Welcome!

• By default Zoom has muted your microphone. Please wait patiently for the meeting to start.

• Before we start we will confirm who is on the call. Only Steering Committee members should be on this call.

• How to ask a question: Go to the bottom of your screen and click "Participants". This should open a pop-up window at the bottom of which are three options, including "Unmute Me", "Raise Hand" and "Claim Host". To ask a question, click "Raise Hand". This will notify the host that you would like to ask a question, allowing the host to pause, say your name, and wait for your question. You can also type your questions into the chat window.

• We appreciate your patience as we learn how to conduct online meetings together.
Oakland Plan
STEERING COMMITTEE – MEETING 8
May 2020
## Today

<table>
<thead>
<tr>
<th>Topic</th>
<th>Duration</th>
<th>Presenter</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Updates</strong></td>
<td>10 min</td>
<td>Derek Dauphin</td>
</tr>
<tr>
<td>• Broader Community Engagement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Steering Committee Meeting Times</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Homework Report Out</td>
<td>10 min</td>
<td>Sophie Robison</td>
</tr>
<tr>
<td>Mobility Presentations and Discussion</td>
<td>50 min</td>
<td>Dara Braitman and Breen Masciotra,</td>
</tr>
<tr>
<td>• Existing Conditions</td>
<td></td>
<td>Anna Tang, DJ Stemmler, Mavis Rainey,</td>
</tr>
<tr>
<td>• Transportation Demand Management</td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>• Walking and Cycling</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Building an Oakland for All</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Discussion Questions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Homework (optional)</td>
<td>5 min</td>
<td>Steering Committee</td>
</tr>
</tbody>
</table>
Broader Community Engagement

• COVID-19 put a hold on previously discussed engagement activities with the broader Oakland community including launching Action Teams.

• In response, we are updating the Public Engagement Plan (PEP) you reviewed in January and moving to online platforms while maintaining access and transparency.

• These platforms are used heavily throughout North America and Australia and are well tested.

• Tools examples...
Types of Tools

**SOCIAL MAP**
Collect map-based feedback from your users to learn more about your places and planning proposals.

**FUND IT**
Get creative with participatory budgeting, funding, competitions and more.

**GATHER**
Collect stories, experiences and ideas from participants and run exciting competitions with your community.

**VISIONER**
Collect short and snappy comments from users using a simple and fun activity.

**FORM**
A flexible form tool that can be used on anything from complex user surveys to single engaging questions.

**QUESTION AND ANSWER**
Promote transparency and create a space where users can ask questions directly to a panel of respondents.

**CONVERSATION**
Engage your audience with interactive online discussions.

**FORUM**
Drive thematic or topic-based online discussions.

**QUICK POLL**
Quickly poll your audience to check the ‘temperature’ of a particular issue or idea.
Examples

It would be nice to have a trail between Eglington and down Central Parkway to BRT station... View

I'd like to have the connection between Applewood and Jan Trail's passing from here.... View

No bike lane/track etc on Eglington and it is very dangerous riding on the fast traffic.... View

It is not safe to cross this intersection...
Examples

Would like park with swings
Posted by admin | 12 days ago
More swings
RECREATION

I love the bakery in Hutt Street
Posted by admin | 23 days ago
Bread ummm
CULTURE

The close proximity to rivers and wildlife
Posted by Anonymous | a year ago
I love that within a couple minutes walk from my home I can be surrounded by nature.
RECREATION

Good neighbors
Posted by Anonymous | a year ago
One of the great things about this neighborhood is the lovely people I have met. I have been lucky to have several great neighbors that have also become great friends, and I think it is one of the often overlooked aspects of living in this area.
CULTURE

Trees, glorious trees!
Posted by Anonymous | a year ago
I love the green, leafy tree-line streets of Charles Street, Adam Street, and 1St Ave. They provide great protection from the hot sun and I love walking the dog down here every night.
RECREATION

I love to just get away from it all
Posted by Mr S | 2 years ago
Jaymestown Gardens is my fave spot for a picnic or some downtime when I just need to realign and gather my busy thoughts.
PUBLIC SPACES

Cafe culture around here is awesome!

VIDEO WINNER
THE SECRET TO A PERFECT COFFEE

COUNCIL'S CHOICE
Examples

Your remaining budget:

$100,000

Min. Spend: $80,000

Filter by: Tags  Sponsor  Sort by

1. **Locals meetup**
   - Sponsor: Community Group
   - Strengthen place-based communities with local social clubs
   - Read more  Fund this
   - 10 Votes (11%)

2. **Smart crosswalks**
   - Sponsor: Vicroads
   - Pedestrian crossings that recognise when people approach and manage traffic
   - Read more  Fund this
   - 17 Votes (20%)

3. **Farmers market**
   - Sponsor: Farmers association
   - Promote healthy eating within the community
   - Read more  Fund this
   - 18 Votes (21%)

4. **Commissioned Street Art**
   - Sponsor: Council
   - Controlling graffiti through commissioned artworks
   - Read more  Fund this
   - 18 Votes (21%)
Examples

Design Options

Option A
A gracious ceremonial plaza acts as the defining feature of the park, linking government and community meeting spaces and Council

View

Option B
Anchored by the presence of Council Chambers in the Veterans Memorial Building, the park is defined by a central ceremonial plaza and a

View

Option C
Council Chambers returns to the heart of Berkeley’s Civic Center, redefining the relationship of the park to 2180 Milvia.

View

Video resources
Next Steps

• Staff team are drafting content and a set of engagement activities on the platform to allow the broader community to provide input on vision, goals, needs, and opportunities as we’d planned to do in person.

• Additional Steering Committee workshop in late June for those interested in digging into this and providing input on the use of online engagement tools before they go live.

• Launch Oakland Plan engagement site by early July. The first phase of engagement opportunities will be available for at least one month.
Meeting Times

• About half of the Steering Committee responded to our feedback survey which included options for new meeting times during the last Wednesday of each month.

• Want to confirm those with the entire group. Please respond to the polls that will come up on your screen.

• Quick Polls: Do the following times work for you? 11 a.m. to noon, 3-4 p.m., or keeping the 5 p.m. start time.
Question from Yousef (Carlow student) and Ray (CMU faculty): The COVID-19 crisis has rapidly sped up the utilization of tele-learning and tele-medicine, particularly by Oakland-based academic and medical institutions. This transition is likely to change aspects of how Oakland functions in the future. What topics need to be discussed as part of the Oakland Plan process to make sure the resulting plan adequately addresses this changing condition?

• Need for better online communication

• Discuss how changes to work patterns will impact use of transit, public space, and mix of building uses
Last Month’s Homework

From Beth (Pitt administration): What is something new you think should be added to Oakland or something that already exists that should be transformed to make Oakland a better neighborhood for all?

• New: grocery store, train & BRT, senior center, day care, loop bus for residential use, pocket green spaces, make Atwood and Oakland Avenues more attractive without losing dense rhythm, street trees, more retail & restaurants

• Transformed: bike and pedestrian experience, less on-street and surface parking, livable housing, graduate students want to live in Oakland, 25-35-year-old target demographic
Last Month’s Homework

From Dara (DOMI) and Breen (Port Authority) on the project staff team: Related to transportation, what do you remember about your first trip to Oakland?

• "Very personal memory – under 10 years old visiting my dad in one of the hospitals after a surgery and standing at the bus stop in January, freezing in an arctic blast…"
• "I can't remember it, as I was a newborn being transported from Shadyside Hospital to my parents' apartment on Welsford St…"
• "…passing by all the universities and watching student walking all over. I remember that it made me feel a bit sad because I was new to Pittsburgh and couldn't go to college at that time even though I really wanted to."
• "I loved that Forbes Ave was one way. It really helps from a pedestrian safety standpoint."
• "I got rear-ended merging onto the Parkway from Fifth Avenue :(" 
• "An uneventful visual entry yet a buzz of energy."
• "Sitting in traffic on Bates St."
MOBILITY
Oakland Neighborhood Plan
AGENDA

1. Introduction and Existing Conditions Data, 10 min (Braitman, Masciotra)
2. Walking & Cycling in Oakland, 10 min (Tang)
3. Building an Oakland for All, 10 min (Stemmler)
4. Transportation Demand Management (TDM) in Oakland, 10 min (Rainey)
5. Questions, Answers, and Discussion, 10 min
MOBILITY PARTNERS

PUBLIC AGENCIES
- City of Pittsburgh Department of Mobility and Infrastructure (DOMI)
  - Maintains and operates the public right of way
- Port Authority of Allegheny County (PAAC)
  - Operates public transit service (bus, BRT, light rail, incline)

NONPROFIT ORGANIZATIONS
- BikePGH
- Oakland for All
- Oakland Transportation Management Association (OTMA)
Bus Ridership and Bus Stops Usage

- Proposed BRT
- Bus Stop
- Bus Stop with Shelter

AVERAGE WEEKDAY BUS STOP USAGE

- 4,000 Riders
- 2,000 Riders
- 1,000 Riders
- 200 Riders
- 50 Riders

- Boardings
- Drop-Offs

Bus route is only one direction along this segment of Forbes Avenue.

 Allegheny County:
Bus and Shuttle Routes

**CMU SHUTTLE ROUTES**
- A/B Route
- Bakery Square Shuttle (Long Route)
- Bakery Square Shuttle (Short Route)
- PTC Route

**UNIVERSITY OF PITTSBURGH SHUTTLES**
- 10A / 10B Upper Campus
- 15A OC Lot Shuttle
- 1U North South Loop
- 20A / 20B N Oakland
- 25A Library Resource
- 30A / 30B / 30C S Oakland
- 40A Biotech Center
- Bridgeside Point II
- The Bridges Residence Hall

Sources: Bus Routes, Stops, and Proposed BRT (2019), Port Authority of Allegheny County; Shuttle Routes (2019), CMU and University of Pittsburgh.
# TRAFFIC VOLUMES

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Boulevard of the Allies (Bates Street to Craft Avenue)</td>
<td>24,814</td>
</tr>
<tr>
<td>Craig Street (Bloomfield Bridge to Baum Boulevard)</td>
<td>21,682</td>
</tr>
<tr>
<td>Forbes Avenue (Craft Avenue to Ophelia Street)</td>
<td>21,614</td>
</tr>
<tr>
<td>Fifth Avenue (S. Bellefield Avenue to Wilkins Avenue)</td>
<td>21,480</td>
</tr>
<tr>
<td>Baum Boulevard (N. Craig Street to Busway)</td>
<td>19,393</td>
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<tr>
<td>Boulevard of the Allies (Craft Avenue to Forbes overpass)</td>
<td>18,723</td>
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<tr>
<td>Bates Street (376 Highway to Boulevard of the Allies)</td>
<td>18,394</td>
</tr>
<tr>
<td>Bates Street (Boulevard of the Allies to S. Bouquet Street)</td>
<td>14,891</td>
</tr>
<tr>
<td>Forbes Avenue (Craft Avenue to S. Bellefield Avenue)</td>
<td>14,830</td>
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<tr>
<td>Boulevard of the Allies (Bates Street to Overlook Drive)</td>
<td>14,495</td>
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<table>
<thead>
<tr>
<th>Top Street Segments for Crashes (2018)</th>
<th>Number of Crashes</th>
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<tbody>
<tr>
<td><strong>Vehicle-Vehicle Crashes</strong></td>
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<tr>
<td>Forbes Avenue (Birmingham Bridge to S. Negley Street)</td>
<td>23</td>
</tr>
<tr>
<td>Baum Boulevard (S. Negley Avenue to N. Craig Street)</td>
<td>23</td>
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<tr>
<td>Fifth Avenue (Birmingham Bridge to N. Negley Street)</td>
<td>18</td>
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<tr>
<td>Boulevard of the Allies (Birmingham Bridge to Panther Hollow Trail)</td>
<td>16</td>
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<tr>
<td>Bates Street (Second Avenue to S. Bouquet Street)</td>
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<tr>
<td><strong>Vehicular-Pedestrian and Cyclist Crashes</strong></td>
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</tr>
<tr>
<td>Baum Boulevard (S. Negley Avenue to N. Craig Street)</td>
<td>5</td>
</tr>
<tr>
<td>Fifth Avenue (Birmingham Bridge to N. Negley Street)</td>
<td>5</td>
</tr>
<tr>
<td>Sennott Street</td>
<td>4</td>
</tr>
<tr>
<td>Centre Avenue (Bigelow Boulevard to N. Negley Street)</td>
<td>4</td>
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<tr>
<td>Terrace Street</td>
<td>3</td>
</tr>
</tbody>
</table>

Note: I-376 is not included in the charts above due to its unique status as an interstate highway. It carries higher volumes and results in more vehicle crashes than any other road in the network. It is included in the total crash number.
Traffic Volume and Crashes

AVERAGE ANNUAL DAILY TRAFFIC
- < 2,000 Vehicles
- 2,001 – 5,000 Vehicles
- 5,001 – 10,000 Vehicles
- 10,001 – 20,000 Vehicles
- > 20,001 Vehicles

CRASHES (275 TOTAL IN 2018)
- Bus-Vehicle Crash (3 total)
- Bus-Pedestrian Crash (1 total)
- Vehicle-Bicycle Crash (2 total)
- Vehicle-Pedestrian Crash (37 total)
  - Vehicle-Vehicle or Vehicle-Only Crash (233 total)

FATALITIES
There were no fatal crashes within the neighborhood of Oakland in 2018.

INJURIES
140 people were injured in crashes.
117 out of 275 total crashes resulted in injuries.

Sources: Crashes (2018), PennDOT, Traffic Volumes (2019), PennDOT.
There are at least 6,300 off-street parking spaces provided in parking structures and lots with public access.
On-Street Parking

PARKING TYPE

- Metered On-Street Parking
  - $1.00 per hour
  - $1.50 per hour
  - $2.00 per hour
  - $4.00 per hour
- Residential Permit
- Parking Not Permitted

Bike Pittsburgh

- Founded in 2002
- 4,000 Member based, nonprofit organization
- Focus on: Advocacy, Community & Education
- Website: www.BikePGH.org
Your voice is important

Although we have members in every city neighborhood, it’s necessary for residents to contact their elected officials with problems, praises, and making sure that they are aware of your desire to live in a walkable, bikeable neighborhood. Our message is amplified when citizens take the time to contact decision makers.
Neighborhood Bike/Ped Committees

- Grassroot, resident based neighborhood specific groups that advocate for better biking and walking in their area
- About 20 active bike/ped committees
- www.bikepgh.org/advocacy
What to Expect & What to Know:

- Overall Laws & Guidelines
  - PA Bicycle Driver’s Manual
  - #1 advice: Be predictable
- Follow the law
- Where bicyclists can/cannot bike
- Bicyclists must take the lane in the direction they are heading
Interactions With People on Bikes

• Leapfrog, passing on the left
• Blind Spot
• 4-ft law pass minimum
• Increased speed = increased risk
If hit by a person driving at:

20 MPH
- Person Survives the Collision: 90%
- Results in a Fatality: 10%

30 MPH
- Person Survives the Collision: 60%
- Results in a Fatality: 40%

40 MPH
- Person Survives the Collision: 20%
- Results in a Fatality: 80%
The Bicyclist's Perspective:

• People on bikes often act in ways that they think will make them safer

• Taking the lane
  – Predictable - straight line
  – Visibility
  – Door-zone danger
  – Debris, Potholes, Snow
  – Indicating that it’s not safe to pass
  – Left turns
Hand Signals - predictability

<table>
<thead>
<tr>
<th>Left</th>
<th>Right</th>
<th>Slowing</th>
<th>Right</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

Illustration by THE LEAGUE OF AMERICAN BICYCLISTS
Types of Bike Infrastructure

LEAST PROTECTION

Shared Lane

Bike Lane

Buffered Bike Lane

Protected Bike Lane

MOST PROTECTION
Usually, plans and designs are made for the interested but concerned population.

Four Types of Cyclists By Proportion of Population

- Interested But Concerned - 60%
- No Way No How 33%
- Strong & Fearless <1%
- Enthused & Confident 7%

Source - Portland, OR DOT
Biking and Walking in Oakland: Setting the Stage

- **Geography**: Oakland is a dense area, with varied geography / topography in each region of Oakland.
- **Population**: Mixed, primarily long-term residents and students of all ages and abilities.
- **Location**:
  - One of largest job centers in the state - brings many people to the area.
    - Universities
    - Libraries
    - Museums / Cultural Attractions
    - Restaurants / Businesses
Walking in Oakland Today

- Pedestrian commuting is higher than biking commuting
- Recent crashes show the need for pedestrian improvements
- Walking challenges include:
  - Wide streets to cross with fast traffic
  - Sidewalks too narrow for high pedestrian volumes
  - Missing / deteriorating sidewalks in places
  - All types of transportation use in a dense area can make it challenging to navigate
  - Steep grades to traverse
- Walking improvements include:
  - Bump out installed on Fifth Ave at S. Bellefield (see picture)
  - Bigelow Blvd Complete Streets – bike and pedestrian improvements, expected completion summer 2020
  - Frazier St. Stairs - funded in the 2020 capital budget
Biking in Oakland Today

- Good bike connections to other neighborhoods
- Near the Eliza Furnace Trail
- Most of the bike infrastructure is on high trafficked streets
- Recent crashes show the need for bike infrastructure improvements
- Challenges for biking:
  - Fast moving traffic makes intimidating streets
  - Lack of wayfinding signs to trails
  - Steep hills
  - Limited bike parking
- Improvements for biking:
  - First protected bike lane on Forbes Ave in Oakland, connecting Pitt and CMU (2019)
  - Protected bike lane by Phipps Conservatory
  - Bigelow Blvd Complete Streets - bike and pedestrian improvements, expected completion summer 2020
Commuters' Top Three Modes from Top 10 Oakland Destination Neighborhoods

Data sourced from the Make My Trip Count Survey, 2018.
Complete Streets Design Guidelines

- Complete Streets Policy (2016) - states that all modes should be given equal consideration in the right of way
- Guidelines will help inform how to implement policy

Pittsburgh Bike(+) Plan

- Completion planned for May/June 2020
- 120 miles over 10 years
- Helping to make a complete network for bicycles and small mobility modes
- Proposed network in Oakland at right
Pedestrian Safety Action Plan

• Completion expected later this year
• Identifies high risk pedestrian corridors
• Assessment based on a number of indicators including income, age, etc.

Steps Plan

• Complete
• Identifies high priority steps for future investment
• Based on condition, access to community resources, and demographics, etc.
Complete Street Example

Before

After

Hindley St
Adelaide, Australia
Complete Street Example of a Side Street

[Two images side by side. The left image is labeled 'avant' and shows an older, less vibrant side street with cars parked along the curb. The right image is labeled 'après' and shows the same street now, with more vibrant colors, improved sidewalks, and people walking and biking.]
Thank you!

Stay In Touch

188 43rd Street, Suite 1
Pittsburgh, PA 15201
info@bikepgh.org
412.325.4334

Contact me: anna@bikepgh.org
Transportation Demand Management (TDM)

Transportation demand management, Traffic demand management, or Travel demand management

TDM focuses on the decisions that people and businesses make every day about how they travel.

Managing travel demand involves providing travelers with information, options, and incentives that expand travel choices beyond driving alone, such as use of transit, ridesharing, bicycling, walking, and teleworking.

For those who drive, it also involves shifting travel to less congested times or routes; or avoiding trips entirely in order to reduce traffic congestion, improve system efficiency, and enhance quality of life.
### Mode Shares - Work Trips by Oakland Residents and Workers

<table>
<thead>
<tr>
<th>Means to Work</th>
<th>Trips</th>
<th>Mode Share</th>
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</thead>
<tbody>
<tr>
<td>Total</td>
<td>9,780</td>
<td>100.00%</td>
</tr>
<tr>
<td>Drive Alone</td>
<td>2,750</td>
<td>28.12%</td>
</tr>
<tr>
<td>2-person carpool</td>
<td>435</td>
<td>4.45%</td>
</tr>
<tr>
<td>3-person carpool</td>
<td>36</td>
<td>0.37%</td>
</tr>
<tr>
<td>4+ person carpool</td>
<td>10</td>
<td>0.10%</td>
</tr>
<tr>
<td>Transit</td>
<td>1,415</td>
<td>14.47%</td>
</tr>
<tr>
<td>Other</td>
<td>84</td>
<td>0.86%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>125</td>
<td>1.28%</td>
</tr>
<tr>
<td>Walk</td>
<td>4,320</td>
<td>44.17%</td>
</tr>
<tr>
<td>Worked at Home</td>
<td>605</td>
<td>6.19%</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Means to Work</th>
<th>Trips</th>
<th>Mode Share</th>
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</thead>
<tbody>
<tr>
<td>Total</td>
<td>43,569</td>
<td>100.00%</td>
</tr>
<tr>
<td>Drive Alone</td>
<td>24,375</td>
<td>55.95%</td>
</tr>
<tr>
<td>2-person carpool</td>
<td>3,215</td>
<td>7.38%</td>
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<tr>
<td>3-person carpool</td>
<td>465</td>
<td>1.07%</td>
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<tr>
<td>4+ person carpool</td>
<td>406</td>
<td>0.93%</td>
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<tr>
<td>Transit</td>
<td>8,080</td>
<td>18.55%</td>
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<tr>
<td>Other</td>
<td>219</td>
<td>0.50%</td>
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<tr>
<td>Bicycle</td>
<td>1,004</td>
<td>2.30%</td>
</tr>
<tr>
<td>Walk</td>
<td>5,200</td>
<td>11.94%</td>
</tr>
<tr>
<td>Worked at Home</td>
<td>605</td>
<td>1.39%</td>
</tr>
</tbody>
</table>

Data Source: CTPP 2012-2016

"Other" includes taxicab, motorcycle, and other means

Blue and orange shaded areas on the map are the Census Tracts that defined Oakland for the table.
# Oakland Transportation Management Association

## Oakland Area Mode Share – 2018 MMTC

### Commuters by Destination

<table>
<thead>
<tr>
<th>Destination</th>
<th>Number of Commuters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown</td>
<td>10958</td>
</tr>
<tr>
<td>Oakland</td>
<td>4428</td>
</tr>
<tr>
<td>Northside</td>
<td>322</td>
</tr>
<tr>
<td>North Shore</td>
<td>613</td>
</tr>
<tr>
<td>Lawrenceville</td>
<td>271</td>
</tr>
<tr>
<td>East Liberty</td>
<td>190</td>
</tr>
<tr>
<td>South Side</td>
<td>347</td>
</tr>
<tr>
<td>Uptown/Bluff</td>
<td>161</td>
</tr>
<tr>
<td>Strip District</td>
<td>172</td>
</tr>
<tr>
<td>Other</td>
<td>2599</td>
</tr>
</tbody>
</table>

### DTOWN AREA

<table>
<thead>
<tr>
<th>Mode</th>
<th>Weekly Trips</th>
<th>Percentage</th>
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</thead>
<tbody>
<tr>
<td>Drive</td>
<td>43,737.82</td>
<td>38.8%</td>
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<tr>
<td>Bus</td>
<td>34,298.87</td>
<td>30.4%</td>
</tr>
<tr>
<td>Light Rail</td>
<td>13,107.83</td>
<td>11.6%</td>
</tr>
<tr>
<td>Carpool/Vanpool</td>
<td>6,809.76</td>
<td>6.0%</td>
</tr>
<tr>
<td>Uber/Lyft/Taxi</td>
<td>746.24</td>
<td>0.7%</td>
</tr>
<tr>
<td>University shuttle</td>
<td>30.73</td>
<td>0.3%</td>
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<tr>
<td>Walk</td>
<td>3,734.12</td>
<td>3.3%</td>
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<tr>
<td>Bike</td>
<td>1,949.89</td>
<td>1.7%</td>
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<tr>
<td>Work from home</td>
<td>6,537.26</td>
<td>5.8%</td>
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<td>Other</td>
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<td>112,605.60</td>
<td></td>
</tr>
</tbody>
</table>

**Number of Commuters**: 118,518

### OAKLAND AREA

<table>
<thead>
<tr>
<th>Mode</th>
<th>Weekly Trips</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive</td>
<td>23,916.10</td>
<td>51.4%</td>
</tr>
<tr>
<td>Bus</td>
<td>12,056.16</td>
<td>25.9%</td>
</tr>
<tr>
<td>Light Rail</td>
<td>613.92</td>
<td>1.3%</td>
</tr>
<tr>
<td>Carpool/Vanpool</td>
<td>2,742.26</td>
<td>5.9%</td>
</tr>
<tr>
<td>Uber/Lyft/Taxi</td>
<td>300.59</td>
<td>0.6%</td>
</tr>
<tr>
<td>University shuttle</td>
<td>384.42</td>
<td>0.8%</td>
</tr>
<tr>
<td>Walk</td>
<td>3,167.85</td>
<td>6.8%</td>
</tr>
<tr>
<td>Bike</td>
<td>1,694.73</td>
<td>3.6%</td>
</tr>
<tr>
<td>Work from home</td>
<td>836.77</td>
<td>1.8%</td>
</tr>
<tr>
<td>Other</td>
<td>627.20</td>
<td>1.3%</td>
</tr>
<tr>
<td>Total</td>
<td>46,540.00</td>
<td></td>
</tr>
</tbody>
</table>

**Number of Commuters**: 46,611

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**GREATER DOWNTOWN: 2018 MODE SPLIT**

- Drive: 38.8%
- Bus: 30.4%
- Carpool/Vanpool: 6.0%
- Light Rail: 11.6%
- Walk: 3.3%
- Bike: 1.7%
- Work from home: 5.8%
- Other: 1.5%

**OAKLAND: 2018 MODE SPLIT**

- Drive: 51.4%
- Bus: 23.9%
- Carpool/Vanpool: 5.9%
- Light Rail: 11.6%
- Walk: 3.6%
- Bike: 1.3%
- Work from home: 1.3%
- Other: 1.3%
Oakland TMA is a 501(c)(3) non-profit organization focused on transportation issues including reduced traffic congestion, improved air quality, safety, and access to mobility options for everyone regardless how they travel.

Our core mission is to serve the Oakland community through advocacy and provision of information to encourage good transportation choices by commuters, residents and visitors alike with the goal of increasing the use of modes other than the automobile. These alternative modes will reduce congestion and improve the quality of the street environment and therefore the quality of life in Oakland.

Commuting alternatives to single-occupant vehicles that reduce traffic congestion and improve air quality:

- Walking
- Vanpools
- Public transit
- Carpools & car sharing
- Biking & bike sharing

Through hosting events, distributing printed materials, sending email advisories, participation in stakeholder meetings, identifying funding for large infrastructure projects and more, we work to make the connections the region needs in order to make viable and positive transportation projects happen so that safe, effective, and accessible mobility options continue to meet the needs of our growing community.
Oakland Transportation Management Association

Community Education & Outreach Events

You may recognize us from UPMC’s Employee Benefit Fairs, transportation fairs, and other community events like student arrival at Oakland’s universities, safety enforcement events, Bike-to-Work Day, Bike Safety Day, Earth Day, and more!
Community education & outreach resources include:

- Distributing commuter advisories via email and social media to keep you informed of traffic, transit, and construction impacts.
- Free printed commuter resource materials that can be ordered online.
- Development of the first pedestrian wayfinding system.
- Introducing and managing programs that promote walking as a viable means of travel, advocate for mobility and access for people with disabilities, connect commuters with smart transportation options, and more!
Oakland Transportation Management Association

Outreach and Collaboration for Transportation
& Infrastructure Improvements

OTMA’s reach and impact can be seen in project’s like the Joncaire Street Multimodal Steps, Atwood Station bus shelter at Fifth/Atwood, the Forbes Avenue Betterment Project improvements to 18 intersections, the Boulevard of the Allies Betterment Project infrastructure upgrades, the Fifth Avenue Pedestrian Safety Railing Replacement, ...
Oakland Transportation Management Association

Outreach and Collaboration for Transportation & Infrastructure Improvements

... and through major infrastructure project’s like the ongoing SR837 East Carson Street Safety Improvement Project, the Greenfield Bridge Replacement Project and Birmingham Bridge Rehabilitation Project completed in 2017, Eliza Furnace Trail Bridge Project completed in 2011, the Boulevard of the Allies Bridge Project completed in 2009, the Hometown Streets: Fifth & Forbes Avenue Pedestrian Safety Improvements completed in 2008, and comprehensive transportation studies that informed several major infrastructure projects in and around Oakland including the Bellfield Road Safety Audit, PCTI Pedestrian Safety Mobility Study, and Second Avenue Corridor Improvement Study.
Oakland Transportation Management Association

SPC Regional TDM Strategic Action Plan

Recognizes the need to better integrate TDM into transportation planning and project development and system operations will provide a greater range of public benefits related to accessibility, mobility, system reliability, safety, economic development, quality of life and cost-effective use of public funds.
Oakland Transportation Management Association

SPC Regional TDM Strategic Action Plan

The five goals for the TDM Action Plan are listed below.

1. Enhance the ease of use, connectivity, and effectiveness of transit and shared mobility options as well as bicycling and walking.
2. Increase employer involvement to improve workforce access to jobs.
3. Increase public awareness of travel options and services.
4. Promote location-efficient development and design.
5. Target opportunities beyond work trips and to address non-recurring sources of delay (special events, work zones, weather, and incidents).

Recommended performance measures were developed through considerations of best practices, available data sources and existing performance measures listed in the SPC transportation planning and programing documents.

Performance measurement categories include Awareness, Activities, Outputs and Outcomes.
Other Business

• Timing and agenda for next month’s meeting
• Please fill out the meeting feedback survey
• Does anyone have a new homework assignment?