Aligning Core Values for Transportation in Oakland

MTC Planning Innovations Forum
June 2017
What We’ve Done in the Past Year

**Adopt Impact Fees (May 2016)**

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

**Implement CEQA Reform (Sept 2016)**

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

**Reform TDM (April 2017)**

Introduce new parameters requiring certain TDM measures.
OakDOT

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

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

**Finance & Administration**
- CIP Management
- HR Management
- Funding Strategy
- Business Analytics

**Great Streets Maintenance**
- Streets & Sidewalks
- Street Light Maintenance
Our Department’s mission:

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

• Equity
• Safety
• Vibrancy
• Responsibility
Local Policy Context

**Complete Streets Policy (2013)**
Incorporate Complete Streets infrastructure into existing streets. Create a connected network of facilities accommodating each category of users. Compile performance evaluations for each type of roadway user.

**Energy and Climate Action Plan (2014)**
Achieve 36% reduction in GHG by 2020. Reduce driving by 20% citywide. Advance infill, mixed-use and transit oriented development. Advance use of alternative transportation. Institutionalize a more comprehensive approach to transportation & land use planning.
Implementing Reform: Impact Fees

How things are now:
All development projects are required to pay fee for affordable housing, transportation, and capital improvements or provide on-site.
<table>
<thead>
<tr>
<th>Fee Type</th>
<th>Residential</th>
<th>Non-residential</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Zone 1</td>
<td>Zone 2</td>
</tr>
<tr>
<td>Affordable Housing</td>
<td>$8,500</td>
<td>$5,750</td>
</tr>
<tr>
<td>Capital Improvements</td>
<td>$1,500</td>
<td>$1,000</td>
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<tr>
<td>Transportation</td>
<td>$1,000</td>
<td>$1,000</td>
</tr>
</tbody>
</table>
How things are now:
Certain development projects (small, in low-VMT areas, near transit) are presumed to have less than significant transportation impacts.
How things are now:
Transit and active transportation projects are presumed to have less than significant transportation impacts.
Implementing Reform: CEQA

**RESIDENTIAL**

**EMPLOYMENT**

VMT per Capita

- Below regional threshold
- Above regional threshold

VMT per Worker

- Below regional threshold
- Above regional threshold

* VMT threshold set at 15% below regional mean

Alameda  
Oakland  
San Leandro
How things are now:

Certain transportation demand management strategies are now required, based on project size or site location.
### Implementing Reform: TDM Strategies for Land Use Development

<table>
<thead>
<tr>
<th>Goal Area</th>
<th>Criteria</th>
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<tbody>
<tr>
<td>Equity</td>
<td>• Improve access to jobs, schools, and services</td>
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<td></td>
<td>• Support community health co-benefits</td>
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<tr>
<td>Safety</td>
<td>• Improve ped-bike safety and comfort</td>
</tr>
<tr>
<td></td>
<td>• Maintain livability of residential streets</td>
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<tr>
<td>Vibrancy</td>
<td>• Prioritize sustainable transportation choices</td>
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<tr>
<td></td>
<td>• Maintain and improve transit performance</td>
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<tr>
<td>Responsibility</td>
<td>• Support investment in Oakland’s transportation system</td>
</tr>
<tr>
<td>Goal Area</td>
<td>Example TDM Requirement</td>
</tr>
<tr>
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</tr>
<tr>
<td>Equity</td>
<td>• Add bus bulb when bus stop along project frontage route with 15 minutes or better peak hour service</td>
</tr>
<tr>
<td>Safety</td>
<td>• Implement improvements for pedestrian and bicyclist safety when identified master plans or in traffic study</td>
</tr>
<tr>
<td>Vibrancy</td>
<td>• Add real-time transit information signage when project frontage includes major transit stop.</td>
</tr>
<tr>
<td>Responsibility</td>
<td>• Add concrete bus pads when bus stop is located along project frontage</td>
</tr>
</tbody>
</table>
Typical Development Process

1. Planning Pre-Application
2. Transportation Study (CEQA)
3. Planning Application approved
4. TDM Plan
5. Construction
6. Building Permit Review and Approvals
7. Occupancy
New Development Process

1. Planning Pre-Application
2. Transportation Study (CEQA)
3. Planning Application approved
4. TDM Plan
5. Impact Fees paid
6. Building Permit Review and Approvals
7. Construction
8. Occupancy

New Transportation Study Guidelines
SB743 & BEYOND
What will it mean for Oakland?
Thank you!

Sarah Fine, Senior Transportation Planner