project Implementation Plan

The West Oakland Redevelopment Plan, completed by the City of Oakland in 2003 after more than 50 community meetings and extensive public outreach, included six of the seven key neighborhoods targeted for this community-based transportation plan. (The ACORN neighborhood is a separate redevelopment area with a separate plan discussed later.) For each neighborhood, the plan presents key transportation-related issues and recommendations.

Prescott/South Prescott Neighborhood Vision/Goals (transportation-related only)

- Pedestrian and bicycle friendly environment
- Construction of bicycle lanes on, but not limited to, Mandela Parkway, 7th Street 14th Street, Peralta Street and Wood Street.
- Development of 24 hour non-polluting shuttle service that serves the neighborhood and reduces the need for residents to drive to connect to other public transportation sources or to businesses serving the neighborhood. Goal is to provide residents better access to other neighborhood sites and to provide better access for West Oakland to downtown, Jack London Square, Emeryville and beyond.
- To further the goal of a pedestrian and bicycle friendly environment, eliminate truck traffic by rerouting through-traffic to the new freeway and by posting “local trucks only” signs throughout the neighborhood.
- Phasing out of through truck traffic on Mandela Parkway, 7th Street and 14th Street, directing trucks to stay on Grand Avenue, the frontage road and the freeway. Do not open any east/west streets between West Grand and 7th Street to the frontage road.
- Lower the speed limit to 20 miles per hour.
- Discourage the building of more parking lots that serve people from outside of the neighborhood and only increase pollution for our neighbors. Specifically, residentially zoned parcels shall never be developed for parking purposes.
- Support the immediate elimination of all truck and trailer parking in the neighborhood.

Ralph Bunche/McClymonds/Clawson Neighborhood Vision (transportation-related only)

- Non-polluting shuttle service that serves the neighborhood and reduces the need for residents to drive to connect to other public transportation sources or to businesses serving the neighborhood.
- Improve the neighborhood character through traffic calming, reduction of truck traffic, pedestrian friendly streets, extensive street side landscaping projects, etc.
- Create commercial, pedestrian-friendly corridor on San Pablo, Market and West Grand Avenue
- Pedestrian friendly walking areas and landscaped/lighted streets along Adeline, Market, Peralta and San Pablo Avenues that will encourage development of a thriving neighborhood serving retail district.

Hoover/West MacArthur Neighborhood Vision/Goals (transportation-related only)

- Narrow and calm the streets.
- Create urban designs for West Street and main arteries including center dividers, tree plantings, bulb-outs, and landscape improvements.

- Starting with West Street, take back the streets and improve them so that they bind, rather than divide, the community.
- There are good existing transportation networks and facilities, but these could be used more effectively.

ACORN Redevelopment Project

The ACORN Redevelopment Project Area, originally formed in 1961, covers fourteen city blocks in the target area for this community-based transportation plan. Several projects have been recently completed in the project area including (a) 293 refurbished and redesigned rental units and 83 single-family houses, (b) the upgrading of the Jack London Gateway Shopping Center, and (c) ACORN-Prescott streetscape neighborhood improvements with MTC's TLC funding.

ACORN Prescott Neighborhood Transportation Plan, City of Oakland and MTC, 1998

Overall Issues

- Greater need for weekend bus service for shopping, medical care, church, general recreation and entertainment.
- Early morning and late evening service is limited.
- Late evening "owl" service to employment destinations.
- Strong desire for neighborhood shuttle service.
- Neighborhood streets lack streetscape elements that support walking.
- Street trees are inconsistent or nonexistent.
- Sidewalks are poorly maintained and lack accessible ramps.
- Past development has done little to reinforce pedestrian activity in the community or connections to BART.
- Large parking lots on walking routes to BART make walking unattractive.

West Oakland BART Station Access Plan, BART, 2002

Overall Issues

- Lack of pedestrian-friendly streets that are safe and secure linking the surrounding neighborhoods to the station.
- No bike routes to the station and a lack of bike facilities.
- More transit service providing access to key local destinations, including the BART station, is needed.
- BART parking demand currently exceeds supply. All free BART parking is full by 7 am.

Summary Recommendations

- Implement transit village concept plan including 620 housing units and 35,000 square feet of neighborhood serving retail.
- Create a network of safe walking routes to the station and improve public safety at the station.

- Implement the City of Oakland's bike network in the West Oakland BART Station area and provide sufficient number of bike lockers at the station.
- Increase transit feeder service to the station.
- Manage BART parking to increase efficient use of the spaces and consider developing a Community Parking District to generate revenue that can be used to fund access improvements.

Recommendations

Transit Access Enhancement/Streetscape Improvements

- 8th Street as a pedestrian corridor
- BART/AC Transit multi-modal center plaza and structure
- 11th and 14th Street bridge pedestrian improvements
- 7th and Center Streets pedestrian connections
- 7th Street neighborhood commercial corridor
- Bicycle path extension to Jack London Square
- Bus stop canopies/enclosures
- Third Street pedestrian-oriented improvements to Mandela Parkway and 7th Street

AC Transit Service Improvements

- Improved evening service
- Owl service
- Rerouting of Route 62 in Prescott area
- Improved weekend service to Emeryville
- Improved weekday service

Proposed Shuttle Service

- Potential destinations: ACORN housing, Peralta Villa, Campbell Village, Prescott School, West Oakland BART, ACORN Shopping Center, West Oakland Senior Center, DeFremery Park, Downtown Oakland, Jack London Square

West Oakland Transit Village Action Report, City of Oakland, OHA, BART, 2001

Recommended Actions (transportation related)

- City-initiated streetscape master plan for 7th Street corridor between Union and Peralta that provides a recommended program of high quality pedestrian amenities conducive to future transit village development and activity.
- Large capacity public parking structure within easy access of BART station.
- City and community programs to better manage and calm the volume of truck traffic through the study area.
- City and BART initiatives to maintain and manage an adequate supply of public parking in the study area, including formation of a transit village parking district.

West Oakland Environmental Indicators Project, Pacific Institute, 7th Street/McClymonds Corridor Neighborhood Improvement Initiative, 2002

The West Oakland Environmental Indicators Project used a community-driven process to create a set of indicators to give residents the information they need to revitalize the West Oakland community. The two-year process developed 18 indicators that will help the community to track progress over time. Five indicators are directly related to this community-based transportation plan.

- **Air Pollution:** In 1998, West Oakland zip code 94607 registered 34,103 pounds of toxic air releases by TRI permitted facilities, the highest of any Oakland neighborhood and nearly half of the total Oakland air releases.
- **Air Pollution Health Risks:** West Oakland residents had the second highest health risk from air pollution in the city of Oakland in 1997.
- **Asthma Rates:** In 1998, West Oakland children were seven times more likely to be hospitalized for asthma than the average child in the state of California.
- **Transit Access and Service:** From 1995 to 1999, the West Oakland neighborhoods experienced a 15 percent reduction in the frequency and range of bus service.
- **Bikeable Streets:** In 2002, West Oakland currently had less than a mile of designated bikeway, although Oakland's Bicycle Master Plan has proposed adding 10 miles of new bikeways.

West Oakland Toxics Reduction Collaborative (WOTRC)

The WOTRC is a collaboration of community, labor, public agencies, businesses and elected officials hosted by the West Oakland Environmental Indicators Project and the US Environmental Protection Agency. The WOTRC is actively working with community residents and these stakeholders to reduce toxic emissions in West Oakland. Key topics include port-related truck traffic, Port of Oakland emissions, asthma, diesel truck idling, alternative fuels, lead exposure, brownfields and clean fuel buses. The WOTRC is heavily involved in a number of the projects included in Section 6.

Alameda County Welfare-to-Work Transportation Plan, Alameda County, MTC, 1999

In 1999, the Alameda County Social Services Agency and the Metropolitan Transportation Commission produced the Alameda County Welfare-to-Work Transportation Plan. The plan identified five goals to improve transportation access for CalWORKs participants and other low-income individuals in targeted neighborhoods including West Oakland.

- Enhance transit services to targeted neighborhoods and work centers, particularly during evening/night/weekend hours.
- Make transportation more affordable for adults and children.
- Simplify complex trips—often involving multiple stops at childcare, schools, work and training—for families, parents and children.
- Improve and expand CalWORKs participants' access to transportation information.
- Engage key partners to develop new public/private services for specific groups and targeted geographic areas.

Since the plan was created in 1999, Alameda County, MTC, AC Transit and their partners have worked together to implement a number of strategies in West Oakland to address each of the plan's goals. These include:

- AC Transit and MTC funded the extension of Line 13 in 2003 to 10:30 pm to provide evening service to the Oakland Army Base.
- AC Transit restored 24/7 trunk line service on six lines including the 72, 73 and 82 in West Oakland.
- AC Transit initiated the highly successful San Pablo Bus Rapid Transit project.
- AC Transit, with funding from MTC and private sources, created a free youth pass program in 2002 for nearly 25,000 low-income middle and high school students in the East Bay, including West Oakland students. The program also included a new \$15 monthly pass for other students. In 2003, the free pass program was eliminated and the reduced-price \$15 monthly pass was offered to all students.

Countywide Taxi Study, Alameda County Transportation Improvement Authority (ACTIA), 2005

ACTIA is conducting a study of taxi services in the county to identify strategies to improve taxi services for elderly and disabled residents. The study is examining licensing requirements, insurance, driver costs/revenue and other issues.

SECTION 4: OUTREACH STRATEGY

This section summarizes the outreach strategy for the West Oakland Community-Based Transportation Plan, which was designed to fully involve West Oakland residents, workers, businesses and students in all phases of the planning process. The outreach strategy allowed the MIG Team to work closely with the community on (a) identifying needs and gaps, (b) selecting and prioritizing potential solutions, and (c) creating implementation strategies.

Phase I: Needs, Gaps and Solutions (November-January)

The first phase of outreach activities in November, December and January focused on identifying, confirming and prioritizing needs and gaps in the West Oakland transportation network and possible transportation solutions to address the needs/gaps. The MIG team, with seven paid student interns from McClymonds High School Excel Academy, conducted outreach in the West Oakland community. The interns were trained and supervised by the MIG Team.

A two-page survey (see Appendix) conducted in Chinese, English, Korean and Spanish was a central part of the outreach strategy. The survey was based on needs and solutions that had been identified in previously completed West Oakland transportation-related plans.

The project used a mix of five outreach methods to get community input:

1. The student interns (with assistance from the MIG Team) will made presentations, facilitated discussions and collected survey input with selected classes at McClymonds High School, Cole Middle School and Lowell Middle School.
2. The MIG Team and the student interns made presentations and collected survey input from West Oakland seniors at the West Oakland Senior Center, St. Mary's Garden and Oak Center Towers.
3. The student interns conducted survey "intercepts" at the West Oakland Public Library, Gateway Shopping Center, and at Martin Luther King Jr. Day events. They approached individuals, briefly explained the transportation plan and collected their survey input.
4. The MIG Team used e-mail to distribute and collect surveys through West Oakland organization e-mail lists, such as the WOPAC mailing list and the West Oakland e-mail list compiled by Councilwoman Nancy Nadel's office. The surveys were returned electronically to MIG for tabulation.
5. The MIG Team and the student interns made presentations, facilitated discussions and obtained survey input at West Oakland group meetings. These ranged from full discussions with group prioritization of needs/solutions to short presentations with "leave behind" surveys. Meetings included:
 - Acorn Center Neighborhood Association
 - Prescott NCPC
 - Acorn/Lowell NCPC
 - West Oakland Library Literary Project

- St. Vincent Day Home Childcare Facility
- West Oakland Project Area Committee Transportation and Trees Committee
- Neighborhood Crime Prevention Council Beat #6
- Neighborhood Crime Prevention Council Beat #6
- Oakland Housing Authority
- West Oakland Commerce Association

At the conclusion of the Phase I outreach activities, the MIG team summarized the input they collected through discussions and surveys. The Project Team, WOPAC and the Technical Advisory Committee reviewed the summary.

The summary of the Phase I outreach including the survey results is presented in Section 5.

Phase II: Potential Projects (February to March 2006)

The Phase II outreach activities in February and March focused on identifying solutions from Phase I that addressed the community's prioritized needs. These solutions would become the basis of the proposed project list.

To develop the proposed project list, the MIG Team held discussions with WOPAC, the Technical Advisory Committee, City of Oakland, Councilwoman Nancy Nadel, BART, AC Transit, ACTIA, ACCMA, MTC, the Port of Oakland, Bay Area Community Services, the Bay Area Air Quality Management District, the West Oakland Toxics Reduction Collaborative, the Transportation Justice Working Group and the Pacific Institute.

The MIG Team also worked with public agencies to identify potential funding sources and timelines for each potential solution.

The summary of the Phase II outreach is presented in the second half of Section 5.

Phase III: Implementation Strategies

The outreach strategy for Phase III shifted to facilitating community-agency discussions to produce projects ready for implementation and to create or enhance long-term partnerships.

The MIG Team developed a draft memorandum on Implementation Strategies that was discussed with WOPAC and circulated for comment to project stakeholders. Numerous comments were received on the draft that led to significant changes in the final memorandum.

The summary of the Phase III outreach including the proposed project list is presented in Section 6.

SECTION 5: GAPS AND SOLUTIONS

This section summarizes the findings on transportation gaps and solutions for the West Oakland Community-Based Transportation Plan. The findings were primarily developed through surveys of West Oakland residents and informational interviews held with key staff at public agencies—including the Port of Oakland, AC Transit, BART, the Alameda County Transportation Improvement Authority (ACTIA), the Alameda County Congestion Management Agency (ACCMA), and Bay Area Community Services (BACS).

Part I: Survey Summary Report

Introduction

Methodology

The MIG team hired, trained and supervised seven paid student interns from the Excel Academy at McClymonds High School to help conduct the survey outreach.

The MIG team and the student interns attended existing neighborhood meetings and contacted community groups, schools and centers to distribute the written survey. Respondents received a project fact sheet and the two-page survey that included three closed-ended questions and a “your comments” section. Respondents were asked to prioritize their transportation needs and solutions. Based on a review of existing West Oakland transportation plans, the MIG team developed the preliminary list of transportation needs and solutions that were tested in the survey. The survey was administered in four languages: English, Spanish, Korean and Chinese. The majority of the completed surveys were in English.

Survey Characteristics

Six hundred twenty (620) West Oakland residents completed the survey. To obtain a broad sample of opinions, the MIG team distributed the survey at eighteen locations including neighborhood meetings, neighborhood retail establishments, schools, senior centers and childcare centers (see Figure 1 for a list of locations and the number of respondents at each location).

No demographic information was collected through the survey to make it quick and simple to answer. Based on the source of the survey, respondents were characterized as “Youth,” “Adults,” and “Older Adults.” For example, MIG inferred that survey respondents from high schools are “Youth” and those

Source by Age Group	Total	% of Total
YOUTH	211	34%
McClymonds High School	141	23%
Cole Middle School	33	5%
Kismet High School	22	4%
Lowell Middle School	15	2%
ADULTS	347	56%
West Oakland Library	69	11%
Gateway Shopping Center	69	11%
Oakland Housing Authority	52	8%
St. Vincent's Childcare	34	5%
Acorn Community Groups	33	5%
Other Childcare Centers	25	4%
Prevention Council Beat #7	20	3%
Prevention Council Beat #6	17	3%
Methodist Church	15	2%
District #3 Meeting	11	2%
Email Responses	2	0%
OLDER ADULTS	62	10%
St. Mary's Senior Center	34	5%
West Oakland Senior Center	21	3%
Oak Center	7	1%

Figure 1: Source by age Group

from senior centers are “Older Adults.” Surveys from non-age specific sources were classified as “Adults.”

To match the survey results to the actual age distribution of residents in West Oakland, the MIG team used a weighted percentage. Weighted percentages more accurately represent the opinions of the West Oakland community because they balance the number of survey respondents with the actual number of residents in West Oakland in that age category.

For example, while 34 percent of the survey respondents are youth, 17 percent of the total West Oakland population aged ten and older is “Youth” (ages 10-17). Therefore, while calculating the weighted percentage, a factor of 0.5 was applied to the number of Youth survey respondents.

Also, 55 percent of the survey respondents are Adults and 10 percent are Older Adults, while 71 percent of the total West Oakland population age 10 and older are age 17-64 (Adults) and 11 percent are 65 and older (Older Adults). Therefore, a factor of 1.29 was applied to the number of survey respondents that are Adults and a factor of 1.1 to survey respondents that are Older Adults.

Summary of Results

Destination Needs

The survey asked respondents to review a list of twelve destination options and pick the top three choices that highlight their transportation needs. The table below shows the responses by age group in total numbers, percentage and the weighted total percentage.

QUESTION ONE: Destination Needs							
<i>Check your Top 3 “most important” destination needs - I need better transportation to:</i>							
	Weighted	Youth		Adults		Older	
Grocery stores (where?)	53%	80	38%	198	57%	31	50%
Medical appointments (where?)	36%	47	22%	124	36%	35	56%
Downtown Oakland	28%	69	33%	97	28%	13	21%
Shopping (where?)	26%	85	40%	76	22%	18	29%
K-12 schools (which ones?)	25%	119	56%	73	21%	3	5%
Work (where?)	24%	52	25%	95	27%	3	5%
West Oakland BART	23%	44	21%	76	22%	18	29%
College or job training (where?)	19%	37	18%	75	22%	3	5%
Parks and recreation areas (where?)	15%	28	13%	53	15%	12	19%
West Oakland Senior center	14%	14	7%	44	13%	19	31%
Childcare (where?)	11%	18	9%	43	12%	4	6%
Other	9%	26	12%	29	8%	4	6%

Figure 2: Destination Needs

The respondents identified their top two destination needs as grocery stores (53 percent) and medical appointments (36 percent). As indicated from respondents’ answers to the “where?” question, West Oakland residents have to go outside their neighborhood to obtain these goods and services. In addition to better transportation service to these health related destinations, there may be a need for

long-term solutions that provide grocery stores and medical facilities closer to or within the West Oakland community.

Approximately 28 percent of respondents identified Downtown Oakland as a destination need. A number of respondents also reported work in Downtown Oakland as a destination need. Youth reported their top two destination needs as school (56 percent) and shopping (40 percent).

In the “other” category, many respondents identified Emeryville, their homes and homes of friends as a destination need. Below is a list of grocery stores and medical facilities that were identified by survey respondents as their destinations. In most cases when respondents mentioned a particular store, they did not specify a city or neighborhood.

Grocery Stores: Emeryville, Downtown Oakland, Berkeley, Chinatown, West Oakland, Alameda, Albertson’s, Pac-N-Save, Berkeley Bowl, Trader Joe’s, Whole Foods, Monterrey Market, Food Max, Gateway, Safeway, Korean Market, Walgreen’s, and 99 Cents Store.

Medical Appointments: Berkeley, Chinatown, Downtown, Mills, Highland Hospital, Kaiser, Children’s Hospital, Pill Hill, Alta Bates, Planned Parenthood (Eastmont Mall), and West Oakland Health Center.

Transportation Needs

The survey asked respondents about their most important transportation needs. Respondents chose their top five needs from a list of thirteen options. This question investigated the gaps and challenges in people’s transportation experience; or in some cases, how the transportation elements in West Oakland affect their overall quality of life (e.g., BART trains to be less noisy).

All three age groups identified the following four transportation needs: Better facilities for walking (58 percent); BART and bus tickets/passes to be less expensive (56 percent); more bus service on weekends, at night and early in the morning (54 percent); and more frequent daytime bus service (44 percent).

Adults and youth ranked “buying and operating a car to be less expensive (purchase, insurance, gas, maintenance)” in their top five choices, but 48 percent of older adults chose “more special services (taxi, van, shuttle, paratransit) for seniors & the disabled.”

Many respondents expressed a need for “less air pollution in my neighborhood from trucks and cars” (40 percent), “traffic to be slower and quieter in my neighborhood” (30 percent), “diesel truck traffic to be reduced in my neighborhood” (28 percent) and “BART trains to be less noisy” (12 percent). Other studies show that West Oakland disproportionately bears the brunt of many environmental impacts in the County.

Respondents identified a wide variety of transportation needs in the ‘other comments’ section, including: the need for less expensive transit; more frequent service; and improved sidewalk and lighting conditions; better integration between transit agencies; improved traffic flow; and increased police presence. The survey respondents wanted parking requirements for new development to mitigate the problem of BART riders parking on residential streets.

One respondent even mentioned the need for “less violence, drugs, prostitution, sex, and disrespect.” Some of the youth mentioned crime as a concern.

QUESTION TWO: Transportation Needs							
Check your Top 5 "most important" needs - I need:							
	Weighted	Youth		Adults		Older Adults	
Better facilities for walking (sidewalks, street lighting, trees, etc.)	58%	101	48%	206	59%	41	66%
BART and bus tickets/passes to be less expensive.	56%	133	63%	182	52%	42	68%
More bus service on weekends, at night and early in the morning.	54%	122	58%	185	53%	32	52%
More frequent daytime bus service.	44%	97	46%	144	41%	37	60%
Buying and operating a car to be less expensive (purchase, insurance, gas, maintenance).	42%	101	48%	150	43%	14	23%
Less air pollution in my neighborhood from trucks and cars.	40%	86	41%	140	40%	20	32%
More special services (taxi, van, shuttle, paratransit) for seniors & the disabled.	34%	67	32%	112	32%	30	48%
Traffic to be slower and quieter in my neighborhood.	30%	51	24%	110	32%	15	24%
Better facilities for bicycling (bike lanes, bike racks and lockers, etc)	29%	64	30%	103	30%	13	21%
neighborhood.	28%	39	18%	105	30%	16	26%
More parking exclusively for West Oakland residents at BART.	22%	33	16%	82	24%	13	21%
No new parking at BART that encourages more people to drive into West Oakland.	15%	37	18%	53	15%	6	10%
BART trains to be less noisy.	12%	34	16%	37	11%	8	13%
Other	5%	13	6%	19	5%	2	3%

Figure 3: Transportation Needs

Solutions

The survey asked respondents to choose their top five transportation solutions from a list of twenty choices. The solutions can be grouped in the following categories: adding or improving supplemental transit services, improving existing transit, improving infrastructure—especially for bicyclists and pedestrians, development responsive to residents’ needs, and solutions that minimize negative environmental impacts.

Almost half (47 percent) of the respondents support a neighborhood shuttle service like the Emery Go Round in Emeryville. Over a third of the respondents (36 percent) support more frequent off-hours bus service and improved bus stop amenities (33 percent). Respondents requested that the Plan consider the following AC Transit lines for increased service on weekends, nights and early mornings: Routes 9, 11, 14, 19, 51 and 88. Thirty percent (30 percent) of the respondents also support more frequent daytime bus service on the following AC Transit lines: Routes 8, 11, 13, 14, 19, 62, 72, 82L, 88 and NL.

Respondents said that if streets feel safe and look attractive, residents are more likely to walk instead of drive, and are more likely to walk further to a bus stop. More than a third of the respondents (34 percent) want “walking to be more attractive—improved lighting, trees, sidewalks, curb cuts, etc.” on the following streets and intersections: 14th Street and Willow, 16th and Market by Lafayette Street, 18th Street and Filbert, 20th and Market Street, 40th Street, 7th, 8th and 9th Streets, Adeline, 8th and Adeline, Adeline and San Pablo Avenue, Adeline & 14th to Mandela, Filbert, Harrison Street, Hollis and 34th Street, Myrtle Street, Peralta and Wood, Poplar Way, West Grand, MLK Street and Market Street.

Three of the top five solutions for older adults are: supplemental services such as “increased special transportation services for seniors (such as the Senior Shuttle) that would take seniors to key destinations in Oakland and nearby cities” (50 percent), a car share program (47 percent) and a neighborhood shuttle (31 percent).

Adults prioritized solutions that would improve their over all quality of life such as: transit oriented development (35 percent), pedestrian improvements (36 percent), working with the Port and trucking companies to reduce diesel pollution (35 percent) and rerouting those trucks to major streets and highways, away from residences (36 percent).

Youth prefer solutions that will increase their independence. Their top choices included: increased bus service during the day (37 percent), nights and weekends (51 percent), adding and upgrading bus stop amenities (45 percent) and establishing a neighborhood shuttle (53 percent). Thirty-two percent (32 percent) of youth also want to “work with the Port, City of Oakland, trucking companies and others to reduce pollution from diesel emissions in West Oakland.”

PART TWO Question THREE: Transportation Solutions								
Check your Top 5 "most important" solutions								
	Weighted	Youth		Adults		Older Adults		
Create a neighborhood shuttle service that takes residents and workers to West Oakland destinations (grocery shopping, BART, etc.) and to downtown, Emeryville and Jack London Square.	47%	111	53%	160	46%	29	47%	
Increase AC Transit bus service in evenings, at night and on weekends on line: (see summary text)	36%	107	51%	113	33%	24	39%	
Make walking more attractive—improved lighting, trees, sidewalks, curb cuts, etc.	34%	62	29%	126	36%	17	27%	
Increase the number of bus stop benches, canopies and enclosures.	33%	95	45%	114	33%	11	18%	
Work with the Port, City of Oakland, trucking companies and others to reduce pollution from diesel emissions in West Oakland.	33%	67	32%	122	35%	12	19%	
Build more housing, retail shops and services around the BART station.	32%	57	27%	120	35%	16	26%	
Reduce truck traffic on neighborhood streets by re-routing trucks to the freeway and major streets (such as Grand Ave.).	31%	50	24%	124	36%	9	15%	
Increase AC Transit bus service during the day on line: (see text for summary)	30%	78	37%	99	29%	16	26%	
Create safer, more pedestrian-friendly streets by reducing traffic speeds, better landscaping, bulb-outs, etc.	28%	57	27%	106	31%	10	16%	
Increase special transportation services for Seniors (such as the Senior Shuttle) that would take seniors to key destinations in Oakland and nearby cities.	28%	47	22%	88	25%	31	50%	
Construct bicycle lanes on (see summary text)	25%	45	21%	79	23%	26	42%	
Increase the number of bike racks and bike lockers at BART, the library and other key neighborhood locations.	23%	44	21%	78	22%	16	26%	
Provide cars that I could use sometimes (shared with others in my neighborhood) at a low cost.	21%	49	23%	65	19%	19	31%	
Increase the number of traffic lights and signals to better control traffic.	21%	44	21%	67	19%	18	29%	
Increase the availability of transportation services for persons with disabilities (taxis, vans, paratransit).	15%	37	18%	47	14%	15	24%	
Discourage the building of parking lots that serve people from outside the neighborhood.	14%	37	18%	43	12%	10	16%	
Put BART underground from Market Street to Wood St.	13%	34	16%	44	13%	8	13%	
Reduce noise from BART by using soundwalls, better track maintenance and other similar methods.	11%	35	17%	32	9%	9	15%	

Figure 4: Transportation Solutions

Other Comments

In response to the question “What other ways should we improve transportation in West Oakland?” most of the 97 survey respondents who offered comments said “more frequent bus and BART service,” especially at night and on weekends. Respondents confirmed their support for better bus stops with benches and shelters. Many respondents mentioned “safety” as a big concern since crime and the perception of crime “discourages people from using public transit.” Some respondents suggested physical improvements such as sidewalk and lighting improvements and traffic calming measures while others suggested improved police patrols.

Some respondents suggested ways to improve the bicycling experience in West Oakland, including: cheaper bicycles, more bike lanes and more access for bicycles on BART. Respondents supported the idea of a West Oakland Shuttle, or a partnership with Emery Go Round to expand service to West Oakland since Emeryville is a popular destination for West Oakland residents.

Solutions and Needs

The MIG team matched the results from questions two (transportation needs) and three (transportation solutions) to identify the gaps in solutions and unaddressed needs. Figure 5 lists the needs from question two on the left and the solutions from question three on the right. The needs are in the order of most to least preferred. The potential solutions fulfill all but one need: “BART and bus tickets/passes to be less expensive.” This is the second most significant need identified by the survey respondents.

Also, two of the top five solutions only partially address any of the needs listed in question two. These solutions do, however, address other needs identified by respondents in the survey. Respondents chose “create a neighborhood shuttle service that takes residents and workers to West Oakland destinations and to the downtown, Emeryville and Jack London Square” as their top solution. A potential shuttle service may also serve many other destination needs identified by the survey respondents.

The fourth most noted solution, “increase the number of bus stop benches, canopies and enclosures,” also has the potential to address concerns about safety and walking experience raised by survey respondents.

West Oakland Community Based Transportation Plan Survey Results: Needs and Solutions	
Question Two: Needs	Question Three: Corresponding Solutions
Better facilities for walking (sidewalks, street lighting, trees, etc.)	Make walking more attractive—improved lighting, trees, sidewalks, curb cuts, etc. Create safer, more pedestrian-friendly streets by reducing traffic speeds, better landscaping, bulb-outs, etc.
BART and bus tickets/passes to be less expensive.	NONE
More bus service on weekends, at night and early in the morning.	Increase AC Transit bus service in evenings, at night and on weekends.
More frequent daytime bus service.	Increase AC Transit bus service during the day
Buying and operating a car to be less expensive (purchase, insurance, gas, maintenance).	Provide cars that I could use sometimes (shared with others in my neighborhood) at a low cost.
Less air pollution in my neighborhood from trucks and cars.	Work with the Port, City of Oakland, trucking companies and others to reduce pollution from diesel emissions in West Oakland.
	Reduce truck traffic on neighborhood streets by re-routing trucks to the freeway and major streets (such as Grand Ave.).
	Discourage the building of parking lots that serve people from outside the neighborhood.
More special services (taxi, van, shuttle, paratransit) for seniors & the disabled.	Increase the availability of transportation services for persons with disabilities (taxis, vans, paratransit).
	Increase special transportation services for Seniors (such as the Senior Shuttle) that would take seniors to key destinations in Oakland and nearby cities.
Traffic to be slower and quieter in my neighborhood.	Reduce truck traffic on neighborhood streets by re-routing trucks to the freeway and major streets (such as Grand Ave.).
	Increase the number of traffic lights and signals to better control traffic.
	Discourage the building of parking lots that serve people from outside the neighborhood.
Better facilities for bicycling (bike lanes, bike racks and lockers, etc)	Construct bicycle lanes
	Increase the number of bike racks and bike lockers at BART, the library and other key neighborhood locations.
Diesel truck traffic to be reduced in my neighborhood.	Work with the Port, City of Oakland, trucking companies and others to reduce pollution from diesel emissions in West Oakland.
	Reduce truck traffic on neighborhood streets by re-routing trucks to the freeway and major streets (such as Grand Ave.).
More parking exclusively for West Oakland residents at BART.	Discourage the building of parking lots that serve people from outside the neighborhood.
No new parking at BART that encourages more people to drive into West Oakland.	Build more housing, retail shops and services around the BART station.
	Discourage the building of parking lots that serve people from outside the neighborhood.
BART trains to be less noisy.	Put BART underground from Market Street to Wood St.
	Reduce noise from BART by using soundwalls, better track maintenance and other similar methods.

Figure 5: Needs and Corresponding Solutions

Part II: Agency Interviews

The following section provides information on potential strategies and projects that was obtained through interviews with public agency staff in January and February. The information is arranged by “transportation needs” as identified in the resident surveys. This information was used, in combination with the community survey results, to produce the first draft list of possible projects.

NOTE: This information was collected in January and February and was summarized in late February. It is presented here to show one of the key steps through which the project list was eventually developed. The agency interview summaries also provide a series of project opportunities that may help in future West Oakland transportation planning.

1. Improve AC Transit services—day, night, weekend, to specific destinations

Actions Proposed By the Community

- Offer more evening and night services (extend hours of operation)
- Increase frequency of daytime services
- Improve connections to Emeryville and downtown Oakland
- Improve bus stops—shelters, benches, lighting, safety

Findings: Status/Improvements/Comments

- AC Transit and CMA are studying the Grand/MacArthur corridor for possible rapid bus service (like the successful San Pablo rapid bus).
- New Route 19 linking West Oakland with Emeryville is not attracting riders at expected level. AC believes it would probably do better on Mandela than on Peralta.
- New BART Owl bus service (after BART stops) includes the NL line along Grand Avenue
- Route 13 was extended to include evening hours to social services at the Army Base 2-3 years ago using funding from MTC LIFT, AC Transit and the Port.
- ACTIA provides \$13+ million annually to AC Transit for welfare-to-work transit, including \$9.9 million in 2005 for Oakland.
- Lifeline Transportation Program has been delegated to ACCMA and ACTIA.
- ACTIA will have a \$2.8 million call for projects for express and rapid bus services in January. Proposed services must be linked to Measure B bus expenditures.

Potential CBTP Strategies (as of February 28)

- Work with AC Transit to design one or more service improvements for the ACTIA/ACCMA call for projects for Lifeline Transportation Services (March).
- Work with AC Transit on the potential for rapid or express bus services funded through the ACTIA call for projects.
- Work with AC Transit and ACTIA on possible improved West Oakland services through the Measure B funding for welfare-to-work transportation in AC service area.

- Identify specific future opportunities for West Oakland community to participate in AC Transit service planning.

2. Improve mobility with a community shuttle service

Actions Proposed By the Community

- Create a non-polluting shuttle service that will link key destinations in West Oakland and connect with Downtown Oakland, Jack London Square and Emeryville. For example, ACORN Prescott Plan suggested ACORN Housing, Peralta Villa, Campbell Village, Prescott School, West Oakland BART, ACORN Shopping Center, West Oakland Senior Center and DeFremery Park, plus JLS and downtown.

Status/Improvements/Comments

- A neighborhood shuttle was one of the top three projects identified in the ACORN Prescott Transportation Plan. The plan included a detailed operational proposal.
- There are more than 50 last-mile and community shuttle programs (160 routes) in the Bay Area that are funded primarily by public/private partnerships and operated by transit agencies, businesses, cities, universities and hospitals. BAAQMD has compiled a regional shuttle inventory. Keys to success include point-to-point service, strong manager, low overhead, multiple funders, and strong customer orientation.
- A number of successful shuttle programs are partnerships between transit agencies and other entities—universities, employers, cities, transportation management associations, etc.
- MIG Team is meeting with Emery Go Round to discuss shuttle potential for West Oakland.
- AC Transit has spent considerable time in recent years examining shuttle-type services and how they might supplement their regular services. However, there are no plans to move forward with AC-operated shuttles at this time.
- WOCA presented information at a community outreach meeting on a plan for an automated 21st Century shuttle service that could serve West Oakland.

Potential CBTP Strategies (as of February 28)

- Explore potential for Emery Go Round expansion into West Oakland.
- Explore potential for Emery Go Round to manage a similar service in West Oakland.
- Explore potential for AC Transit shuttle service or possible joint operation with Emery Go Round.
- Discuss proposed 21st Century shuttle service with proponents.
- Design a shuttle service for the ACTIA/ACCMA call for projects for Lifeline Transportation Services. Also, review potential for funding from BAAQMD TFCA, proposed BART access fund and city sources.

3. Improve bike facilities—routes, racks, better access, safety, etc.

Actions Proposed By the Community

- New bike routes
- New safe route to Middle Harbor Park

- Bike Master Plan modifications
- Bike racks and lockers

Findings: Status/Improvements/Comments

- Relatively good and growing network of bike routes in West Oakland. Currently lanes on 8th Street, 3rd Street, Mandela Parkway, Grand (partial) and West (partial).
- Major improvements on 8th Street recently completed.
- Market Street lanes are fully funded and in design stage.
- Grand Avenue bike lanes are pending.
- City staff has recently added proposed bike lanes on Peralta (Mandela to 7th) as requested by community members in the plan update process.
- Long-term plans for lanes on 14th Street (Mandela to Lake Merritt) and on 3rd Street.
- 7th Street connection to Middle Harbor Park is dangerous and a major barrier.
- There are off-street bike paths at Middle Harbor Park. The Port is responsible for bike facilities within its jurisdiction.
- New Bay Bridge western section will include a bike/pedestrian facility and will require new bike route connections to West Oakland and Emeryville.
- ACTIA funded the *Cycles for Change* project, a successful, multi-faceted bike program for youth that began in San Antonio in 1998 and has now expanded to Fruitvale and East Oakland.
- Bike improvements should be coordinated with Emeryville bike, pedestrian and traffic plans.
- Bike improvements in West Oakland should be coordinated with other street issues—traffic, trucks, transit, etc.
- West Oakland BART bike parking an issue that needs attention.

Potential CBTP Strategies (as of February 28)

- Work with City of Oakland on possible application for bike/pedestrian improvements in ACTIA call for projects (April-July).
- Develop a plan for expanding *Cycles for Change* into West Oakland.

4. Make improvements in pedestrian facilities—streetscapes, routes, lights, etc.

Actions Proposed By the Community

- Improved lighting
- More trees and landscaping
- Better walking connections to BART, schools, other major destinations
- Safety improvements in pedestrian/vehicle interactions, such as traffic lights, stop signs, speed limit enforcement, clearly marked crosswalks, countdown walk signs, etc.

Findings: Status/Improvements/Comments

- CMA is recommending \$1.3 million for 7th Street improvements. Fifty (50) percent of \$2.6 million Transportation for Livable Communities project. 7th Street plan was completed in 2004 by the city using a Caltrans EJ planning grant.

- City is interested in traffic calming to help pedestrians on MLK and Peralta (collector streets).
- Recent pedestrian improvements include the Cypress Freeway Memorial Park and extensive improvements on 8th Street—lighting, landscaping, crosswalk enhancement, bulb outs, etc.
- The 2002 citywide Pedestrian Master Plan includes the Pedestrian Route Network which designates On-Street Routes in West Oakland as 7th, 8th, 14th, Filbert, Grand, Market, Middle Harbor, Peralta, San Pablo, Union and Wood.
- Crossing I-980 is also a barrier for pedestrians.
- Improvements are needed for walking to West Oakland BART.

Potential CBTP Strategies (as of February 28)

- Work with City of Oakland on possible application for bike/pedestrian improvements in ACTIA call for projects (April-July).

5. Reduce noise from BART trains

Actions Proposed By the Community

- Sound walls
- Under grounding BART from Wood to downtown portal
- Rail grinding
- Slower train speeds through West Oakland

Findings: Status/Improvements/Comments

- BART staff met with WOPAC in 2005, listened to complaints about noise and their suggestions and said they will grind rails.
- BART staff told MIG Team directly that rail grinding is only feasible solution.
- Rail grinding is occurring at West Oakland with a new rail grinding machine. Machine can complete 0.1 mile of track per night.
- Rail grinding, according to BART staff, occurs where people make noise complaints.
- BART staff made a comprehensive presentation last year to their Board on technical noise info and possible solutions.

Potential CBTP Strategies (as of February 28)

- Work with BART staff to get regular and more frequent rail grinding between Wood and the downtown portal.
- Work with the City of Oakland through District #3 to seek grant funds to prepare an independent noise analysis and study.

6. Eliminate truck traffic and parking on neighborhood streets

Actions Proposed By the Community

- Better system of designated truck routes to keep trucks off neighborhood streets
- Better truck route signage and information to drivers

- Improved enforcement and penalties for using prohibited streets (involve both Police Department and the community)
- Install traffic barriers on prohibited streets
- Prohibit overnight truck parking in residential areas
- Provide truck services on the Port property or nearby area
- Decrease truck traffic by increasing percentage of containers transported by rail
- Prepare a coordinated street use plan for the area (truck, auto, transit, bike, housing, etc.)

Findings: Status/Improvements/Comments

- Port reports that improved truck routes have been recently established and that a lack of information/signage and enforcement must be the issues.
- City staff reported that there has been a lot of community input on truck routes, but it is hard to reach agreement among various neighborhoods.
- Port has worked with terminal operators and truckers on using truck routes but Port says they have somewhat limited clout to affect change.
- Port says rail percentage of total freight has increased from 15 percent to 30 percent and the goal is 50 percent.
- Community leaders are pushing the city to develop a truck services facility on the Army Base property. City staff working on plans in March.
- MIG Team has been told there are still issues with the quality and quantity of truck route signage in West Oakland.
- Inadequate enforcement appears to be a key issue.
- MIG Team has heard considerable frustration over competing street uses (bike, truck, transit, pedestrian, retail, housing, etc.) from staff and community.
- MIG Team will check with community leaders again on their current truck route issues/solutions.
- MIG Team will meet again with Joe Wang and Police Department staff to better understand the current status of truck routes, parking regulations and enforcement.

Potential CBTP Strategies (as of February 28)

- Work with community leaders, city staff and police department to increase enforcement of truck route laws. Investigate funding, objectives, community reporting, better signage, etc.
- Develop a plan with the Port for how to conduct more educational activities with drivers.
- Explore the development of a comprehensive street use plan through work with city departments, businesses and the community. (Possible model: City of Alameda Multi-Modal Circulation Plan.)

7. Reduce diesel emissions from trucks and Port

Actions Proposed By the Community

- Provide financial incentives for engine retrofitting and vehicle replacement
- Switch trucks to cleaner fuels, including biodiesel
- Continue Port electrification
- Increase the use of rail

- Reduce idling of trucks within Port facilities and on city streets
- Improve monitoring of indoor air pollution and mitigation programs

Status/Improvements/Comments

- Port has just started new vehicle replacement pilot project using \$1.5 million from a \$9 million lawsuit settlement. They want to see how it works before discussing expansion with BAAQMD or other funds. They are trying to target trucks that work mostly in Port area. Port returned Moyer engine repowering funds to BAAQMD last year because the rules made conversion unattractive, mainly because trucks had to be taken out of service.
- Port paid to retrofit 27 AC buses, convert on-site vehicles and electrify some Port on-site operations.
- Port is planning to increase rail share of freight from 30 percent (was 15 percent) to 50 percent in same time period.
- Port is projecting a tripling of freight in 20 to 25 years.
- 24/7 Port operation has decreased some truck parking in West Oakland. (Trucks were waiting for gates to open.)
- Port has built CNG fueling facility at 3rd and Brush.
- Beginning in 2007, the State will enforce more stringent truck standards that will reduce emissions in new vehicles.
- Port concerned about housing development at Wood Street just across freeway from planned expanded rail yard. Want to have a buffer.
- Community leaders want part of Army Base turned into trucking services to truck traffic and emissions in residential neighborhoods.

Potential CBTP Strategies (as of February 28)

- After truck pilot program is well underway, work with Port, BAAQMD and community about the acceleration of vehicle replacement program through Moyer funding.
- Lend support to community and City staff as they are developing plan for Army Base property.
- Explore potential to aid efforts to switch to trucks to cleaner fuels
- Assist Toxics Reduction Collaborative as needed with developing better monitoring and reporting program for truck retrofit and air quality improvements.
- Investigate the potential for a West Oakland Community Liaison position that would act as lead with the Port, the City and the community to address environmental and capital development issues.

8. Slow traffic down on neighborhood streets

Actions Proposed By the Community

- Traffic calming measures—center dividers, tree plantings, bulb-outs, and landscape improvements.
- Reducing speed limits to 20 miles per hour
- Stronger enforcement of speed limits
- More traffic lights and stop signs

- Clearer pedestrian signage—crosswalks, blinking lights, etc.

Status/Improvements/Comments

- City interested in traffic calming for solutions on Peralta (12th to 18th) and MLK (27th to 34th), as these are collector streets with high traffic volumes.
- City staff reported that they are usually okay on single improvements to an intersection or street, but major comprehensive projects are harder because of money needed. Staff sees this as the big unmet need for which they need some help.
- Traffic calming requires police support in addition to physical improvements.

Potential CBTP Strategies (as of February 28)

- Work with city and community groups to identify funding for one or more major traffic calming projects.

9. No increase in cars driving into West Oakland to park at BART

Actions Proposed By the Community

- Parking restrictions and/or disincentives

Findings: Status/Improvements/Comments

- BART staff members said parking structure that will be built as part of the transit village plan will provide no net increase in parking. Surface lots will be converted into sites for housing, retail, etc.
- Parking charge program was recently enacted (\$5), but it will probably not influence the number of cars coming into West Oakland BART since this is the same rate charged by current surface lots.
- BART is taking steps to increase ridership long-term, which could eventually increase number of cars coming to West Oakland if parking spaces were ever increased.

Potential CBTP Strategies (as of February 28)

- Get a clear commitment from BART to the community that there will be no net increase in parking.

10. Improve services for seniors and the disabled

Actions Proposed By the Community

- Expand City of Oakland's paratransit.
- Expand Senior Shuttle service.

Findings: Status/Improvements/Comments

- East Bay Paratransit (AC and BART funding) provides paratransit services in West Oakland.
- City of Oakland Paratransit (Measure B) funding also provides supplemental paratransit services (vouchers).
- BACS operates the Senior Shuttle in West Oakland with funding from the City of Oakland (Measure B paratransit funds). For the shuttle first year pilot, the 7th Street McClymonds project

(San Francisco Foundation) provided \$50,000. After a successful first year, the City began paying 100 percent of costs. Current funding is \$175,000 per year operating four days per week in West Oakland.

- The same shuttle runs in East Oakland one day per week costing an additional \$50,000. That service was piloted with East Bay Community Foundation funding for 16 months before the city assumed operation.
- The shuttle combines a fixed route approach—taking seniors from senior housing centers to food shopping, Mercy Brown Bag and the food bank—with special group trips to other targeted destinations selected by riders. The riders prefer going to places where they can do multiple chores—shopping, banking, etc.
- In the last year, the shuttle has taken over a Sunday service “Faith in Motion” taking seniors from residences to churches in West Oakland.
- BAC operates the service and provides two vehicles. Eastshore Bus Lines, the contractor, provides drivers, maintenance and other items. An attendant helps seniors with packages and getting in/out of the van.
- Ridership is about 30 seniors per day. BACS staff believes that their work with over 20 residences has shown that they are serving most seniors who need the service.

Potential CBTP Strategies (as of February 28)

- BACS staff is interested in a possible expansion of the service to help seniors who do not live in large senior homes. Could possibly pick people up at senior center, senior residences, or housing authority office and take them food shopping. Return riders with groceries directly to their homes.
- Work with BACS, Jeff Weiss (Oakland), ACTIA and seniors to design a pilot project that would use ACTIA gap funds (April call for projects).

11. Continue development of West Oakland transit village

Actions Proposed By the Community

- Improve the area along 7th Street and/or near BART station in ways that would benefit residents and businesses.

Finding: Status/Improvements/Comments

- BART is proceeding to implement the Transit Village Plan. Will include housing, retail, streetscape improvements and parking structure (no net increase in parking).

Potential CBTP Strategies (as of February 28)

- Ensure that BART “no net increase in parking” policy is made clear to the community.

12. Improve the affordability of transportation

Actions Proposed By the Community

- Subsidized transit fares
- Car purchase/operation subsidies

- Senior scrip

Finding: Status/Improvements/Comments

- AC Transit, with funding assistance from MTC, reduced the price of passes for all youth and provided free passes to low-income youth (defined by free lunch program eligibility). The free pass program was discontinued after one year. At that time, the youth pass (5-17 years) was set at \$15 for a 31-day period. The adult 31-day pass is \$70. Nearly half of McClymonds students are defined as low-income by the free lunch program.
- Seniors can get a Regional Transit Connection discount sticker that entitles them to a \$20 monthly pass.
- AC Transit cash fares are now \$1.75 for adults and \$.85 for both youth and seniors.
- BART fares are based on the length of the trip. The minimum fare is now \$1.40. A trip from West Oakland to downtown SF is \$2.55.
- BART offers a 62.5 percent discount to seniors 65 and older, persons with disabilities and children 5-12 years old.
- In Alameda County, the CalWORKs program assists with certain car repairs, subsidizes mileage driven to jobs and provides transit passes for adults and their children. Some cities and counties, such as Contra Costa, offer a subsidized car purchase and repair program aimed at CalWORKs participants.
- The City of San Francisco is piloting a LIFT project to subsidize car-sharing among low-income families.

Potential CBTP Strategies (as of February 28)

- Transportation Justice Working Group, Urban Habitat, Kids First and others are very interested in designing a transit fare discount for low-income individuals, possibly using the TransLink card.

13. Improve transportation to schools, childcare and after-school programs.

Actions Proposed By the Community

- Expansion of AC Transit services
- School buses
- Community shuttle

Finding: Status/Improvements/Comments

- AC Transit provides “school service” open to all riders but serving primarily middle and high school students. In West Oakland, service is provided on routes 14, 19 and 88.
- Parents without cars have a much harder time getting children to childcare .
- The lack of transportation between schools and after-school programs (if they are not co-located) presents problems for parents, children and programs.

Potential CBTP Strategies (as of February 28)

- Work with AC Transit planners on possible improvements to middle and high schools.

- Work with AC and Emery Go Round on possible community shuttle that would add to AC Transit school services.
- Work with other communities to advocate for full funding for school buses to reduce congestion, improve mobility and cut air pollution.

14. Improve transportation to grocery shopping, medical services, recreation and other health-related destinations

Actions Proposed By the Community

- Shuttle services to make trips more direct and affordable

Finding: Status/Improvements/Comments

- See #1, #2 and #10

Potential CBTP Strategies (as of February 28)

- See #1, #2 and #10

15. Coordinate CBTP with other West Oakland plans

Actions Proposed By the Community

- Transportation improvements should be coordinated with community economic development plans

Finding: Status/Improvements/Comments

- Most planning is done in relative isolation.

Potential CBTP Strategies (as of February 28)

- Work with WOPAC and city to explore ways to coordinate transportation planning with other improvements.

Part III: Draft Project List

This section outlines the list of projects that will be examined when drafting the Implementation Plan. Additional projects will also be added as further input is obtained from community organizations and public agencies.

Bus/Shuttle Projects

- AC Transit: Increase daytime frequency on Line 19 (West Oakland portion only) from 30 minutes to 15 minutes, 6 am to 7 pm.
- AC Transit: Increase evening frequency on Line 19 (West Oakland portion only) from 30 minutes to 15 minutes, 7 pm to 10 pm.
- AC Transit: Increase weekend frequency on Line 19 (West Oakland portion only) from 30 minutes to 15 minutes, 6 am to 7 pm.

- AC Transit: Lifeline Standards – Bring all West Oakland lines to Lifeline Standards for frequency (30 minutes) and service hours (6-Mid, 7:30-Mid) for weekends only.
- AC Transit: New Rapid Service on Grand/MacArthur (in design stage).
- AC Transit: Owl Service NL – New service runs on 7th Street when BART not operating. Connects through timed transfer to other East Bay services at 14th and Broadway.
- AC Transit: Bus Stop Amenities—benches, enclosures, canopies, info.
- AC Transit Youth Services – Expand/improve AC Transit services to McClymonds, Lowell, Cole and other West Oakland schools. 2 hours per day added service per school.
- Community Shuttle: Complement AC regular service with point-to-point, “branded” service between 5-7 key locations in West Oakland, downtown, Emeryville and Jack London Square. Modeled on Emery Go Round. Pilot with weekend service only, 6 am to 10 pm, 30-minute frequency, 30-minute loop.
- West Oakland PRT: Develop a West Oakland Personal Rapid Transit system that would provide fast, shuttle-type services off-street to residents and others.
- Improve BART access: Use money from the proposed BART access fund (parking charges at West Oakland and other stations) to create an on-demand and fixed route shuttle for West Oakland residents.
- Two models for a senior shuttle:
 - An expanded City of Oakland/BACS Senior Shuttle service that serves seniors in single family homes and smaller buildings. Four hours per day, five days per week.
 - A shuttle modeled on San Leandro FLEX that augments East Bay paratransit services. FLEX includes a fixed route service (60+ or EBP-certified) and a curb-to-curb service on-demand (75+ or EBP-certified).

Pedestrian and Bicycle Projects

- Bay Trail gap closures. Construct bike lanes on Mandela (7th-8th Street) and Wood (7th-8th Street).
- Construct safe bike route on 7th Street to Middle Harbor Shoreline Park.
- Construct bike lanes on: Market (MacArthur-3rd Street), Grand (MacArthur-Mandela), 14th Street Mandela-Lake Merritt).
- Increase the number of bike racks and lockers and key locations.
- Expand Cycles of Change into West Oakland (expand Oakland youth bicycle program into West Oakland).
- Develop pedestrian and street safety improvements—lights, trees, bike lanes, bulb outs, sidewalks, etc.
 - West Oakland Gap Closure Project: Mandela (7th-8th Street), 8th Street (Union-Mandela), 8th Street (Williams-Wood), Wood (7th-8th Street).

BART Projects

- Conduct BART rail grinding in West Oakland on a regular schedule.
- Conduct an independent analysis of possible BART noise solutions.
- Continue to build housing, retail and services around BART station. Includes BART official policy: No net increase in parking spaces as a result of transit village and parking garage construction.

- Underground BART tracks along 7th Street from Wood to Market Street.

Truck-Related Projects

- Develop truck services and parking at Army Base site. Move truck services from West Oakland residential neighborhoods.
- Increase truck route enforcement and expand truck driver education on West Oakland routes.
- Replace older trucks going to Port to improve air quality: After analysis of Port's new pilot program, secure additional funding to expand program.

Roadway Projects

- Construct traffic calming projects on Peralta Street.
- Street improvements on residential streets in West Oakland currently plagued by old railroad tracks.

Other Projects

- Develop West Oakland traffic circulation and land use plan: Develop plan for coordinated truck, car, bus, bike and pedestrian uses on West Oakland streets.
- Provide transit subsidies: Use TransLink system or other method to provide transit subsidies to targeted West Oakland populations.
- Develop subsidized car sharing: Extend car sharing to low-income individuals and groups in West Oakland. Pilot project for 100 people to assist with grocery shopping and other auto errands. 15 hours and 50 miles per month per person.
- Improve access to medical services through expanded ACTIA taxi return program.

SECTION 6: RECOMMENDED TRANSPORTATION SOLUTIONS

Introduction

This section outlines the implementation strategies for 26 proposed projects for the West Oakland Community-Based Transportation Plan.

Development Process

The 26 proposed projects were developed through four steps:

- The MIG Team reviewed previous planning efforts in West Oakland to identify strategies that had strong community support but had not yet been fully implemented.
- With assistance from seven McClymonds High School student interns and community stakeholders, the MIG Team surveyed 620 West Oakland residents on their transportation needs and solutions.
- The MIG Team held a set of discussions on potential solutions with community groups, including the West Oakland Project Area Committee (WOPAC), the West Oakland Toxics Reduction Collaborative, the West Oakland Commerce Association, the Pacific Institute, the Environmental Indicators Project, and the Transportation Justice Working Group.
- The MIG Team held a set of discussions on potential projects and funding sources with public agencies including the City of Oakland, BART, AC Transit, the Port of Oakland, the Metropolitan Transportation Commission and the Alameda County Transportation Improvement Authority (ACTIA).

Project Scoring

Since the transportation needs of West Oakland residents are numerous and diverse, the project list proposes a wide range of possible solutions. The Community-Based Transportation Plan does *not* rank each project or pit one solution against another. Rather, the plan attempts to link each proposed project with reasonably available, potential funding sources and to outline implementation strategies that will eventually lead to *many* on-the-ground improvements.

The project list provides two guides to assist with implementation. First, each project has been assigned to a “tier” based on funding availability.

- Tier One projects can be directly linked to a specific, identified funding source available between 2006 and 2009 or they can be primarily implemented through agency partnerships, advocacy or policies.
- Tier Two projects are linked to a possible funding source after 2009. Tier Two projects can be moved to Tier One when a specific near-term funding source is identified.
- Tier Three projects have no known funding source *and* are beyond estimated available funds.

In addition, each project has been given three scores based on community benefit, the community survey results and project feasibility.

- The community benefit score (0-20) was set by WOPAC.

- The community survey score (0-20) is based on the survey of 620 residents.
- The project feasibility score (0-20) was assigned by the project's Technical Advisory Committee (TAC).

The complete scores for each project are provided at the end of this section.

Next Steps

Project sponsors will further develop these proposed projects and will seek funding for their implementation.

Proposed Projects

The proposed projects are presented by tier, where each tier represents a different level of funding availability. Within each tier, projects are grouped by type. Projects are not listed in priority order.

For each project, background information is first presented that links the project to both the community survey and project development process. Next, the results of the three project scoring exercises are presented. Cost data is provided for each project along with a bulleted list of potential funding sources. Finally, barriers to implementation and strategies to address the barriers are summarized.

Tier One Projects

Projects that can be directly linked to a specific, identified funding source available between 2006 and 2009 OR projects that can be primarily implemented through agency partnerships, advocacy or policies.

Neighborhood Bus and Shuttle Services

BART Access Evening Shuttle

West Oakland residents without cars or those who cannot drive are restricted in their ability to get to the West Oakland BART station at night. Walking to either connecting bus service or to the station itself involves significant safety issues. This project will improve nighttime access and safety through an on-demand (by phone) door-to-door bus/van service taking West Oakland residents to and from BART in the evenings. The costs below are based on a draft project concept that would operate the shuttle Monday-Friday 6 pm – 11 pm and Saturday/Sunday 6 pm to 1am. The project sponsors will determine the actual days and hours for the service as part of the funding proposal. One of the Bay Area's ten shuttle vendors will likely operate the service.

Scoring: TOTAL= 48

West Oakland Project Area Committee (WOPAC) Score (0-20): 18

Community Survey Score (0-20): 20

Project Technical Advisory Committee Score (0-20): 10

Cost

Estimated Capital Cost: 0 (cost of vehicles included in operating contract)

Estimated O&M Cost: \$120,000 per year

Potential Funding Sources

- BART Station Access Improvement Fund
- Air District's Transportation Fund for Clean Air (TFCA)
- Lifeline Transportation Program (ACCMA and ACTIA)

Implementation

Barriers to Implementation

- The project concept has not been developed into a full proposal.
- No lead agency has been identified.
- No funding has been secured for this project.

Strategies to Address Barriers

- Secure a lead agency or organization that will develop the project proposal, secure funding and begin operations. BART contacts are Carter Mau, Customer Access Department Manager, (510) 454-6194, cmou@bart.gov and Val Menotti, Planning Department Deputy Manager, (510) 287-4794, vmenotti@bart.gov.

Senior Shuttle Expansion

The current City of Oakland/BACS Senior Shuttle takes seniors from over 20 large residence facilities to shopping and other destinations outside West Oakland. This project will expand service to assist more seniors by providing the same service to seniors in single-family homes and smaller buildings. The service will run four hours per day, five days per week. Residents will reserve a ride by phone in advance so BACS staff can group trips for maximum efficiency. Trips on the shuttle for medical appointments will be linked with the medical service access project described on page 51.

Scoring: TOTAL= 44

Community Survey Score (0-20): 11

Project Technical Advisory Committee Score (0-20): 15

West Oakland Project Area Committee (WOPAC) Score (0-20): 18

Cost

Estimated Capital Cost: \$65,000 (vehicle with wheelchair tie-downs)

Estimated O&M Cost: \$85,000 per year

Potential Funding Sources

- Alameda County Transportation Improvement Authority (ACTIA) paratransit gap funding
- Lifeline Transportation Program (ACCMA and ACTIA)

Implementation

Barriers to Implementation

- Full funding for the project has not yet been secured.

Strategies to Address Barriers

- BACS and the City of Oakland will take the lead in securing funding for this project. Primary contact is Jeff Weiss, Paratransit Program Manager, City of Oakland, (510) 238-2311, jweiss@oaklandnet.com. The City of Oakland and BACS will develop a project proposal, including Lifeline Transportation Program funding (deadline April 28).

BART Noise and Parking Strategies

BART Noise Study

BART train noise is a very significant issue for residents living near the 7th Street aerial structure and it is a major problem for the future development of the 7th Street area. BART staff and West Oakland residents do not agree about both the severity of the noise problem and the effectiveness of potential mitigations. This project will attempt to enhance the dialogue by conducting an independent analysis of potential BART noise solutions. The project concept is for the City of Oakland to hire a noise consultant to study the issues, identify mitigations and report findings to the City Council, WOPAC and BART.

Scoring: TOTAL= 29

West Oakland Project Area Committee (WOPAC) Score (0-20): 15

Community Survey Score (0-20): 2

Project Technical Advisory Committee Score (0-20): 12

Cost

Estimated Capital Cost: \$50,000-\$100,000 (consultant fee)

Estimated O&M Cost: 0

Potential Funding Sources

- Caltrans Environmental Justice grants

Implementation

Barriers to Implementation

- Full funding for the project has not yet been secured.
- Obtain BART's cooperation in the study. BART staff stated that they already fully understand the noise issues and are implementing an effective solution (rail grinding).

Strategies to Address Barriers

- WOPAC will work with the City of Oakland and BART to get agreement on the project concept, secure funding and develop the scope of work. A Caltrans Environmental Justice planning grant application could be developed in 2006. For the 2006/07 cycle (now closed), Caltrans awarded

grants up to \$250,000. The application process is in mid-year. For more information, contact the Caltrans grant program at <http://www.dot.ca.gov/hq/tpp/grants.html>

BART Rail Grinding

Rail grinding is a proven strategy to reduce BART train noise. BART currently grinds the rails in West Oakland as resources permit. This project will develop an agreement with BART for regularly scheduled rail grinding in the West Oakland area. The agreement will include a monitoring and reporting mechanism similar to actions taken by BART in other parts of its service area. WOPAC supports this project, but strongly believes that, in addition, the noise study project should be implemented and the BART underground project should remain under consideration as a high community priority.

Scoring: TOTAL= 26

West Oakland Project Area Committee (WOPAC) Score (0-20): 7

Community Survey Score (0-20): 2

Project Technical Advisory Committee Score (0-20): 17

Cost

Estimated Capital Cost: 0

Estimated O&M Cost: \$1,500 per pass-mile (A “pass-mile” means one pass by the rail grinder over a distance of one mile.)

Potential Funding Sources

- BART

Implementation

Barriers to Implementation

- Although BART and West Oakland residents have discussed noise issues, to date, no request for regular grinding has been made to BART.

Strategies to Address Barriers

- WOPAC will formally request that BART agree to a regular rail grinding schedule. BART staff contacts are Mike Brown, 510-464-6505, mobrown@bart.gov and Dave Sanborn, dsanborn@bart.gov.

BART Transit Village Parking

At the West Oakland BART station, 87 percent of entering riders live outside West Oakland, one of the highest in-commute rates in the BART system. West Oakland residents are concerned that the parking structure planned as part of the BART Transit Village (currently under development) will lead to even more in-commuting and traffic congestion. While the transit village plan states that there will be no net increase in parking spaces and BART’s development agreements must be consistent with the plan, community concerns remain. This project provides for community monitoring of parking development as the transit village is further designed and constructed.

Scoring: TOTAL= 37

West Oakland Project Area Committee (WOPAC) Score (0-20): 11

Community Survey Score (0-20): 8

Project Technical Advisory Committee Score (0-20): 18

Cost

Estimated Capital Cost: \$5,000 (community monitoring)

Estimated O&M Cost: \$0

Potential Funding Sources

- TBD

Implementation*Barriers to Implementation*

- No mechanism for effective community review and monitoring of parking space development.
- No funding has been identified for the community monitoring process.

Strategies to Address Barriers

- WOPAC should identify a monitor for the implementation of parking section of the transit village plan. The BART staff for the transit village is Jeff Ordway, Manager of Property Development, BART, (510) 464-7583, jordway@bart.gov.

Diesel Truck Emissions, Traffic and Parking***Truck Services at Oakland Army Base***

Truck parking and truck traffic are both major problems for West Oakland residents, issues that are expected to grow as the Port expands significantly in the next few decades. To reduce these serious health and safety problems, there is strong community support for relocating truck services and parking from West Oakland neighborhoods to a consolidated site at the Oakland Army Base. This action would also benefit truckers who are currently negatively impacted by a lack of centralized services and parking close to the Port. This project will support the current effort of the West Oakland Toxics Reduction Collaborative (WOTRC), the West Oakland Project Area Committee (WOPAC), the West Oakland Commerce Association (WOCA) and the West Oakland Environmental Indicators Project (WOEIP) who are working with the City of Oakland to allocate contiguous parcels of land and other resources to create the Army Base truck service center.

Scoring: TOTAL= 43

West Oakland Project Area Committee (WOPAC) Score (0-20): 18

Community Survey Score (0-20): 10

Project Technical Advisory Committee Score (0-20): 15

Cost

Estimated Capital Cost: \$20 million (land costs only)

Estimated O&M Cost: \$0

Potential Funding Sources

- City of Oakland
- Port of Oakland

Implementation

Barriers to Implementation

- Obtaining full funding for the new truck service center.
- There are potentially competing uses for the Army Base property.
- Obtaining full support from the City of Oakland for the project.
- There is no economic analysis of the project that could quantify potential economic benefits for truckers, West Oakland and the region. This data could provide important information for the City's decision.

Strategies to Address Barriers

- The West Oakland Toxics Reduction Collaborative (WOTRC), WOPAC and other community groups will continue to work with the City of Oakland and the Port of Oakland to create the truck service center. The WOTRC contact is Brian Beveridge, bbeveridge@paradigmthree.com. The City of Oakland contact is Carletta Starks, Community Liaison, Councilwoman Nancy Nadel, (510) 238-7032, clstarks@oaklandnet.com. The Port of Oakland contact is Steve Gregory, Senior Port Strategic Planner, (510) 627-1363, sgregory@portoakland.com.
- Conduct an economic analysis of the project to quantify potential economic benefits.

Truck Route Enforcement and Education

While improved truck routes have been established in West Oakland, illegal truck use of neighborhood streets is still a problem. A committee of community groups, truckers, City of Oakland staff, business representatives, and Port of Oakland staff are currently meeting to address this ongoing issue. While there are now two commercial enforcement officers to patrol the West Oakland and Port areas, this is still not enough staff to meet the enforcement need. This project will support the committee's continuing efforts to increase enforcement and driver education.

Scoring: TOTAL= 44

West Oakland Project Area Committee (WOPAC) Score (0-20): 16

Community Survey Score (0-20): 10

Project Technical Advisory Committee Score (0-20): 18

Cost

Estimated Capital Cost: \$0

Estimated O&M Cost: TBD. Estimated \$200,000-\$300,000 per year

Potential Funding Sources

- City of Oakland
- Port of Oakland

Implementation

Barriers to Implementation

- No agreement reached to-date between Port, City of Oakland and community organizations on the preferred strategies.

Strategies to Address Barriers

- The Truck Route Committee will continue to develop solutions to the enforcement issue. Possible actions include (a) funding for extended hours of enforcement, (b) funding to conduct a resident “monitor and enforce” program that will complement the work of regular police officers, and (c) establishing a truck route violation hotline.

Diesel Truck Replacement

Diesel emissions from trucks going to the Port of Oakland are one of the top health issues facing West Oakland residents. As part of a lawsuit settlement, the Port agreed to reduce truck pollution through funding for the repowering of truck engines or replacement of entire trucks. The Port’s initial program to accomplish this (using Port and BAAQMD funding) was not financially attractive to truckers primarily because their trucks would be out of service for two weeks or more. For this reason, the program was discontinued. In 2005, the Port began a new pilot truck replacement program that provides up to \$25,000 per truck with truck owners providing the additional \$10,000 to \$15,000. In four months, the new project has replaced just two trucks. Port staff have stated that they want to wait until the new program proves itself before seeking additional funding from BAAQMD or other sources.

The West Oakland Toxics Reduction Committee (WOTRC), which is working on this issue with the Port, believes the current program has several serious shortcomings. The WOTRC states that the program lacks sufficient staff funding, suffers from little community or industry input on the program design, and does not have adequate outreach. In addition, the WOTRC feels that the program needs a more comprehensive survey of the independent trucker market that will help to more effectively target and attract driver/owners.

This project will monitor the Port’s truck pilot program and work with the WOTRC and the Port to seek new funding when appropriate.

Scoring: TOTAL= 49

West Oakland Project Area Committee (WOPAC) Score (0-20): 17

Community Survey Score (0-20): 13

Project Technical Advisory Committee Score (0-20): 19

Cost

Estimated Capital Cost: \$25,000 per truck

Estimated O&M Cost: 0

Potential Funding Sources

- Port of Oakland
- BAAQMD Moyer Fund

Implementation

Barriers to Implementation

- The current Port pilot program is not attracting sufficient numbers of truckers.
- The Port's current funding for program (estimated \$1.5 million) will only replace a relatively small number of the trucks traveling through West Oakland every day.

Strategies to Address Barriers

- The WOTRC will continue to work with the Port to attempt to improve the truck programs. The Port's truck program is managed by Tim Leong, Environmental Scientist, (510) 627-1537, tleong@portoakland.com. The manager at the Port is Anne Whittington, Environmental Assessment Supervisor, (510) 627-1559. BAAQMD's contact for Carl Moyer Program funding is Dave Burch, (415) 749-4641, dburch@baaqmd.gov. The WOTRC contact is Brian Beveridge, (510) 282-2565, bbeveridge@paradigmthree.com.

Pedestrian and Bicycle Facilities

Pedestrian Improvements and Bike Lanes: Mandela, 8th, Wood

Pedestrian and bicycle improvements are needed to make these modes more attractive and safe. In this project, the City of Oakland will develop pedestrian and street safety improvements—lights, trees, bulb outs, sidewalks, etc.—on Mandela (7th-8th Street), 8th Street (Union-Mandela), 8th Street (Williams-Wood), and Wood (7th-8th Street). The project will also include the construction of bike lanes on Mandela (between 7th-8th Street) and Wood (between 7th-8th Street). Both lanes are Bay Trail bike lane gap closures. CEQA and NEPA environmental clearances for this project are complete.

Scoring: TOTAL= 45

West Oakland Project Area Committee (WOPAC) Score (0-20): 10

Community Survey Score (0-20): 18

Project Technical Advisory Committee Score (0-20): 17

Cost

Estimated Capital Cost: \$1.4 million

Estimated O&M Cost: 0

Potential Funding Sources

- Bay Trail (ABAG)
- Air District's Transportation Fund for Clean Air (TFCA)
- MTC's Transportation for Livable Communities
- Lifeline Transportation Program (Alameda County Congestion Management Agency and Alameda County Transportation Improvement Authority)
- Transportation Development Act (TDA)
- ACTIA (Measure B)
- Regional Bicycle/Pedestrian Program (MTC)

- Local Bicycle/Pedestrian Program (ACCMA)
- Safe Routes to Transit

Implementation

Barriers to Implementation

- Full funding for the project has not yet been secured.

Strategies to Address Barriers

- The City of Oakland Public Works Agency will take the lead in securing funding for this project. The PWA is currently deciding which funding sources to pursue. Primary contact is Calvin Hao, Public Works Agency, Project Manager, (510) 238-7395, chao@oaklandnet.com.

7th Street Streetscape Project Phase I

Numerous comments were provided during the community outreach for the CBTP on the need to improve and enhance the 7th Street corridor. This project will complete the 7th Street Streetscape Project with lights, trees, sidewalks, bulb outs and some circulation enhancements. Phase I includes 7th Street between Union and Chester Streets. The City of Oakland would like to include the “Blues Walk of Fame” in Phase I. Phase I is funded and can be completed in two years.

Note: Phase II, which will extend this project from Chester to Wood Streets and incorporate additional traffic circulation improvements on 7th Street, is listed later in this memo under Tier Two.

Scoring: TOTAL= 52

West Oakland Project Area Committee (WOPAC) Score (0-20): 16

Community Survey Score (0-20): 18

Project Technical Advisory Committee Score (0-20): 18

Cost

Estimated Capital Cost:

- \$1.3 million has been secured to completely fund Phase 1.
- The city reports that partial funding (no amount reported) is available for the “Blues Walk of Fame” art project.

Estimated O&M Cost: 0

Potential Funding Sources

- MTC’s Transportation for Livable Communities
- Safe Routes to Transit
- Air District’s Transportation Fund for Clean Air (TFCA)
- TDA
- ACTIA (Measure B)
- Regional Bicycle/Pedestrian Program (MTC)
- Local Bicycle/Pedestrian Program (ACCMA)

- Lifeline Transportation Program (ACCMA and ACTIA)

Implementation

Barriers to Implementation

- An unknown amount of additional funding is needed to implement the “Blues Walk of Fame” public art.

Strategies to Address Barriers

- The City of Oakland Public Works Agency will take the lead in implementing this project. Primary contact is Margo Prado, Project Manager, (510) 238-6766, mprado@oaklandnet.com.

Bike Lanes: Market Street

The City of Oakland’s Bike Plan calls for new bike lanes on a number of key streets in West Oakland. This project will construct a Class II bike lane on Market Street from MacArthur to 3rd. The Market Street segment is fully funded and is ready to go.

Scoring: TOTAL= 43

West Oakland Project Area Committee (WOPAC) Score (0-20): 16

Community Survey Score (0-20): 9

Project Technical Advisory Committee Score (0-20): 18

Cost

Estimated Capital Cost:

- Market: \$400,000 (fully funded)
- Estimated O&M Cost: 0

Potential Funding Sources

- The project is fully funded through Alameda County Transportation Improvement Authority (ACTIA).

Implementation

Barriers to Implementation

- The next step is to prepare Market Street project for construction.

Strategies to Address Barriers

- The City of Oakland will take the lead in implementing this project. Primary contact is Kathryn Hughes, (510) 238-6493, khughes@oaklandnet.com.

Bike Racks

Secure bike racks are important to increasing bicycle use in West Oakland. This project will install 30 U-shaped bike racks at key West Oakland locations on public rights-of-way. The locations will be determined by the City of Oakland based on recommendations from community organizations.

Scoring: TOTAL= 36

West Oakland Project Area Committee (WOPAC) Score (0-20): 9

Community Survey Score (0-20): 9

Project Technical Advisory Committee Score (0-20): 18

Cost

Estimated Capital Cost: \$150 per rack installation

Estimated O&M Cost: 0

Potential Funding Source

- TDA via Oakland's CityRacks program
- BAAQMD's TFCA program

Implementation*Barriers to Implementation*

- City staff will implement this project after they receive specific location recommendations.

Strategies to Address Barriers

- WOPAC and other West Oakland organizations and residents will recommend locations to City staff. The City of Oakland, primary staff contact is Jennifer Stanley (510) 238-3983, jstanley@oaklandnet.com.

Cycles of Change

Cycles of Change is a non-profit, youth bicycle program (funded by ACTIA) that is currently serving low-income students at 12 public schools in Central and East Oakland. The program includes safety lessons, bike repair and restoration, advanced bike field trips and environmental education. This project will expand Cycles of Change into West Oakland. The West Oakland Library on Adeline and 18th Street would be the community resource center.

Scoring: TOTAL= 40

West Oakland Project Area Committee (WOPAC) Score (0-20): 14

Community Survey Score (0-20): 8

Project Technical Advisory Committee Score (0-20): 18

Cost

Estimated Capital Cost: 0

Estimated O&M Cost: \$90,000 for 2 years

Potential Funding Sources

- Alameda County Transportation Improvement Authority (ACTIA)
- Lifeline Transportation Program (ACCMA and ACTIA)

Implementation

Barriers to Implementation

- The project needs to secure funding for two years including local matching funds. A public agency must be identified for funding pass-through.

Strategies to Address Barriers

- Project lead is Cycles of Change (with ACTIA), Jill Contreras, 510-658-3584, dancingbikes@gmail.com. Cycles for Change will work with ACTIA to secure funding and a sponsoring agency.

Other TIER ONE Projects

Medical Service Access (Taxi Return)

Medical appointment end-times cannot be accurately predicted, which makes scheduling difficult for individuals using paratransit. To remedy this problem, ACTIA and the City of Oakland have begun a pilot program in which individuals who use paratransit services to reach medical appointments are given taxi vouchers for their return trip. This project would seek funding to expand the medical-return taxi voucher program for seniors in West Oakland.

Scoring: TOTAL= 36

West Oakland Project Area Committee (WOPAC) Score (0-20): 16

Community Survey Score (0-20): 8

Project Technical Advisory Committee Score (0-20): 12

Cost

Estimated Capital Cost: 0

Estimated O&M Cost: \$50,000 annually for taxi script and administration

Potential Funding Sources

- Lifeline Transportation Program (ACCMA and ACTIA)
- ACTIA Paratransit Gap funding

Implementation

Barriers to Implementation

- Need to develop a specific cost proposal to expand the taxi voucher program in West Oakland.

Strategies to Address Barriers

- Possible project lead is Jeff Weiss, Paratransit Coordinator, City of Oakland, (510) 238-2311, jweiss@oaklandnet.com.

Comprehensive West Oakland Transportation/Economic Development Plan

West Oakland is undergoing significant community development with thousands of housing units and new retail establishments either underway or in the planning process. During the WOCBTP process, a number of groups—WOPAC, the Environmental Indicators Project, plus city staff and transit planners—have stated the need for a more comprehensive planning process that directly links West Oakland’s new economic development with the its transportation system. With so much “in play” in West Oakland over the next few years, community representatives see a grand and unique opportunity for land use and transportation to be tightly coordinated to improve the health, safety, mobility and economic well-being of low-income residents. A coalition of groups in West Oakland, working with the Alameda County Public Health Department and the Tides Center, was awarded a \$204,654 Caltrans Environmental Justice grant to fund such a community-oriented planning process. This project supports the concept of an integrated West Oakland plan and will work to identify additional funding (as needed) for the ACPHD project.

Scoring: TOTAL= 44

West Oakland Project Area Committee (WOPAC) Score (0-20): 16

Community Survey Score (0-20): 11

Project Technical Advisory Committee Score (0-20): 17

Cost

Estimated Capital Cost: \$150,000

Estimated O&M Cost: N/A

Potential Funding Sources

- Caltrans Environmental Justice grants
- MTC Transportation for Livable Communities (TLC) Planning Grant

Implementation

Barriers to Implementation

- Obtaining buy-in and cooperation from City of Oakland, Port of Oakland, AC Transit, and other key stakeholders.

Strategies to Address Barriers

- If additional funding is needed in addition to the Caltrans funds, the project sponsors will identify other possible funding sources. Discussions between the West Oakland groups, MTC and other key stakeholders should explore possible MTC TLC funding. The MTC contacts for transportation/land use planning and community-based transportation planning are James Corless, Transportation/Land Use Manager, (510) 817-5709, jcorless@mtc.ca.gov and Therese Knudsen, Planner, (510) 817-5767, tknudsen@mtc.ca.gov.

Project Implementation Assistance

Continued consultant assistance over the next 6-8 months will be critical for the successful funding and implementation of certain projects in this plan. Consultant assistance can help with partner identification, detailed project development and applications for funding. In addition, the consultants can work with WOPAC to monitor implementation of all projects in the plan. This project will provide a limited amount of funding for technical assistance for project implementation through December 2006.

Scoring: TOTAL= TBD

West Oakland Project Area Committee (WOPAC) Score (0-20): N/A

Community Survey Score (0-20): N/A

Project Technical Advisory Committee Score (0-20): N/A

Cost

Estimated Capital Cost: \$0

Estimated O&M Cost: \$10,000-\$15,000 (six months)

Potential Funding Sources

- Lifeline Transportation Program (ACCMA and ACTIA)
- Alameda County Congestion Management Agency (ACCMA)

Implementation

Barriers to Implementation

- No funding has been secured for this project.

Strategies to Address Barriers

- WOPAC should work with the ACCMA to secure funding and develop a work scope.

TIER TWO Projects

Projects that are linked to a possible funding source after 2009. Tier Two projects can be moved to Tier One when a specific near-term funding source is identified).

NEIGHBORHOOD BUS AND SHUTTLE SERVICES

Improved AC Transit Bus Services

In the project survey, community residents assigned one of the highest priorities to improved bus services, especially at night and on weekends. This project will improve mobility in West Oakland by enhancing existing AC Transit bus services.

In March, the CBTP proposed eight possible projects (evening/weekend services, longer service hours, greater frequencies, bus stop amenities, etc.) to improve current AC Transit services to key destinations

such as Emeryville, Jack London Square and downtown Oakland. See page 40 in Section 5 for the complete list. In April and May, the MIG Team facilitated meetings between AC Transit and West Oakland community groups to refine and focus this list. When this work is completed (mid-2006), one or more specific AC Transit projects will be proposed for funding and implementation.

Scoring: TOTAL= 46

West Oakland Project Area Committee (WOPAC) Score (0-20): 17

Community Survey Score (0-20): 15-17

Project Technical Advisory Committee Score (0-20): 10-16

Cost

Estimated Capital Cost: \$0 (if service is added in the non-peak hours) \$350K per vehicle if service is added in peak hours.

Estimated O&M Cost: \$200K to \$5 million/year, depending on the amount of service and the number of transit corridors served

Potential Funding Sources

- Lifeline Transportation Program (ACCMA and ACTIA)
- BAAQMD Transportation Fund for Clean Air
- BART Access fund
- City of Oakland

Implementation

Barriers to implementation

- No agreement yet between AC Transit and community groups on a specific proposal.

Strategies to address barriers

- A joint effort in mid-2006, including community organizations and AC Transit, will identify one or more specific project proposals for future funding.

Community Shuttle

The CBTP process has reaffirmed strong community interest in a neighborhood shuttle service, similar to Emery-Go-Round, as recommended in the ACORN-Prescott Transportation Plan (1998). The shuttle could link West Oakland residents directly with key destinations. This project will improve mobility in West Oakland by designing a new community shuttle service.

After the AC Transit service improvement process (see previous project) is completed in mid-2006, community groups will review the need for an additional community shuttle.

Scoring: TOTAL= 45

West Oakland Project Area Committee (WOPAC) Score (0-20): 17

Community Survey Score (0-20): 20

Project Technical Advisory Committee Score (0-20): 8

Cost

Estimated Capital Cost: \$0. Contracted service includes vehicles.

Estimated O&M Cost: \$250,000 to \$1 million per year depending on the amount of service provided.

Potential Funding Sources

- Lifeline Transportation Program (ACCMA and ACTIA)
- BAAQMD Transportation Fund for Clean Air
- BART Access fund
- City of Oakland

Implementation

Barriers to implementation

- A specific project plan has not been selected. (The 1998 Acorn-Prescott Plan included a detailed set of shuttle implementation options.)
- Strategies to address barriers
- Community groups will review the need for a community shuttle after the AC Transit service improvement process is completed.

Transit Affordability

Youth Transit Subsidies

Transit affordability was identified as one of the most important issues in the West Oakland transportation survey. Basic AC Transit and BART fares have both risen in recent years, putting more pressure on low-income individuals and families. Community groups have stated a strong interest in developing a transit fare subsidy program. A new opportunity to implement a fare subsidy program will occur when AC Transit rolls out the TransLink electronic fare card system wide in 2006. (AC will first rollout TransLink with adult riders.) This project will develop and implement a pilot transit subsidy program for low-income West Oakland youth.

Scoring: TOTAL= 45

West Oakland Project Area Committee (WOPAC) Score (0-20): 17

Community Survey Score (0-20): 18

Project Technical Advisory Committee Score (0-20): 10

Cost

Estimated Capital Cost: \$0

Estimated O&M Cost: \$75,000=\$100,000 per year

Potential Funding Sources

- Lifeline Transportation Program (ACCMA and ACTIA)

Implementation

Barriers to Implementation

- A lead agency has not been identified
- A specific pilot subsidy program has not been developed that will be cost-effective and supported by AC Transit and other key stakeholders.

Strategies to Address Barriers

- A lead organization must be identified to develop the project proposal with AC Transit and MTC and other stakeholders.
- Work with Contra Costa County (West Contra Costa is in the AC Transit service area) on possible joint project. Contra Costa's Measure J has set aside funding for subsidized youth transit.

Pedestrian and Bicycle Facilities

7th Street Streetscape Project Phase II

This project will implement Phase II of the 7th Street Streetscape Project with lights, trees, sidewalks, bulb outs and some circulation enhancements (See Project #2 for Phase I). Phase II extends this project from Chester to Wood Streets and incorporates additional traffic circulation improvements on 7th Street.

Scoring: TOTAL= 49

West Oakland Project Area Committee (WOPAC) Score (0-20): 16

Community Survey Score (0-20): 18

Project Technical Advisory Committee Score (0-20): 15

Cost

Estimated Capital Cost: \$5-\$6 million. Design drawings are 50 percent complete for Phase II. No construction or implementation funding has been secured for Phase II.

Estimated O&M Cost: \$0

Potential Funding Sources

- MTC's Transportation for Livable Communities
- Safe Routes to Transit
- Air District's Transportation Fund for Clean Air (TFCA)
- ACTIA and ACCMA Bike/Pedestrian Funds

Implementation

Barriers to Implementation

- Full funding for the Phase II of the project has not yet been secured.

Strategies to Address Barriers

- The City of Oakland Public Works Agency will take the lead in securing funding for this project. Primary contact is Margo Prado, Project Manager, (510) 238-6766, mprado@oaklandnet.com.

Bike Lanes: Grand Avenue and 14th Street

The City of Oakland bike plan calls for new bike lanes on a number of key West Oakland streets. This project will construct Class II bike lanes on Grand Avenue (from Market to Mandela) and on 14th Street from Wood to Lake Merritt). The Grand Avenue bikeway project is proposed for inclusion in the update to the Alameda Countywide Bike Plan as a high priority project. (This may move it to Tier One eventually, as funding could be available before 2009.) The City's bike planners recommend both the Grand and the 14th Street projects. The City proposes that the 14th Street lane should stop at Mandela while WOPAC proposes the lane should extend to Wood Street.

Scoring: TOTAL= 43

West Oakland Project Area Committee (WOPAC) Score (0-20): 16

Community Survey Score (0-20): 9

Project Technical Advisory Committee Score (0-20): 15 (Grand), 10 (14th Street)

Cost

Estimated Capital Cost:

- Grand: \$200,000-\$500,000
- 14th: \$500,000-\$800,000
- Estimated O&M Cost: \$0

Potential Funding Sources

- ACTIA and ACCMA Bike/Pedestrian Funds
- Regional Bicycle/Pedestrian Program (MTC)
- Local Bicycle/Pedestrian Program (ACCMA)
- Lifeline Transportation Program (ACCMA and ACTIA)
- Air District's Transportation Fund for Clean Air (TFCA)

Implementation

Barriers to Implementation

- Complete feasibility studies for the Grand Avenue lane and 14th Street lane, prepare cost estimates and secure funding.
- Reach agreement between the community and the City on the end point of the 14th Street lane.

Strategies to Address Barriers

- The City of Oakland will take the lead in securing funding for this project. The City is currently deciding which funding sources to pursue. Primary contact is Kathryn Hughes, Transportation Planner, (510) 238-6493, khughes@oaklandnet.com.

Traffic Calming: Peralta Street

Speeding automobiles and truck traffic continue to plague West Oakland's neighborhood streets, leading to unsafe and unattractive conditions for pedestrians. Traffic calming techniques have been proven to slow traffic and increase safety in residential neighborhoods. This project will design and

implement a comprehensive traffic calming project on one high priority street, Peralta from West Grand to 7th Street.

Scoring: TOTAL= 41

West Oakland Project Area Committee (WOPAC) Score (0-20): 15

Community Survey Score (0-20): 10

Project Technical Advisory Committee Score (0-20): 16

Cost

Estimated Capital Cost: \$100,000 for feasibility and preliminary design plan.

Estimated O&M Cost: N/A

Potential Funding Sources

- City of Oakland

Implementation

Barriers to Implementation

- A feasibility study and preliminary design plan has not yet been developed.

Strategies to Address Barriers

- The City of Oakland Public Works Agency will take the lead in securing funding for this project. Primary contact is Joe Wang, Public Works Agency, (510) 238-6107, jswang@oaklandnet.com.

Other TIER TWO Projects

Street Pavement Improvements

Poorly maintained streets are a hazard to drivers, bicyclists, walkers and even bus riders. This project will focus it's attention on improvements to residential streets in West Oakland that are currently plagued by old railroad tracks.

Scoring: TOTAL= 44

West Oakland Project Area Committee (WOPAC) Score (0-20): 18

Community Survey Score (0-20): 10

Project Technical Advisory Committee Score (0-20): 16

Cost

Estimated Capital Cost: N/A

Estimated O&M Cost: N/A

Potential Funding Sources

- City of Oakland

Implementation

Barriers to Implementation

- There is no agreement between the City of Oakland and West Oakland community groups on the high priority streets.

Strategies to Address Barriers

- The City of Oakland and WOPAC should agree on the top priority streets for repair and improvement. The City of Oakland contact is Joe Wang, jswang@oaklandnet.com, (510) 238-6107.

Subsidized Car Sharing

Car sharing has proven to be a viable strategy for extending automobile access to individuals who either cannot afford vehicle purchase/maintenance or who do not need a full-time vehicle. There are now three car-sharing companies in the Bay Area: City CarShare, Zipcar and Flexcar. The costs of car-sharing programs, however, are prohibitive to low-income individuals. This pilot project would extend car sharing to 100 low-income individuals and groups in West Oakland to improve their mobility for grocery shopping and other auto-related tasks. Each participant will receive 15 hours and 50 miles per month of free or low-cost car use.

Scoring: TOTAL= 36

West Oakland Project Area Committee (WOPAC) Score (0-20): 14

West Oakland Community Survey Score (0-20): 10

Project Technical Advisory Committee Score (0-20): 12

Cost

Estimated Capital Cost: 0

Estimated O&M Cost: \$110,000 per year

Potential Funding Sources

- Lifeline Transportation Program (ACCMA and ACTIA)
- BAAQMD's Transportation Fund for Clean Air

Implementation

Barriers to Implementation

- Full funding for the project has not yet been secured.
- Selecting one or more of the three car sharing companies to design the pilot program.

Strategies to Address Barriers

- WOPAC or other interested community organizations should develop a pilot project proposal with one or more of the three car-sharing companies in the Bay Area. The contact for Flexcar is Dana Beard, (415), 282-FLEX, dana.beard@flexcar.com. City Car Share can be contacted at (510) 352-0323. Zip Car can be contacted at <http://www.zipcar.com/>

Youth Library Shuttle

Young children previously used a special bus program to travel to the West Oakland library for reading and cultural enrichment programs. When the bus program was cut, the trips were no longer possible. This project will once again set up a low-cost shuttle to transport school-aged and pre-school children from schools and childcare facilities to the library.

Scoring: TOTAL= 40

West Oakland Project Area Committee (WOPAC) Score (0-20): 20

Community Survey Score (0-20): 10

Project Technical Advisory Committee Score (0-20): 10

Cost

Estimated Capital Cost: \$0

Estimated O&M Cost: \$50,000-\$60,000 per year

Potential Funding Sources

- Lifeline Transportation Program (ACCMA and ACTIA)

Implementation

Barriers to Implementation

- A specific project proposal and budget has not been developed.

Strategies to Address Barriers

- The West Oakland Library staff will develop a proposal and seek funding. Project lead is West Oakland Library, Kathy Francioch, (510) 238-7352.

Tier Three Projects

Projects with no known funding source and beyond estimated available funds.

BART Underground

BART train noise continues to significantly impact residents living near 7th Street and hinder the development of the surrounding area. Some community members believe that the only true mitigation is to put BART underground. This project will replace the current BART structure from Wood to Market Street with an underground subway and station.

Scoring: TOTAL= 29

West Oakland Project Area Committee (WOPAC) Score (0-20): 20

Community Survey Score (0-20): 3

Project Technical Advisory Committee Score (0-20): 3

Cost

Estimated Capital Cost: \$200-350 million per mile (based on recent BART extensions) plus estimated \$50 million for a new station.

Estimated O&M Cost: N/A

Potential Funding Sources

- BART
- Regional rail funding

Implementation

Barriers to Implementation

- This action is not a priority among the many transportation needs identified by BART, City of Oakland, MTC, ACCMA and other public agencies.
- There is currently no funding for the project.

Strategies to Address Barriers

- Community members will continue to advocate for future funding for BART underground.

Bike Route: Middle Harbor Shoreline Park

The 7th Street bikeway to Middle Harbor Shoreline Park contains a number of high risk, unsafe sections. This project will construct a safe bikeway on 7th Street to Middle Harbor Shoreline Park as part of the large-scale 7th Street grade separation project. The 7th Street project is one of the top priorities for the Port.

Scoring: TOTAL= 36

West Oakland Project Area Committee (WOPAC) Score (0-20): 13

Community Survey Score (0-20): 9

Project Technical Advisory Committee Score (0-20): 14

Cost

Estimated Capital Cost: Part of multi-million dollar roadway project that has not been designed.

Estimated O&M Cost: N/A

Potential Funding Sources

- Port of Oakland
- Lifeline Transportation Program (ACCMA and ACTIA)
- BAAQMD's Transportation Fund for Clean Air (TFCA)
- Regional Bicycle/Pedestrian Program (MTC)
- Local Bicycle/Pedestrian Program (ACCMA)

Implementation

Barriers to Implementation

- No funding has been identified for the project.
- There is no specific plan for the bike facility as part of the larger Port project.

Strategies to Address Barriers

- The Port of Oakland, bicycle advocates, the City of Oakland and interested community groups will develop a plan for the bike project. The key contact at the Port of Oakland is Steve Gregory, Senior Port Strategic Planner, (510) 627-1363, sgregory@portoakland.com.

Project Scoring Summary

Project	Community Benefit Score	Survey Score	Feasibility Score
TIER ONE Projects (funding 2006-2009)			
Neighborhood Bus and Shuttle Services			
BART Access Evening Shuttle	18	20	10
Senior Shuttle Expansion	18	11	15
BART Noise and Parking			
BART Noise Study	15	2	12
BART Rail Grinding	7	2	17
BART Transit Village Parking	11	8	18
Diesel Truck Emissions, Traffic and Parking			
Truck Services at Oakland Army Base	18	10	15
Truck Route Enforcement and Education	16	10	18
Diesel Truck Replacement	17	13	19
Pedestrian and Bicycle Facilities			
Pedestrian Improvements/Bikes Lanes: Mandela, 8th, Wood	10	18	17
7th Street Streetscape Project Phase I	16	18	18
Bike Lanes: Market Street	16	9	18
Bike Racks	9	9	18
Cycles of Change	14	8	18
Other Tier One Projects			
Medical Service Access (Taxi Return)	16	8	12
Comprehensive West Oakland Transportation/Land Use Plan	16	11	17
Project Implementation Assistance	N/A	N/A	N/A
TIER TWO Projects (funding 2009 and beyond)			
Neighborhood Bus and Shuttle Services			
Improved AC Transit Bus Services	17	15-17	10-16
Community Shuttle	17	20	8
Transit Affordability			
Youth Transit Subsidies	17	18	10
Pedestrian and Bicycle Facilities			
7th Street Streetscape Project Phase II	16	18	15
Bike Lanes: Grand Avenue and 14th Street	16	9	15/ 10
Traffic Calming: Peralta Street	15	10	16
Other Tier Two Projects			
Street Pavement Improvements	18	10	16
Subsidized Car Sharing	14	10	12
Youth Library Shuttle	20	10	10
TIER THREE Projects (no known funding)			
BART Underground	20	3	3
Bike Route: Middle Harbor Shoreline Park	13	9	14

West Oakland Community Based Transportation Plan
Appendix

WEST OAKLAND COMMUNITY-BASED TRANSPORTATION PLAN

Fact Sheet

The Alameda County Congestion Management Agency (ACCMA) has hired Moore, Iacofano, Goltsman, Inc. (MIG) to work with West Oakland residents to create a community-based transportation plan. Community-based transportation planning processes involve residents in minority and low-income communities, community and faith-based organizations, transit operators, county transportation agencies and the Metropolitan Transportation Commission (MTC).

This grass-roots approach identifies barriers to mobility—problems in reaching grocery stores, schools, jobs, medical services and other key destinations—and designs local solutions to these barriers. The planning process also works to link residents and community groups on an on-going basis with transportation funding agencies and planners.

The West Oakland plan consists of four key steps that will be conducted from November 2005 to March 2006.

1. Obtain community input—through meetings, surveys, interviews and other means—on the primary transportation needs and gaps in West Oakland. November – January.
2. Work with the community to identify, develop and prioritize potential solutions for the top needs and gaps. Focus on solutions that can be matched with an available funding source and successfully implemented within the next five years. November – January.
3. Work closely with the community to develop implementation strategies for the prioritized solutions that are the most likely to produce on-the-ground transportation improvements in the near-term in West Oakland. February – March.
4. Assist community residents and organizations in building stronger relationships with transportation funding/planning staff at local and regional agencies to produce on-going, long-term improvements. February – March.

For more detailed information or to get involved in the planning process, please phone Bruce Riordan, MIG Team, at (510) 655-0939 or e-mail brriordan@lmi.net.

WEST OAKLAND COMMUNITY TRANSPORTATION SURVEY

The West Oakland Community-Based Transportation Plan needs your input. What are your most important transportation needs? What transportation solutions should be funded to help students, seniors, workers and residents in West Oakland? This planning process is sponsored by the Alameda County Congestion Management Agency and the Metropolitan Transportation Commission. For more information, go to www.accma.ca.gov or phone (510) 655-0939.

PART ONE: Transportation Needs

Check your Top 3 “most important” destination needs

I need better transportation to:

- ☐ Grocery stores (where?) _____
- ☐ Medical appointments (where?) _____
- ☐ Work (where?) _____
- ☐ K–12 schools (which ones?) _____
- ☐ Childcare (where?) _____
- ☐ College or job training (where?) _____
- ☐ Parks and recreation areas (where?) _____
- ☐ Shopping (where?) _____
- ☐ West Oakland BART
- ☐ West Oakland Senior center
- ☐ Downtown Oakland
- ☐ Other _____

Check your Top 5 “most important” needs

I need:

- ☐ Better facilities for walking (sidewalks, street lighting, trees, etc.)
- ☐ Better facilities for bicycling (bike lanes, bike racks and lockers, etc)
- ☐ More frequent daytime bus service.
- ☐ More bus service on weekends, at night and early in the morning.
- ☐ More special services (taxi, van, shuttle, paratransit) for seniors & the disabled.
- ☐ BART and bus tickets/passes to be less expensive.
- ☐ Buying and operating a car to be less expensive (purchase, insurance, gas, maintenance).
- ☐ Less air pollution in my neighborhood from trucks and cars.
- ☐ Traffic to be slower and quieter in my neighborhood.
- ☐ Diesel truck traffic to be reduced in my neighborhood.
- ☐ No new parking at BART that encourages more people to drive into West Oakland.
- ☐ More parking exclusively for West Oakland residents at BART.
- ☐ BART trains to be less noisy.
- ☐ Other _____

PART TWO: Transportation Solutions

Check your Top 5 “most important” solutions

To improve transportation in West Oakland we should:

- ☐ Create a neighborhood shuttle service that takes residents and workers to West Oakland destinations (grocery shopping, BART, etc.) and to downtown, Emeryville and Jack London Square.
- ☐ Construct bicycle lanes on (name streets) _____.
- ☐ Reduce truck traffic on neighborhood streets by re-routing trucks to the freeway and major streets (such as Grand Avenue).
- ☐ Increase AC Transit bus service during the day on line _____.
- ☐ Increase AC Transit bus service in evenings, at night and on weekends.
- ☐ Make walking more attractive—improved lighting, trees, sidewalks, curb cuts, etc.—on (name streets) _____.
- ☐ Increase the number of bike racks and bike lockers at BART, the library and other key neighborhood locations.
- ☐ Increase the number of bus stop benches, canopies and enclosures.
- ☐ Provide cars that I could use sometimes (shared with others in my neighborhood) at a low cost.
- ☐ Work with the Port, City of Oakland, trucking companies and others to reduce pollution from diesel emissions in West Oakland.
- ☐ Build more housing, retail shops and services around the BART station.
- ☐ Create safer, more pedestrian-friendly streets by reducing traffic speeds, better landscaping, bulb-outs, etc. on (name streets) _____.
- ☐ Increase the number of traffic lights and signals to better control traffic.
- ☐ Increase special transportation services for Seniors (such as the Senior Shuttle) that would take seniors to key destinations in Oakland and nearby cities.
- ☐ Increase the availability of transportation services for persons with disabilities (taxis, vans, paratransit).
- ☐ Put BART underground from Market Street to Wood Street
- ☐ Reduce noise from BART by using soundwalls, better track maintenance and other similar methods.
- ☐ Discourage the building of parking lots that serve people from outside the neighborhood.

Your Comments - What other ways should we improve transportation in West Oakland?

西奥克兰社区交通调查

西奥克兰正在筹建面向社区的交通规划，需要您提供宝贵意见。什么是对您来说最重要的交通需求？我们应该投资哪些交通解决方案，来为西奥克兰的学生、老年人、工人和居民提供便利？本计划过程由阿拉梅达县交通堵塞管理局和城市交通委员会共同发起。有关详细信息，请访问 www.accma.ca.gov 或致电 (510) 655-0939。

第一部分：交通需求

请勾选 3 项对您来说“最重要”的目的地需求

我需要更好的交通状况，以到达：

- ☐ 杂货店（地点？）_____
- ☐ 医疗预约机构（地点？）_____
- ☐ 工作单位（地点？）_____
- ☐ K-12 学校（哪些学校？）_____
- ☐ 儿童保育园（地点？）_____
- ☐ 大学或职业培训（地点？）_____
- ☐ 公园和娱乐区（地点？）_____
- ☐ 购物（地点？）_____
- ☐ 西奥克兰 BART
- ☐ 西奥克兰老年人中心
- ☐ 奥克兰市区
- ☐ 其他 _____

请勾选 5 项对您来说“最重要”的需求

我需要：

- ☐ 更好的步行设施（人行道、街道照明、树木等）。
- ☐ 更好的自行车设施（自行车专用道、自行车停放架和锁柜等）。
- ☐ 增加日间公共汽车班次。
- ☐ 增加周末、夜班和早班公共汽车班次。
- ☐ 更多针对老年人和残障人士的特殊服务（出租车、面包车、往返客运、辅助客运系统）。
- ☐ 降低 BART 和公共汽车车票/通行证的价格。
- ☐ 降低汽车的购买和养护费用（购买、保险、汽油、维修）。
- ☐ 降低卡车和轿车在邻近区域造成的空气污染。
- ☐ 降低邻近区域的车速和车辆噪音。
- ☐ 减小邻近区域柴油机卡车的流量。
- ☐ 不在 BART 建立新停车场，因为这将鼓励更多的人开车进入西奥克兰。
- ☐ 在 BART 建立更多仅供西奥克兰居民使用的停车场。
- ☐ 降低 BART 火车的噪音。
- ☐ 其他 _____

请勾选 5 项
的解决方案

对您来说“最重要”

要改善西奥克兰的交通，我们应该：

- ☐ 建立邻近区域往返客运服务，以将居民和工人运送到西奥克兰内的目的地（杂货店、BART 等），以及市区、埃默里维尔和杰克伦敦广场。
- ☐ 在 _____（街道名称）建设自行车专用道。
- ☐ 通过将卡车重新引导到高速公路和主要街道（例如大道），来减小邻近区域的卡车流量。
- ☐ 增加 _____ 线路上的 AC Transit 公共汽车班次。
- ☐ 增加晚班、夜班及周末 AC Transit 公共汽车班次。
- ☐ 改善 _____（街道名称）的照明、树木、人行道、路缘等，吸引更多人选择步行。
- ☐ 增加 BART、图书馆和其他主要邻近区域的自行车停放架和自行车锁柜的数量。
- ☐ 增加公共汽车车站长凳、遮篷和围栏的数量。
- ☐ 提供可以不定时使用（与邻居共用）的低价轿车。
- ☐ 与港口、奥克兰市、货运公司和其他各方合作，以降低在西奥克兰由柴油机排放造成的污染。
- ☐ 在 BART 的车站附近建设更多住房、零售商店和服务设施。
- ☐ 通过降低 _____（街道名称）的车速、美化街道景观、增加街灯等措施，让街道更安全、更有利于行人。
- ☐ 增加交通灯和信号装置的数量，更好地控制交通。
- ☐ 为老年人提供更多特殊交通服务（例如老年人往返客运），以将老年人运送到奥克兰的主要目的地和邻近城市。
- ☐ 增加面向残障人士的运输服务（出租车、面包车、辅助客运系统）。
- ☐ 将 BART 的地铁从市场路转移到伍德路。
- ☐ 通过使用隔音墙、更好地轨道维护，以及其他类似方法，降低 BART 制造的噪音。
- ☐ 阻止建设服务于邻近区域之外的居民的停车场。

您的意见 - 我们还可以通过哪些方式来改善西奥克兰的交通呢？

웨스트오كل랜드 지역사회 교통 설문조사

West Oakland Community-Based Transportation Plan(웨스트오كل랜드 지역사회 기반 교통 계획)은 여러분의 의견을 듣기를 원합니다. 교통과 관련하여 여러분에게 필요한 가장 중요한 것은 무엇입니까? 웨스트오كل랜드에 거주하는 학생, 고령자, 근로자 및 주민들을 돕기 위해 어떤 교통 문제 해결책에 자금을 지원해야 할까요? 이 계획 과정은 Alameda County Congestion Management Agency(알라메다 카운티 교통 체증 관리 기관)과 Metropolitan Transportation Commission(대도시권 교통 위원회)이 후원합니다. 더 자세한 정보를 원하시면 www.accma.ca.gov를 방문하시거나 (510) 655-0939로 전화하십시오.

파트 1: 교통에 대한 필요성

다음 중에서 “가장 중요한” 목적지 3 곳에 표시해 주십시오.

나는 다음 목적지에 대한 교통편을 개선하기를 원합니다.

- ☐ 식료품점(위치?) _____
- ☐ 병원(위치?) _____
- ☐ 직장(위치?) _____
- ☐ 초, 중, 고등학교(어느 학교?) _____
- ☐ 탁아소(위치?) _____
- ☐ 대학 또는 직업 훈련 기관(위치?) _____
- ☐ 공원 및 레크리에이션 지역(위치?) _____
- ☐ 쇼핑(위치?) _____
- ☐ 웨스트오كل랜드 BART
- ☐ 웨스트오كل랜드 노인 센터
- ☐ 오كل랜드 다운타운
- ☐ 기타 _____

귀하에게 필요한 “가장 중요한” 것 5 가지에 표시해 주십시오.

나는 다음과 같은 것들이 가장 필요합니다.

- ☐ 보행 시설 개선(보도, 가로등, 가로수 등)
- ☐ 자전거용 시설 개선(자전거 전용 도로, 자전거 랙과 로커 등)
- ☐ 낮에 버스를 더 자주 운행
- ☐ 주말, 밤과 이른 아침에 버스를 더 자주 운행
- ☐ 고령자와 장애인을 위한 특별 서비스(택시, 밴, 셔틀, 보조 교통 수단)를 더 많이 제공
- ☐ BART 및 버스 승차권/패스 요금 인하
- ☐ 저렴한 자동차 구입 및 운행 비용(구입, 보험, 휘발유, 정비)
- ☐ 나의 거주 지역에서 트럭과 자동차로 인해 발생하는 공기 오염 감소
- ☐ 나의 거주 지역에서 차량의 서행 및 조용한 운행
- ☐ 나의 거주 지역에서 디젤 트럭 통행량의 감소
- ☐ 웨스트오كل랜드의 차량 통행량을 증가시킬 새 BART 주차장 설치 금지
- ☐ 웨스트오كل랜드 주민들에게 더 많은 BART 전용 주차 공간 할애
- ☐ BART 전동차의 소음 감소
- ☐ 기타: _____

뒷면의 파트 2를 작성해 주십시오.

파트 2: 교통 문제 해결책

귀하에게 “가장 중요한” 5 가지 해결책에 표시해 주십시오.

웨스트오كل랜드의 교통을 개선하기 위해서는 다음과 같은 조치를 취해야 합니다.

- ☐ 지역 주민과 근로자들을 위해 웨스트오كل랜드의 목적지(식료품 구입, BART 등)와 다운타운, 에머리빌, 잭 런던 스퀘어로 운행하는 셔틀 서비스 제공
- ☐ _____(거리 이름)에 자전거 전용 도로 건설
- ☐ 트럭들을 프리웨이와 간선도로(그랜드 애비뉴 같은)로 통행케 하여 주거 지역에 대한 트럭 통행량 감소
- ☐ 낮 동안에 _____ 라인의 AC Transit 버스를 더 자주 운행
- ☐ 저녁, 밤, 주말에 AC Transit 버스를 더 자주 운행
- ☐ 즐겁게 보행을 할 수 있도록 _____(거리 이름)에 설치된 가로등, 가로수, 보도, 연석 등을 개선
- ☐ BART, 도서관 및 다른 주요 장소에 자전거 렉 및 로커를 더 많이 설치
- ☐ 버스 정차장의 벤치, 캐노피, 인클로저를 더 많이 설치
- ☐ 적은 비용으로 가끔 사용(이웃의 다른 사람들과 공동으로 사용)할 수 있는 자동차 제공
- ☐ 오كل랜드 항구, 오كل랜드 시, 트럭 회사 및 다른 기관들과 협력하여 디젤 가스 배출로 인한 웨스트오كل랜드의 공기 오염 감소
- ☐ BART 역 주변에 주택과 소매점 및 서비스 업소가 입주할 수 있는 건물을 더 많이 건축
- ☐ _____(거리 이름)에 대해 차량 운행 속도를 줄이고, 조경과 벌브아웃(교차로에서 도로의 폭을 줄이는 것) 등을 개선하여 보다 안전하고 보행을 즐길 수 있는 가로를 조성
- ☐ 교통 통제를 개선하기 위해 교통 신호등을 더 많이 설치
- ☐ 오كل랜드와 인근 도시의 주요 목적지로 운행하는 고령자들을 위한 특별 교통 서비스(고령자용 셔틀 버스와 같은)를 더 많이 제공
- ☐ 장애인을 위한 교통 서비스(택시, 밴, 보조 교통 수단)를 더 많이 제공
- ☐ BART 를 마켓 스트리트에서 우드 스트리트까지 지하로 운행
- ☐ 방음벽 설치, 트럭 정비 개선 및 이와 비슷한 다른 방법들을 사용하여 소음 감소
- ☐ 지역 주민이 아닌 사람들이 이용할 주차장 설치 억제

귀하의 의견 - 웨스트오كل랜드의 교통 문제를 개선할 수 있는 다른 방법이 있습니까?

ENCUESTA SOBRE EL TRANSPORTE COMUNITARIO DE WEST OAKLAND

El plan de transporte comunitario de West Oakland necesita su información. ¿Cuáles son sus necesidades más importantes de transporte? ¿Cuáles son las soluciones de transporte que deberían financiarse para ayudar a los estudiantes, a las personas mayores, a los trabajadores y residentes de West Oakland? Este proceso de planificación está patrocinado por la Agencia para el manejo de la congestión en el condado de Alameda (Alameda County Congestion Management Agency) y por la Comisión Metropolitana de Transporte (Metropolitan Transportation Commission). Si desea más información, consulte www.accma.ca.gov o comuníquese al (510) 655-0939.

PARTE UNO: Necesidades de transporte

Marque sus 3 necesidades de destino "más importantes".

Necesito un mejor transporte hacia:

- ☐ Tiendas de comestibles (especifique el lugar) _____
- ☐ Citas médicas (especifique el lugar) _____
- ☐ Trabajo (especifique el lugar) _____
- ☐ Colegios K-12 (¿cuáles?) _____
- ☐ Guarderías (especifique el lugar) _____
- ☐ Universidad o capacitación laboral (especifique el lugar) _____
- ☐ Parques y áreas de recreación (especifique el lugar) _____
- ☐ Centros de compras (especifique el lugar) _____
- ☐ Sistema de transporte rápido del Área de la Bahía (Bay Area Rapid Transit, BART) de West Oakland
- ☐ Centro para personas mayores de West Oakland
- ☐ Área central de Oakland
- ☐ Otros _____

Marque sus 5 necesidades "más importantes".

Necesito:

- ☐ Mejores instalaciones para caminar (aceras, alumbrado público, árboles, etc.).
- ☐ Mejores instalaciones para desplazarse en bicicleta (carriles y lugar para guardar bicicletas, armarios, etc.).
- ☐ Servicio diario de autobús con una mayor frecuencia.
- ☐ Más servicio de autobús los fines de semana, a la noche y a la mañana temprano.
- ☐ Más servicios especiales (taxis, furgonetas, servicios de enlace, paratransito) para las personas mayores y los discapacitados.
- ☐ Boleto y pases de BART y de autobús más económicos.
- ☐ Menor precio para la compra y el uso de un automóvil (compra, seguro, combustible, mantenimiento).
- ☐ Disminución de la contaminación del aire en mi vecindario causada por los camiones y los automóviles.
- ☐ Tránsito más lento y silencioso en mi vecindario.
- ☐ Disminución del tránsito de camiones diesel en mi vecindario.
- ☐ Que no se creen nuevos estacionamientos en BART que signifiquen una mayor circulación vehicular en West Oakland.
- ☐ Más áreas de estacionamiento en BART exclusivas para los residentes de West Oakland.
- ☐ Trenes BART menos ruidosos.
- ☐ Otros _____

PARTE DOS: Soluciones de transporte

Marque sus 5 soluciones "más importantes".

Para mejorar el transporte en West Oakland necesitaríamos:

- ☐ Crear un servicio de enlace del vecindario que lleve a los residentes y trabajadores a los destinos de West Oakland (compra de comestibles, BART, etc.), al centro, Emeryville y Jack London Square.
- ☐ Construir carriles para bicicletas en (indique las calles) _____.
- ☐ Disminuir el tránsito de camiones en las calles del vecindario mediante un desvío hacia la carretera o hacia las calles principales (por ejemplo, Grand Avenue).
- ☐ Aumentar el servicio de autobús de AC Transit durante el día en la línea _____.
- ☐ Aumentar el servicio de autobús de AC Transit en las tardes, a la noche y los fines de semana.
- ☐ Hacer que caminar sea más atractivo (mejoras en términos de alumbrado, árboles, aceras, rebajes en aceras, etc.) en (indique las calles) _____.
- ☐ Aumentar el número de lugares para guardar bicicletas y armarios en el BART, la biblioteca y otros lugares principales del vecindario.
- ☐ Aumentar el número de bancos, recintos y techos en las paradas de autobuses.
- ☐ Ofrecer automóviles para un uso ocasional a un bajo costo (compartidos con otras personas de mi vecindario).
- ☐ Colaborar con el puerto, la ciudad de Oakland, las empresas de camiones y otros para reducir la contaminación por las emisiones de gasoil en West Oakland.
- ☐ Construir más viviendas, tiendas minoristas y servicios en los alrededores de la estación de BART.
- ☐ Crear calles más seguras y cómodas para los peatones mediante la reducción de la velocidad vehicular, mejor diseño de los espacios verdes, ampliaciones de aceras en cruces de calles, etc. en (indique las calles) _____.
- ☐ Aumentar el número de semáforos y señales de tránsito para su mejor control.
- ☐ Aumentar los servicios de transporte especial para las personas mayores (por ejemplo, el Servicio de enlace para personas mayores) que los llevaría hasta los principales destinos de Oakland y a las ciudades más cercanas.
- ☐ Aumentar la disponibilidad de servicios de transporte para las personas con discapacidades (taxis, furgonetas, paratransito).
- ☐ Colocar un subterráneo de BART desde Market Street a Wood Street
- ☐ Reducir el ruido de BART con el uso de paredes aislantes de ruido, un mejor mantenimiento de las vías y otros métodos similares.
- ☐ No permitir la construcción de áreas de estacionamiento para personas ajenas al vecindario.

Sus comentarios. ¿De qué otra manera deberíamos mejorar el transporte en West Oakland?