

Italics represent where a change is occurring in the March 7, 2022 draft language. **Bold** represents recommended new language.

Community Chapter		
Goal, Policy, Project, or Program Name	Change	Justification
Chapter Descriptor	Update first sentence as follows: from "This chapter is about supporting Oakland's <i>residents including students</i> , employees, and visitors" to "This chapter is about supporting Oakland's residents, students , employees, and visitors".	Grammar
Goals		
C1. Community programs and livability	Add Goal: C1.E Connective programming. Oakland's organizations collaborate to improve the lives of students and long-term residents.	Multiple constituencies called for a programming goal and this goal was previously included during the process
C8. Nuisance and enforcement issues	Update goal as follows: from "C8.B Improve standards for renters. Renters, and particularly student renters, have safe, healthy living conditions and are given <i>access to resources to help them determine the livability of a space prior to signing a lease</i> " to "C8.B Improve standards for renters. Renters, and particularly student renters, have safe, healthy living conditions and are given access to resources ".	Clarification to provide a clarify and broaden the reference to resources
Policies		
C5. Public facilities and services	Update policy as follows: from "Invest in community and recreational facilities. Increase the number of public facilities, including open spaces, recreation centers, <i>policy and fire stations</i> , in ensure adequate services are provided to the neighborhood" to "Invest in community and recreational facilities. Increase the number of public facilities, including open spaces, recreation centers, and other facilities to ensure adequate services are provided to the neighborhood".	Grammar and clarification to provide a clarify and broaden the reference to resources
C8. Nuisance and enforcement issues	Update policy as follows: from "Manage occupancy issues. Occupancy issues are appropriately, consistently, and equitably <i>managed</i> " to "Manage occupancy issues. Occupancy issues are appropriately, consistently, and equitably enforced through the City of Pittsburgh Code. "	Clarification to add occupancy code reference
Projects		
C-1. Free access to cultural institutions	Add to What we Heard: - The Peterson Event Center is listed as part of the cultural district but are not able to commit to universal, free access. Frequently will donate tickets to community groups.	Clarifying or supporting existing strategy

Programs		
C-4. Access to cultural resources	Add Project partner(s): from " <i>Not specified</i> " to " DOP (Doors Open Pittsburgh) "	Updates to partners
C-5. Arts and design committee	Add to What we Heard: - The group should identify goals of the committee.	Clarifying or supporting existing strategy
C-5. Arts and design committee	Correction in Project Goals and Components: - Correct spelling of " Melwood Ave ".	Spelling
C-5. Arts and design committee	Update Project partner(s) as follows: from "CMP, OBID, OPDC, neighborhood leaders, DCP, Carnegie Library, OPA, <i>art and design faculty at the University of Pittsburgh and CMU</i> , CMU Masters of Arts Management program faculty/students, local artists and designers" to "CMP, OBID, OPDC, neighborhood leaders, DCP, Carnegie Library, OPA, Pitt Art Committee representation, art and design faculty at CMU , CMU Masters of Arts Management program faculty/students, local artists and designers"	Updates to partners
C-5. Arts and design committee	Update Potential funding source(s) as follows: from " <i>None needed</i> " to " Grants "	Updates to funders
C-6. Community building events	Update program description as follows: from "Build on the success of University of Pittsburgh's block parties with additional events throughout the year that involve institutions, non-profit, and resident organizations. An important goal of this program is to build relationships between <i>long-term residents, students, business owners, and employees</i> " to "Build on the success of University of Pittsburgh's block parties with additional events throughout the year that involve institutions, non-profit, and resident organizations. An important goal of this program is to build relationships between long-term residents, short-term residents, students, business owners, and employees ".	Clarifying or supporting existing strategy by adding short-term residents
C-7 Community service hubs	Add to What we Heard: - Activities for both senior citizens and students.	Clarifying or supporting existing strategy
C-7 Community service hubs	Add Project partner(s): from "Citiparks, OPDC, institutions, neighborhood associations" to " Citiparks, OPDC, PID , institutions, neighborhood associations"	Updates to partners
C-8. Connect students to supportive programs	Update Project partner(s) as follows: from " <i>Not specified</i> " to " PID "	Updates to partners

C-9. Emergency care equipment	Update program descriptions as follows: from "Install emergency care equipment <i>such as automatic external defibrulators and hemorrhage control kits</i> in public spaces throughout Oakland to support critical care while emergency medical services are en route. Discuss opportunities for these devices and kits to be located within businesses along commercial corridors as well. " to " Install emergency care equipment to support mental and physical health in public spaces throughout Oakland to support critical care while emergency medical services are en route. Discuss opportunities for these devices and kits to be located within businesses along commercial corridors as well. ".	Clarifying or supporting existing strategy by adding support for mental health in program description
C-10. Homeowner rehab program	Update program descriptions as follows: from "Develop a program for existing resident homeowners to support their efforts to maintain and improve their homes. The program could be structured in a way to improve the health and sustainability of homes, and for older homes, could involve preservation of important architectural details" to "Develop a program for existing resident homeowners to support their efforts to maintain and improve their homes. The program could be structured in a way to improve the health and sustainability of homes, and for older homes, could involve preservation of important architectural details. This program should support or be complementary to OPDC's existing home repair and maintenance program ".	Clarifying or supporting existing strategy. The change acknowledges OPDC's existing programs in the program description
C-10. Homeowner rehab program	Update "When to start" as follows: from "3-5 years" to " Ongoing "	Updates to timing
C-11. Honor Oakland's heritage	Update to the program description as follows: from " <i>Conduct annual studies to understand</i> the architectural and cultural heritage of different areas of Oakland and/or topics that lead to more formalized preservation activities <i>by non-profit partners</i> " to " Building off the Oakland Historic Architecture Inventory Report, the community and partners will conduct additional studies to understand the architectural and cultural heritage of different areas of Oakland and/or topics that lead to more formalized preservation activities for National or City designation. Actions can also include providing educational opportunities for the community to learn more about the resources identified in the report and to pursue financial resources to support preservation and restoration of historic assets. "	Clarifying or supporting existing strategy. The addition acknowledges the Oakland Historic Architecture Inventory Report in the program description.
C-11. Honor Oakland's heritage	Add Project partner(s): from "OBID" to "OBID, Institutions "	Updates to partners

C-12. Improve after school opportunities	Add to What we Heard: - Support OPDC's successful program model that has a well-honed curriculum, School to Career. - After-school programs could provide part-time jobs for college students. Students are positive role models for children and youth.	Clarifying or supporting existing strategy
C-12. Improve after school opportunities	Add Project partner(s): from "Carnegie Library, CMP, institutions, City of Pittsburgh" to " PID, The Corner, SONG , Carnegie Library, CMP, institutions, City of Pittsburgh"	Updates to partners
C-13. Live-work spaces for artists	Update program title as follows: from "C-13. Live-work spaces for artists" to "C-13. Live-work spaces for artists, entrepreneurs, and creatives "	Clarifying or supporting existing strategy
C-13. Live-work spaces for artists	Update to the program description as follows: from "Work with non-profit organizations, institutions, developers, and property owners to create studio and/or <i>live-work artist spaces</i> throughout Oakland. Locations in highly visible locations on major corridors should be prioritized" to "Work with non-profit organizations, institutions, developers, and property owners to create studio and/or live-work spaces for artists, entrepreneurs, and creatives throughout Oakland. Locations in highly visible locations on major corridors should be prioritized."	Clarifying or supporting existing strategy
C-14. Oakland as civic laboratory	Update program title as follows: from "C-14. <i>Oakland as civic laboratory</i> " to "C-14. Micro-grants for community building "	Multiple constituencies
C-14. Oakland as civic laboratory	Update to the program description as follows: from "Create a grant program that identifies micro-level community-led projects to <i>realize Oakland as a laboratory for an innovative, inclusive, resident-serving urban experience</i> " to "Create a grant program that identifies micro-level community-led projects that support innovative, inclusive, resident-serving urban experiences in Oakland. "	Multiple constituencies
C-14. Oakland as civic laboratory	Remove Project partner(s): from "Equitable Development Committee, <i>OnePGH</i> , institutions, neighborhood associations" to "Equitable Development Committee, institutions, neighborhood associations"	Updates to partners
C-14. Oakland as civic laboratory	Remove Potential funding source(s): from " <i>OnePGH</i> , Community Reinvestment Fund, institutions, foundations" to "Community Reinvestment Fund, institutions, foundations "	Updates to funders

C-15. Organize around food access	Update program description as follows: from "Create a shared action committee focused on bringing more grocery options into Oakland including at least one large grocery store and many smaller, locally-owned corner stores within walking distance of residential areas that offer some affordable, fresh produce options. This committee should also support the growth of community gardens" to "Create a shared action committee focused on bringing more grocery options into Oakland including at least one large grocery store and many smaller, locally-owned corner stores within walking distance of residential areas that offer some affordable, fresh produce options. This committee should also support the growth of community gardens, meals-on-wheels for seniors, and supportive services to people experiencing food insecurity ".	Multiple constituencies and clarifying or supporting existing strategy
C-16. Partnership for health and safety	Update program description as follows: from "Convene annual meetings between Oakland institutions, non-profits, resident organizations, and City of Pittsburgh departments to identify major health and safety issues and establish a collective strategy to address them over the course of the year" to "Convene annual meetings between Oakland institutions, non-profits, Oakwatch , resident organizations, City of Pittsburgh departments and law enforcement to identify major health and safety issues and establish a collective strategy to address them over the course of the year. This committee could also bolster existing programs to track data related to registrations, inspections and provide education to Oakland landlords related to the Rental Registry program. "	Clarifying or supporting existing strategy
C-18. Resident representatives	Add to What we Heard: - OPDC offers a home repair program for seniors and is an administrator for the URA HAP.	Clarifying or supporting existing strategy
C-19. Scale up childcare services	Add to What we Heard: - Prioritize slots for Oakland residents and prioritize employment opportunities for Oakland residents at childcare centers. - Local seniors may be great as caretakers.	Clarifying or supporting existing strategy
C-19. Scale up childcare services	Update Project partner(s) as follows: from " <i>University of Pittsburgh, CMU, Carlow University, OBID</i> " to " Institutions, OBID "	Update to partners

C-23. Targeted anti-displacement program	<p>Update program description as follows:</p> <p>from "Create new grants, loans, and other programs that support existing residents who want to stay in their homes. This work should include a deeper study of other related needs that would cause residents to leave the neighborhood. Efforts should be targeted to West and South Oakland"</p> <p>to "Create new grants, loans, and other programs that support existing residents who want to stay in their homes as well as stay in the neighborhood and to address the racial homeownership gap and racial wealth gap in Oakland. This work should include a deeper study to identify, support, and grow existing programs and to identify other related needs that would cause residents to leave the neighborhood. Efforts should be targeted to West and South Oakland".</p>	Equity Strategy and clarifying or supporting existing strategy
C-23. Targeted anti-displacement program	<p>Update Potential funding source(s) as follows:</p> <p>From "URA, institutions, <i>OPDC</i>"</p> <p>to "URA, State, institutions, foundations"</p>	Update to funders
C-24. Building the capacity	<p>Add new strategy as follows:</p> <p>C-24. Building the capacity</p> <p>Invest resources in 1) existing neighborhood-based groups to increase capacity building through grassroots organizing, building partnerships between residents and institutions, and connecting residents to opportunities; and 2) development of future community organizations that will facilitate the implementation of the Oakland Plan.</p> <p>When to start: 0-2 years</p> <p>Project lead(s): OTF</p> <p>Project partner(s): OPDC, institutions, foundations</p> <p>Potential funding source(s): Grants, foundations, institutions</p>	Multiple constituencies called for investing in capacity building for existing and future community based organizations

Development Chapter

Goal, Policy, Project, or Program Name	Change	Justification
Goals		
D2. Urban sustainable design	Update goal as follows: from " D2.C Buildings that belong in Oakland. Building design speaks to the unique context of Oakland and contributes to the outstanding architectural heritage of the area" to "D2.C Excellent urban design . Building design incorporates high-quality materials, values Oakland's unique character and outstanding architectural heritage, and contributes to the public realm ".	Multiple constituencies called for a broader design goal that references the public realm and materials.
D3. Equitable economic development	Update goal as follows: from "D3.C Inclusive hiring. Activities and investments in Oakland <i>maximize opportunities</i> for minority, women, and disadvantaged business enterprises, particularly those based out of Oakland" to "D3.C Inclusive hiring and contracting . Oakland employers and developers meet or exceed agreed-upon targets for minority, women, and veteran-owned businesses. Contracting Oakland-based companies is a priority along with programs that increase the supply and quality of neighborhood businesses ".	Equity strategy and this goal language was previously included during the process
D4. Housing	Add Goal as follows: D4.C Housing Diversity. Ensure a mix of rental and for-sale owner-occupied housing is available for residents at a wide range of income levels, providing a variety of affordable options for all residents.	Multiple constituencies called for a broader housing goal that includes owner occupancy and this goal was previously included during the process
Policies		
D4. Housing	Add Policy as follows: Student Housing. Student housing is safe and affordable and as close to campus as possible or on-campus where possible.	Equity strategy and multiple constituencies
Projects		
D-2. Design guidelines	Add to What we Heard: - Reiterate that steeply sloped, landslide-prone hillside areas should not be viewed as development sites. People should not consider them to be filled with parking garages or large scale development. - Design guidelines should also include strategies for activating first floor commercial spaces to avoid the uses that do not activate the public realm along Fifth/Forbes Avenue, such as conference rooms, workout spaces,etc. - IMP have their own design guidelines.	Clarifying or supporting existing strategy

D-2. Design guidelines	Update to What we Heard as follows: from “Need to clearly communicate a <i>productive</i> role for community in how buildings and open spaces are designed. ...” to “Need to clearly communicate a role for community in how buildings and open spaces are designed. ...”	Language / tone
D-2. Design guidelines	Update to Project goals and components, Organizing principles as follows: from “The process to create the design guidelines should be intentionally structured to help build up capacity in the community to engage collaboratively <i>and productively</i> in design discussions in addition to producing the document” to “The process to create the design guidelines should be intentionally structured to help build up capacity in the community to engage collaboratively in design discussions in addition to producing the document”	Language / tone
D-2. Design guidelines	Add to Project goals and components, Technical aspects of the proposal: - In addition to providing guidance on materials, the guidelines should be written in a way that allows for thoughtful and diverse architectural approaches, and should address architectural designs and materials to enhance the architectural quality of Oakland. - Include best practices about the provision of Bird Safe Glazing. Bird Safe Glazing is recommended for use on the first sixty (60) feet of the building from the ground floor. It is also recommended above sixty (60) feet, where Intensive Green Roof or Extensive Green Roof exists or trees and vegetation are architecturally integrated into patios or balconies. - Include best practices to address a variety of development siting scenarios, including development at various scales being in close proximity to each other and reducing impacts to lower intensity uses.	Multiple constituencies and clarifying or supporting existing strategy
D-2. Design guidelines	Add Project partner(s): from “OBID, OPDC, CMOA, OPA, art and design faculty at the University of Pittsburgh and CMU, local artists and designers” to “OBID, OPDC, PID , CMOA, OPA, art and design faculty at the University of Pittsburgh and CMU, local artists and designers”	Updates to partners
D-3. Environmentally sensitive areas	Remove project	Clarification as this information already exists.
D-6. Missing middle housing	Add to Project goals and components: - Strategies to preserve missing middle type housing should be addressed. - Study needs to consider how changes to allow ADUs and other additional units is related to the specifics of Oakland's market conditions and intense investor speculation. Homeowners should have the benefit of the extra unit to support wealth building and to provide an affordable housing unit. Linkage to the Oakland Community Land Trust is one way to mitigate this. Other mechanisms should also be identified.	Clarifying or supporting existing strategy

D-8. Resident marketing campaign	Update program description as follows: from "Develop marketing campaign that advertises positive aspects of Oakland in terms of central location, affordable housing efforts, walkability, transit access, parks, and cultural resources. The goal should be to attract a diverse set of permanent residents to locate in Oakland" to "Develop marketing campaign that advertises positive aspects of Oakland in terms of central location, affordable housing efforts, economic opportunity , walkability, transit access, parks, and cultural resources. The goal should be to attract a diverse set of permanent residents and entrepreneurs to locate in Oakland".	Clarifying or supporting existing strategy by acknowledging entrepreneurs and economic development
D-12. Wayfinding for neighborhood businesses	Update "When to start" as follows: from "3-5 years" to " 0-2 years ".	Updates to timing
Programs		
D-13. Collaborate on local tenanting efforts	Update program description as follows: from "Establishing a committee that focuses on local business tenanting, shares experiences and resources, and tracks progress. Build on recent work by OBID, OPDC, and UPMC to tenant local businesses by expanding this effort across all commercial property owners and relevant non-profit organizations, particularly the institutions" to "Establishing a committee that focuses on local business tenanting, shares experiences and resources, defines goals and tracks progress. Build on recent work by OBID, OPDC, and UPMC to tenant local businesses by expanding this effort across all commercial property owners and relevant non-profit organizations, particularly the institutions".	Clarifying or supporting existing strategy to add defining goals
D-14. Community reinvestment board	Add Project partner(s): from "Partners4Work, Pittsburgh Hispanic Development Corporation, Vibrant Pittsburgh, URA" To " Oakland organizations , Partners4Work, Pittsburgh Hispanic Development Corporation, Vibrant Pittsburgh, URA"	Updates to partners
D-15. Diversity, equity, and inclusion principles	Add Project partner(s): from " <i>None specified</i> " to " PID "	Updates to partners

D-16. Employer assisted housing	<p>Update program description as follows: from "Establish Employer Assistant Housing Programs at all major employers and consider potential benefits of a single shared program. Program(s) <i>must</i> be linked to those building and advocating for housing so needs of employees can be met. Consider maintaining waitlists for housing types at employers that are then used by developers as they establish projects and decide on units and look to lease/sell them. Identify a role for smaller businesses to be part of this program"</p> <p>to "Establish Employer Assistant Housing Programs at all major employers and consider the potential benefits of a single shared program. Program(s) should work with those building and advocating for housing so the needs of employees can be met. Consider maintaining waitlists for housing types at employers that are then used by developers as they establish projects and decide on units and look to lease/sell them. Identify a role for smaller businesses to be part of this program. Program(s) may also consider utilizing the Oakland Community Land Trust as it helps maintain a long-term stable base of affordable homeownership opportunities."</p>	Clarification to acknowledge OPDC's existing program Oakland Community Land Trust
D-16. Employer assisted housing	<p>Add Project partner(s): from "Developers" to "Developers, PID"</p>	Updates to partners
D-19. Land use strategy	<p>Add to What we Heard, Housing: - The Oakland Community Land Trust is an existing tool to combat the challenge of high prices for homebuyers and to the notion that nothing can be done.</p>	Clarifying or supporting existing strategy
D-19. Land use strategy	<p>Update Project goals and components, Housing strategy as follows: from "Affordable <i>dorm and</i> apartment housing for students near campus: redevelopment in Central Oakland needs to provide affordable, healthy, and sustainable options for students, and mitigate the negative externalities of parking, trash, parties, noise, etc." to "Affordable apartment housing for students near campus: redevelopment in Central Oakland needs to provide affordable, healthy, and sustainable options for students, and mitigate the negative externalities of parking, trash, parties, noise, etc."</p>	Clarification to remove dorm references
D-19. Land use strategy	<p>Update Illustrations "Land use proposal: Housing; Lower Density Residential", Goal as follows: From "Provide diversity of affordable housing options for long-term residents. Particularly seniors, young professionals, families. Improve comfort and sustainability of structures." to "Provide diversity of affordable housing options for long-term residents. Particularly seniors, young professionals, families. Improve comfort and sustainability of structures. Promote and retain homeownership".</p>	Clarifying or supporting existing strategy
D-19. Land use strategy	<p>Update Illustrations "Land use proposal: Mixed Use Areas", Programming as follows: from "Integrate community land trust, housing cooperatives, and public housing into development projects to establish permanent affordability" to "Integrate community land trust, housing cooperatives, and public housing into development projects to establish permanent affordability and homeownership opportunities".</p>	Clarifying or supporting existing strategy

D-21. Opportunities for Hispanic businesses	Update “When to start” as follows: from "3-5 years" to “ 0-2 years ".	Updates to timing
D-22. Provide low-cost commercial space	Update “When to start” as follows: from "3-5 years" to “ 0-2 years ".	Updates to timing
D-23. Revolving loan program	Update “When to start” as follows: from "3-5 years" to “ 0-2 years ".	Updates to timing

Infrastructure Chapter

Goal, Policy, Project, or Program Name	Change	Justification
Goals		
I8. Urban agriculture	Update goal as follows: from "I8.B Local food networks. <i>Locally</i> grown food is served in Oakland's restaurants and used to make food-based products through innovative collaborations and partnerships." to "I8.B Local food networks. Regionally grown food is served in Oakland's restaurants and used to make food-based products through innovative collaborations and partnerships".	Clarification to address local/regional context
Policies		
Projects		
I-5. Energy strategy	Update program description as follows: from "Establish a long-range energy plan that meets the needs of Oakland's major energy users, reduces energy burden for residents, and decarbonizes buildings and energy sources" to "Establish a long-range energy plan that meets the needs of Oakland's major energy users, reduces energy burden for residents and businesses , and decarbonizes buildings and energy sources".	Clarifying or supporting existing strategy
I-7. Green alleys	Add Project partner(s): from "PWSA" to " OBID , PWSA"	Updates to partners
I-9. Greening underutilized areas	Add Project partner(s): from "DOMI, DPW, Phipps" to " OBID , DOMI, DPW, Phipps"	Updates to partners
I-14. Reimagine Robinson Street (Stormwater)	Add to What we heard: - Improvements need to be done in coordination with institutions and traffic considerations on other surrounding streets.	Clarifying or supporting existing strategy
Programs		
I-16. Bates basin sustainable revitalization	Add Project partner(s): from "DOMI, PennDOT, URA, PWSA, UPMC, DLC, Friends of the Riverfront" to "DOMI, PennDOT, URA, PWSA, UPMC, DLC, Friends of the Riverfront, Landforce "	Updates to partners
I-19. Comprehensive tree strategy	Add Project partner(s): from "WPC, DPW, OPDC, institutions, DLC" to "WPC, DPW, OPDC, OBID , institutions, DLC "	Updates to partners

I-20. Encourage more community gardens	Add to What we Heard: - Consider container and rooftop gardens, hydroponic/aquaponic systems, etc. as spaces for community gardens.	Clarifying or supporting existing strategy
I-20. Encourage more community gardens	Add to What we Heard: - Work with University of Pittsburgh to relocate the Plant2Plate garden to providing garden plots where students can learn gardening techniques, build teamwork, spend time outdoors, and develop a sense of stewardship for the neighborhood.	Clarifying or supporting existing strategy
I-21. Establish pollinator conversion programs	Add Project partner(s): from "OPDC, institutions, neighborhood associations" to "OPDC, OBID , institutions, neighborhood associations"	Updates to partners
I-24. Reduce landfill waste	Add Project partner(s): from "PRDC" to " OBID , PRDC"	Updates to partners
I-26. Reduce student landfill waste	Add to What we Heard: - DPW should produce targeted guidelines and resources for student renters, and those materials should be made available on the academic calendar (so, mailed to all Oakland addresses in late August, for example). - Incentive programs for landlords to accommodate cardboard recycling stations on their properties may be another opportunity.	Spelling and Clarifying or supporting existing strategy
I-26. Reduce student landfill waste	Update to What we Heard as follows: from " <i>Expend</i> collaboration with universities on ..." to " Expand collaboration with universities on ..."	Spelling
I-27. Resident energy education	Add to What we Heard: - Make sure education are also targeted to owner of residential buildings so they can improve their tenants space.	Clarifying or supporting existing strategy

trips to, from, and around Oakland.	to “Fewer trips with only one passenger. Reduce single-occupancy vehicle trips in privately-owned vehicles to, from, and around Oakland.”	that can be an alternative to private vehicle car ownership. Carsharing is one alternative that helps advance equity, climate and safety goals.
M3. Accessibility. Collaborate with ADA community.	Update the policy name and description as follows: From “Collaborate with <i>ADA community</i> . Work with <i>ADA community</i> to ensure that designated on-street parking is appropriately sited.” To “Collaborate with disability community . Work with the disability community to ensure that designated on-street parking is appropriately sited.”	Updated language that is clearer and inclusive
M6. Parking. Off-site parking.	Update policy description as follows: from “ <i>Combine pedestrian infrastructure improvements with wayfinding and a marketing campaign to encourage visitors to Oakland to utilize off-site parking lots.</i> ” to: “ Combine pedestrian infrastructure improvements with wayfinding, informational campaigns, and parking pricing strategies to incentivize Oakland visitors who are arriving by car to utilize off-site parking lots instead of on-street parking. ”	This clarifies the original policy in alignment with another policy to reduce parking demand and with Goal M6-B's language to manage parking comprehensively as a system. The Plan's mobility projects/programs align with the use of pricing mechanisms to influence parking behavior. This responds to a community comment and advances equity and climate goals.
Projects		
M-2. Build up OTMA	Add to "What we heard" section: - “ Some recommended diversifying OTMA's board and strengthening its connection to the neighborhood, residents, and others who share a strong interest in mobility. ”	This captures community comment and the interests of multiple constituencies to be considered.
M-2. Build up OTMA	Add one image file to “Examples, Illustrations, Data” section (see addendum 1).	Clarifying illustration of best practices
M-3. Central Oakland and Pitt Bicycle Connection	Update the "Potential funding source(s)" as follows: from “City Capital Budget, University of Pittsburgh, <i>grants</i> ” to “City Capital Budget, University of Pittsburgh, grants (e.g. multimodal funding with State DCED, CMAQ, TAP, federal Infrastructure Investment & Jobs Act, etc.) ”	Additional information about potential funding sources

M-5. Complete the Fifth Avenue bikeway	<p>Add to "What we heard" section:</p> <ul style="list-style-type: none"> - “Community stakeholders identified the importance of dedicated bike signals, bike boxes, and bike turn lanes for safety purposes and for reducing potential conflicts between cyclists and pedestrians.” - “There is also interest in how this project could complement a proposed improved connection between S. Neville St. and Centre Ave.” 	Clarifying addition capturing community comment that aligns with the project’s scope
M-5. Complete the Fifth Avenue bikeway	<p>Add to “Project goals and components:”</p> <ul style="list-style-type: none"> - “Study and design would look at all relevant aspects of bike infrastructure that are appropriate at the location.” 	This clarifies the scope of the proposal and how it ties in with other relevant Plan elements. The design elements identified for review would attend to the safety of all users, including vulnerable users, advancing equity and the needs of multiple constituencies.
M-5. Complete the Fifth Avenue bikeway	<p>Update an existing bullet point under "Project goals and components" with an additional phrase as follows:</p> <p>From: “Filling the gap has the potential to improve safety for all users, make cycling in the area attractive to more residents, and improve a key connection between Oakland, Shadyside, and the Junction Hollow Trail.”</p> <p>To "Filling the gap has the potential to improve safety for all users, make cycling in the area attractive to more residents, improve a key connection between Oakland, Shadyside, and the Junction Hollow Trail, and tie in with other proposed bike network improvements in the general vicinity."</p>	This clarifies how the proposal ties in with other relevant Plan elements.
M-7. Integrated shuttle and transit mobility study	<p>Add to "What we heard" section:</p> <ul style="list-style-type: none"> - “Some residents who are not served by institutional shuttles expressed concern with such shuttles using residential streets, and some called for more public transit circulator options in place of private shuttles.” 	Captures additional community comments that need to be weighed as part of the multitude of community and stakeholder interests reviewed by the M-7 project. Note that the project responds to the concerns listed in "what we heard" by stating "Examine the feasibility of shuttle use by Oakland residents and visitors who are

		not affiliated with institutions where gaps occur." Project M-7 is the best way to evaluate concerns in light of all factors.
M-7. Integrated shuttle and transit mobility study	<p>Add one sentence to the end of an existing bullet point in the "What we heard" section as follows:</p> <p>From: "Oakland is well-served by Port Authority buses, primarily in the Fifth-Forbes corridor. However, residents have identified gaps in service for other parts of Oakland, particularly South and West Oakland. Senior residents, in particular, emphasized this need given the lengthy walk many need to take to reach the Fifth-Forbes corridor and other Oakland destinations."</p> <p>To "Oakland is well-served by Port Authority buses, primarily in the Fifth-Forbes corridor. However, residents have identified gaps in service for other parts of Oakland, particularly connecting South Oakland to West and North Oakland. Senior residents, in particular, emphasized this need given the lengthy walk many need to take to reach the Fifth-Forbes corridor and other Oakland destinations. Some residents suggested the restoration of the 84B bus route ("Oakland loop bus").</p>	Captures community comments to be weighed as part of the multitude of community and stakeholder interests reviewed by the M-7 project.
M-7. Integrated shuttle and transit mobility study	<p>In "When, how long, how much, and whom," make an addition as follows:</p> <p>From "Project partner(s): Institutions, PAAC, UPMC, DOMI, SPC"</p> <p>To "Project partner(s): Institutions, PAAC, UPMC, DOMI, SPC, PID"</p>	Implementing partner addition, per request of PID
M-8. McKee place complete street	<p>Add to "Project goals and components":</p> <p>"DOMI will study the traffic impacts of the proposed changes."</p>	This responds to community feedback and offers clarification about the project's anticipated scope of work. A traffic study would provide further data to ensure the project's implementation aligns with equity and sustainability principles.
M-9. Reimagine Bates Street	<p>Update the third sentence of the project's main description as follows:</p> <p>From: "Redesign Bates Street between 2nd Avenue and the Boulevard of the Allies to allow improved transit access, and better bicycle and pedestrian amenities. This redesign should also be part of hillside stabilization efforts in the area and include native habitat restoration.</p>	Clarifies the geographic area impacted if allowing a left turn from Boulevard of the Allies onto Bates.

	<p><i>Between Bates Street and Bouquet Street, focus improvements on expanding street width to allow a left turn from the Boulevard onto Bates Street, and reducing conflicts between auto uses and pedestrians."</i></p> <p>To: "Redesign Bates Street between 2nd Avenue and the Boulevard of the Allies to allow improved transit access, and better bicycle and pedestrian amenities. This redesign should also be part of hillside stabilization efforts in the area and include native habitat restoration.</p> <p>At/along Bates Street north of Boulevard of the Allies, focus improvements on expanding street width to allow a left turn from the Boulevard onto Bates Street, and reducing conflicts between auto uses and pedestrians."</p>	
M-9. Reimagine Bates Street	<p>Add to the "What we heard" section as follows:</p> <ul style="list-style-type: none"> - "Some residents expressed significant concerns with the premise of the PennDOT project to widen Bates Street, citing anticipated increases in congestion and parking problems in Oakland, as well as hillside stability issues, utility conflicts, noise concerns, residential impacts, and mobility, equity and climate concerns they would like PennDOT to consider." - "Interest was expressed in preserving the Bates Street parklet green space (southeast corner of Bates and Boulevard of the Allies) during the PennDOT widening project." - "Interest was voiced in allowing vehicle left-turns at Boulevard of the Allies and Bates." 	Captures community comments for potential consideration
M-9. Reimagine Bates Street	<p>Update an existing bullet point in the "What we heard" section as follows:</p> <p>From: <i>"There is interest in reconstructing the Frazier Street Steps to link South Oakland to Bates Street, improving neighborhood connectivity and access."</i></p> <p>To: "There is interest in reconstructing and/or repairing the Frazier Street Steps, Romeo Street Steps, and steps at Ayers, Mackey and Hodge Streets, to link residential areas of South Oakland to Bates Street and improve neighborhood connectivity and access. Appropriate wayfinding signage at Frazier Street Steps is requested."</p>	Captures community comments for potential consideration, which would advance pedestrian safety and connectivity.
M-9. Reimagine Bates Street	<p>Update an existing bullet point in the "What we heard" section as follows:</p> <p>From: <i>"There is interest in developing the trails from Lawn Street down the Oakcliffe Greenway to link South Oakland to the Eliza Furnace Trail and Second Avenue in order to improve neighborhood connectivity and access."</i></p>	Clarifications to the geographic locations referenced

	To: “There is interest in restoring the Lawn Street green strip and developing the trails from Lawn Street down the Oakcliffe Greenway (Rock Alley path) to link South Oakland to the Eliza Furnace Trail and Second Avenue in order to improve neighborhood connectivity and access.	
M-9. Reimagine Bates Street	<p>Add to "Project goals & components" section:</p> <ul style="list-style-type: none"> - “A proposed bicycle network connection along Bates Street between Boulevard of the Allies and McKee Place is identified in the Bike Route Improvements program and in the Reimagine Boulevard of the Allies project. Exact details of this connection require further analysis and community engagement.” - “On Bates Street north of Boulevard of the Allies, opportunities should be explored to allow a left turn from the Boulevard onto Bates Street, while reducing conflicts between auto uses and pedestrians.” - “While implementation and decision-making around over many of the above project goals and components fall under PennDOT's authority, local governments and partners should help voice community interests.” - “Please see the Reimagine Boulevard of the Allies project for additional information relevant to Bates Street in its relation to Boulevard of the Allies.” 	Clarifications related to: how the project relates to other projects and Plan elements, elements that will require further analysis/detail upon implementation, additions to the body of the project summary in order to match the project description, and implementer roles.
M-9. Reimagine Bates Street	Add images and captions to “Examples, Illustrations, Data” section (see addendum 1).	Images and captions add clarifying visuals that align with the text.
M-10. Reimagine Boulevard of the Allies	<p>Add to the "What we heard" section:</p> <ul style="list-style-type: none"> - “There can be congestion at Dawson and Boulevard of the Allies due to the narrowness of Dawson Street, especially during religious services or events at the adjacent St. George Orthodox Church. A few Church members have proposed changing the traffic flow pattern along Dawson Street if curb extensions are planned.” - “The St. George Orthodox Church utilizes nearby street parking as part of its services, events, and community processions and its members have parked on both sides of Boulevard of the Allies in the past. Handicapped parking space(s) on Dawson St are important to Church members. There is also interest in improving pedestrian safety crossing Boulevard of the Allies.” - “There is interest in reconstructing and/or repairing the Juno Street steps that connect Boulevard of the Allies at Parkview with Juno Street.” 	Captures community comments for documentation and potential consideration

	<ul style="list-style-type: none"> - “There has been interest in allowing vehicle left-turns at Boulevard of the Allies and Bates, which would complement potential changes envisioned by the Oakland Town Center scenarios described in the Development Chapter of the Oakland Plan.” - “There has been significant community interest related to reimagining the intersections where Boulevard of the Allies meets Bates Street and meets Halket Street, given their effect on transit, bicycle, and pedestrian safety and circulation, and vehicle and freight routes, as well as on the future of Zulema Park.” 	
M-10. Reimagine Boulevard of the Allies	<p>Add to “Project goals and components:”</p> <ul style="list-style-type: none"> - While designing curb extensions at Dawson and Boulevard of the Allies, two-car movement should be accommodated. While conducting a design and engineering study of Boulevard of the Allies, consider opportunities to examine Dawson Street traffic flow and direction. - During project outreach and technical study, consult with and explore opportunities to mitigate impacts to neighboring property owners and stakeholders, while ensuring core project goals are met. - Exact details of the proposed bicycle network connection along Bates Street between Boulevard of the Allies and McKee Place would require further analysis and engagement. - Potential or proposed changes relevant to the immediate area adjacent to the intersections of Boulevard of the Allies, Zulema Street, and Bates Street should consider the Oakland Town Center scenarios described in the Development Chapter of the Oakland Plan. - Please also see the “Reimagine Bates Street” project for further information relevant to Bates Street at/near Boulevard of the Allies. 	Clarification and additions related to: considering potential impacts on neighboring stakeholders, while advancing the project’s equity and sustainability goals; making more explicit what is already the existing project scope; describing how the project relates to other projects and Plan elements; identifying elements that will require further analysis/detail upon implementation.
M-10. Reimagine Boulevard of the Allies	<p>Update one bullet point in the “Project goals and components” as follows:</p> <p>From: “The repair and restoration of the Juno Street steps is also recommended, <i>given the key connection the steps provide between Schenley Park/Panther Hollow and the entrance to the Charles Anderson Bridge at Boulevard of the Allies.</i>”</p> <p>To: “The repair and restoration of the Juno Street steps is also recommended, given the key connection the steps provide between Schenley Park/Panther Hollow and the entrance to the Charles Anderson Bridge at Boulevard of the Allies, thereby enabling additional pedestrian and bicycle connectivity between Oakland and nearby neighborhoods such as Greenfield.”</p>	Clarification of the broader benefit advanced by the project component

M-10. Reimagine Boulevard of the Allies	<p>Update the “When, how long, how much, and whom” as follows:</p> <p>From: “Project partner(s): PennDOT, PAAC, OTMA, DCP, UPMC, businesses and property owners, neighborhood associations”</p> <p>To: “Project partner(s): PennDOT, PAAC, OTMA, DCP, UPMC, OBID, businesses and property owners, neighborhood associations”</p>	Additional partner, per OBID request
M-11. Reimagine Robinson Street	<p>Under the Project goals and components, update an existing bullet point as follows:</p> <p>From “Tree pit bump-outs create a more comfortable pedestrian environment and pleasant streetscape. Alternating the side of the street the bump-outs are on will cause drivers to have to drive around the bump-outs, which will encourage lower speeds. On-street parking removal due to many of the bump-outs are less than what it may seem because parking is often already restricted at intersection corners to enhance visibility between vehicles and pedestrians. Tree pit bump-outs provide shade and stormwater management, helping reduce storm water flooding risks and in summers reduce the heat island effect (where temperatures often climb much more in areas with limited tree canopy).</p> <p>To: “Tree pit bump-outs create a more comfortable pedestrian environment and pleasant streetscape. Alternating the side of the street the bump-outs are on will cause drivers to have to drive around the bump-outs, which will encourage lower speeds. On-street parking removal due to many of the bump-outs are less than what it may seem because parking is often already restricted at intersection corners to enhance visibility between vehicles and pedestrians. Tree pit bump-outs provide shade and stormwater management, helping reduce storm water flooding risks and in summers reduce the heat island effect (where temperatures often climb much more in areas with limited tree canopy). Consideration should be given to installing green infrastructure in ways that can accommodate the minimal curb height along portions of Robinson Street. To the extent street trees can feasibly be planted in the verge on parts of Robinson Street, they may also be effective means of precluding vehicles from parking on the sidewalk.”</p>	Provides clarification about the additional potential benefits of street trees and design constraints that may need to be considered in order to effectively achieve the project's goals.
M-11. Reimagine Robinson Street	<p>Under the Project goals and components, update an existing bullet point as follows:</p> <p>From: “Designs will need to verify the curb reveal at Robinson/Terrace is sufficient to accommodate a raised crosswalk and that curb reveals at other locations on Robinson are sufficient to accommodate curb bump-outs.”</p> <p>To: “Designs will need to verify the curb reveal at Robinson/Terrace is sufficient to accommodate a raised crosswalk and that curb reveals at other locations on Robinson are</p>	Clarifies project considerations to overcome potential constraints when implementing its proposed scope. The proposed scope advances safety, equity, and sustainability-related goals.

	sufficient to accommodate curb bump-outs. Where constraints exist, more significant measures should be considered to implement safety improvements.”	
M-12. Safe multimodal connection from Fifth Avenue to the Junction Hollow Trail	<p>Add to the “What we heard” section:</p> <ul style="list-style-type: none"> - A community stakeholder voiced that a sidewalk at-grade along Neville Street would be preferred, or at the least a clear and desirable off-road pedestrian-only connection offered, so that any pedestrian route would be as obvious and direct as feasible. There is concern that utility of a pedestrian route may be diminished otherwise. - Pavement and lighting improvements would improve safety for cyclists traveling along Neville and Boundary Streets. Lighting is especially in need of improvement along Boundary Street south of Joncaire. - There was a request that while pursuing bike and pedestrian access improvements, consideration be given to possibly reconstructing the intersection at Joncaire and Neville/Boundary St, which may also have drainage concerns - There is interest in improving the Zigzag Trail, which links from the Junction Hollow Trail to the Bridle Trail (connection from low-elevation portion of Schenley Park to upper section of park) - There is interest in building a safe, legal pedestrian connection across the railroad tracks near Panther Hollow Lake - There is interest in adding wayfinding signage directing users to Joncaire Steps and to the Junction Hollow Trail 	Additions capture community comment for the project to consider.
M-12. Safe multimodal connection from Fifth Avenue to the Junction Hollow Trail	<p>Add to “Project goals and components:”</p> <ul style="list-style-type: none"> - Either as part of the existing DOMI project or as separate projects, explore potential opportunities to improve pavement and lighting along Neville and Boundary Streets where appropriate, consider studying improvements to the Zigzag trail to safely connect the Junction Hollow Trail to the Bridle Trail, and consider opportunities to build a safe connection across the railroad tracks near Panther Hollow Lake. 	Additions would improve safety for all users, especially for pedestrians and cyclists, which were key concerns heard during the planning process. The proposals directly match or align with the spirit of other programs in the Plan's mobility chapter, and they would improve travel in and around the Junction Hollow Trail, which multiple constituencies have cited as a key commuting and recreational route.

		Equity and sustainability are advanced through the additions.
M-12. Safe multimodal connection from Fifth Avenue to the Junction Hollow Trail	<p>Under the “Project goals and components” section, update one sentence as follows:</p> <p>From: “Additional stakeholders and partners are to be determined, but should include the <i>Mayor’s Office, relevant City Council Districts, PWSA, and the Pittsburgh Parks Conservancy</i>, as well as residents in the immediate areas of Neville Street and Panther Hollow and adjacent neighborhoods, students, and community groups in the vicinity of the projects or served by the improved connections.”</p> <p>To: “Additional stakeholders and partners are to be determined, but should include the Mayor’s Office, relevant City Council Districts, PWSA, DPW, CitiParks, and the Pittsburgh Parks Conservancy, as well as residents in the immediate areas of Neville Street and Panther Hollow and adjacent neighborhoods, students, and community groups in the vicinity of the projects or served by the improved connections.”</p>	Since Schenley Park is included in some of these improvements, DPW and CitiParks are also identified as stakeholders the project should engage.
M-13. Transit parking offset	<p>Update the project description as follows:</p> <p>From: “<i>Amend the zoning code</i> to allow a reduction in the number of off-street parking spaces required for new development (excluding parking spaces for persons with disabilities) where transit passes are provided to tenants.”</p> <p>To: “Amend the zoning code or the DOMI mobility trust fund to allow a reduction in the number of off-street parking spaces required for new development (excluding parking spaces for persons with disabilities) where transit passes are provided to tenants.”</p>	Clarifies another possible method of implementing the change proposed in the project.
M-13. Transit parking offset	<p>Update the Project lead(s) as follows:</p> <p>From “Project lead(s): <i>DCP, PAAC</i>”</p> <p>To “Project lead(s): DOMI, PAAC, DCP”</p>	Changes to project leads/implementers
Programs		
M-14. Address enforcement biases	<p>Update the program description as follows:</p> <p>From: “Create and maintain anonymized and tabulated data about traffic and parking enforcement. Work with <i>university faculty to analyze the data</i> to identify biases and inequities and establish recommendations to address them.”</p>	Clarifying addition of “subject experts,” in response to a comment, which aligns with the program scope.

	<p>To: "Create and maintain anonymized and tabulated data about traffic and parking enforcement. Work with university faculty subject experts to analyze the data to identify biases and inequities and establish recommendations to address them."</p>	
M-16. Bike route improvements	<p>Add to "What we heard:"</p> <ul style="list-style-type: none"> - Community stakeholders identified the importance of orderly management of all modes of travel, and consideration of dedicated bike signals, turn lanes, and bike boxes, for safety purposes and for reducing potential conflicts between cyclists and pedestrians. - The "chute" (circuitous bicycle route to connect cyclists on Saline Street to the Eliza Furnace Trail via Greenfield Ave, Second Ave, Swinburne Street, and Three Rivers Heritage Trail Parking lot) has been a longstanding challenge for cyclists seeking to access the Eliza Furnace Trail from the Junction Hollow Trail, and there is interest in a safer, more direct connection. - There was a community member proposal to construct a shared use path, in switchback form, down the hillside adjacent to Swinburne Street in South Oakland connecting to the Junction Hollow Trail, to reduce what is currently a circuitous path for bicycle commuters to/from South Oakland. - There has been community interest in a bicycle connection from the Eliza Furnace Trail at South Oakland's edge to Brady Street in Uptown/Bluff and up to Forbes Ave and Fifth Ave near the Birmingham Bridge. 	<p>Many of the additions capture community comment that should be considered as part of the program.</p>
M-16. Bike route improvements	<p>Add to Project goals and components:</p> <ul style="list-style-type: none"> - Explore all aspects of relevant bike infrastructure during the study and design of bike network improvements (e.g. including the possibility of elements such as dedicated bike signals, bike boxes, turn lanes, etc., where appropriate). - Pursue opportunities to install connections identified in the Oakland Plan and the Bike(+) Plan that connect Oakland with surrounding neighborhoods, such as the Hill District, Squirrel Hill, Greenfield, Hazelwood, and others. - Pursue a traffic study that looks at potential improved bike (+) connections between the Junction Hollow Trail and the Eliza Furnace Trail. Consider additional connections from South Oakland to the Junction Hollow Trail and nearby trails. 	<p>Additions further ensure safety of all users across multiple travel modes. The traffic study provides further clarity to an existing connection proposed on the Bike Routes Improvement map that would enhance bike (+) user connectivity. Additions advance equity, serve multiple constituencies, and provide clarifications.</p>

M-16. Bike route improvements	<p>Update “Project partner(s)” as follows:</p> <p>From: Project partner(s): Institutions, OTMA, OPDC, OBID, BikePGH, Pittsburgh Bikeshare</p> <p>To: Project partner(s): Institutions, OTMA, OPDC, OBID, BikePGH, Pittsburgh Bikeshare, PID</p>	Updates to partners
M-16. Bike route improvements	Add example images and descriptions of bicycle facility types to “Examples, Illustrations, Data” section (see addendum 1).	Clarifications, examples, and industry best practices
M-17. Build transportation planning capacity	<p>Update “Project partner(s)” as follows:</p> <p>From: “Project partner(s): <i>not specified</i>”</p> <p>To “From: Project partner(s): PID”</p>	Updates to partners
M-19. Bus stop enhancements	Add data/illustrations to “Examples, Illustrations, Data” section (see addendum 1).	Clarifications, examples, and existing conditions data
M-20. Community-based approach to parking enforcement	<p>Change program name as follows:</p> <p>From: <i>Community-based</i> approach to parking enforcement</p> <p>To: "Community-informed approach to parking enforcement"</p>	In response to comments seeking clarification about what this program would entail, this clarifies that decision-making would still lie with the City on parking enforcement, but the community would provide important input to inform and shape parking enforcement priorities and approaches.
M-20. Community-based approach to parking enforcement	<p>Change the description as follows:</p> <p>From: “Develop a <i>community-based parking enforcement program</i>. Involve employers, affected residents, students, and community leaders in the process to develop the program. Special attention must be paid to reducing parking within bus zones, bike lanes, and on sidewalks. <i>This may include a public awareness campaign.</i>”</p> <p>To: “Develop a community-informed parking enforcement program. Involve employers, affected residents, students, and community leaders in the process to develop the program.</p>	Additions clarify the scope of the program in alignment with the planning process. Equity TAG conversations during the planning process highlighted that equity considerations should be considered during parking enforcement so that enforcement can be thoughtful about

	<p>This might involve periodic meetings to develop community-informed recommendations about priority enforcement issues and to discuss common enforcement issues that are arising as well as potential equity considerations during parking enforcement. The program may include a public awareness campaign. Special attention must be paid to reducing parking within bus zones, bike lanes, and on sidewalks.”</p>	<p>the challenges vulnerable residents may face related to parking, such as when dropping off groceries and receiving a visit from a home health caretaker. Enforcement of certain types of parking infractions may also be of greater priority for some vulnerable groups relying on access to parts of the public right of way.</p>
M-21. Connecting east-west within the city	<p>Change program name as follows: from “Connecting east-west within the city” to "Connecting east-west within the city (transit)"</p>	<p>The original intent of the program was primarily to capture what PAAC will implement through public transit improvements as part of NEXTransit's Project G.</p>
M-21. Connecting east-west within the city	<p>Change program description as follows: From “Add new east-west <i>transit, bicycle, and pedestrian connections to the Hill District and Strip District to the west, and Squirrel Hill, Greenfield, and Hazelwood to the east.</i>” to: "Add new east-west transit connections to the Hill District and Strip District to the west, and Hazelwood to the east."</p>	<p>This clarifies program scope to align with the original intent to capture what PAAC will implement through public transit improvements as part of NEXTransit's Project G. Squirrel Hill and Greenfield are not part of Project G and so are no longer included. Improved pedestrian and bike connections to Squirrel Hill, Greenfield, and other neighborhoods are captured in multiple other strategies, such as the Bike Route Improvements strategy (M-16), Sidewalk connections and accessibility improvements (M-36) strategy, and the Improve City Steps strategy (M-30).</p>
M-23. Connecting to regional and	<p>Change program name as follows: From: “Connecting to <i>regional and national transportation</i>”</p>	<p>The connection to the airport is a proposed NEXTransit project by PAAC. The connection to the Amtrak train line would be managed by PAAC but</p>

national transportation	To: "Connecting to national air transportation "	does not have a NEXTransit project affiliated with its implementation and so it has been made into a separate program.
M-23. Connecting to regional and national transportation	<p>Change program description as follows:</p> <p>From: "Establish frequent and direct transit service <i>between Oakland and the airport and Amtrak trainline</i>. Equip transit vehicles to accommodate users' luggage. <i>This has</i> both convenience, economic development, and sustainability benefits."</p> <p>To: "Establish frequent and direct transit service between Oakland and the airport consistent with the Port Authority's Long-Range Transit Plan. Equip transit vehicles to accommodate users' luggage. This project will have convenience, economic development, and sustainability benefits."</p>	The connection to the airport is a proposed NEXTransit project by PAAC. The connection to the Amtrak train line would be managed by PAAC but does not have a NEXTransit project affiliated with its implementation and so it has been made into a separate program. Other changes are for grammar/clarifications.
M-23. Connecting to regional and national transportation	<p>Update project partners as follows:</p> <p>From: "Project partner(s): <i>Not specified</i>"</p> <p>To: "Project partner(s): Allegheny County Airport Authority"</p>	Updates to partners
New program: Connecting to regional and national passenger rail	<p>Create new program named "Connecting to regional and national passenger rail"</p> <p>Create the following program description: "Improve transit connections between Oakland and Amtrak services. This project will have convenience, economic development, and sustainability benefits."</p> <p>Add the following information: When to start: 5-10 years; Project lead(s): PAAC; Project partner(s): not specified; Potential funding source(s): PAAC</p> <p>In final version of Plan, label as M-24, and other program numbering will be re-sequenced accordingly.</p>	This new program incorporates the same substantive content of what was previously the Amtrak-related portion of "M-23: Connecting to regional and national transportation." Making it its own new program provides clarification related to implementation plans.

M-27. Curbside management toolkit	<p>Update the program description as follows:</p> <p>From: “Create a curbside management program to systematically improve the mobility, safety, and livability of the community through the proactive planning and use of curb space <i>in commercial areas throughout Oakland.</i>”</p> <p>To: "Create a curbside management program to systematically improve the mobility, safety, and livability of the community through the proactive planning and use of curb space throughout Oakland."</p>	Clarifies the program’s geographic scope of impact in alignment with the program’s summary.
M-27. Curbside management toolkit	<p>Update one bullet point in the "What we heard" section as follows:</p> <p>From: “On-street parking is important to a broad range of users from long-term residents without off-street parking to business owners and visitors. It’s particularly important to users with accessibility needs.”</p> <p>To: "On-street parking is important to a broad range of users from long-term residents without off-street parking to business owners and visitors. It’s particularly important to users with accessibility needs. Spaces for home health caretakers and for loading and unloading groceries are important, especially for seniors and people with disabilities."</p>	Captures community comment and key concerns heard in planning process
M-27. Curbside management toolkit	<p>In "Project goals and components," update one bullet point under the "residential streets" subsection as follows:</p> <p>From: “<i>Provide rideshare spaces on residential streets</i>”</p> <p>To: "Consider providing rideshare spaces, including access for people with disabilities, as well as delivery and loading spaces, on residential streets, per outcomes of the curbside inventory and analysis."</p>	Clarifies program scope consider access for vulnerable users in residential areas, advancing equity.
M-27. Curbside management toolkit	Add images and descriptions from Gilbert, AZ for illustrative purposes, in the section "Examples, Illustrations, Data" (see Addendum 1)	Provides examples of industry best practices
M-29. Enforce sidewalk standards	<p>Update program description as follows:</p> <p>From: “Develop policy and educate staff at DOMI to improve enforcement of sidewalk conditions <i>for commercial property owners.</i>”</p>	This clarifies the original language, including both commercial and sidewalks beside other land uses that do not fall under the "Sidewalk

	To: "Develop policy and educate staff at DOMI to improve enforcement of sidewalk conditions, especially for property owners not otherwise qualifying for City support under the Oakland Plan's proposed Sidewalk Improvement Program for Homeowners. "	Improvement Program for Homeowners."
M-30. Improve city steps	<p>Create Strategy Summary sheet for this existing program.</p> <p>Keep the program description.</p> <p>Create a "What we heard" section as follows:</p> <p>Several sets of step repairs were identified as being of community interest to improve safety and pedestrian connectivity for residents. Examples include the Hodge-Ayers-Mackey Steps, Frazier and Romeo steps (connection between South Oakland and Bates Street), Juno Street steps (improves pedestrian connection between Oakland and Schenley Park and Greenfield), and the Bohem Street steps (improves South Oakland connection with 2nd Ave).</p> <p>Create a "project goals and components" section as follows:</p> <p>"During implementation of the City Steps Plan, consider the step repairs identified by the Oakland community during the Oakland Plan process, including those listed above, along with the other Oakland steps in the City Steps Plan. As budget allows, draw on the criteria in the City Steps plan to help prioritize between multiple requests."</p> <p>Create a "When, how long, how much, and whom" section that incorporates prior details and adds other details, as follows:</p> <ul style="list-style-type: none"> • When to start: Ongoing • Duration: variable according to each project • Project lead(s): DOMI • Project partner(s): Not specified • Potential funding source(s): City Capital Budget, grants <p>Create an "Examples, illustrations, data" section that links to the Pittsburgh Citywide Steps Assessment: https://pittsburghpa.gov/citysteps/</p>	A strategy summary allows more Oakland-specific details to be provided that capture relevant community comments.
M-31. Manage on-street parking	Adjust the program description language as follows:	Clarifies program scope, in essence indicating that further public outreach would be part of any next steps.

	<p>From: <i>“Create and pass legislation that updates residential permit parking zones and establishes a parking enhancement district in Oakland.”</i></p> <p>To “Consider legislation that updates residential permit parking zones and establishes a parking enhancement district in Oakland.”</p>	
M-31. Manage on-street parking	<p>Add to the “What We Heard” section:</p> <ul style="list-style-type: none"> - Some residents shared that while enforcement is very important, the RPP zones in Oakland are over-subscribed by the large number of residents. - Currently, anyone may park in RPP zones in Oakland for up to an hour at any time at no penalty. Charging a price for on-street parking -- and which applies from the moment a vehicle occupies an on-street parking space -- is likely to discourage unpermitted users from parking in RPP zones as frequently. - Residents expressed a desire that a solution not create further competition for on-street parking in the RPP zones. - A community member proposal also emerged for the City to raise the resident permit price, with a means-tested reduced price for low- and fixed-income residents, and to have pricing consider the market rate for off-street spaces in Oakland. 	Captures key insights from community process and from parking-related planning considerations.
M-31. Manage on-street parking	<p>Update one bullet point in the “What We Heard” section as follows:</p> <p>From: <i>“While Oakland has many Residential Permit Parking (RPP) zones, many people continue to park in these areas without a pass for free and the limited means for enforcement has not been sufficient to eliminate this problem.”</i></p> <p>To: “While Oakland has many Residential Permit Parking (RPP) zones, many people continue to park in these areas without a pass for free beyond the 1 or 2-hour limit, contributing to on-street parking challenges. There has been limited means for enforcement to eliminate this specific behavior in the RPP zones of Oakland.”</p>	Clarifies key insights from community process.
M-31. Manage on-street parking	<p>Add the following to “Project goals and components:”</p> <ul style="list-style-type: none"> - As part of exploring and implementing proposed changes, DOMI and PPA should follow standard practices of conducting a study to quantify the subscription of Oakland RPP zones by residents relative to the total available quantity of on-street parking spaces. 	Many additions are clarifying, making explicit what was already part of the program, but which were of specific interest to some community members. Promotion of car-share and consideration of future potential citywide policy changes align with the

	<ul style="list-style-type: none"> - A parking study or studies should occur at a representative time and follow industry best practices. - Steps towards exploring, studying, and implementing this proposal should involve community outreach as a key component. Implementation would, at a minimum, need to comply with the relevant municipal code provisions. The code also provides details regarding parking enforcement revenues, enforcement hours, and more. - Information about car-share programs should be disseminated widely as one alternative to individual residents' private vehicle usage and parking in Oakland. Car-share is one among multiple Transportation Demand Management (TDM) strategies. - In the future, consider potential citywide changes to the RPP program that examine the pricing and number of parking permits. Consider possibly allowing alternative pricing structures for residential permits (e.g. adjusted base price of permits; progressive price structure for multiple permits per home; income qualifications for less expensive permits, etc.) that consider parking demand and equity, consider the prices of market substitutes like off-street parking space rentals and car-share usage, and overall aim to encourage alternative travel modes beyond private single occupancy vehicle use. 	equity and sustainability goals of the Plan and program.
M-31. Manage on-street parking	<p>Update one bullet point in the "Project goals and components" as follows:</p> <p>From: "Convert all existing RPP zones over to hybrid zones"</p> <p>To "Consider the conversion of all existing RPP zones over to hybrid zones"</p>	Clarifies program scope, in essence indicating that further public outreach would be part of any next steps.
M-31. Manage on-street parking	Add map to "Examples, Illustrations, Data" section (see addendum 1).	Clarifying existing conditions / background information
M-32. Partnerships for micromobility solutions	<p>Update program description as follows:</p> <p>From "<i>Establish working group of affected stakeholders in Oakland, including residents, to be part of decision-making processes for the siting of shared mobility services.</i>"</p> <p>To "Establish working group of affected stakeholders in Oakland, including residents, to be part of decision-making processes for the siting of shared mobility services. Study opportunities to</p>	There are safety and accessibility issues posed by improperly parked scooters and micromobility vehicles. These were identified by community comments, which reinforce broader concerns about sidewalk accessibility

	improve scooter and micromobility enforcement related to sidewalk safety and obstructions."	voiced by multiple constituencies throughout the planning process.
M-32. Partnerships for micromobility solutions	Update the "when to start" as follows: From: "3-5 years" To: " 0-2 years "	Moving the timeline up for implementation reflects the timely need for addressing micromobility matters while in their pilot phase, and the urgency that should be given to sidewalk safety and accessibility.
M-33. Pedestrian safety improvements	In the "What We Heard" section, add: - Some residents identified where difficult/missing sightlines in key locations create dangers, such as at Dollar and Centre and Dithridge and Centre, and locations where there is interest in exploring possible changes in traffic flow and direction, such as at Dithridge and Centre, to improve pedestrian and traffic safety. - Community members commented on the importance of adequate lighting throughout Oakland, including in residential areas, and using an equity lens when prioritizing lighting.	Captures additional community comment aligning with planning process
M-33. Pedestrian safety improvements	Update an existing bullet under the "What We Heard" section as follows: From: "Residents cited neighborhood streets <i>like those surrounding Robinson Street</i> as dangerous for pedestrians because they are attractive shortcuts for through traffic." To: "Residents cited neighborhood streets like those surrounding Robinson Street or those surrounding Centre and Craig Streets as dangerous for pedestrians because they are attractive shortcuts for through traffic."	Captures additional community comment aligning with planning process
M-33. Pedestrian safety improvements	In the "Project goals and components" section, add: "The City is in the process of updating all of its lighting to LED. As part of public and private development projects, the City should review there is adequate lighting for all users' safety."	Advances long-standing Plan goals related to mobility safety and serves the needs of multiple constituencies.
M-33. Pedestrian safety improvements	Add example images and descriptions of pedestrian safety treatments to "Examples, Illustrations, Data" section (see addendum 1).	Provides industry best practices and clarifies scope of potential treatments in program

M-34. Performance-based parking	Add illustration to “Examples, Illustrations, Data” section (see addendum 1).	Provides clarifying illustration
M-36. Sidewalk connections and accessibility improvements	<p>Add to "What We Heard:"</p> <ul style="list-style-type: none"> - Improperly parked scooters and other vehicles have led to sidewalk obstructions impeding travel for pedestrians, including seniors and people with disabilities. Improper use on sidewalks poses safety hazards to pedestrians. - Concerns have also been raised about dumpsters and incomplete utility repairs causing obstructions, and that densely parked vehicles in the curbside areas can heighten the difficulty and danger to pedestrians walking or rolling, by precluding brief detours off the sidewalk path that would allow users to avoid the obstruction. - Bridges in or bordering Oakland should be part of the sidewalk width inventory as well. For example, one community member voiced concern with the narrow pedestrian space along the Forbes Avenue bridge over Junction Hollow, an issue that may also be of interest to neighboring stakeholders. 	These reflect community comments, which reinforce broader concerns about sidewalk accessibility voiced by multiple constituencies throughout the planning process.
M-36. Sidewalk connections and accessibility improvements	<p>Add to "Project goals and components:"</p> <ul style="list-style-type: none"> - DOMI plans to study opportunities to improve enforcement related to sidewalk safety and obstructions (such as scooters). - Continue ongoing enforcement of design standards for sidewalk construction per the City Right of Way Manual, which provides guidelines related to sidewalk materials, width, and more. - On a case by case basis, consider opportunities to widen pedestrian paths and add/widen bike (+) lanes on bridges in or bordering Oakland, when the bridges are determined to warrant repair and/or reconstruction. - Pursue opportunities to install new or improved pedestrian connections between Oakland and its surrounding neighborhoods, such as the Hill District, Squirrel Hill, Greenfield, Hazelwood, and others. 	Additional program element to address the needs of multiple constituencies and safety; clarifications of ongoing work by implementers; further detail specifying how core tenets of the program would apply to additional locations in Oakland; and an explicit incorporation of pedestrian connections previously listed in program M-21 but now listed here in instead.
	<p>Update sentence in the “Project goals and components” as follows:</p> <p>From: <i>"Examples of these locations are illustrated in Figure 1."</i></p>	Clarification of a reference

	To: “Examples of these locations are illustrated in Figure 1, the map titled 'Sidewalk and Accessibility Challenges.’”	
M-36. Sidewalk connections and accessibility improvements	Add example images to “Examples, Illustrations, Data” section (see addendum 1).	Illustrative images clarifying program
M-37. Sidewalk improvement program for homeowners	Add example illustrations/precedents and case study descriptions to “Examples, Illustrations, Data” section (see addendum 1).	Illustrative images and case studies clarifying program
M-39. Traffic calming corridors	<p>In the "What We Heard" section, add the following:</p> <ul style="list-style-type: none"> - Community members identified the importance of traffic calming along commercial corridors such as South Craig Street, where fast traffic can drive many other users from the roadway into the sidewalk space, which increases mode conflicts among cyclists, pedestrians, and diners at sidewalk cafe spaces. - Traffic safety concerns have arisen at some locations due to limited visibility and sightlines occasioned by vehicles' illegal or improper use of curbside space. 	Captures community comments related to traffic calming needs
M-39. Traffic calming corridors	<p>In the "What We Heard" section, update an existing bullet point as follows:</p> <p>From: “These include principal thoroughfares <i>like Boulevard of the Allies and neighborhood streets like South Dithridge</i> that are attractive shortcuts for through traffic.”</p> <p>To: “These include principal thoroughfares like Boulevard of the Allies and neighborhood streets like South Dithridge and North Dithridge that are attractive shortcuts for through traffic.”</p>	Captures relevant community comment
M-39. Traffic calming corridors	<p>In the "What We Heard" section, update an existing bullet point as follows:</p> <p>From: “One-way street designations can be confusing in Oakland and way-finding signage needs to be improved. <i>These conditions can potentially lead to safety risks.</i>”</p> <p>To: “One-way street designations can be confusing in Oakland in some cases, and way-finding signage needs to be improved. Changes in traffic flow merit careful analysis on a case-by-case basis that considers traffic safety and other factors.”</p>	Captures relevant community comment and planning practices

M-39. Traffic calming corridors	<p>In the "Project goals and components" section, add:</p> <p>"The City is in the process of updating all of its lighting to LED. As part of public and private development projects, the City should review there is adequate lighting for all users' safety."</p>	Advances long-standing Plan goals related to mobility safety and serves the needs of multiple constituencies.
M-39. Traffic calming corridors	Add existing conditions maps/data and example images and descriptions of traffic calming treatments to "Examples, Illustrations, Data" section (see addendum 1).	Adds clarifying data and information and clarifies scope of potential treatments
M-40. Transportation demand management program	<p>Add to "What we Heard" Section:</p> <ul style="list-style-type: none"> - By encouraging travel modes that are alternatives to driving alone in a car, Transportation Demand Management (TDM) can play a part in reducing the number of cars on the road, which can advance a number of important goals, including sustainability, equity, and traffic safety. TDM is not just about encouraging people to shift their travel modes during commuter trips to/from work and school, but also all trips, including people's trips to medical appointments, recreation, entertainment, and more. - There is interest in aligning TDM programs and policies at all levels: at the regional, City, neighborhood, and institutional levels. - One challenge about TDM that was voiced is the funding to incentivize users to switch modes, and so institutions, foundations, employers, small businesses, and cultural destinations all may need to play a role in contributing to such efforts. 	Captures stakeholder comments and provides clarifications about the purpose of TDM
M-40. Transportation demand management program	Add existing conditions maps/data to "Examples, Illustrations, Data" section (see addendum 1).	Adds existing condition data

ADDENDUM 1: Additions to "Examples, Illustrations, Data" sections of Mobility Chapter Projects or Programs

Add to “Examples, Illustrations, Data” section of Build Up OTMA (Project M-2)

Illustration: Oakland Transportation Management Association

Source: Courtesy of Oakland Transportation Management Association



Add to “Examples, Illustrations, Data” section of Reimagine Bates Street (Project M-9)

Example: Limited Access to the Eliza Furnace Trail (2021)

Source: Mobility Existing Conditions Report (2021)



Example: Current Condition of Frazier/Romeo Street Steps (2021)

Source: Mobility Existing Conditions Report (2021)



Add to “Examples, Illustrations, Data” section of Bike Route Improvements (Program M-16)

Example: Pittsburgh Bikeshare Stations. Distinct from the Oakland Plan, Pittsburgh Bikeshare (Healthy Ride) is modifying its system, removing select stations throughout the city while also planning to introduce electric E-Assist bikes in 2022. The Oakland Plan has identified three suggested locations to expand on remaining/existing Bikeshare) stations in Oakland, with a focus on the convergence of West and South Oakland where major existing UPMC and Carlow University campuses and neighborhood areas lack nearby bike stations. *Image source: Pittsburgh Bikeshare*



Example: Bicycle Boulevard. Bicycle Boulevards are relatively inexpensive, quick to install, inviting to cyclists, and can be appropriate along neighborhood streets with low vehicular volumes and speeds and insufficient space for dedicated bike lanes. Bikes and vehicles share a common travel lane, with lane markings, signage, and speed humps or chicanes that advise drivers to expect cyclists and keep speeds low. Recommended locations include Atwood Street, Louisa Street, Dawson Street, Parkview Avenue, and Robinson Street, which together would provide valuable bike network connections between the Forbes/Fifth corridor, West Oakland, Central Oakland, South Oakland, and Schenley Park. Proposed bicycle boulevards in Central Oakland such as Bouquet, Atwood and Coltart Streets could also be candidates for stormwater, tree canopy, and pedestrian safety improvements coordinated through the “Central Oakland Green Streets” infrastructure project. Recommended bike boulevards along portions of Neville, Melwood, Centre, and connecting streets would eliminate network gaps between North Oakland and adjoining neighborhoods, *Image source:* [Madison Bike Life: Portland's Bicycle Boulevards, Where Bikes Take the Lane](#)



Example: Standard Bike Lane. A standard bike lane is relatively inexpensive and quick to install, and can be appropriate along streets with slow, moderate vehicle traffic. *Image source: Kittelson & Associates*



Example: Protected Bicycle Facility. This is a bike lane that is separated from vehicle lanes by parked cars, bollards, curbing, or other physical barriers for enhanced safety and cyclist comfort. This level of investment is a high priority where it makes useful network connections that enable cyclists to avoid high-traffic streets. The map shows the planned two-way cycle track along Fifth Avenue as part of the proposed BRT improvements and proposed facilities on other streets including McKee Place, Boulevard of the Allies (east of Bates), Neville Street, and Roberto Clemente Drive. *Image source: CHPlanning.*



Example: Trail or Shared Use Path. This facility combines bike and pedestrian passage, and preferably includes a center line to organize directional movement. It is generally appropriate where there is insufficient room for parallel bike facilities and sidewalks, and where adjacent buildings and driveways are infrequent enough that pedestrian and cyclist movements are unlikely to conflict. The proposed shared use paths generally occur at Oakland's perimeter and connect with adjoining neighborhoods and regional greenways, through areas with steeper grades and less development. One example is the proposed shared use path along part of Neville / Boundary Streets linking the Junction Hollow Trail to North Oakland. *Image source: Emory University*

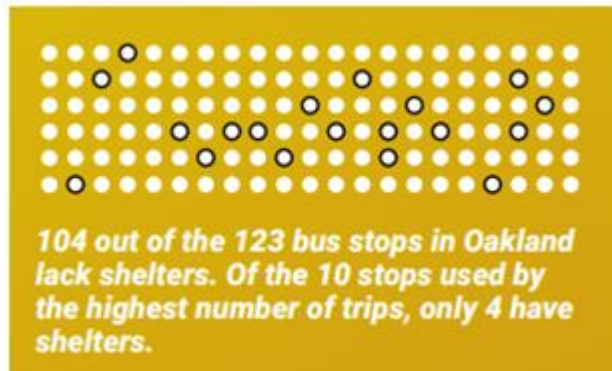


Add to “Examples, Illustrations, Data” section of Bus Stop Enhancements (Program M-19)

Data/Illustration: Existing Conditions Report (2020)

This data comes from the Oakland Plan Existing Conditions Report (2020).

[Read the Existing Conditions Report](#)



Data/Table: Existing Conditions Report (2020)

This data comes from the Oakland Plan Existing Conditions Report (2020).

[Read the Existing Conditions Report](#)

Top Bus Stops by Use	# Routes Served	Routes Served	Shelter	Average Boardings (FY19)	Average Drop-offs (FY19)	Average Total (FY19)
Fifth Avenue at Atwood Station	13	28X, 54, 61A, 61B, 61C, 61D, 67, 69, 71A, 71B, 71C, 71D, 75	PAAC Shelter	1,375	2,734	4,109
Fifth Avenue at Thackeray Avenue	18	28X, 54, 58, 61A, 61B, 61C, 61D, 67, 69, 71A, 71B, 71C, 71D, 75, 81, 83, 93, P3	No Shelter	951	1,876	2,826
Fifth Avenue at Chesterfield Road	18	28X, 54, 58, 61A, 61B, 61C, 61D, 67, 69, 71A, 71B, 71C, 71D, 75, 81, 83, 93, P3	City of Pittsburgh Shelter	1,003	1,093	2,096
Fifth Avenue at Oakland Avenue	8	54, 71A, 71B, 71C, 71D, 75, 93, P3	No Shelter	1,402	656	2,059
Fifth Avenue at Tennyson Avenue	16	28X, 54, 58, 61A, 61B, 61C, 61D, 67, 69, 71A, 71B, 71C, 71D, 75, 93, P3	City of Pittsburgh Shelter	613	885	1,498
Fifth Avenue at Bigelow Boulevard (Pitt)	8	54, 71A, 71B, 71C, 71D, 75, 93, P3	No Shelter	1,058	359	1,417
Fifth Avenue opposite Thackeray Avenue	8	54, 71A, 71B, 71C, 71D, 75, 93, P3	No Shelter	986	406	1,392
Fifth Avenue at Bigelow Boulevard (Pitt)	16	28X, 54, 58, 61A, 61B, 61C, 61D, 67, 69, 71A, 71B, 71C, 71D, 75, 93, P3	City of Pittsburgh Shelter	458	912	1,370
Forbes Avenue at Atwood Street	8	28X, 58, 61A, 61B, 61C, 61D, 67, 69	No Shelter	730	462	1,192
Fifth Avenue at McKee Place FS	8	54, 71A, 71B, 71C, 71D, 75, 93, P3	No Shelter	713	401	1,114

Source: Bus Stops, Routes, and Ridership, Port Authority (2019)

Add to “Examples, Illustrations, Data” section of Curbside Management Toolkit (program M-27)

Example: Curbside management zones...in Gilbert, AZ. Along with Wood, Alta identified locations and created design concepts for new passenger loading areas that also improve safety for people walking, biking, and scooting in the downtown Heritage District. *Image and caption source: Alta Planning + Design (LinkedIn Post)*



Example: Curbside management zones...in Gilbert, AZ. Along with Wood, Alta identified locations and created design concepts for new passenger loading areas that also improve safety for people walking, biking, and scooting in the downtown Heritage District. *Image and caption source: Alta Planning + Design (LinkedIn Post)*



Example: Curbside management zones...in Gilbert, AZ. Along with Wood, Alta identified locations and created design concepts for new passenger loading areas that also improve safety for people walking, biking, and scooting in the downtown Heritage District. *Image and caption source: Alta Planning + Design (LinkedIn Post)*

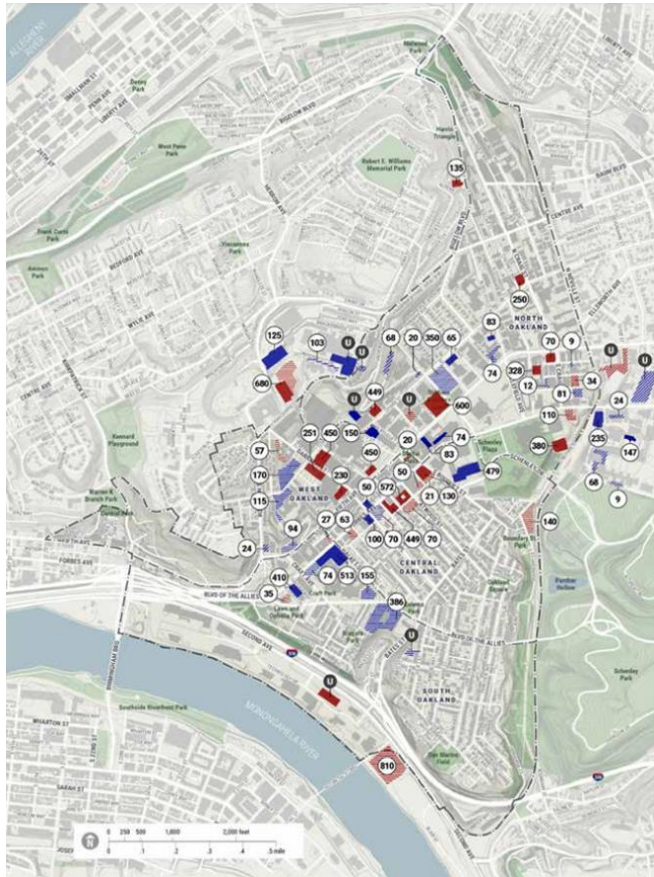


Add to “Examples, Illustrations, Data” section of Manage On-Street Parking (Program M-31)

Map/Data: Existing Conditions Report (2020)

This data comes from the Oakland Plan Existing Conditions Report (2020).

[Read the Existing Conditions Report](#)



Parking

PUBLIC ACCESS

- ▨ Surface Parking Lot
- Parking Garage

LIMITED ACCESS

- ▨ Surface Parking Lot
- Parking Garage

- ⊙ Number of Parking Spaces
- ⊙ Unknown/Unpublished Number of Parking Spaces

Note: Some parking structures or lots did not have publicly available space counts, and not shown with a total but are shown in location and type.

Sources: Parcels (2016), Parking (2016), Land Use Data (2016), Allegheny County, Institutional parking from Carnegie Mellon University (2012), Carlow University (2017), University of Pittsburgh (2019), UPMC Magee (2011), and UPMC Oakland (2014) Master Plans, Additional data from Parkopedia and OTMA.

Add to “Examples, Illustrations, Data” section of Pedestrian Safety Improvements (Program M-33)

Example: Crosswalk visibility enhancements (high visibility crosswalks, improved lighting, and enhanced signing and pavement markings). These proven safety countermeasures recommended by the Federal Highway Administration (FHWA) help drivers anticipate and see pedestrians, and give pedestrians greater confidence using the sidewalk network. *Image Source: FHWA*



Example: Intersection Daylighting. Improve visibility of pedestrians at intersections by removing parking or other visual obstructions within 20-25 feet of the intersection. Daylighting areas should be defined both through pavement markings and vertical elements (e.g. flexible delineator posts). If sidewalk bump-outs are not installed, flex posts at either side of the vehicle travel lanes are important to keep vehicles out of pedestrian areas. Paint can also be used to highlight pedestrian areas extending beyond the curb. These painted markings and flex posts are effective, but they also are prone to wear and damage, and require ongoing maintenance. Consider installing markings and flex posts as a fast, inexpensive, effective first step and then constructing more permanent bump-outs when feasible. Image Source: *DOMI*



Example: Leading Pedestrian Interval (LPI). A leading pedestrian interval gives pedestrians at a signalized intersection a 3-7 second head start before the concurrent vehicle phase turns green. This allows pedestrians to enter and occupy the crosswalk before the turning vehicles.



Example: Wider Sidewalks. Street trees, a planting strip or verge, and parallel parking all increase pedestrian comfort by placing physical barriers between pedestrians and vehicle traffic. While many Oakland sidewalks are constrained in width by buildings, narrow sidewalks with significant pedestrian volumes should be widened onto property easements or within the right of way where possible. *Image source: Scape Studio*



Example: Shared Pedestrian/Vehicular Street. Where vehicle traffic is light, creating a shared street turns a narrow street with one or two inadequate sidewalks into a welcoming walk. It also makes the street more suitable to host periodic and popup events, expanding limited public gathering space. *Image source: Payton Chung/Greater Greater Washington*



Add to “Examples, Illustrations, Data” section of Performance Based Parking (program M-34)

Illustration: Graphic explaining demand-responsive pricing

Source: SF Park Pilot Project Summary and Lessons Learned



Add to “Examples, Illustrations, Data” section of Sidewalk Connections and Accessibility Improvements (Program M-36)

Example: Sidewalk accessibility improvement. Installation of ADA curb ramps and new signals at Boulevard of the Allies and Bates Street also relocated a signal control box that had obstructed the Boulevard's north sidewalk. This is an example of a place in Oakland where important sidewalk accessibility improvements were implemented through coordination with other roadway improvements or adjacent development projects. Source: Google Street View



Example: Sidewalk accessibility improvement. The façade of the CVS drugstore at Centre and Craig Streets is set back about three feet from the property line, adding valuable sidewalk width – enough to comfortably accommodate a bikeshare station and room for pedestrian passage. This is an example of a place in Oakland where important sidewalk accessibility improvements were implemented through coordination with other roadway improvements or adjacent development projects. Source: Google Street View



Example: Sidewalk accessibility improvement. A condition of City approval of a new residential building at 3500 Forbes was a modest setback of the ground floor to increase sidewalk width at a planned BRT station. This is an example of a place in Oakland where important sidewalk accessibility improvements were implemented through coordination with other roadway improvements or adjacent development projects. Source: OBID



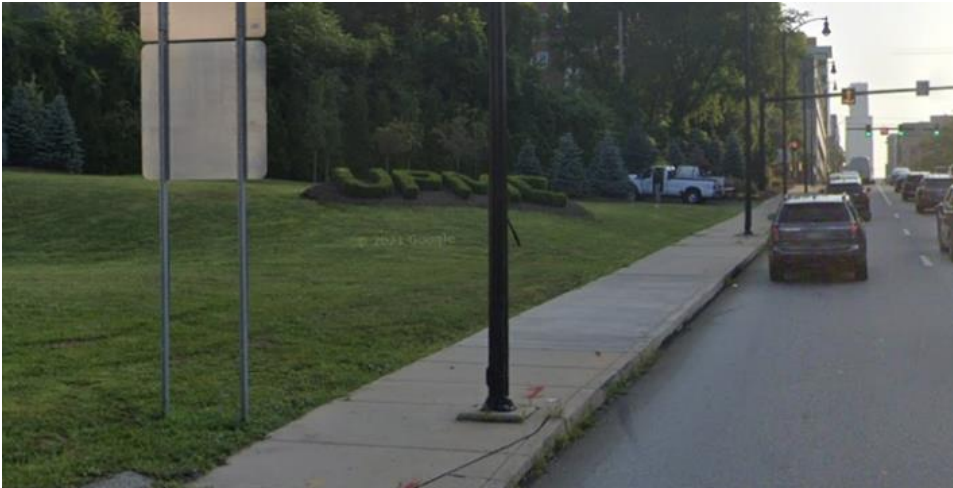
Example: Sidewalk accessibility problem. Bates below Boulevard of the Allies – the east side sidewalk is narrow, constrained by poles and ends abruptly at two locations where pedestrian crossing is hazardous. Source: Google Street View.



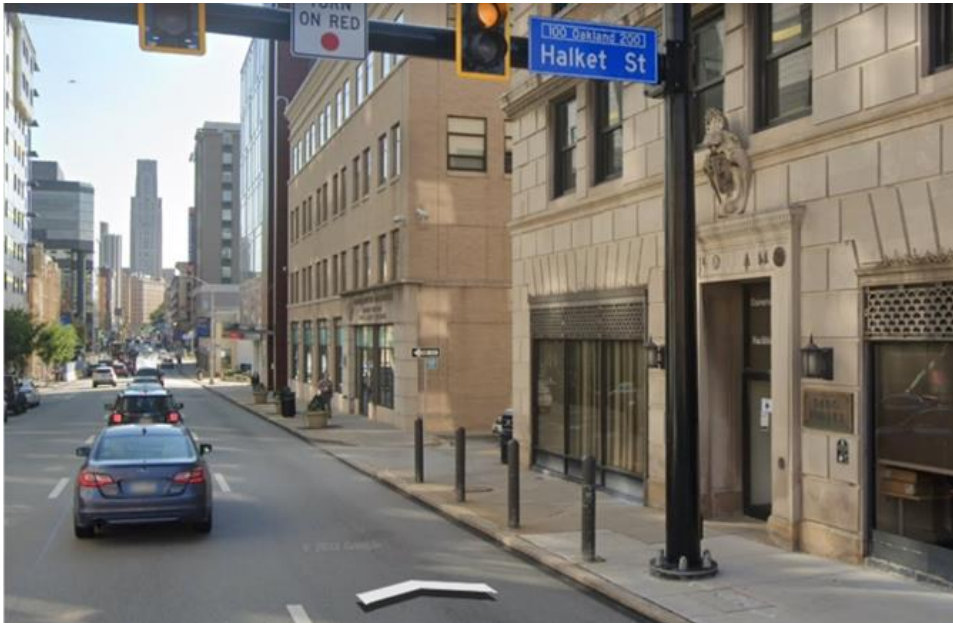
Example: Sidewalk accessibility problem. Bates below Boulevard of the Allies – the east side sidewalk is narrow, constrained by poles and ends abruptly at two locations where pedestrian crossing is hazardous. Source: Google Street View.



Example: Sidewalk accessibility problem. West end of Forbes near Craft Avenue – Sidewalk constrained by light pole and signage. The clear passage width of about five feet could be adequate on a side street, but not on Oakland's premier walking street. Source: Google Street View.



Example: Sidewalk accessibility problem. Forbes Avenue at Halket – Sidewalk constrained by combination of traffic signal pole and bollards in an area that carries significant pedestrian traffic. Source: Google Street View.



Example: Sidewalk accessibility problem. N. Craig south of Bayard – Sidewalk constrained by utility poles. Source: Google Street View.



Example: Sidewalk accessibility problem. N. Dithridge – Narrow sidewalk constrained by utility poles and unmaintained verge. Source: Google Street View.



Example: Sidewalk accessibility problem. Forbes Street – Sidewalk closed for construction project. Source: Google Street View.



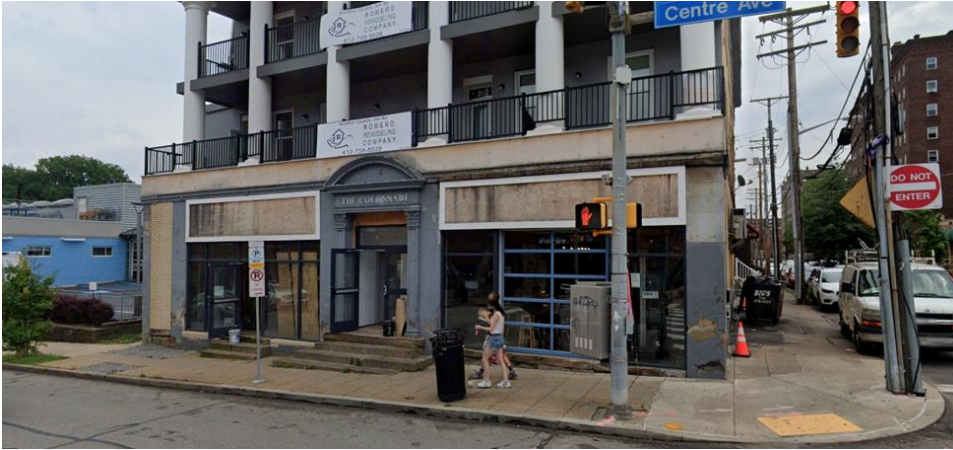
Example: Sidewalk accessibility problem. N. Craig – Construction scaffolding obstructing sidewalk. Source: Google Street View.



Example: Sidewalk accessibility problem. Two utility poles and poor sidewalk pavement combine to create an inaccessible passage along Boulevard of the Allies at Halket, in an area with significant, fast-moving vehicular traffic. Potential redevelopment of the adjoining former hotel site should remedy this condition. Source: Google Street View.



Example: Sidewalk accessibility problem. Sidewalks at the corner of Centre and Melwood are constrained by protruding steps, a protruding signal control box, gravel surfaces, an unmaintained street tree, and a trash dumpster. Source: Google Street View.



Example: Sidewalk accessibility problem. Long curb cuts at the corner of Bates and Oakland introduce cross slopes that could pose hazard to people with mobility challenges and make pedestrians vulnerable to vehicles. Approval of redevelopment proposals at conditions like this should be conditioned on reduction of curb cut width to the minimum necessary for vehicular site access. Source: Google Street View.



Add to “Examples, Illustrations, Data” section of Sidewalk Improvement Program for Homeowners (Program M-37)

Illustration: Columbus, Ohio Sidewalk Rescue Program for lower-income homeowners and neighborhood businesses. Homeowners earning up to 80% of Area Median Income, and any business owners in NCR districts, may apply to have sidewalk repair costs covered by the city. The city will make the repairs itself, or the property/business owner may elect to fund the repairs themselves and submit receipts to the city for reimbursement. More information at [Sidewalk Repair Grant Program \(columbus.gov\)](https://columbus.gov/sidewalk-repair) *Image source: City of Columbus*

Income eligibility requirements for the sidewalk rescue grant:

- ✓ Business owners in NCR Districts do not have income requirements that limit participation in the program.
- ✓ Eligible residential properties must have a total household income of 80% or less of the area median income (AMI) as determined by the United States Department of Housing and Urban Development (HUD), with adjustments for household size.
- ✓ Total residential household income includes the income of all people 18 years of age and older living in the home at least 50% of the year. The HUD AMI is calculated annually.
- ✓ As of March 22, 2020, the HUD AMI eligibility limits are:

Family members	Yearly income
One	\$46,950
Two	\$53,650
Three	\$60,350
Four	\$67,050
Five	\$72,450
Six	\$77,800
Seven	\$83,150
Eight	\$88,550

- ✓ As of the publishing of this pamphlet, HUD had not released the updated 2021 AMI figures. These numbers are likely to increase. It is suggested you submit an application even if your income is slightly above the limits shown in this chart.

THE CITY OF
COLUMBUS
CITY COUNCIL

City of Columbus

Steps to completing a Sidewalk Rescue Grant repair:

- 1 Obtain a Sidewalk Rescue Grant application form by downloading it from the Public Service website or contact 311 and request a copy by mail. If a Notice to Repair was received, an application was included in that packet.
- 2 Complete the application and submit it to the Department of Public Service along with the required income verification.
- 3 Public Service will verify eligibility and inform the property owner of the results by mail.
- 4 If approved, the location will be added to the next available repair contract performed by the City. If the property owner elects to make repairs or hire their own contractor then an inspection request should be submitted to the contact included in the approval notice. An inspection will then be performed and the property owner will be informed of the results.
- 5 Repairs are performed by the City or the property owner.
- 6 The City applies the grant award to the cost of the repairs made by the City contractor OR the property owner submits receipts/invoices for repairs they completed and a re-imbursement will be issued.
- 7 If applicable, the property owner pays any remaining balance or the City pays the remaining balance and submits a property tax assessment against the property.

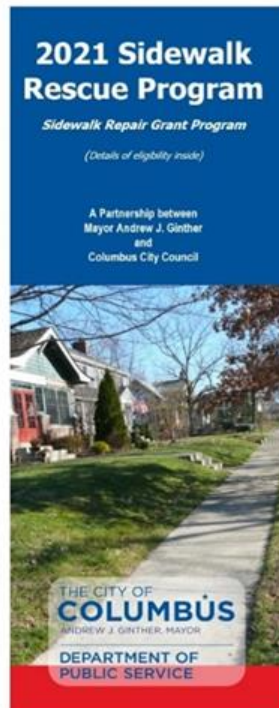
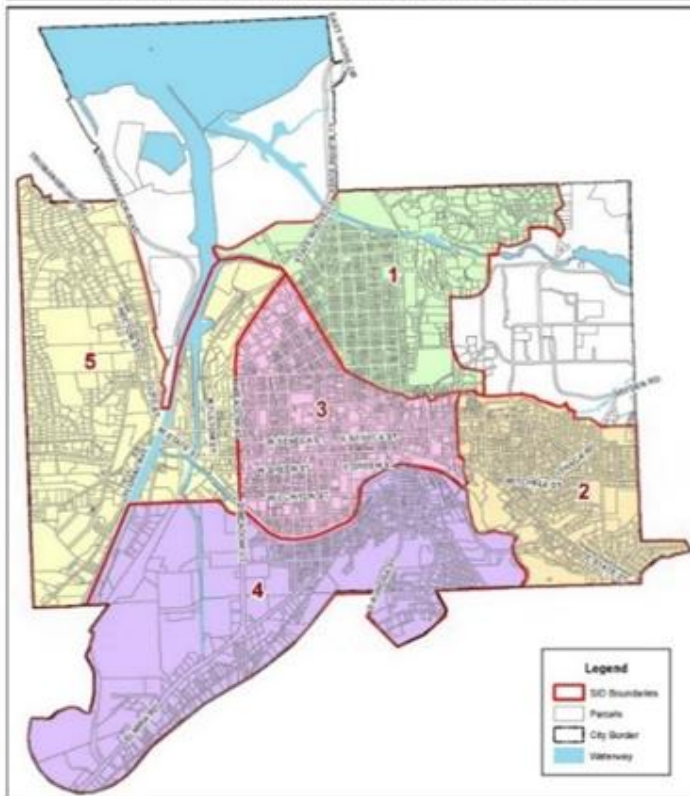


Illustration: Ithaca, New York Sidewalk Improvement Program. The City of Ithaca created five sidewalk benefit assessment districts. Almost all property in the City is included in the proposed districts, except for most of the U-1 University zone, where most sidewalks front on private roads and are well maintained by the property owner. A map has been created outlining the proposed districts. All lots in the districts, including those lots that are exempt from property taxes, will be subject to the assessments. The money raised in each district must be used solely for work performed in that district; thus, while the amount raised in each district will vary, the property owners in each district will be assessed proportionately to the scope and cost of work occurring in that district. *Image source: City of Ithaca*

Official Sidewalk Improvement District Map of the City of Ithaca
as adopted by Common Council on September 4, 2013



0 1,000 2,000 Feet



NY State Plane, Central GRS 80 Datum
Map Source: Tompkins County Digital Planimetric Map 1991-2013
Data Source: City of Ithaca Engineering Department, 2013
Map Prepared by: GIS Program, City of Ithaca, NY, September 2013

Illustration: Allentown, PA Neighborhood Improvement Zone Public Improvement Investment grant program -- Public Improvement Project fund and guidelines. The Public Improvement Investment process guidelines for Allentown's ANIZDA downtown and riverfront redevelopment zone set approval procedure and criteria for grants to fund capital investments in the public realm, including sidewalks and public gathering places. While it is geared to pocket parks and block-scale improvements associated with projects led by developers and the city – not individual homeowners and their sidewalks – it could be model as an entity that raises and reinvests funds within a defined district, and as a process for approving property owner-led improvement initiatives. Routine sidewalk repairs and ADA improvements could have a simplified approval process. More information at [ANIZDA Public Improvement Process Guidelines CLEAN \(from Goody with SB and JBF\) 72318 \(00535601.DOCX;1\) \(netdna-ssl.com\)](#) *Image source: ANIZDA*

Process Guidelines for Public Improvement Investments

Allentown Neighborhood Improvement Zone

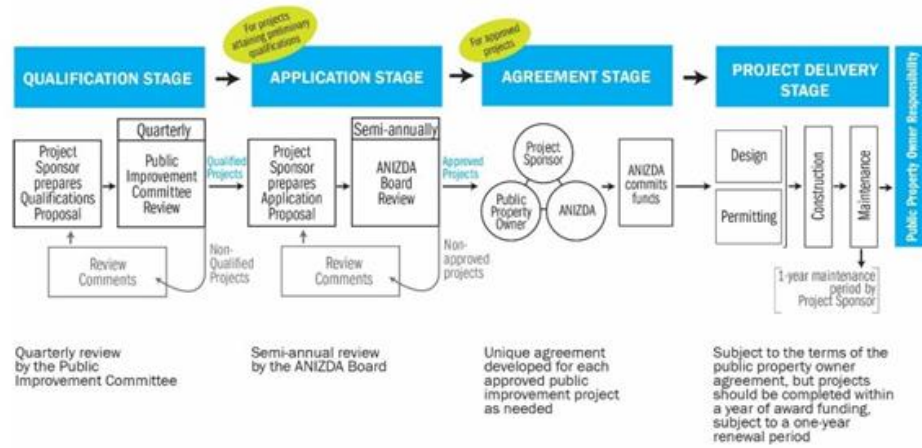
August 1, 2018



ALLENTOWN NEIGHBORHOOD
IMPROVEMENT ZONE
DEVELOPMENT AUTHORITY

Illustration: Allentown, PA Neighborhood Improvement Zone Public Improvement Investment grant program -- Public Improvement Project fund and guidelines. The Public Improvement Investment process guidelines for Allentown's ANIZDA downtown and riverfront redevelopment zone set approval procedure and criteria for grants to fund capital investments in the public realm, including sidewalks and public gathering places. While it is geared to pocket parks and block-scale improvements associated with projects led by developers and the city – not individual homeowners and their sidewalks – it could be model as an entity that raises and reinvests funds within a defined district, and as a process for approving property owner-led improvement initiatives. Routine sidewalk repairs and ADA improvements could have a simplified approval process. More information at [ANIZDA Public Improvement Process Guidelines CLEAN \(from Goody with SB and JBF\) 72318 \(00535601.DOCX;1\) \(netdna-ssl.com\)](#) Image source: ANIZDA

4. Project Review Process



Example: Sidewalk needing repair – an application opportunity? Juliet Street at Frazier Street. Image source: Google maps street view.



Add to “Examples, Illustrations, Data” section of Traffic Calming Corridors (Program M-39)

Example: Midblock Crosswalks. Speeding typically occurs on longer blocks where regular intersections do not slow down drivers. Midblock crosswalks for pedestrians help slow vehicular traffic and enhance convenience and safety for pedestrians, who are then less likely to cross in uncontrolled locations between crosswalks in these areas. Common locations for midblock crosswalks include schools, parks, museums, transit stops, and other destinations. *Image Source: Best Foot Forward*



Example: Pedestrian Refuge Islands. A crossing island in the median provides a protected area in the middle of a crosswalk for pedestrians to stop while crossing the street. Also called pedestrian refuge islands or median refuges, they can be used at intersections or mid-block crossings. Refuge islands may be incorporated into medians that are depressed, raised, or flush with the road surface. A median or island can also offer valuable opportunity for additional tree canopy, art object or other landmark, and/or stormwater bioswales. *Image Source: NACTO*



Example: Speed Humps. A speed hump is a raised traffic-calming device located mid-block in the roadway to slow vehicular traffic and reduce speeds through vertical deflection. Typically, speed humps are 12 to 14 feet long and 3 to 4 inches high. The spacing of speed humps typically determines the speed at which motorists can drive. For example, spacing of approximately 250 to 500 feet tends to achieve an 85th percentile operating speed of between 25 and 30 mph. These are appropriate for neighborhood streets without bus routes where there is a need to slow through traffic. *Image Source: DOMI*



Example: Raised Crosswalks. Raised pedestrian crosswalks bring the level of the roadway even with the sidewalk, providing a level pedestrian path and requiring vehicles to slow. Raised crosswalks can be used at mid-block crosswalks or intersections. *Image Source:* www.pedbikeimages.org / Dan Burden



Example: Raised Intersections. A raised intersection is a vertical treatment that raises the entire intersection above the surrounding roadway level. Also called speed tables, they require ramps on each intersection approach to elevate the entire intersection to the sidewalk level (3 to 6 inches above street grade) and use

brick or other textured materials. Raised intersections reduce vehicular speeds and provide additional safety to pedestrians, particularly those with limited mobility.

Image Source: Kittelson & Associates



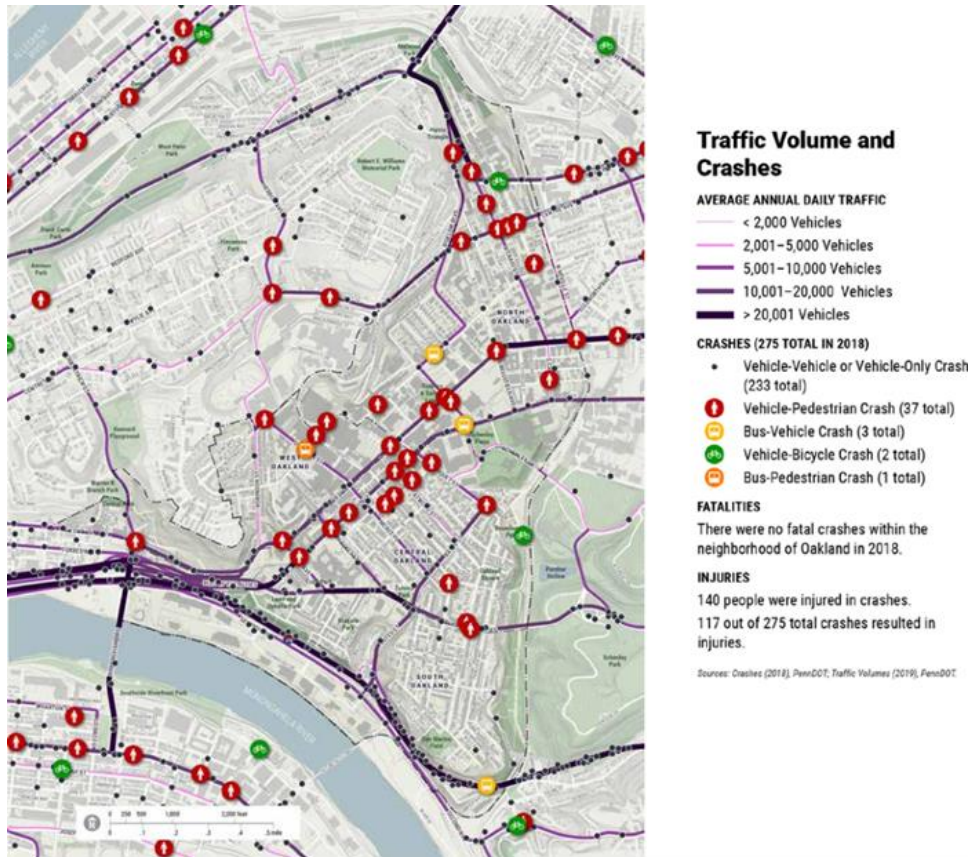
Example: Mini Traffic Circles. Mini Roundabouts and neighborhood traffic circles lower speeds at minor intersection crossings and can be used at uncontrolled intersections. They can be installed using mountable curbs, raised curbs with landscaping, or using paint/delineator posts for quick-build projects. They are typically used on bicycle boulevards to ensure traffic speeds are slow enough for bicyclists to share the road with vehicular traffic. Because they are introduced amid existing travel lanes, mini roundabouts must be designed and maintained to be highly visible and to accommodate snow removal and potential rollover by emergency vehicles or other large vehicles. *Image Source: NACTO*



Data/Map: Existing Conditions Report (2020)

This data comes from the Oakland Plan Existing Conditions Report (2020).

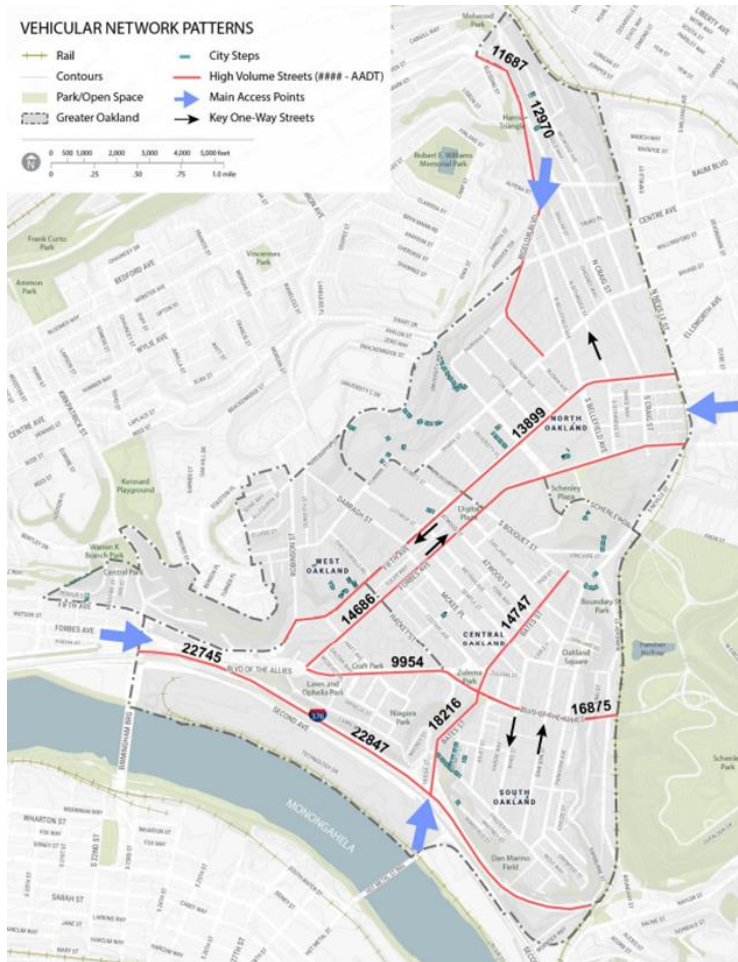
[Read the Existing Conditions Report](#)



Data/Map: Mobility Existing Conditions Report (2021)

This data comes from the Oakland Plan Mobility Existing Conditions Report (2021).

[Read the Mobility Existing Conditions Report](#)

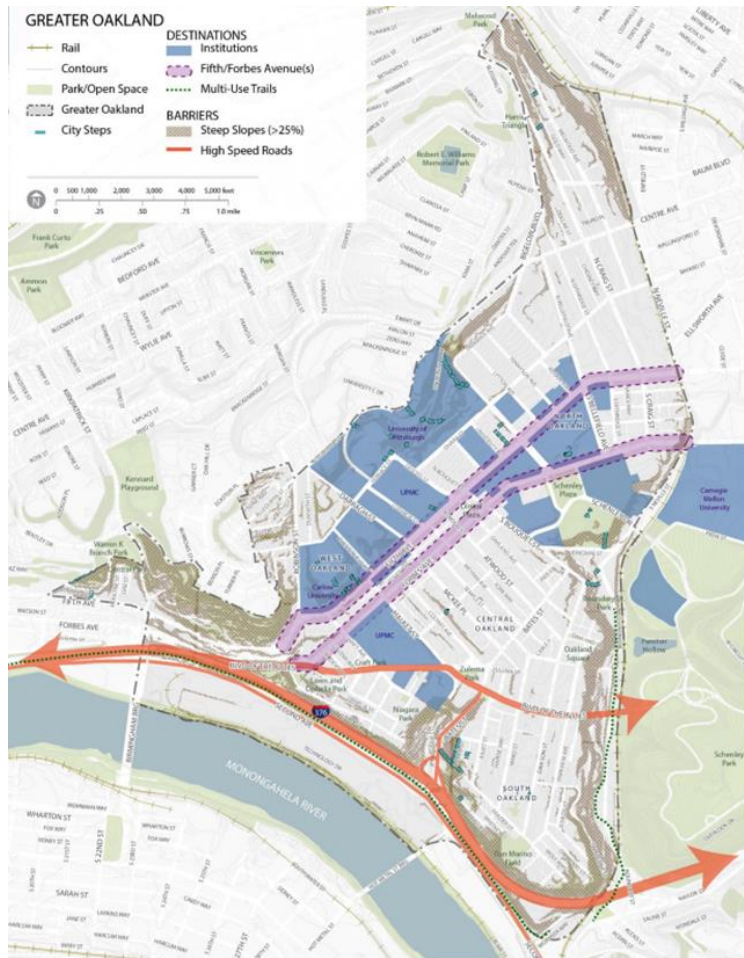


Add to “Examples, Illustrations, Data” section of Transportation Demand Management (Program M-40)

Map: Mobility Existing Conditions Report (2021)

This data comes from the Oakland Plan Mobility Existing Conditions Report (2021).

[Read the Mobility Existing Conditions Report](#)

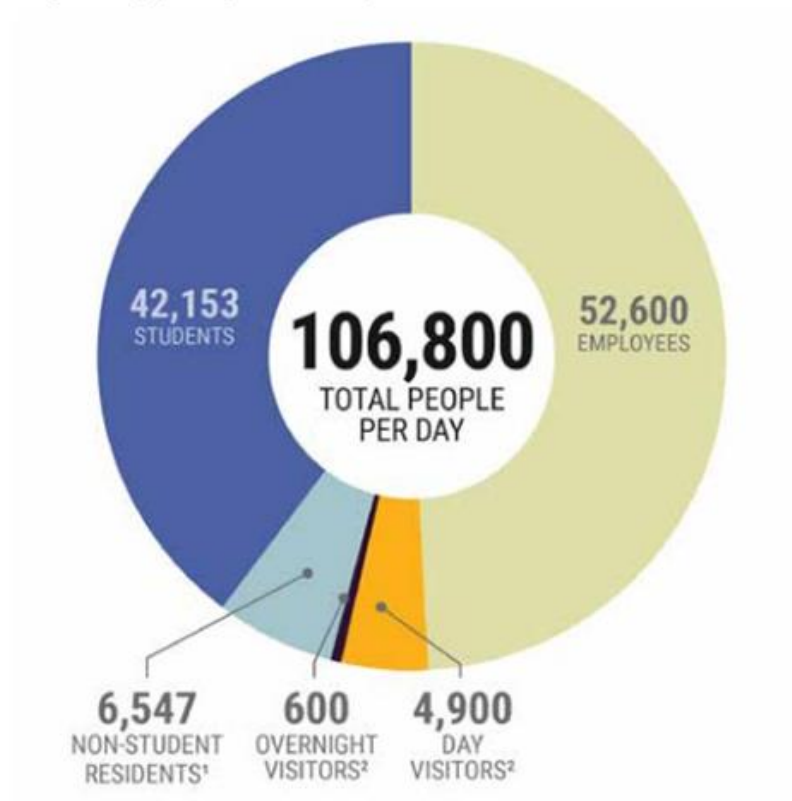


Data: Existing Conditions Report (2020)

This data comes from the Oakland Plan Existing Conditions Report (2020).

[Read the Existing Conditions Report](#)

Daily Activity (During School Year) in Oakland, 2017



¹ Estimated population under 18 years old and over 25 years old.

² Annual visitation divided by 365 days.

Source: WZHA

Data: Existing Conditions Report (2020)

This data comes from the Oakland Plan Existing Conditions Report (2020).

[Read the Existing Conditions Report](#)

Home's Distance from Employee's Work | Employees in the Oakland Area | 2002, 2010, 2017

	2002		2010		2017	
SHARE OF TOTAL JOBS	39,573	100%	53,657	100%	53,573	100%
Less than 10 miles	27,929	70.6%	35,924	67.0%	34,167	62.9%
10 to 24 miles	8,134	20.6%	12,455	23.2%	12,498	24.1%
25 to 50 miles	2,108	5.3%	2,957	5.5%	2,899	5.5%
Greater than 50 miles	1,402	3.5%	2,321	4.3%	4,008	7.5%

Source: LEHD Origin-Destination Employment Statistics

Job Counts by Distance/Direction | All Workers

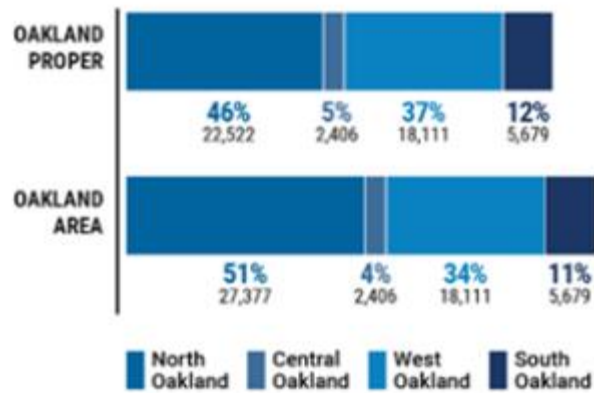


Data: Existing Conditions Report (2020)

This data comes from the Oakland Plan Existing Conditions Report (2020).

[Read the Existing Conditions Report](#)

Jobs in Oakland by Neighborhood

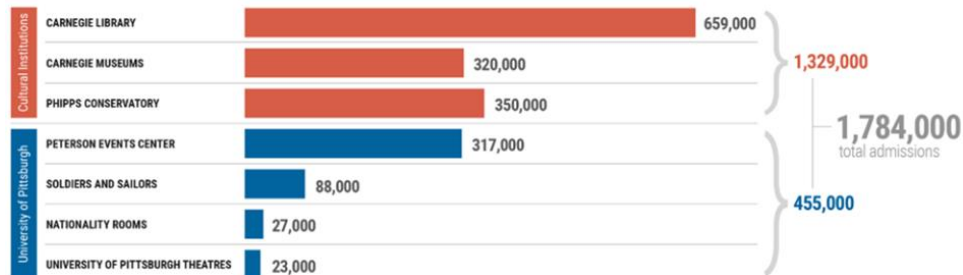


Data: Existing Conditions Report (2020)

This data comes from the Oakland Plan Existing Conditions Report (2020).

[Read the Existing Conditions Report](#)

Annual Admissions to Oakland Attractions



Source: Oakland Business Improvement District, Retail Market Study (2015); University of Pittsburgh, Community and Governmental Relations; Visitorship confirmed in 2019 with organization representatives.

Illustration: I-Sustain Commuter Photo Shoot (Part 1).

i-SUSTAIN organized this photo shoot in downtown Seattle in 2007 to show the physical impact that cars have on precious urban space compared to the same amount of people using public transit, bicycling and walking. The photos were used to produce "The Commuter Toolkit," a public relations piece to communicate what the city and region was doing to increase transportation options.

Image and caption source: i-SUSTAIN at <https://www.i-sustain.com/i-impact>



Illustration: I-Sustain Commuter Photo Shoot (Part 2)

i-SUSTAIN organized this photo shoot in downtown Seattle in 2007 to show the physical impact that cars have on precious urban space compared to the same amount of people using public transit, bicycling and walking. The photos were used to produce "The Commuter Toolkit," a public relations piece to communicate what the city and region was doing to increase transportation options.

Image and caption source: i-SUSTAIN at <https://www.i-sustain.com/i-impact>



Illustration: I-Sustain Commuter Photo Shoot (Part 3)

i-SUSTAIN organized this photo shoot in downtown Seattle in 2007 to show the physical impact that cars have on precious urban space compared to the same amount of people using public transit, bicycling and walking. The photos were used to produce "The Commuter Toolkit," a public relations piece to communicate what the city and region was doing to increase transportation options.

Image and caption source: i-SUSTAIN at <https://www.i-sustain.com/i-impact>



Illustration: I-Sustain Commuter Photo Shoot (Part 4)

i-SUSTAIN organized this photo shoot in downtown Seattle in 2007 to show the physical impact that cars have on precious urban space compared to the same amount of people using public transit, bicycling and walking. The photos were used to produce "The Commuter Toolkit," a public relations piece to communicate what the city and region was doing to increase transportation options.

Image and caption source: i-SUSTAIN at <https://www.i-sustain.com/i-impact>



Illustration: I-Sustain Commuter Photo Shoot (Part 5)

i-SUSTAIN organized this photo shoot in downtown Seattle in 2007 to show the physical impact that cars have on precious urban space compared to the same amount of people using public transit, bicycling and walking. The photos were used to produce "The Commuter Toolkit," a public relations piece to communicate what the city and region was doing to increase transportation options.

Image and caption source: i-SUSTAIN at <https://www.i-sustain.com/i-impact>



Illustration and Video Screenshots: PBOT Rose Lanes (Screenshot 1). This short video explains “how transit priority helps move more people efficiently, sustainability and equitably.”

Image and caption source drawn from: Portland Bureau of Transportation (PBOT) at <https://www.portland.gov/transportation/rose-lanes/about-rose-lanes>. Video Link: <https://www.youtube.com/watch?v=DPhIoJZPRII>

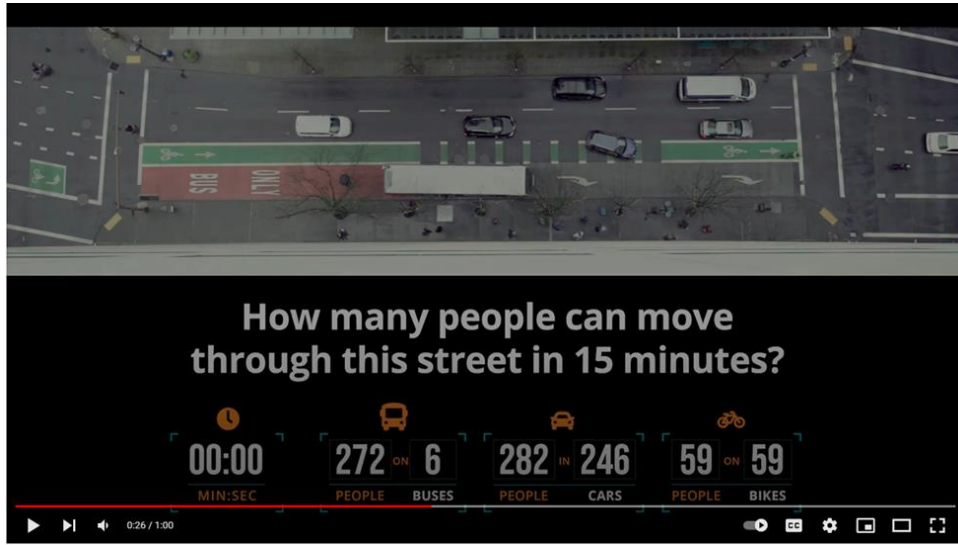


Illustration and Video Excerpt: PBOT Rose Lanes (Screenshot 2). This short video explains “how transit priority helps move more people efficiently, sustainability and equitably.”

Image and caption source drawn from: Portland Bureau of Transportation (PBOT) at <https://www.portland.gov/transportation/rose-lanes/about-rose-lanes>. Video Link: <https://www.youtube.com/watch?v=DPhIoJZPRII>



Illustration: A Growing City, a Fixed Right Of Way

Source: Portland Bureau of Transportation (PBOT) at <https://www.portland.gov/transportation/rose-lanes/about-rose-lanes>

A growing city, a fixed right-of-way



Cars: 28 people / city block



Buses: 225 people / city block



Walking: 1000 people / city block