



Chapter 6 Implementation Plan

Walking is the oldest and most basic form of human transportation. It requires no fare, no fuel, no license, and no registration. With the exception of devices to enhance the mobility of the disabled, walking demands no special equipment. Thus, walking is the most affordable and accessible of modes.

Pedestrian Master Plan, City of Portland, Oregon



The Pedestrian Master Plan identifies policies and priority projects to promote a citywide effort to create a safe and walkable city. Twenty years of priority projects are identified to rectify existing gaps and shortcomings in the City's pedestrian infrastructure. As part of a comprehensive planning process, these projects are highly competitive for the growing amount of transportation funding directed at pedestrian safety and livable communities. After reiterating the Plan's

goals, this chapter identifies the implementation policies, priority projects, staffing needs, and funding sources to ensure that these projects are managed, funded, and implemented. For implementation, the proposed projects would require additional review by traffic engineering and under the California Environmental Quality Act (CEQA). Furthermore, engineering judgment is necessary to determine the specific locations and features of each project.

Policy Implementation

To promote Oakland as a walkable city, the Pedestrian Master Plan specifies the following five goals:

Pedestrian Safety. Create a street environment that strives to ensure pedestrian safety.

Access. Develop an environment throughout the City – prioritizing routes to school and transit – that enables pedestrians to travel safely and freely.

Streetscaping and Land Use. Provide pedestrian amenities and promote land uses that enhance public spaces and neighborhood commercial districts.

Education. Educate citizens, community groups, business associations, and developers on the safety, health, and civic benefits of walkable communities.

Implementation. Integrate pedestrian considerations based on federal guidelines into projects, policies, and the City’s planning process.

The priority projects identified below emphasize the goals of pedestrian safety, access, and streetscaping. Pedestrian safety and access are also addressed through the education policies specified in the Policy Recommendations chapter. The implementation goal encompasses the other four goals by establishing a more prominent role for pedestrian considerations in the work of City staff. To achieve these goals, the Pedestrian Master Plan identifies the following implementation policies and suggested ordinances to be considered for adoption.

General Plan Policies

Policy T4.1, Incorporating Design Features for Alternative Travel: “The City will require new development, rebuilding, or retrofit to incorporate design features in their projects that encourage use of alternative modes of transportation such as transit, bicycling, and walking” (LUTE, p. 58).

Implementation Policies

PMP Policy 5.1. Dedicate the necessary staff support to implement the Pedestrian Master Plan.

PMP Policy 5.2. Conduct public outreach to residents, merchants, and property owners affected by major pedestrian improvements scheduled for implementation.

PMP Policy 5.3. Coordinate pedestrian improvement projects with scheduled projects for street re-paving, streetscaping, and utility undergrounding.

PMP Policy 5.4. Revise existing design standards where necessary using federal guidelines for arterial, collector, and local streets to ensure pedestrian safety and access.

PMP Policy 5.5. Work with existing and future plans to ensure that they promote the safety, convenience, and enjoyability of walking, while meeting approved design guidelines.

These plans include but are not limited to the following:

Downtown Pedestrian District

- Chinatown “Environmental Justice” Planning Grant
- Downtown Parking and Circulation Master Plan
- Downtown Streetscape Master Plan
- Estuary Plan
- Lake Merritt Master Plan

BART Station Areas

- Coliseum BART Station Area Plan
- Fruitvale Transit Village Plan
- MacArthur Transit Village Plan
- West Oakland Transit Village Plan

Corridor and Streetscaping Improvements

- AC Transit Major Investment Study
- Eastlake Streetscape and Pedestrian Enhancement Project
- International Boulevard Streetscape Plan
- Laurel District “Transportation for Livable Communities” Planning Grant
- MacArthur Streetscape Plan
- San Pablo Corridor Plan
- Splash Pad Park Streetscape Plan

Other Pedestrian-Related Plans

- Americans with Disabilities Act (ADA) Transition Plan
- Bay Trail Master Plan
- Open Space, Conservation, and Recreation Element – Trail Plans

Suggested Ordinances

- Consider adopting an ordinance to codify the design guidelines for sidewalks recommended by the Pedestrian Master Plan.
- Consider adopting an ordinance to codify a crossing treatment policy based on current research by the Federal Highway Administration (2002a, 2002b).

Priority Projects



The following list identifies twenty years of priority projects to improve safety, access, and streetscaping for pedestrians in the City of Oakland. It is prioritized into two phases: projects to be completed within one to five years and projects to be completed within six to twenty years. This list is composed of projects approved by City Council for Measure B funding and additional projects identified by the survey of the Pedestrian Route Network. In spring 2002, City Council approved a project list as the City's recommended pedestrian and bicycle safety projects for the Alameda County Transportation Improvement Authority (ACTIA). These projects are

eligible for funding from the Measure B 1/2 cent sales tax for transportation in fiscal year 2002-03 to fiscal year 2007-08. The priority project list also includes potential projects identified by the survey of the Pedestrian Route Network. The majority of projects specified by the Measure B list were also identified by the route network survey. The projects identified by the route network survey but not included in the City's Measure B projects are listed as "Candidate Sites" for pedestrian and crosswalk improvements under both phases.

Pedestrian safety and access are central components of this list. When adopting the Measure B list, City Council identified the importance of streetscaping projects that improve pedestrian safety. They emphasized that streetscaping projects with a primary focus on aesthetics are of secondary importance. Additionally, the street re-striping projects identified as bicycle projects are important pedestrian improvements. Street re-striping

projects benefit pedestrian crossing safety by reducing the number of motor vehicle travel lanes. For pedestrians beginning to cross the street, bicycle lanes also provide an important buffer zone and improve visibility with motor vehicle drivers.



For implementation, the proposed projects would require additional review by traffic engineering and under the California Environmental Quality Act (CEQA). Furthermore, engineering judgment is necessary to determine the specific locations and features of each project.

FIGURE 24 PEDESTRIAN MASTER PLAN PRIORITY PROJECTS, 1-5 YEARS

PROJECT NAME	ESTIMATED COST (\$000)	BIKE	PED	GAP CLOSURE	INTERMODAL CONNECTION	ADA	COUNCIL DIST	SPONSOR AGENCY	COMMENTS SHORTFALLS ON FUNDED PROJECTS
1 PROJECT SHORTFALLS									
Streetscape Projects									
Eastlake Phase I (International: 5th-10th/E 12th: 5-8th)	250	X	X			X	2	CEDA	contingency
San Pablo Median (53rd - 67th)	100		X				1	PWA	pedestrian refuge
Splash Pad Park Streetscape (Grand/Lake Park/ Lakeshore/MacArthur)	100		X		X	X	2	CEDA	street median/sidewalk/curb ramps
Washington Streetscape Improvements (7th-9th & 9th: Broadway to Clay)	200		X	X	X	X	3	CEDA	feasibility, design & construction
Street Re-Striping (approved as per Bicycle Master Plan and Measure B Priority list submitted to City Council on June 11, 2002)									
Telegraph Avenue (16th to Aileen)	200		X	X			1,3	PWA	feasibility, design & construction
2 LOCAL MATCH FOR NEW GRANTS									
Hazard Elimination and Safety (HES) Grants	200		X	X			ALL	PWA	\$40K annual request
Safe Routes To School (SRS) Grants	250	X	X				ALL	PWA	\$50K annual request
Tree Damaged Sidewalk/ Curb & Gutter Repair	520	X	X			X	ALL	PWA	Match for \$4M federal grants
3 NEW PED/BIKE PROJECTS									Outside grants will also be sought for these projects
Pedestrian Access/Safety									
Signal Improvements									
Signal Countdowns and Pedestrian Signals (Citywide)	450		X			X	ALL	PWA	\$90K annual request
Traffic Signals (Citywide - one signal per year)	1,250		X			X	ALL	PWA	\$250K annual request
Traffic Signal Modifications (Citywide)	125		X			X	ALL	PWA	\$25K annual request
On-Call Audible Signal Program	450		X			X	ALL	PWA	\$90K annual request
Pedestrian and Crosswalk Improvements Candidate Streets (based on highest collisions): Foothill Boulevard (MacArthur Boulevard to 3rd Avenue) Fruitvale Avenue (MacArthur Boulevard to 12th Street) Grand/W. Grand Avenue (Elwood Avenue to Adeline Street) 12th Street (10th Avenue to Brush Street) Franklin Street (22nd Street to Embarcadero)									

FIGURE 24 PEDESTRIAN MASTER PLAN PRIORITY PROJECTS, 1-5 YEARS (CONTINUED)

PROJECT NAME	ESTIMATED COST (\$000)	BIKE	PED	GAP CLOSURE	INTERMODAL CONNECTION	ADA	COUNCIL DIST	SPONSOR AGENCY	COMMENTS SHORTFALLS ON FUNDED PROJECTS
35th Avenue (MacArthur Boulevard to San Leandro) 98th Avenue (Bancroft Avenue to Edes Avenue) High Street (MacArthur Boulevard to I-880) MacArthur Boulevard (Dimond District), (Piedmont Avenue to San Pablo Avenue), (Canon Avenue to Park Boulevard) Mountain Boulevard (Ascot Drive to Lake Temescal) College Avenue Candidate Intersections (based on highest collisions): International Boulevard and 64th Avenue Fruitvale Avenue and Foothill Boulevard 38th Avenue and MacArthur Boulevard 7th Street and Franklin Street International Boulevard and 90th Avenue 14th Street and Madison Street Fruitvale Avenue and MacArthur Boulevard International Boulevard and 35th Avenue 40th Street and Telegraph Avenue 77th Street and Bancroft Avenue D Street and 98th Street Highest collision sites near schools Highest collision sites near senior centers	1,000		X			X	ALL	PWA	\$200K annual request
Other Ped Projects									
27th/Bay Place Ped and Bike Improvements (Grand Ave - Telegraph)	200	X	X	X	X	X	3	PWA	feasibility, design & construction
Coliseum 66th Overpass (Bike and Ped Impr)	400	X	X	X	X	X	7	PWA	feasibility, design & construction
Hill Area Stairway Rehabilitation (one stairway)	375		X	X			4	PWA	feasibility, design & construction
MacArthur BART Underpass, Transit Village and Access Improvements	TBD	X	X	X	X	X	1	CEDA	feasibility, design & construction
Streetscape Projects									
Coliseum BART Transit Hub Streetscape	2,000	X	X	X		X	7	CEDA	feasibility, design & construction
Eastlake Phase II (International: 10th-14th; E 12th -8th to 14th Avenue)	1,800	X	X	X		X	2	CEDA	feasibility, design & construction
Grand Avenue Streetscape (I-580 to Harrison)	TBD		X				3	CEDA	feasibility, design & construction
3 NEW PED/BIKE PROJECTS									
Streetscape Projects									
International Blvd Streetscape and Fruitvale up to 33rd	2,400		X	X	X	X	5	CEDA	feasibility, design & construction
Laurel District/MacArthur Streetscape Phase II	2,200		X	X	X	X	4	CEDA	feasibility, design & construction
San Pablo Gateway at Emeryville Border	TBD		X	X	X	X	1	CEDA	feasibility, design & construction
Seminary/MacArthur Streetscape	2,000		X	X	X	X	6	CEDA	feasibility, design & construction
Downtown Streetscape Master Plan Projects									
Oak St. Street/Sidewalks 2nd to 14th	2,000		X	X	X	X	2	CEDA	feasibility, design & construction

FIGURE 24 PEDESTRIAN MASTER PLAN PRIORITY PROJECTS, 1-5 YEARS (CONTINUED)

PROJECT NAME	ESTIMATED COST (\$000)	BIKE	PED	GAP CLOSURE	INTERMODAL CONNECTION	ADA	COUNCIL DIST	SPONSOR AGENCY	COMMENTS SHORTFALLS ON FUNDED PROJECTS
Telegraph Ave Street/Sidewalks 16th-20th	2,500		X	X	X	X	3	CEDA	feasibility, design & construction
Telegraph Ave (20th - 40th)bike and ped	TBD	X	X	X	X	X	1	CEDA	feasibility, design & construction
Webster St. Street/Sidewalks 6th to 11th	1,000		X	X	X	X	2	CEDA	feasibility, design & construction
Chinatown Streetscape Project	TBD		X	X	X	X	2	PWA	feasibility, design & construction
Temescal Area Improvements	TBD	X	X		X	X	1	CEDA	feasibility, design & construction
West Oakland 8th St (Market to Pine; Center - 7th & 8th; Mandela - 7th & 8th)	600		X		X	X	3	CEDA	feasibility, design & construction
Webster St. Street/Sidewalks 6th to 11th	1,000		X	X	X	X	2	PWA	feasibility, design & construction
West Oakland Bay Trail Sidewalk Improvements (2nd/Brush/3rd St. between Broadway-Union)	100		X	X	X	X	3	CEDA	feasibility, design & construction
West Oakland Transit Village Access (7th Street: Union to Wood)	TBD	X	X	X	X	X	3	CEDA	feasibility, design & construction
Street Re-Striping (approved as per Bicycle Master Plan and Measure B Priority list submitted to City Council on June 11, 2002)									
Bancroft Avenue (98th to San Leandro border)	100	X	X	X			7	PWA	feasibility, design & construction
Broadway Corridor (MacArthur to Old Tunnel Road)	200	X	X	X			1	PWA	feasibility, design & construction
MacArthur Blvd (Park to Lake Merritt)	200	X	X	X			2	PWA	feasibility, design & construction
Telegraph Ave Restriping (Aileen to Berkeley border)	50		X	X			1	PWA	feasibility, design & construction
4 Citywide Curb Ramp Program	250		X			X	ALL	PWA	\$50K annual request
On-call curb ramp program	450		X			X	ALL	PWA	\$90K annual request local match for app. \$400,000/annual Federal Grants
5 Street Resurfacing Program						X	ALL	PWA	Backfills portion of street resurfacing program costs
New Curb Cuts for Pedestrian Ramps	1,250		X	X	X	X	ALL	PWA	\$250K annual request
Street Name & Traffic Sign Replacement	1,000		X	X	X	X	ALL	PWA	\$200K annual request
TOTAL Estimated Cost (Year 1-5 program)	27,070								

FIGURE 25 PEDESTRIAN MASTER PLAN PRIORITY PROJECTS, 6-20 YEARS

PROJECT NAME	ESTIMATED COST (\$000)	BIKE	PED	GAP CLOSURE	INTERMODAL CONNECTION	ADA	COUNCIL DIST	SPONSOR AGENCY	COMMENTS SHORTFALLS ON FUNDED PROJECTS
1 PROJECT SHORTFALLS									Shortfalls on funded projects
Streetscape Projects									
Broadway Streetscape, Phase II (9th to 17th)	TBD		X	X	X	X	2	CEDA	sidewalk treatments
2 LOCAL MATCH FOR NEW GRANTS									Use to leverage new grants
Hazard Elimination and Safety (HES) Grants	600		X				ALL	PWA	\$40K annual request
Safe Routes To School (SRS) Grants	750	X	X				ALL	PWA	\$50K annual request
Tree Damaged Sidewalk/Curb & Gutter Repair	520	X	X				ALL	PWA	Match for \$4M federal grants
3 NEW PED/BIKE PROJECTS									Outside grants will also be sought for these projects
Pedestrian Access/Safety									
Signal Improvements									
Traffic Signal Countdowns and Pedestrian Signals (Citywide)	1,350		X				ALL	PWA	\$90K annual request
Traffic Signals (Citywide - one signal per year)	3,750		X				ALL		\$250K annual request
Traffic Signal Modifications (Citywide)	375		X				ALL	PWA	\$25K annual request/design & construction
On-call Audible Signal Program	1,350		X			X	ALL	PWA	\$90K annual request
Pedestrian and Crosswalk Improvements (Citywide) Candidate Streets (based on highest collisions): High Street (International Boulevard to Tidewater Avenue); High Street (MacArthur Boulevard to Fairfax Avenue); Martin Luther King Jr. (51st Street to San Pablo Avenue); Park Boulevard (Beaumont Avenue to E18th Street); Telegraph Avenue (Upper Telegraph NCR); Foothill Boulevard (73d Avenue to Seminary Avenue); Edes Avenue; MLK Jr. (61st Street to 51st Street); Seminary Avenue (International Blvd. to Foothill Blvd.); Piedmont Avenue ; MacArthur Boulevard (Canon Ave. to Park Boulevard); Shattuck Avenue (Shattuck/Telegraph NCR); 35th Avenue (MacArthur Boulevard to San Leandro Blvd.); 51st/52nd Street (Telegraph Ave. to Martin Luther King Jr.); MacArthur Boulevard (Piedmont Ave. to San Pablo Avenue); West Grand Avenue (MLK Jr. to Peralta Street) 14th Ave.	3,750		X			X	ALL		\$250K annual request/design & construction
Other Ped Projects 12th Street Corridor (Oak to International) ped/bike and multi-use path; and Lake Merritt connection, crosswalks and ped signals	3,000	X	X		X		2	CEDA	feasibility, design & construction

FIGURE 25 PEDESTRIAN MASTER PLAN PRIORITY PROJECTS, 6-20 YEARS (CONTINUED)

PROJECT NAME	ESTIMATED COST (\$000)	BIKE	PED	GAP CLOSURE	INTERMODAL CONNECTION	ADA	COUNCIL DIST	SPONSOR AGENCY	COMMENTS SHORTFALLS ON FUNDED PROJECTS
Eastlake Phase II (International - 10th-14th; E 12th -8th to 14th Avenue)	1,800	X	X			X	2	PWA	feasibility, design & construction
El Embarcadero/Grand Ave. Bike and Ped Impr	500	X	X	X	X	X	3	CEDA	feasibility, design & construction
Foothill (28th Ave to High)	TBD		X	X	X	X	3	PWA	feasibility, design & construction
Hill Area Stairway Rehabilitation (one stairway)	375		X	X			4	CEDA	feasibility, design & construction
International Blvd. Streetscape - (Fruitvale to 39th & portions of Fruitvale and East 12th)	12,100		X	X	X	X	5	CEDA	feasibility, design & construction
International Blvd. Streetscape (42nd Ave to San Leandro border)	2,000		X	X	X	X	5,6,7	CEDA	feasibility, design & construction
Streetscape Projects									
23rd Avenue Streetscape	TBD		X	X			2	CEDA	feasibility, design & construction
Fruitvale Avenue (Estuary to MacArthur)	TBD		X		X	X	5	CEDA	feasibility, design & construction
Lake Merritt Channel Park Connection	TBD	X	X	X			2	CEDA	feasibility, design & construction
Lake Merritt Multi-Use Path Widening	4,373	X	X				2,3	CEDA	feasibility, design & construction
MacArthur BART Underpass and Access Improvements	TBD	X	X		X	X	1	CEDA	feasibility, design & construction
MacArthur, West Oakland, Coliseum, and Fruitvale BART Station Transit Village Bike/Ped Improvements	TBD	X	X		X	X	1,2,3,7	CEDA	feasibility, design & construction
Railroad Crossing Sidewalk Approaches (citywide)	TBD		X	X	X	X	VARIOUS	PWA	feasibility, design & construction
San Pablo Gateway at Emeryville Border	TBD		X	X	X	X	1	CEDA	feasibility, design & construction
Street Re-Striping (Approved as per Bicycle Master Plan and Measure B Priority List submitted to City Council on June 11, 2002)									
40th-Linda Street (Emeryville Border to Piedmont Border)	200	X	X	X	X		1	PWA	feasibility, design & construction
82nd-Golf Links (San Leandro to Mountain Blvd.)	400	X	X		X		6,7	PWA	feasibility, design & construction
Bay Trail Linkage - Brooklyn Basin Gap	500	X	X	X	X	X	5	CEDA	feasibility, design & construction
Bay Trail Linkage - High Street Gap	2,000	X	X	X			5	CEDA	feasibility, design & construction
Oakland Army Base Bay Trail Connection	TBD	X	X	X			3	CEDA	feasibility, design & construction
Broadway Corridor (25th St. to Embarcadero)	200	X	X	X			2,3	PWA	feasibility, design & construction
Foothill Blvd (42nd to Lake Merritt)	300	X	X				2,5	PWA	feasibility, design & construction
Fruitvale/Coolidge (East 12th St. to MacArthur Blvd.)	400	X	X	X	X		4,5	PWA	feasibility, design & construction
Market St/West St/Genoa Corridor (MacArthur to Berkeley border)	200	X	X	X	X		1,3	PWA	feasibility, design & construction
Oak St/Madison Corridor (Lakeside Dr. to 2nd St.)	150	X	X	X	X		2	PWA	feasibility, design & construction

FIGURE 25 PEDESTRIAN MASTER PLAN PRIORITY PROJECTS, 6-20 YEARS (CONTINUED)

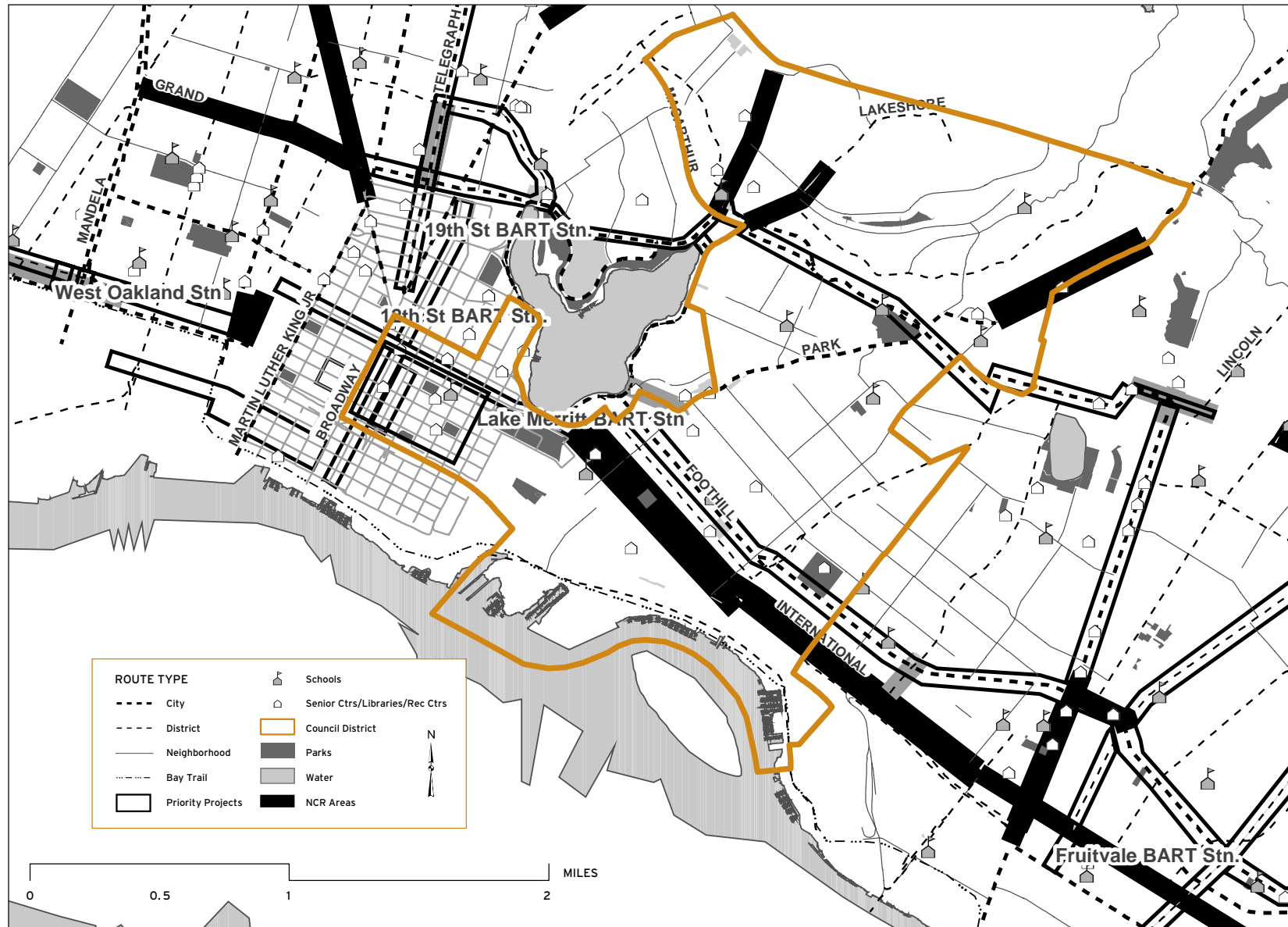
PROJECT NAME	ESTIMATED COST (\$000)	BIKE	PED	GAP CLOSURE	INTERMODAL CONNECTION	ADA	COUNCIL DIST	SPONSOR AGENCY	COMMENTS SHORTFALLS ON FUNDED PROJECTS
Park Blvd/2nd Ave. (Bike Path and lane - Estuary to Shepherd Canyon)	2,000	X	X	X	X		ALL	PWA	feasibility, design & construction
4. Citywide Curb Ramp Program	750		X				ALL	PWA	\$50K annual request (local match app. \$400,000 Fed. Grants)
On-Call Curb Ramp Program	1,350		X			X	ALL	PWA	\$90K annual request
5. Street Resurfacing Program			X	X	X	X	ALL	PWA	Backfills portion of st. resurfacing prog. costs
New Curb Cuts for Pedestrian Ramps	3,750		X	X	X	X	ALL	PWA	\$250K annual request
Street Name & Traffic Sign Replacement	1,000								\$200K annual request (5 years)
TOTAL Estimated Cost (Year 6-20 program)	49,793								

Pedestrian Route Network by District

The following maps show the Pedestrian Route Network and priority projects within each Council District. For additional details, see the appendices on the Pedestrian Route Network Survey.



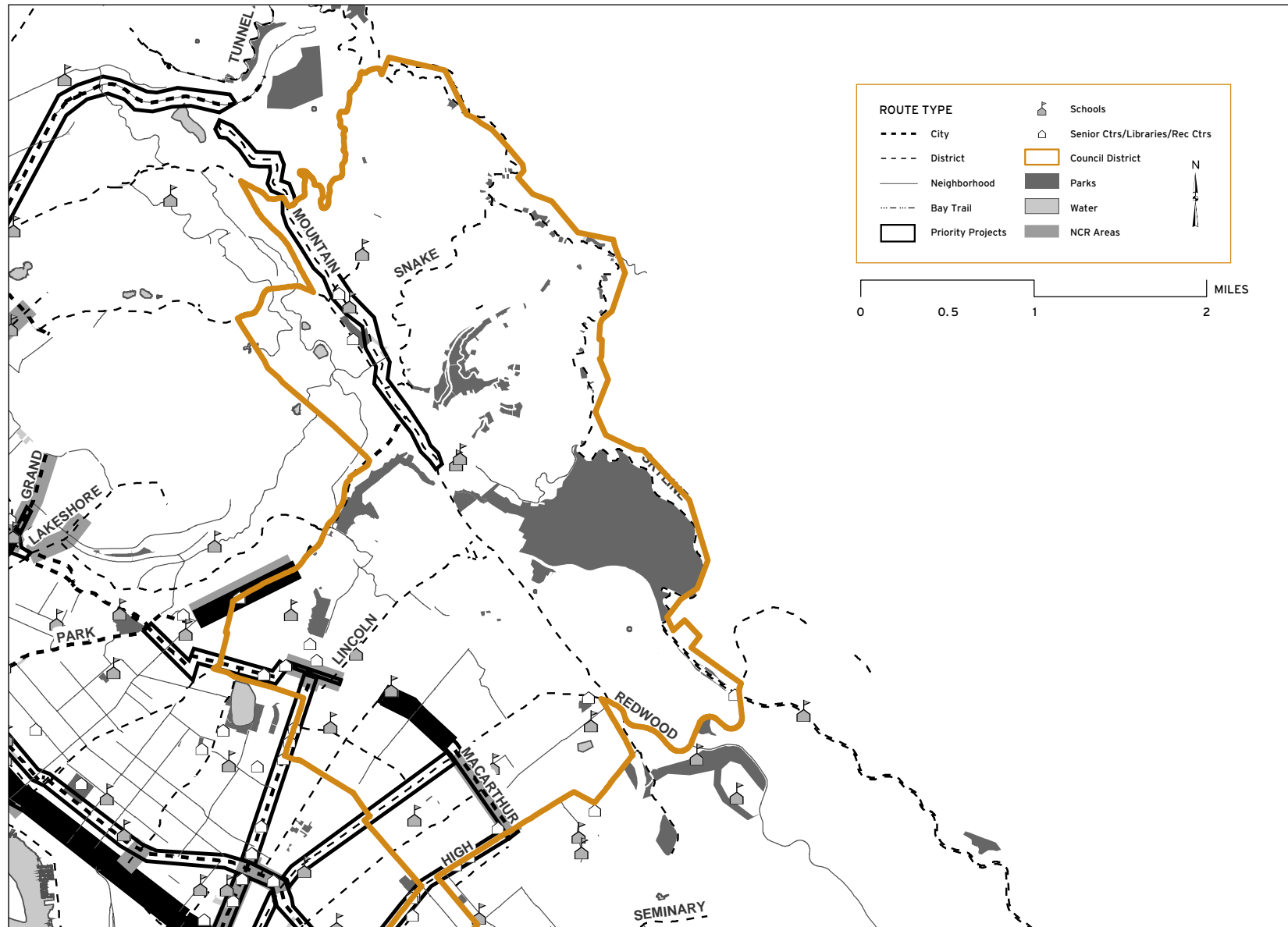
MAP 5 PEDESTRIAN ROUTE NETWORK COUNCIL DISTRICT 1



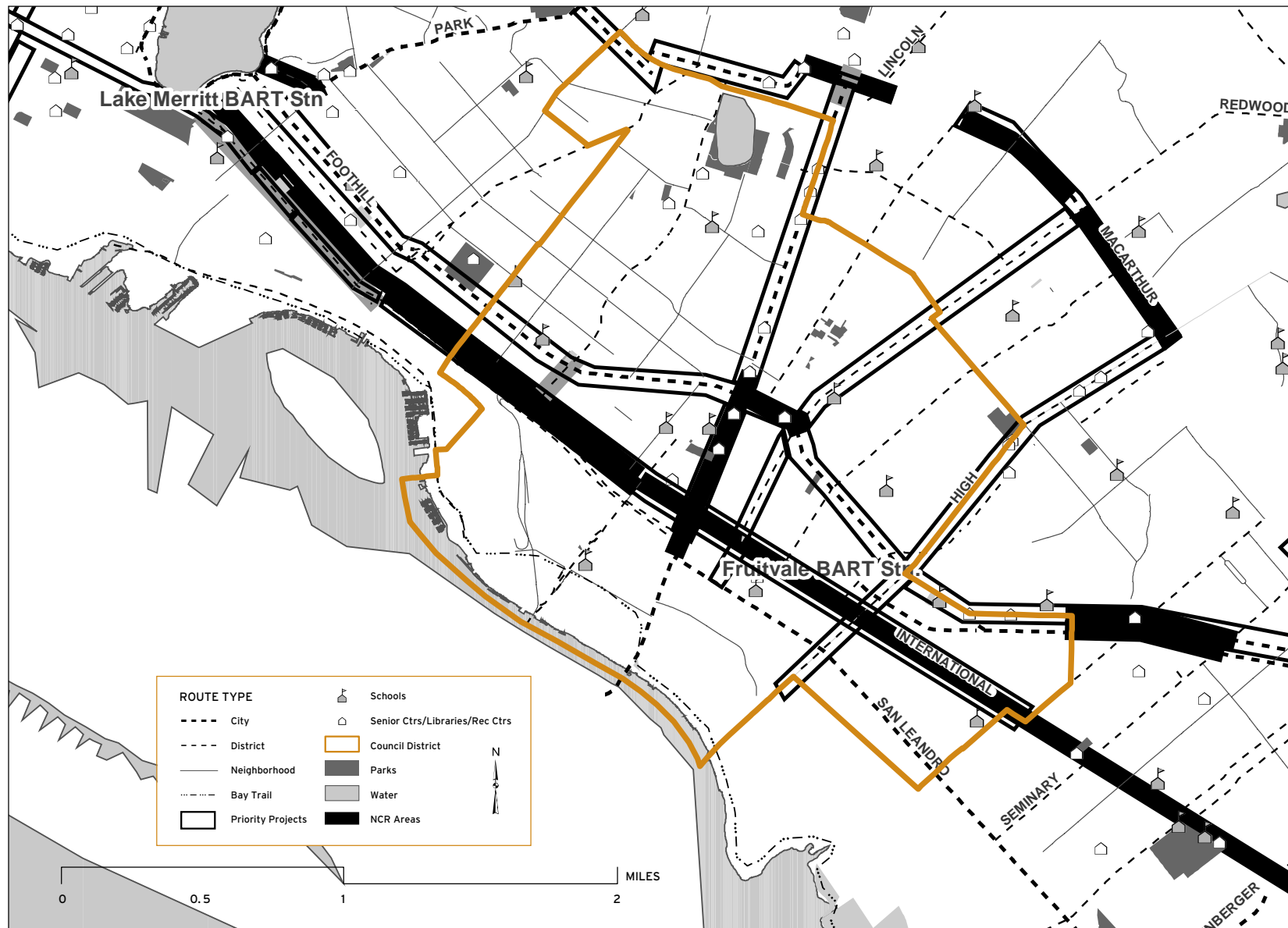
MAP 6 PEDESTRIAN ROUTE NETWORK COUNCIL DISTRICT 2



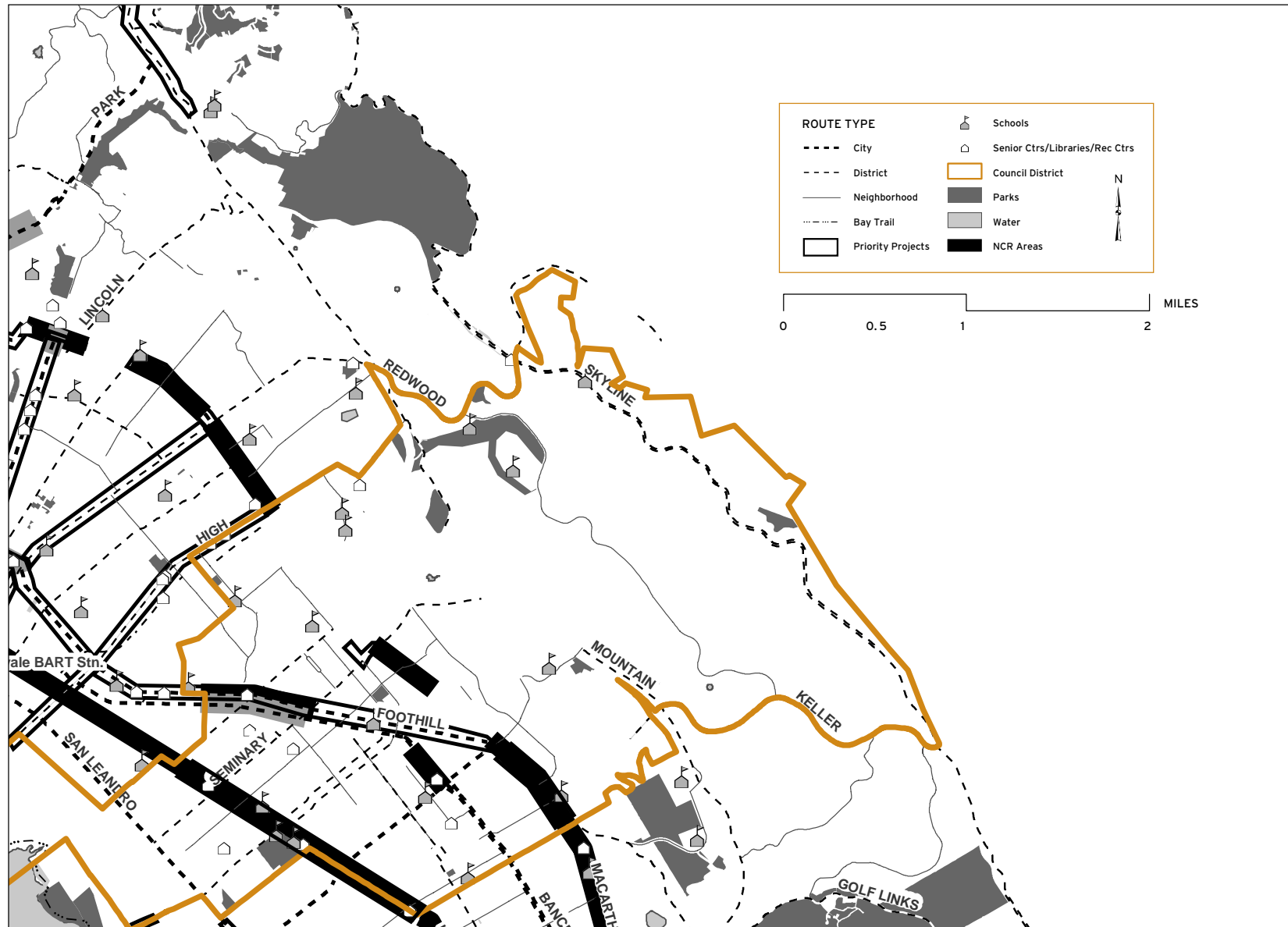
MAP 7 PEDESTRIAN ROUTE NETWORK COUNCIL DISTRICT 3



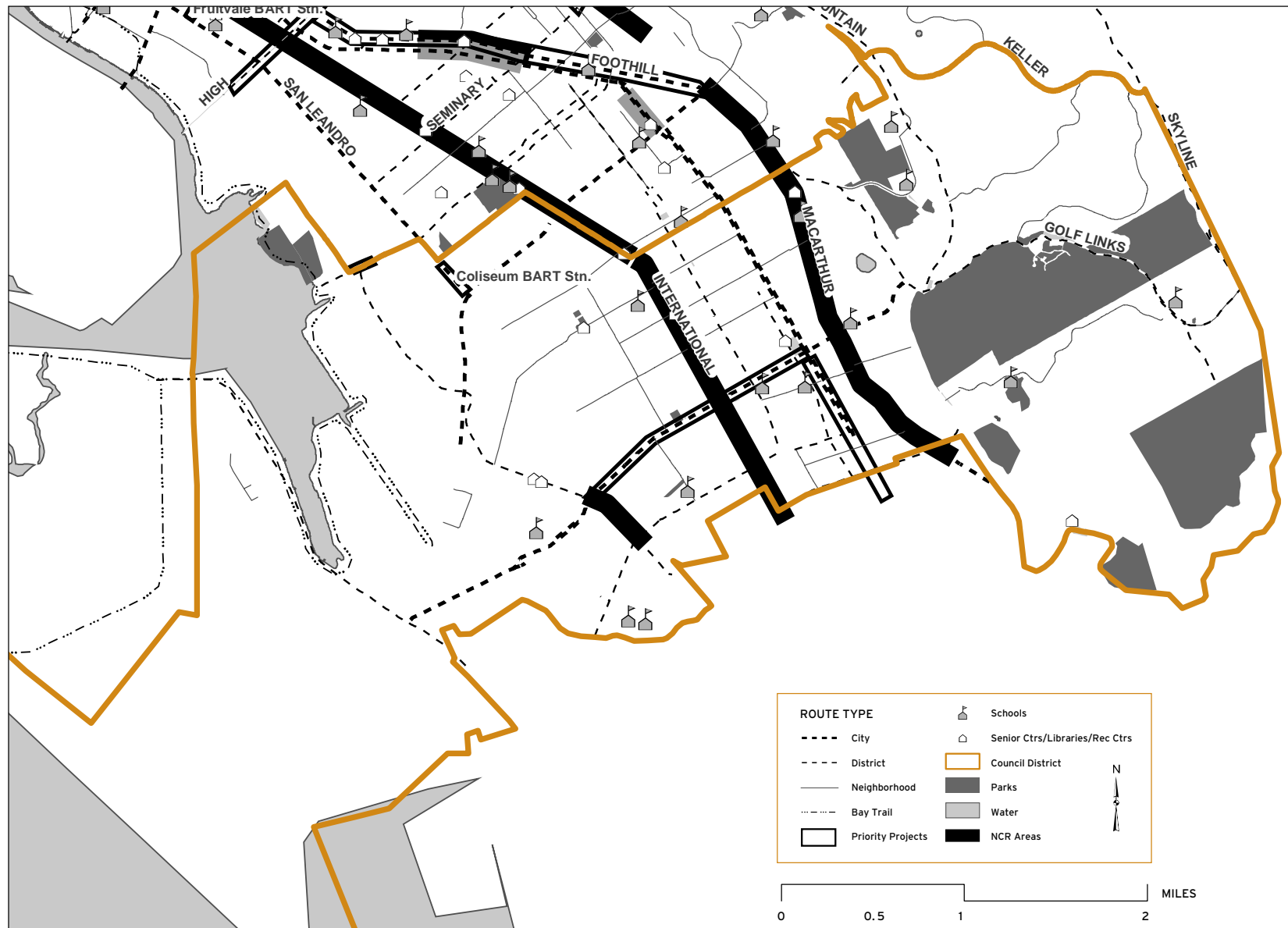
MAP 8 PEDESTRIAN ROUTE NETWORK COUNCIL DISTRICT 4



MAP 9 PEDESTRIAN ROUTE NETWORK COUNCIL DISTRICT 5



MAP 10 PEDESTRIAN ROUTE NETWORK COUNCIL DISTRICT 6



MAP 11 PEDESTRIAN ROUTE NETWORK COUNCIL DISTRICT 7

Staffing and Community Outreach

The Pedestrian Master Plan will require the dedicated efforts of city staff to fund, manage, and implement the policies and proposed projects. This plan recommends the creation of a full-time, managerial-level staff position. This person would provide expertise on pedestrian-related projects and policies to ensure the effective implementation of the Pedestrian Master Plan. Additional engineering, administrative, and traffic maintenance staff time will be required to support the realization of the Plan.

Those responsibilities will include staff support and coordination for the continuation of the Citizens Pedestrian Advisory Committee (CPAC). In addition to facilitating public participation by stakeholders, this committee will provide a regular forum for adapting the Plan through time and for reviewing other plans and projects in the City that are affected by the Pedestrian Master Plan. The continuing role of the CPAC should be clarified with respect to the Bicycle and Pedestrian Advisory Committee (BPAC) and the staff person should promote communication and coordination between the two advisory committees.

Major projects require community outreach processes to identify stakeholders, educate them on projects, and provide opportunities for comment and dialog. The education component is especially important given the wide range of pedestrian design treatments that may be unfamiliar to many people. These processes should promote consensus building between stakeholders and occur before City Council approval and grant funding are obtained. The community outreach process for particular projects should also build on the extensive community outreach process described in the chapter on “Existing Conditions.”

Funding

In the City of Oakland, pedestrian infrastructure is financed through City programs and grant funding from county, regional, state, and federal agencies. Grants are likely the major source of current funding for pedestrian improvements in the City of Oakland and a growing pot of state and federal transportation funding is earmarked specifically for livable communities and pedestrian safety projects. For example, the City of Oakland received two “Safe Routes to School” grants for \$450,000 and \$499,000 in 2001 and 2002, respectively, to improve pedestrian safety and access around schools throughout the City. Furthermore, most state and federal funding for roadway improvements is now flexible enough to be used for pedestrian improvements.

The projects proposed by the Pedestrian Master Plan are formulated to be very competitive in attracting these grants. The Plan also capitalizes on the flexibility of current grant programs to fund pedestrian improvements as a part of larger transportation projects. The following list identifies existing City programs and promising sources for additional grant funding.

City Programs

- The On-Call Curb Ramp Program funded by the Americans with Disabilities Act Programs Division receives \$90,000/year for on-demand projects.
- The In-Fill Curb Ramp Program administered by the Public Works Agency spends approximately \$400,000/year of TEA, TDA, and Measure B funds for curb ramp in-fill projects.



Funding

- The Audible Signal Program funded by the Americans with Disabilities Act Programs Division receives \$90,000/year for on-demand projects.
- The Speed Hump Program administered and funded by the Transportation Services Division evaluates and implements on-demand projects.
- Each Council District is allocated \$225,000/year as a “pay-go” allowance that is sometimes used for pedestrian safety improvements.
- The Street Tree Program is financed by an assessment on property taxes that raises approximately \$2.5 million/year.
- The municipal Capital Improvement Program (CIP) funds pedestrian improvements including traffic signals, sidewalk repair, and streetscaping. \$1 million was dedicated to specific pedestrian safety projects in the 2001-2002 fiscal year.

- Community Development Block Grants (CDBG) provide \$300,000/year to each community district for capital improvements in low-income neighborhoods.
- Other sources of City funding for pedestrian improvements may include local assessment districts, developer exactions, local bonds, and code enforcement.

Note: Depending on the cause of damage, sidewalk repairs are either the responsibility of the City or of the adjacent property owner. The Public Works Agency is responsible for fulfilling the city's obligations and their Sidewalk Master Plan is expected to make recommendations on funding sources.

Grants Alameda County Transportation Improvement Authority (ACTIA)

- The Measure B non-motorized program provides \$740,000/year to the City of Oakland for pedestrian and bicycle improvements.

Metropolitan Transportation Commission (MTC)

- TDA Article 3 provides \$250,000 to \$350,000 per year for pedestrian and bicycle facilities. Presently, \$125,000 per year of this amount is earmarked for the City's curb ramp program to improve access for persons with disabilities.
- The Surface Transportation Program (STP) provides \$21 million/year countywide in federal funds requiring an 11.5% match for infrastructure maintenance.
- The Congestion Mitigation and Air Quality (CMAQ) program provides \$12-25 million/year countywide in federal funds requiring an 11.5% match for clean air projects including signal timing.
- Transportation Enhancement Activities / Transportation for Livable Communities (TEA/TLC) provides \$27 million/year for the San Francisco Bay region requiring an 11.5% match for transportation

enhancements including pedestrian and bicycle facilities.

- Housing Incentive Program (HIP) provides between \$500-\$2,000/unit for streetscape improvements based on affordable housing densities from 25 units/acre to 60 units/acre. The program has a \$9 million regional cap for 2001-2003.
- Statewide Transportation Improvement Projects (STIP) provide \$20-25 million/year in state funds for capital projects included in the countywide plan.

Bay Area Air Quality Management District

- TFCA provides \$5 million/year region-wide in state funds requiring 25% local match for projects that improve air quality including pedestrian/bicycle improvements and signal timing.

State Government

- Safe Routes to School provides \$20 million/year in competitive grants

for school-area pedestrian and bicycle improvements.

- Safe Passage provides \$17 million/year statewide for traffic calming and pedestrian and bicycle facilities around schools.
- The Bicycle Transportation Account provides \$5 million/year statewide for bicycle projects in approved bicycle plans (with \$375,000 limit per project). While this funding cannot be used for pedestrian projects, bicycle projects are sometimes compatible with and reinforcing of pedestrian improvements.
- Hazard Elimination provides \$360,000/project biannually with a 10% match to eliminate safety problems on public roads.
- Proposition 12 (Park Bonds) provides funds for trail segments, especially those linking the Bay and Ridge Trails.
- Proposition 13 (Water Bonds) provides funds for creek and watershed

restoration associated with building along creeks.

- Jobs/Housing Balance provides \$100 million/year for transportation, schools, and parks.
- The State Gas Tax is subvented through the Capital Improvement Program (CIP) for streets and roads.
- “Rails to Trails”-style projects are also sometimes eligible for state funding.

Federal Government

- The Federal Emergency Management Agency may be a funding source for walkways in the hills as emergency earthquake or fire routes.
- Transportation Enhancements are 10% of each state’s Surface Transportation Program (STP) funds to be used for intermodal projects that promote transportation options.