

# Oakland Local Street Network Plan

*Citizen Advisory Committee*



Why Lane Council of  
Governments (LCOG)?

# Background

## Infrastructure and other woes in Oakland

- Collapsed storm drains
- Water and wastewater deficiencies
- Connectivity challenges
- Street Maintenance challenges
- Possible need for code updates
- Desire for improved bike and ped environment
- *Absence of infrastructure plans is an obstacle in securing grants and other funding opportunities*

# Transportation & Growth Management

A partnership between the Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT), the Oregon Transportation and Growth Management Program (TGM) supports community efforts to expand transportation choices for people. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go.



2011 2012 **2013**

**Third time was the  
charm!**

**\$90,000**

# Oakland Local Street Network Plan

- Help the City comprehensively identify opportunities for transportation network improvements, and most importantly, priorities and clear actions for making those improvements.
- Identify a logical and efficient system of local, collector and arterial streets to best serve existing and future uses
- Assess needs and opportunities for improving bicycle and pedestrian connectivity.
- Building upon the efforts of the City to provide safer streets for schools and businesses.

# Benefits

- Clearer priorities for transportation system improvements
- Improved access to funding opportunities of all kinds
- A plan that reflects broad public input
- Safer streets and paths for all ages and modes of travel
- Research and evaluation of a bike and hike trail in Oakland as well as a bicycle connection between Oakland and Sutherlin.

# Oakland Local Street Network Plan

## Task 1: Project Management and Public Involvement

Objective: provide foundation for successful Plan development by ensuring adequate project management, public involvement and initial public outreach.

## Task 2: Existing Policies, Plan Goals and Objectives

Objective: identify existing laws, plans and policies that impact development of the Plan, and establish overarching Plan goals and objectives. Inventory and evaluate the existing transportation network, and develop a methodology for analysis of existing conditions, future conditions and alternatives analysis.

# Oakland Local Street Network Plan

## Task 3: Develop and Evaluate Alternatives

Objective: develop, evaluate and document street network alternatives.

### **Technical Memorandum 4**

Proposed connectivity, safety, geometric, ADA and transit improvements. Design concept-level diagrams, review of resource conflicts, development of planning-level cost estimates. Impacts and benefits to bike-ped, freight and safety.

### **Technical Memorandum 5**

Design standards , Cross-sections by functional classification

### **Technical Memorandum 6**

Funding (current, future, City, County, State, Federal, other)



# Oakland Local Street Network Plan

## Task 4: Preferred Alternatives

Objective: to develop a set of preferred alternatives from information developed in Task 3, and a list of potential ordinance and code changes.

### **Technical Memorandum 7**

**Recommended preferred bicycle, pedestrian, auto and transit improvements**

### **Technical Memorandum 8**

**Plan and code changes necessary for implementation of the preferred alternatives and City transportation vision.**

# Oakland Local Street Network Plan

## Task 5: Draft City of Oakland Local Street Network Plan

Objective: to develop a draft local street network plan and associated ordinances for consideration by the public and the City Council and Planning Commission.

### **Volume I – Projects**

Summary of projects, costs, benefits and priority

Project Prospectus Sheets (one for each project included in Plan, see “Sample Project Prospectus Sheet Front” and “Sample Project Prospectus Sheet Back” for example)

Implementation Section (a basic “how-to” set of instructions for implementing each project)

### **Volume II – Policies and Data**

Goals, policies and objectives

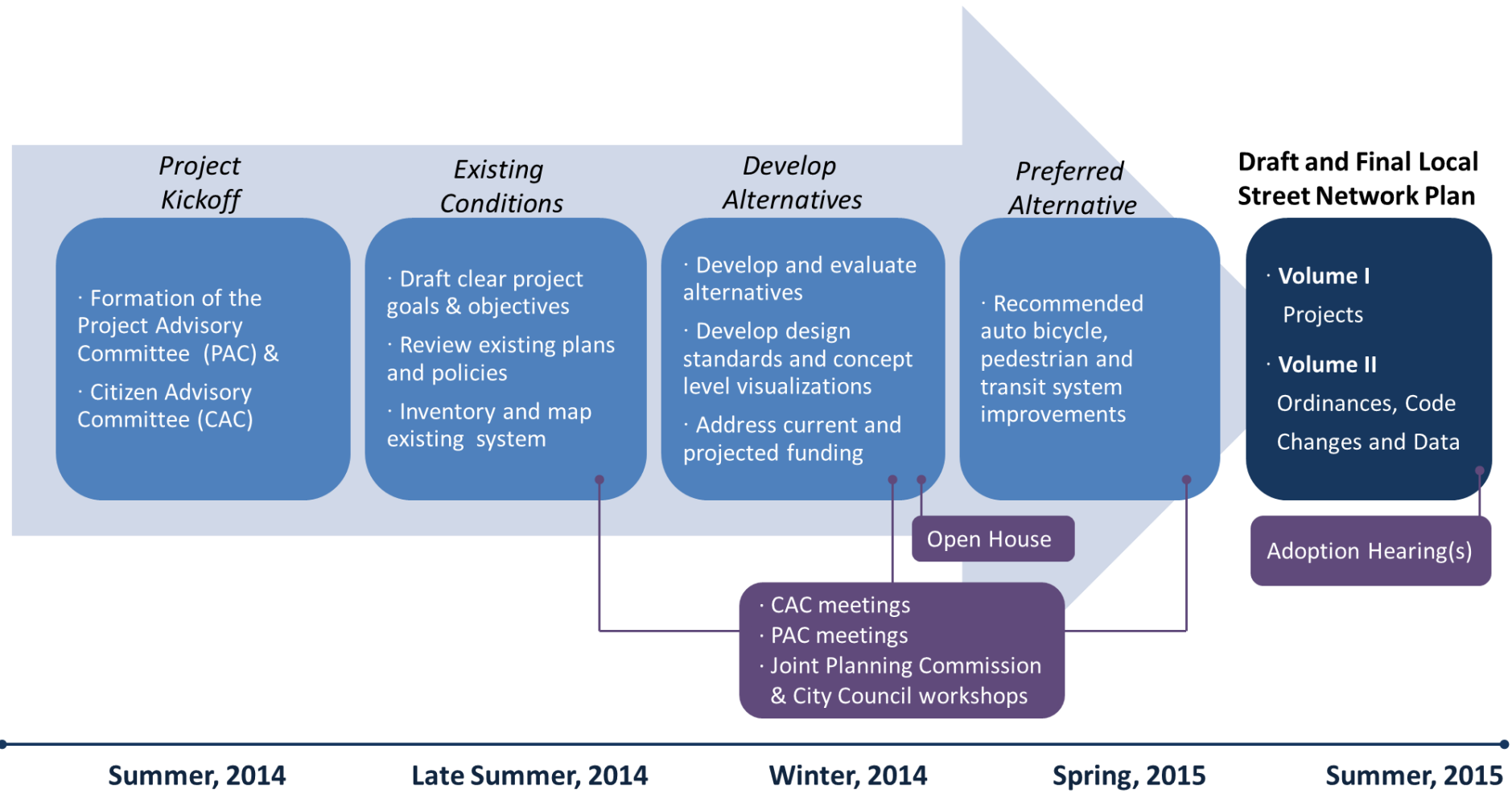
Detailed description of existing and planned transportation facilities and services, including type, classification, lanes, traffic control devices and posted speeds

Road Plan, Bicycle Plan, Pedestrian Plan, Transit Plan

Funding (current, projected and potential)

### **Volume III – Appendices**

All TMs and other supporting data for the Plan





Wayne Estes

- Home
- Overview
- Project Committees
- Project Documents
- Feedback Booth
- Contact



Friday, August 8, 2014

## Oakland Local Street Network Plan Kick-Off

The City of Oakland has secured a grant that will support a year long process to evaluate its transportation system and to outline the community's vision for the future of transportation in the City (including cars, bikes, walking, freight and rail).

Initial steps of the project began in June of 2014. On September 16th, 2014 the first of several **Citizen Advisory Committee (CAC)** and **Project Advisory Committee (PAC)** meetings will be held to establish goals and objectives for the project, to review and characterize existing conditions and to coordinate efforts among various stakeholders. Oakland's Planning Commission and City Council will also have a joint worksession to discuss the matter on September 23rd, 2014 at 7:00 pm at City Hall.

It's important that **ALL voices** are heard throughout this process. The Oakland Voices webpage serves as a resource for project staff, residents, and other stakeholders to obtain updates over the course of the project. It will also serve as one of several valuable resources for **community feedback** and will be monitored frequently for that purpose. Watch for updates from those meetings.

We encourage all to browse the site and familiarize themselves with it.

# Draft Technical Memorandum 2

## *Existing Plans, Policies, and Standards*

### **Statewide Planning Goal 12:**

According to Goal 12 a transportation plan shall

- 1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle, and pedestrian;
- 2) be based upon an inventory of local, regional, and state transportation needs;
- 3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes;
- 4) avoid principal reliance upon any one mode of transportation;
- 5) minimize adverse social, economic, and environmental impacts and costs;
- 6) conserve energy;
- 7) meet the needs of the transportation disadvantaged by improving transportation services;
- 8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and
- 9) conform with local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility.

# Draft Technical Memorandum 2

## *Existing Plans, Policies, and Standards*

### **Transportation Planning Rule (OAR 660-12-055 (6)):**

Rule administering Goal 12. Fairly prescriptive.

In 1996 during the City of Oakland's periodic review evaluation, the City requested and was granted a **full exemption** from the requirements of the Transportation Planning Rule (under OAR 660-12-055 (6)).

Our Work Plan – Intergovernmental Agreement

# Draft Technical Memorandum 2

## *Existing Plans, Policies, and Standards*

### **State of Oregon Transportation Plan**

Oregon Transportation Plan, 1992

Aviation System Plan, 2000

Bicycle/Pedestrian Plan, 1995

Transportation Safety and Action Plan, 1995

Public Transportation Plan, 1997

Oregon Highway Plan, 1999

Rail Freight and Passenger Plan, 2001

**The plans provide a framework for cooperation between ODOT and local jurisdictions and offer guidance to cities and counties for developing local modal plans.**

# Draft Technical Memorandum 2

## *Existing Plans, Policies, and Standards*

### **Douglas County Comprehensive Plan (Transportation Element) (2004)**

Douglas County has jurisdiction over a number of Oakland streets

Not many facilities or plans that appear to be called out specifically

Bike Route between Oakland and Sutherlin



# Draft Technical Memorandum 2

## *Existing Plans, Policies, and Standards*

### **City of Oakland Plans and Ordinances**

Comprehensive Plan

Zoning Ordinance

Design Standards

Subdivision Ordinance

Fire Codes

### **Other State Agencies**

DEQ, DLS, DLCDC, ODFW

# Draft Technical Memorandum 1

## *Goals and Objectives*

**Goal 1: Overall Transportation System** To provide for safe, convenient, smooth, and energy efficient movement throughout the City by a variety of means for all groups of people; and for orderly use of the land as it relates to transportation.

**Goal 2: Enhanced Livability** Enhance the livability of Oakland through the location and design of transportation facilities to be compatible with the characteristics of the built, social, and natural environment.

**Goal 3: Transportation and Land Use** Maximize the efficiency of Oakland's transportation system through effective land use planning

**Goal 4: Street System** Provide a well planned, comprehensive street system that serves the needs of the Oakland UGB and its residents.

## *Goals and Objectives (continued)*

**Goal 5: Balanced Transportation System** Facilitate the development of bike lanes, sidewalks, multiuse paths and transit in the Oakland UGB to provide more transportation options for Oakland residents and visitors

**Goal 6: Transportation that Supports Economic Development** Facilitate the provision of a transportation system for the efficient, safe, and competitive movement of goods and services to, from, and within the Oakland UGB

**Goal 7: Funding Transportation System Improvements** Implement the transportation plan by working cooperatively with federal, state, regional, and local governments, the private sector, and residents. Create a stable, flexible financial system for funding transportation improvements.

# *Evaluation Criteria*

1. Provides safe, efficient, and effective movement of goods, services, and people.
2. Provides safe and well integrated opportunities for pedestrian and bicycle pathways.
3. Provides adequate access for emergency service vehicles.
4. Sustainable and feasible costs for construction and maintenance.
5. Minimizes energy consumption in terms of vehicle miles traveled as well as in terms of street construction and maintenance
6. Supports downtown as the major commercial service area.
7. Provides access to lands for development