Bay Area Air Quality Management District

West Oakland Environmental Indicators Project
know which way the wind blows

WOCAP
THE WEST OAKLAND COMMUNITY ACTION PLAN

Steering Committee

February 7, 2024

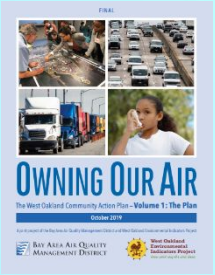
Welcome!

Name, Affiliation/Organization

Please sign in/add comments in the sheet:

- **Member Sign In Sheet**-
  https://docs.google.com/spreadsheets/d/1ByQ_QDRd1QLrFk-fBVGSOos-80uNPpFOUXy8v2ZBMZY/edit#gid=0
- **Meeting Attendees**-
  https://docs.google.com/spreadsheets/d/1SYPRUBuhS0gW6r0kVA3unOEskIg7mgyKAZu3dhEZo_E/edit#gid=660277727

Owning Our Air - West Oakland AB 617 Steering Committee Meeting
Wednesday, February 7, 2024 | 6:00 pm to 8:00 p.m.



Time	Item
6:00-6:05 pm (5 min)	Roll Call
6:05-6:10 pm (5 min)	Welcome and Co-leads Report
6:10-6:20 pm (10 min)	Follow Up from Previous Meeting
6:20-6:55 pm (35 min)	Prescott Greening Presentation
6:55-7:15 pm (20 min)	Prescott Large Group Discussion/Q&A
7:15-7:55 pm (40 min)	Prescott Breakout Rooms (30 min) + Report Back (10 min)
7:55-8:00pm (5 min)	Meeting Evaluation Survey

Welcome and Co-Leads Report

Q&A Protocol

1. **No questions/comments during presentations**
   (Questions in the chat are okay)
2. **SC Members FIRST**
3. **Then General Public**
4. **THEN Co-Leads**

New WOEIP Staff

Tarangini Saxena

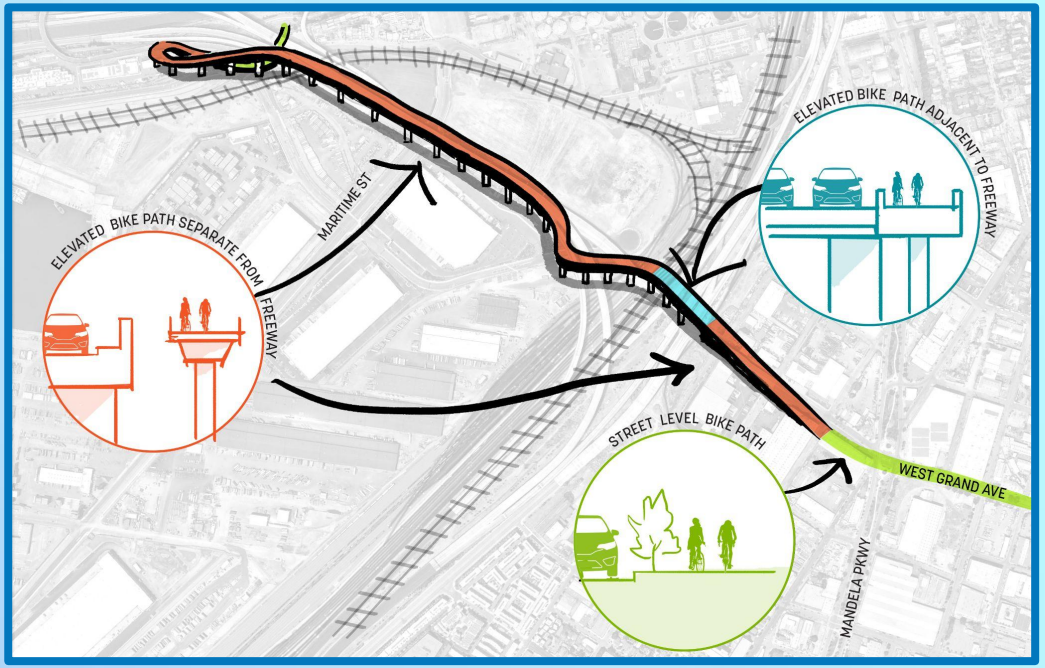
Project Manager

Clara Weinstein

Communications Manager

West Oakland Link update

- West Oakland Link meeting # 6 - Week of April 8th, 2024
- Design 35% complete
- More details to follow



Follow-Up from Past Meetings

Town Hall Recap

- **Cristina Garcia (keynote)**
- **16 organizations tabled**
- **150+ attendees** (including new participants)
- **Feedback:** Overall positive!
  - Information provided was helpful & understandable.
  - Locals felt slightly less able to participate. Volume was an issue in the venue.

Semi-annual Evaluation Survey

- Keep your eyes open for a survey in your email
- Open to all WOCAP participants including Steering Committee members, partner agencies, and the general public

Prescott Greening Project

February 7, 2024

Prescott Greening Agenda

- Introduction
- Project Area
- Modeling
  - What is modeling
  - Building a 3D world
  - Pollution Levels
  - Vegetated Buffers
- Concept Designs
- Discussion

Prescott Greening *(brief overview)*

Overview:

- Pilot project to reduce pollution exposure
- Developing way to model different planting options
- Vegetative buffers along:
    - Frontage Rd from 7th -16 th St
    - Caltrans Freeway
    - 7th street
- Creation of Stewardship Model for Green Infrastructure

AB 617 Greening Strategies

Strategy #10: The City of Oakland creates a comprehensive, area-wide urban canopy and vegetation plan that identifies locations that trees can be added and maintained, such as parks and along Caltrans' rights-of-way and develops a plan to protect existing trees that reduce exposure to air pollution emissions in West Oakland. This includes partnering with local nonprofit groups, encouraging trees on private property, and working with the community on tree maintenance and (as needed) removal.

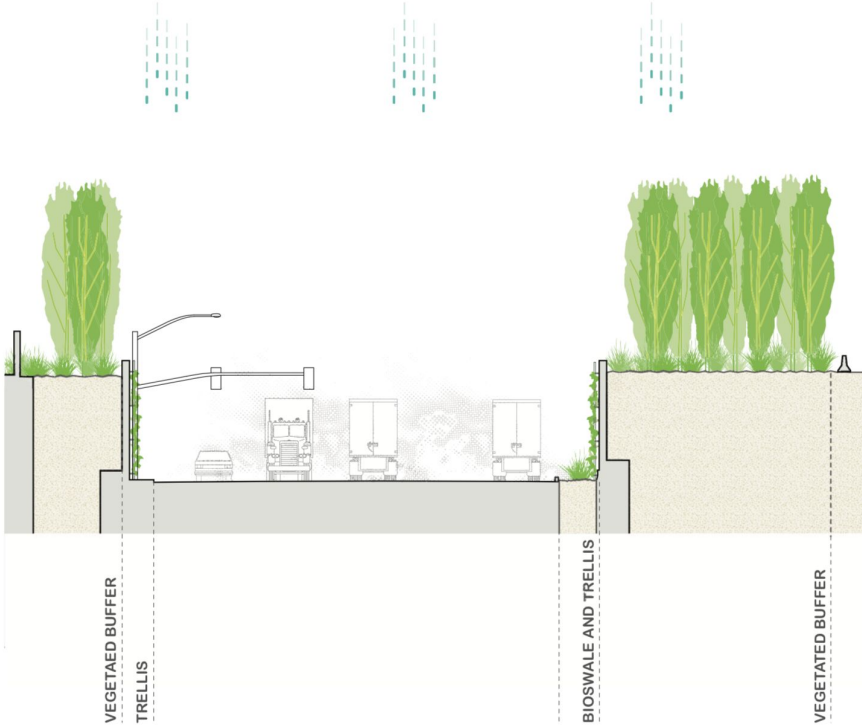
Strategy #11: The City of Oakland works with local groups to train residents to maintain biofilters.

Strategy #12: The Air District and the West Oakland Environmental Indicators Project intends to implement the green infrastructure project currently under development between Interstate I-880 and the Prescott neighborhood in West Oakland by 2021.

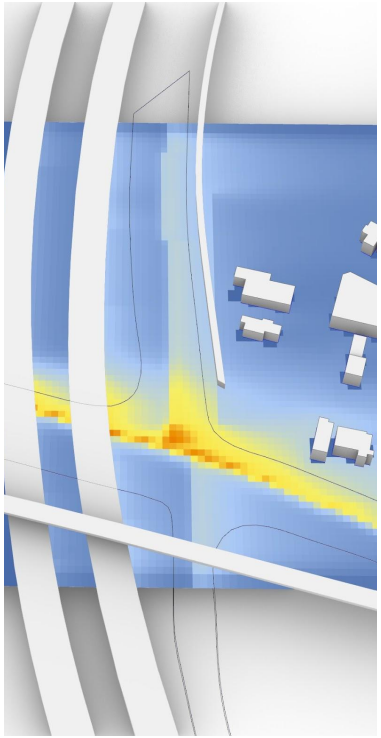
Strategy #16: The City of Oakland, in partnership with the Steering Committee, CARB and the Air District, studies the exposure reduction benefit of requiring solid or vegetative barriers to be incorporated into site design between buildings and sources of air pollution (for example, a freeway).

Prescott Greening

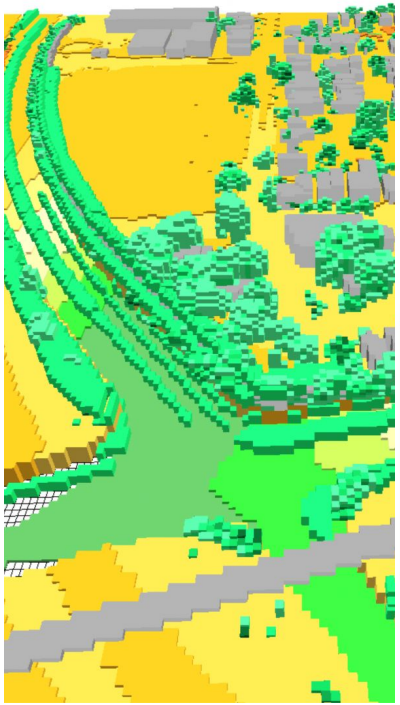
This project is ONE piece of the puzzle toward improved air quality in West Oakland along with all the other WOCAP strategies that address both indoor and outdoor air pollution and exposure


VEGETAED BUFFER
TRELLIS
BIOSWALE AND TRELLIS
VEGETATED BUFFER

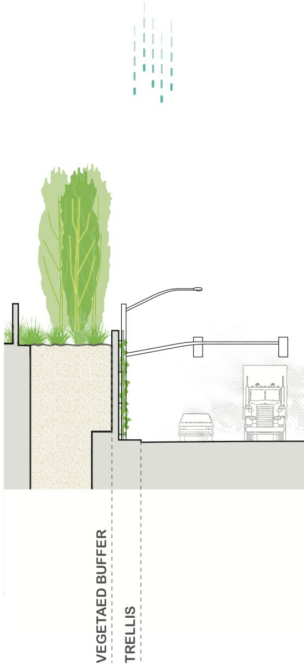
Prescott Showcase Goals



Model Pollution

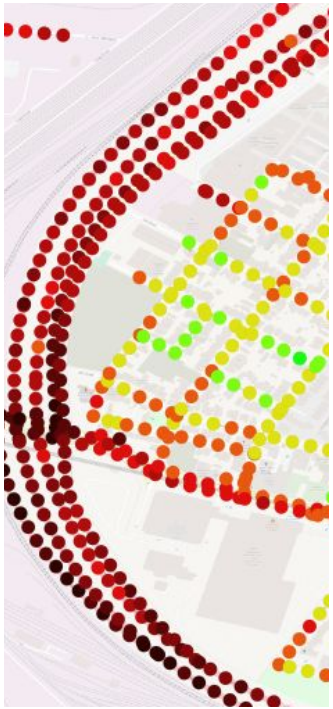


Model Solutions

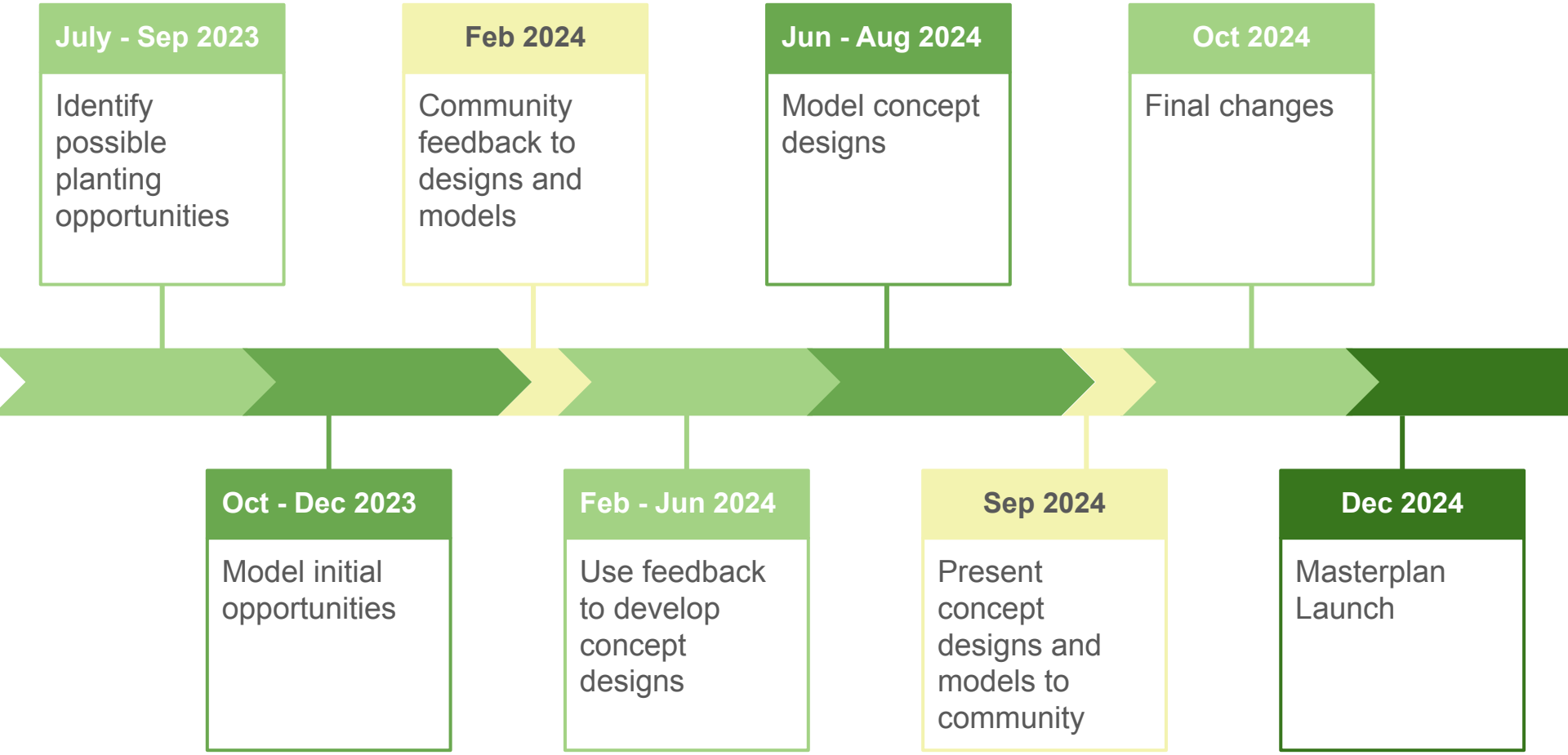


Design

Build Interventions



Monitor Results


July - Sep 2023
Identify possible planting opportunities
Oct - Dec 2023
Model initial opportunities
Feb 2024
Community feedback to designs and models
Feb - Jun 2024
Use feedback to develop concept designs
Jun - Aug 2024
Model concept designs
Sep 2024
Present concept designs and models to community
Oct 2024
Final changes
Dec 2024
Masterplan Launch

Prescott Greening Agenda

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- **Project Area**
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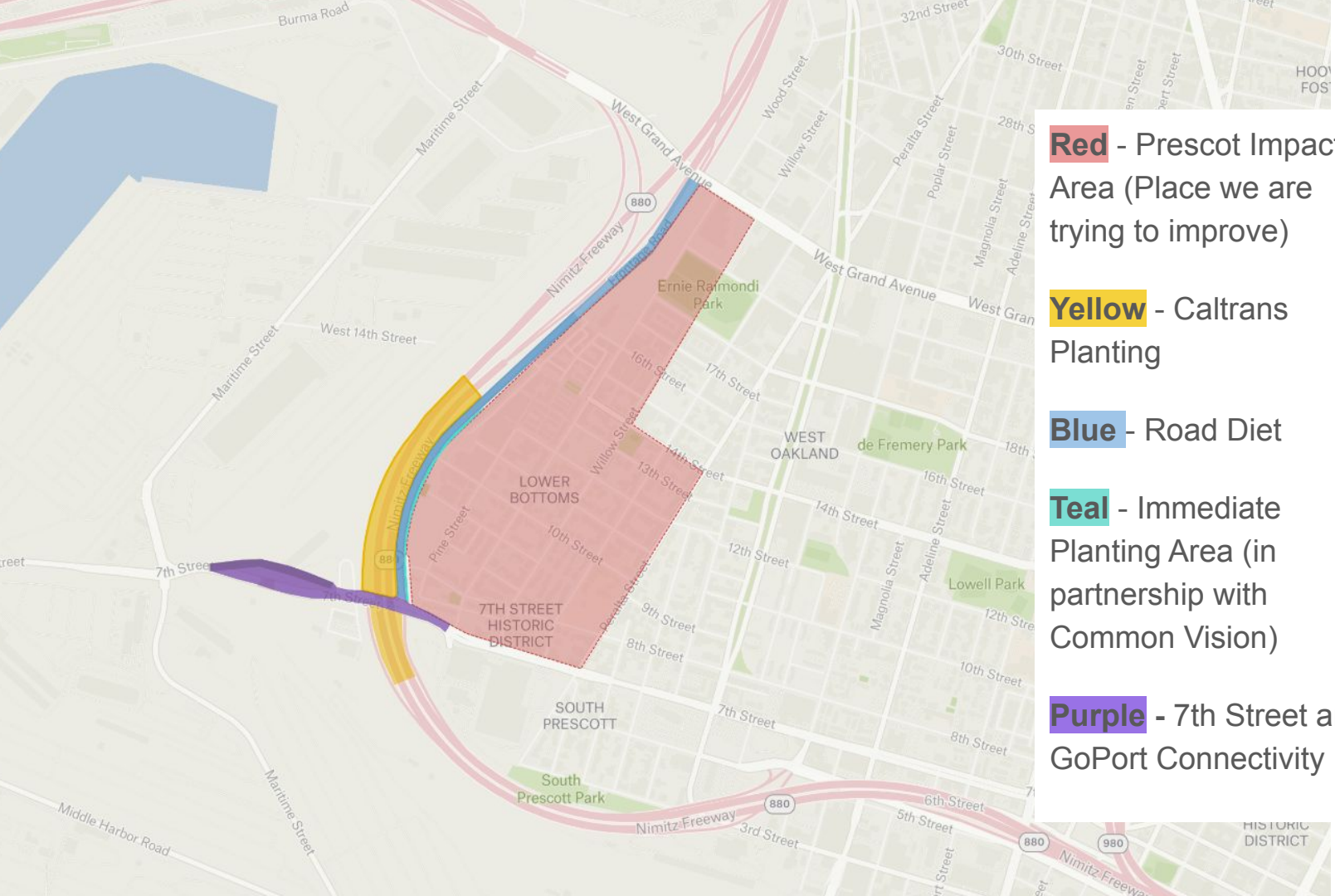


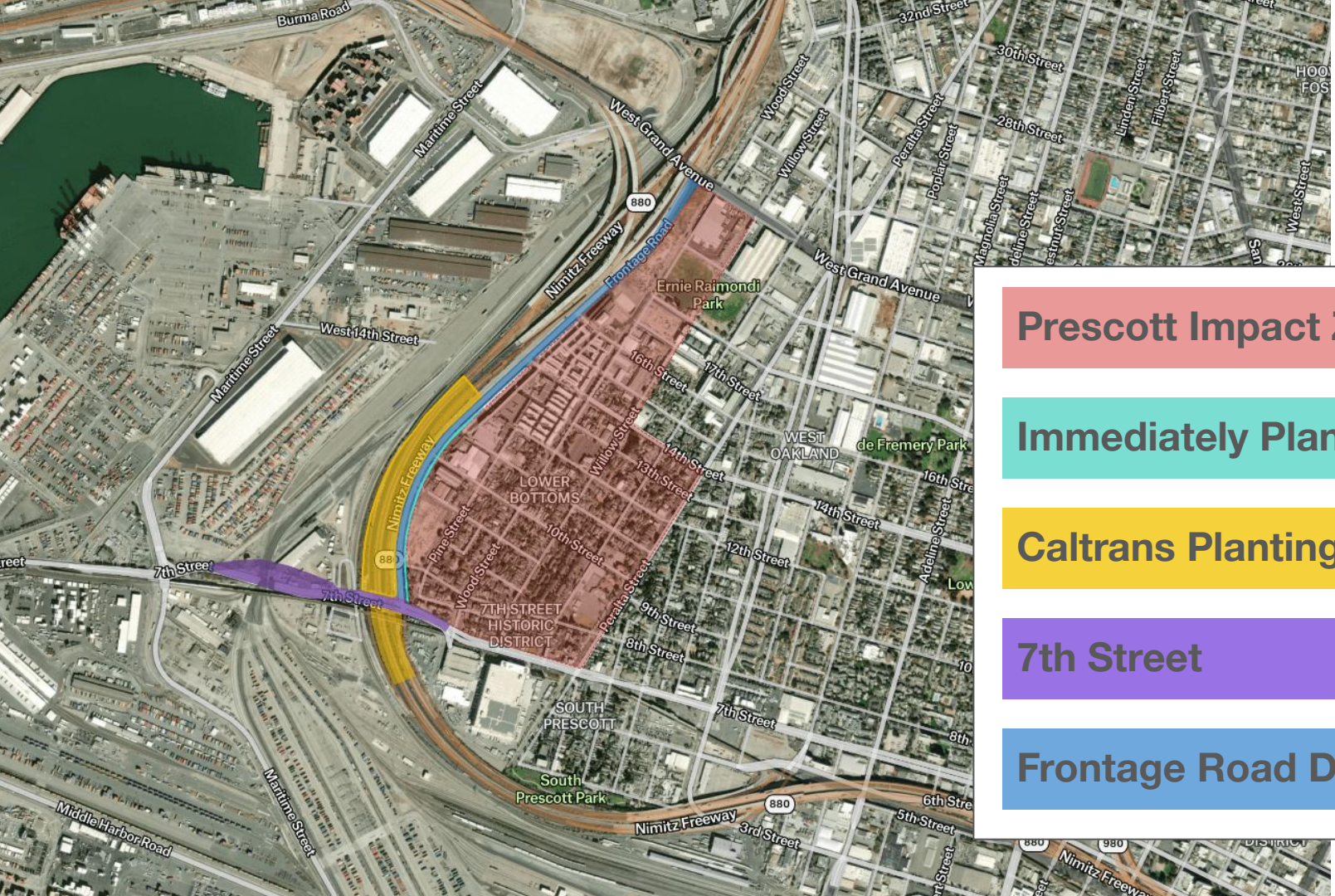
Red - Prescot Impact Area (Place we are trying to improve)

Yellow - Caltrans Planting

Blue - Road Diet

Teal - Immediate Planting Area (in partnership with Common Vision)

Purple - 7th Street and GoPort Connectivity

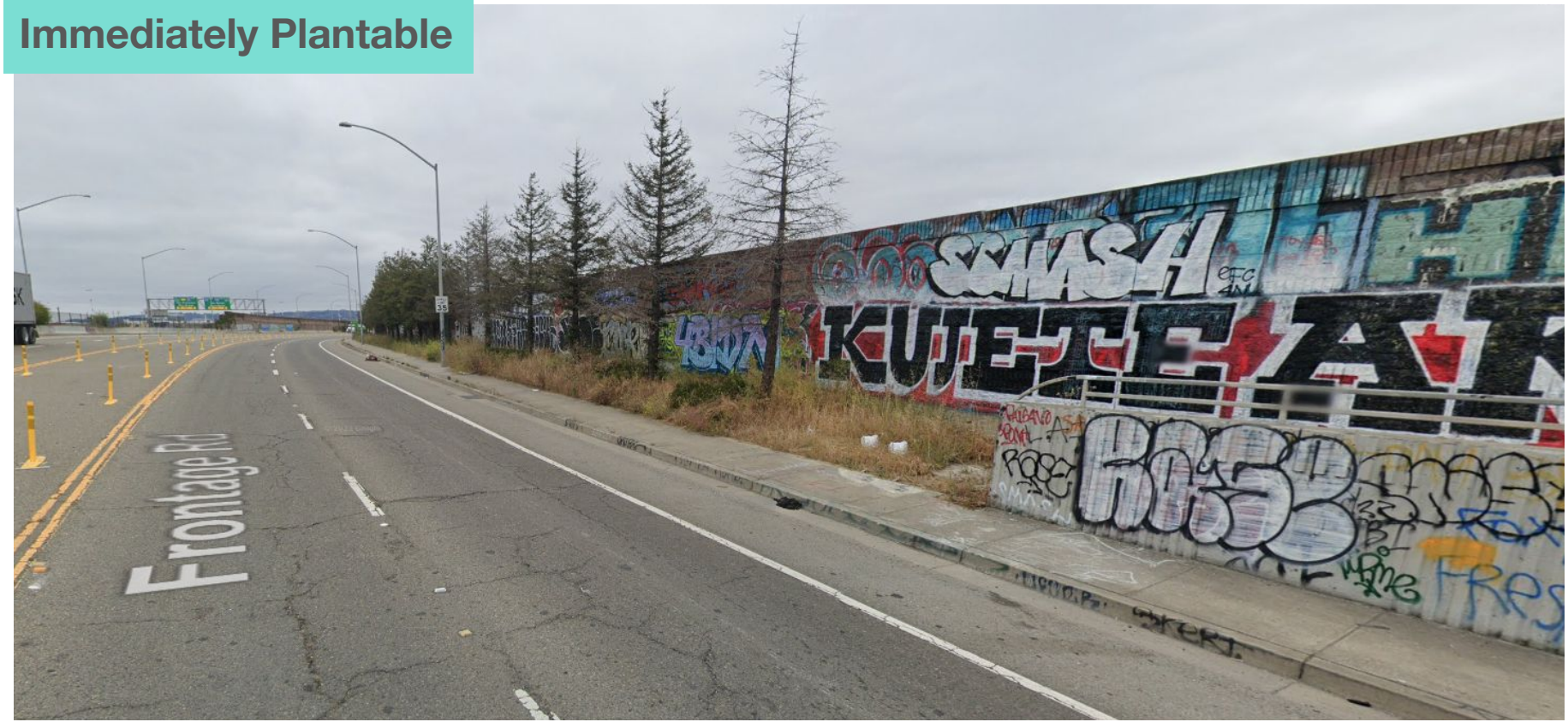

Prescott Impact Zone
Immediately Plantable
Caltrans Planting
7th Street
Frontage Road Diet
Burma Road
Maritime Street
West Grand Avenue
Nimitz Freeway
Frontage Road
880
Ernie Raimondi Park
West 14th Street
16th Street
17th Street
Willow Street
LOWER BOTTOMS
WEST OAKLAND
de Fremery Park
14th Street
13th Street
10th Street
12th Street
Pine Street
Wood Street
Peralta Street
7TH STREET HISTORIC DISTRICT
9th Street
8th Street
7th Street
SOUTH PRESCOTT
South Prescott Park
Middle Harbor Road
3rd Street
5th Street
6th Street
32nd Street
30th Street
28th Street
Linden Street
Filbert Street
Poplar Street
Adeline Street
West Street


Immediately Plantable
Caltrans Planting
7th Street
Frontage Road Diet

Immediately Plantable

Immediately Plantable

Immediately Plantable



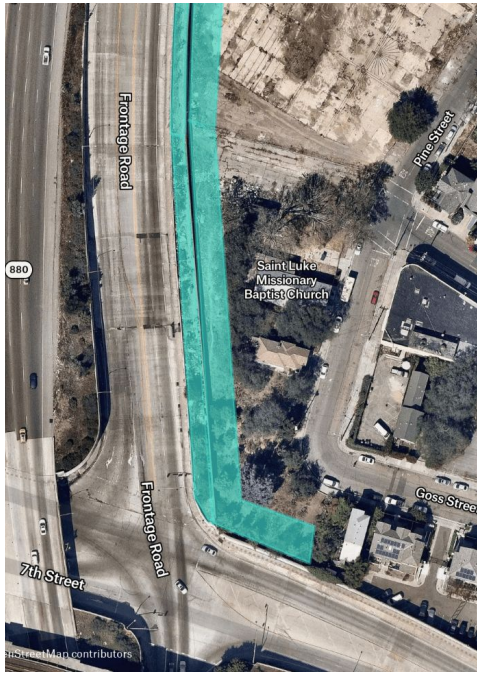
Some areas we can fill in where the trees are thin or dying to create a better buffer

Immediately Plantable

Immediately Plantable

Some places have lots of spaces for new trees

Immediately Plantable



This area could have hanging vines


Immediately Plantable
Caltrans Planting
7th Street
Frontage Road Diet

880 Freeway - Caltrans Land


Immediately Plantable
Caltrans Planting
7th Street
Frontage Road Diet

7th Street


Immediately Plantable
Caltrans Planting
7th Street
Frontage Road Diet

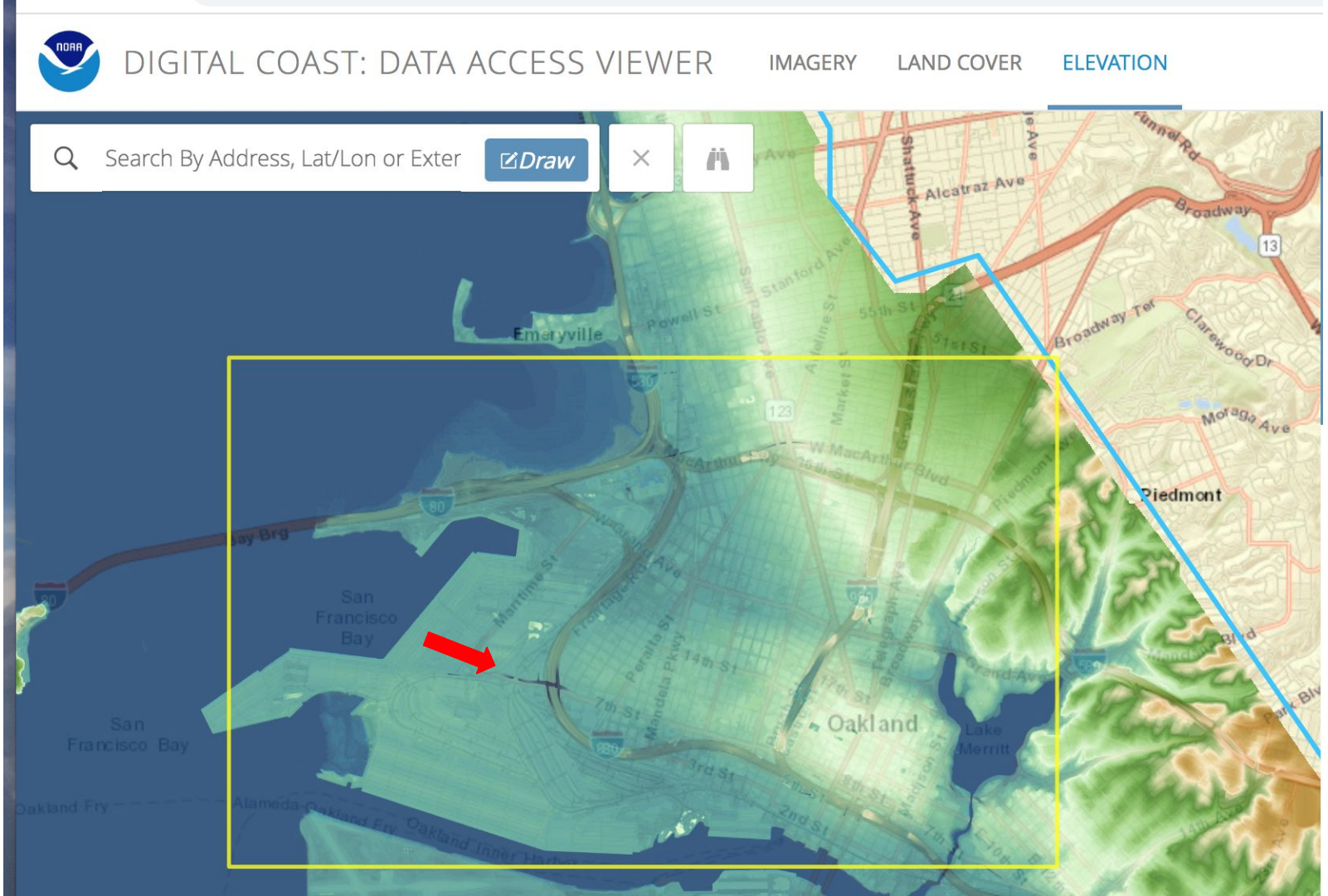
7th Street


Immediately Plantable
Caltrans Planting
7th Street
Frontage Road Diet

Frontage Road Diet

Frontage Road Diet

Street dips down lower than the surrounding area


DIGITAL COAST: DATA ACCESS VIEWER
IMAGERY
LAND COVER
ELEVATION
Search By Address, Lat/Lon or Exter
Draw
Emeryville
Powell St
Stanford Ave
Shattuck Ave
Alcatraz Ave
Broadway
Broadway Ter
Clarewood Dr
Moraga Ave
Piedmont
MacArthur Blvd
Bay Brg
San Francisco Bay
Maritime St
Frontage Rd
Peralta St
Mandela Pkwy
14th St
7th St
3rd St
2nd St
Oakland
Lake Merritt
Broadway
Grand Ave
Alameda
Oakland Inner Harbor
Oakland Fry

Frontage Road Diet

Frontage Road Diet

Frontage Road Diet

Frontage Road Diet

Frontage Road Diet

Zoom Poll (3 min)

- **What does Frontage road mean to you?**
  - If you know these areas, what is your experience of them?
  - How do you use the area(s)?
  - What are your concerns about these areas?

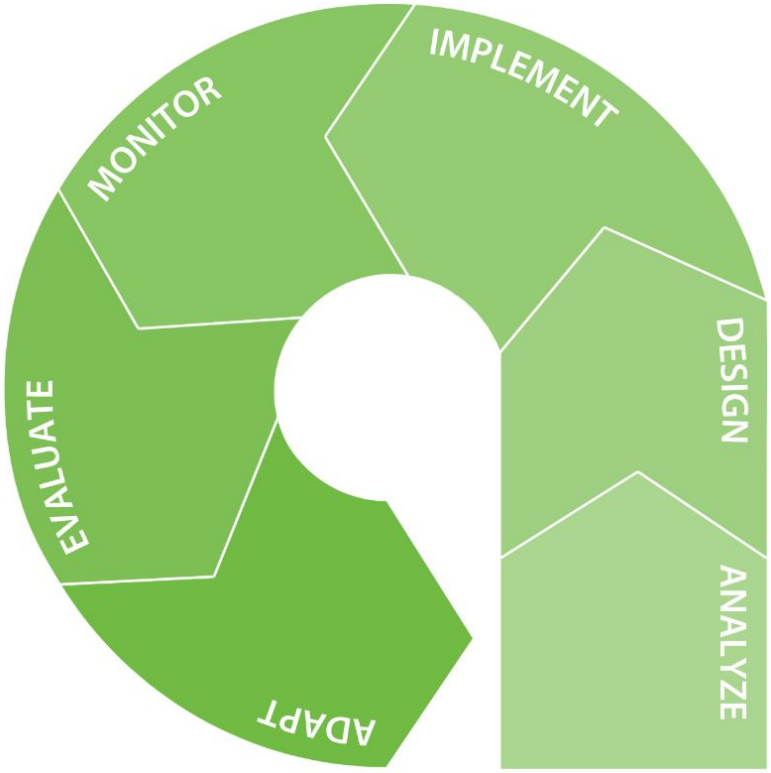
Discussion (10 min) - NOTES

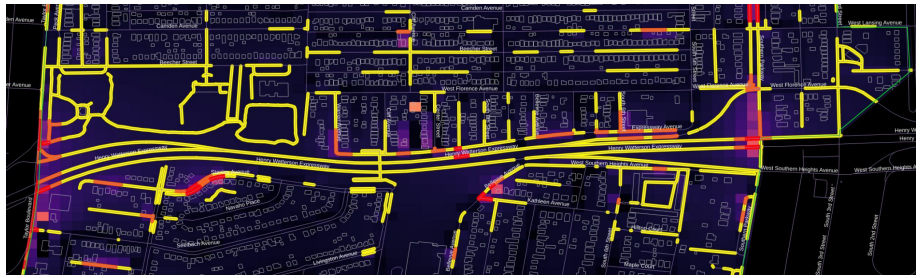
- What does Frontage road mean to you?
- If you know these areas, what is your experience of them?
  -
- How do you use the area(s)?
  -
- What are your concerns about these areas?
  -

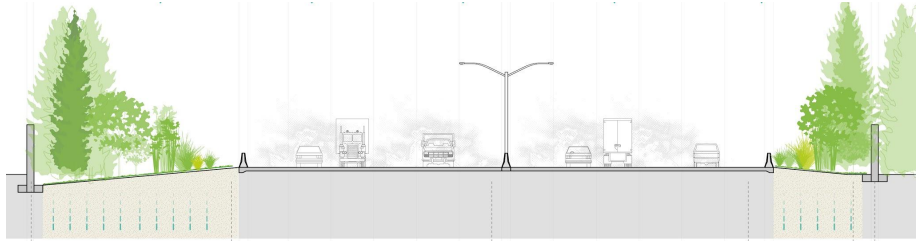
Prescott Greening Agenda

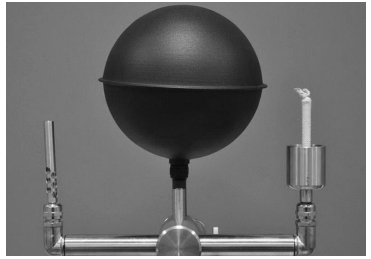
- Introduction
- Project Area
- **Modeling**
  - **What is modeling**
  - **Building a 3D world**
  - **Pollution Levels**
  - **Vegetated Buffers**
- Concept Designs
- Discussion

Evidence Based Design





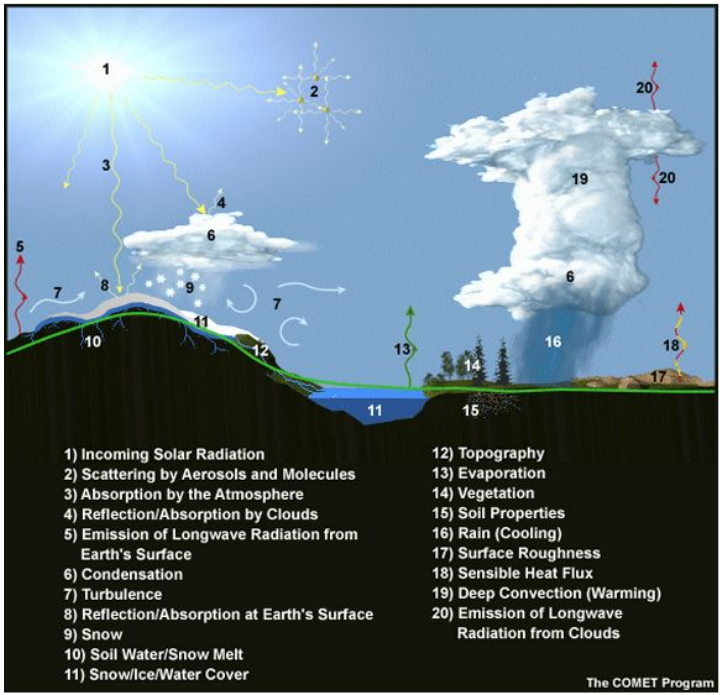


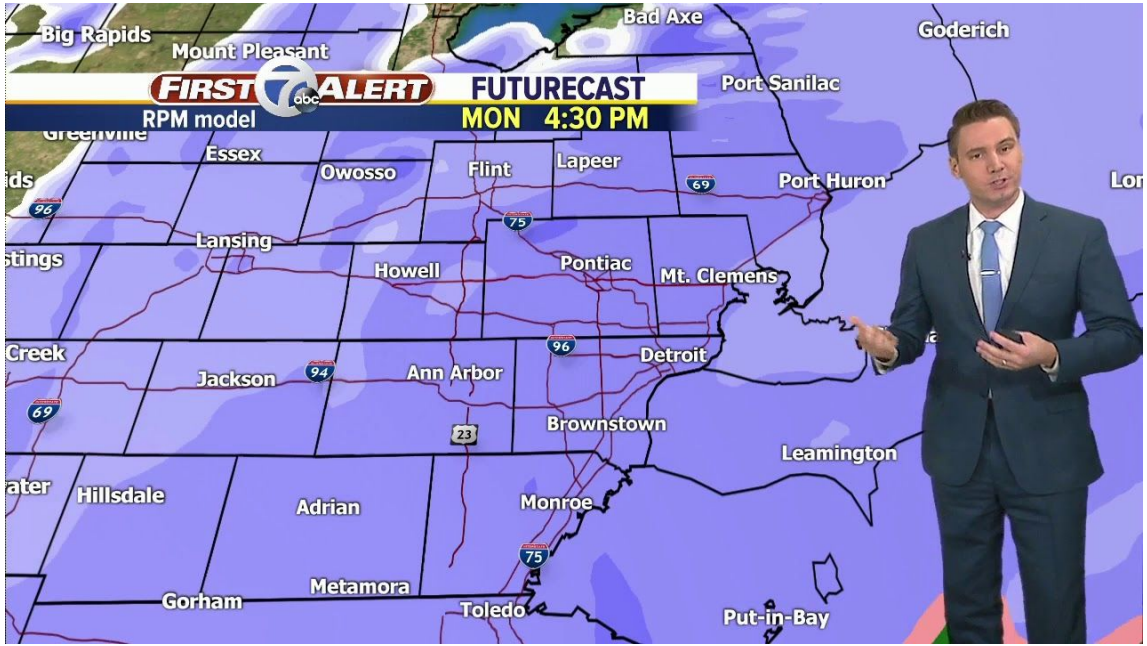


ENVIRONMENTAL MODELLING

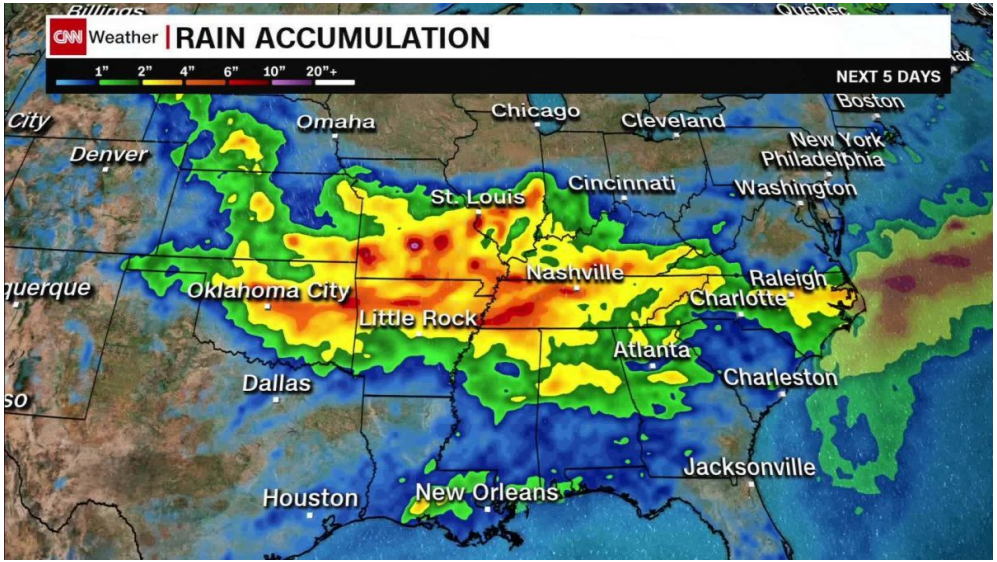
Key Points about Models

- A model uses inputs to make predictions
- Models aren’t always accurate, but they are still useful
- We working on trying to make the inputs that we use more accurate so that we can try to get more accurate results
- We are developing models that can test the differences between different planting interventions





Modeling is predicting outcomes based on a set of inputs



Modeling

Measuring

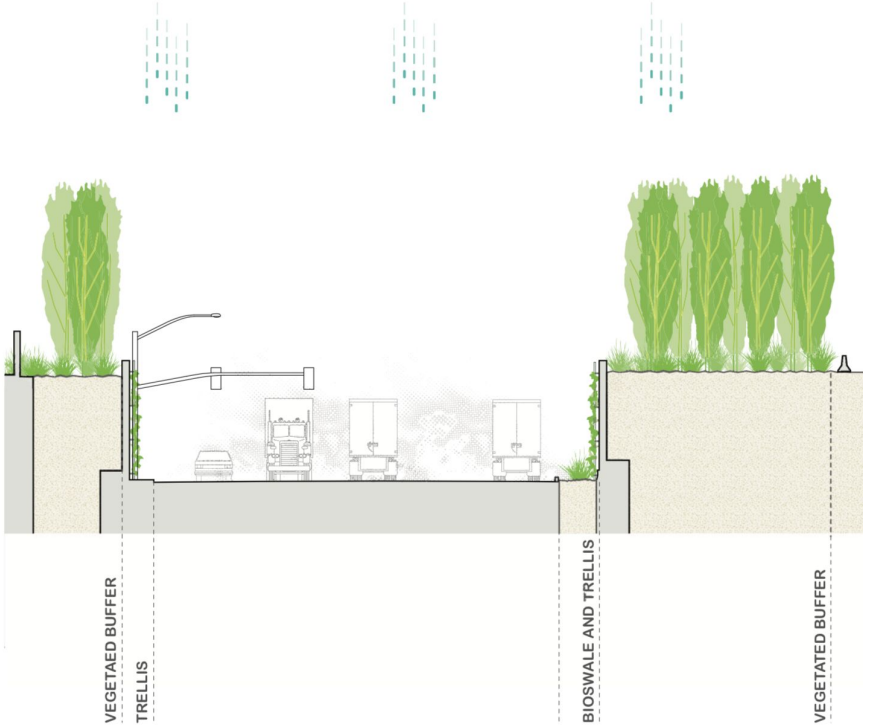
Weather predictions are not completely correct.

But the information that we get is still useful.

Models allow you to compare multiple options before spending the resources on creating the full sized version

Modeling the way air moves over an airplane wing

Building the first airplane


VEGETAED BUFFER
TRELLIS
BIOSWALE AND TRELLIS
VEGETATED BUFFER

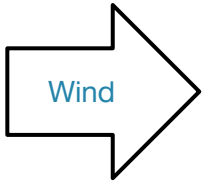
What we need to model how a green intervention impacts exposure risk

Change in Air Pollution Level =

Physical Environment

Pollution Sources

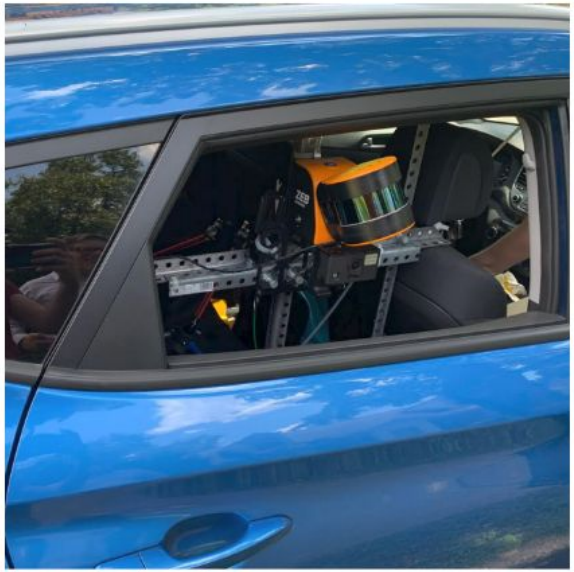
How Air Moves through the environment

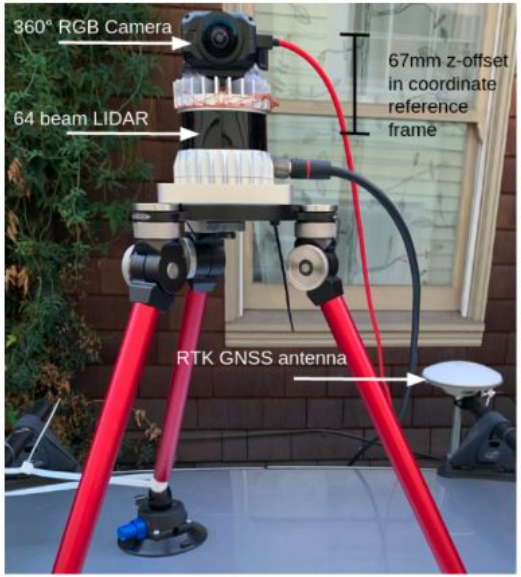


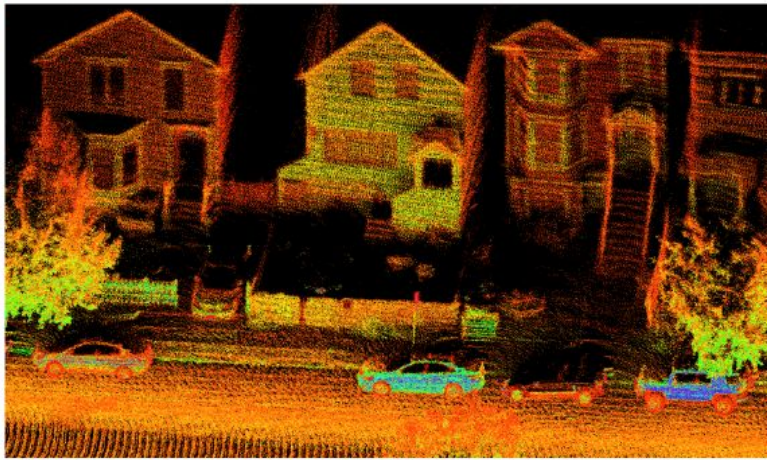
Different Buffer Designs

Collect LiDAR data of the structures and trees

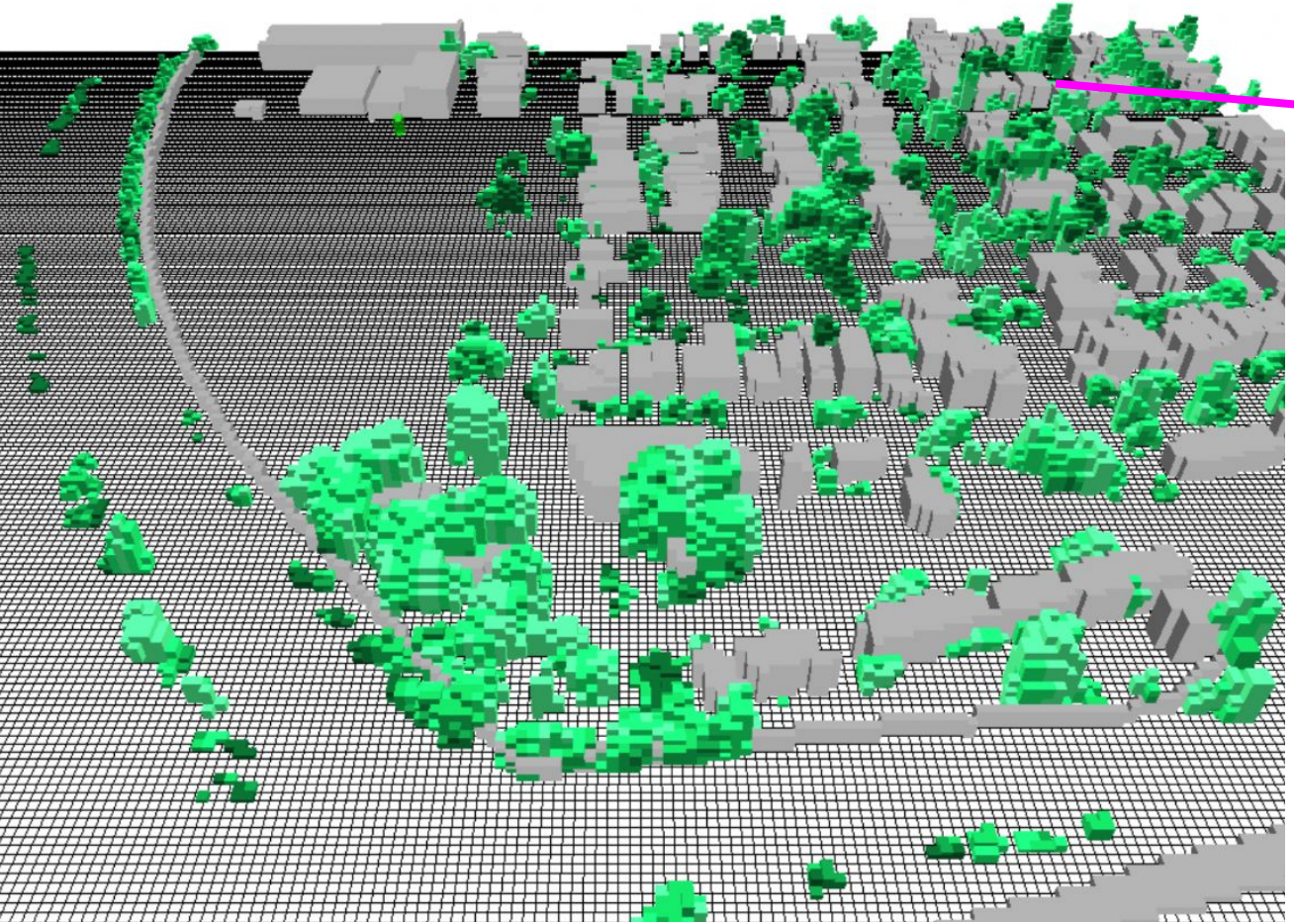
LiDAR scan process







Simplify the 3D world into blocks



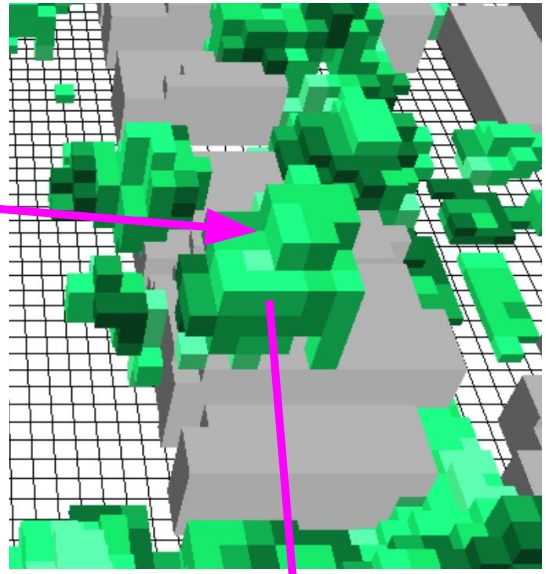
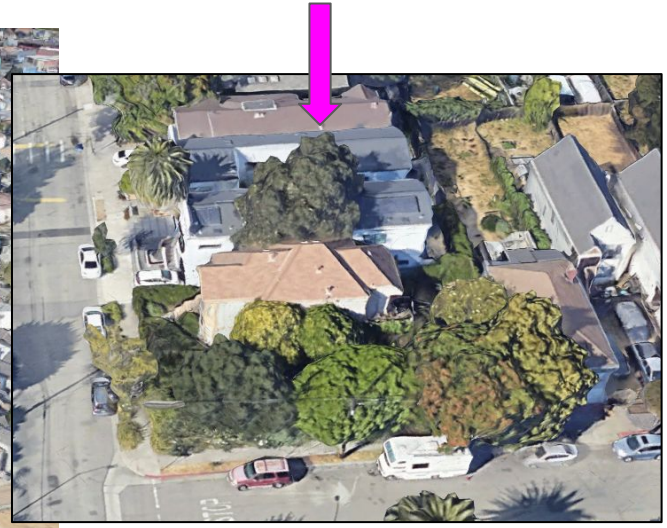
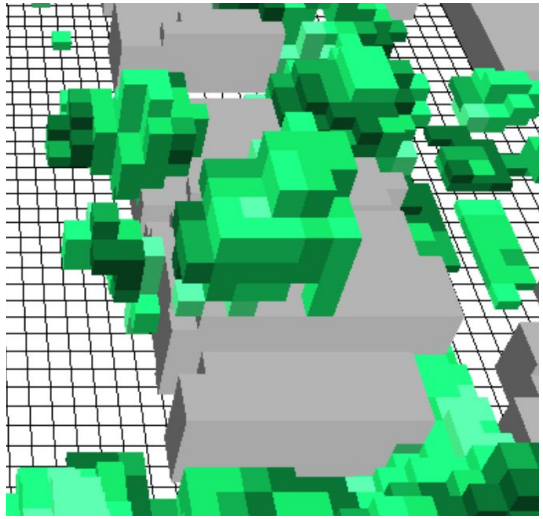


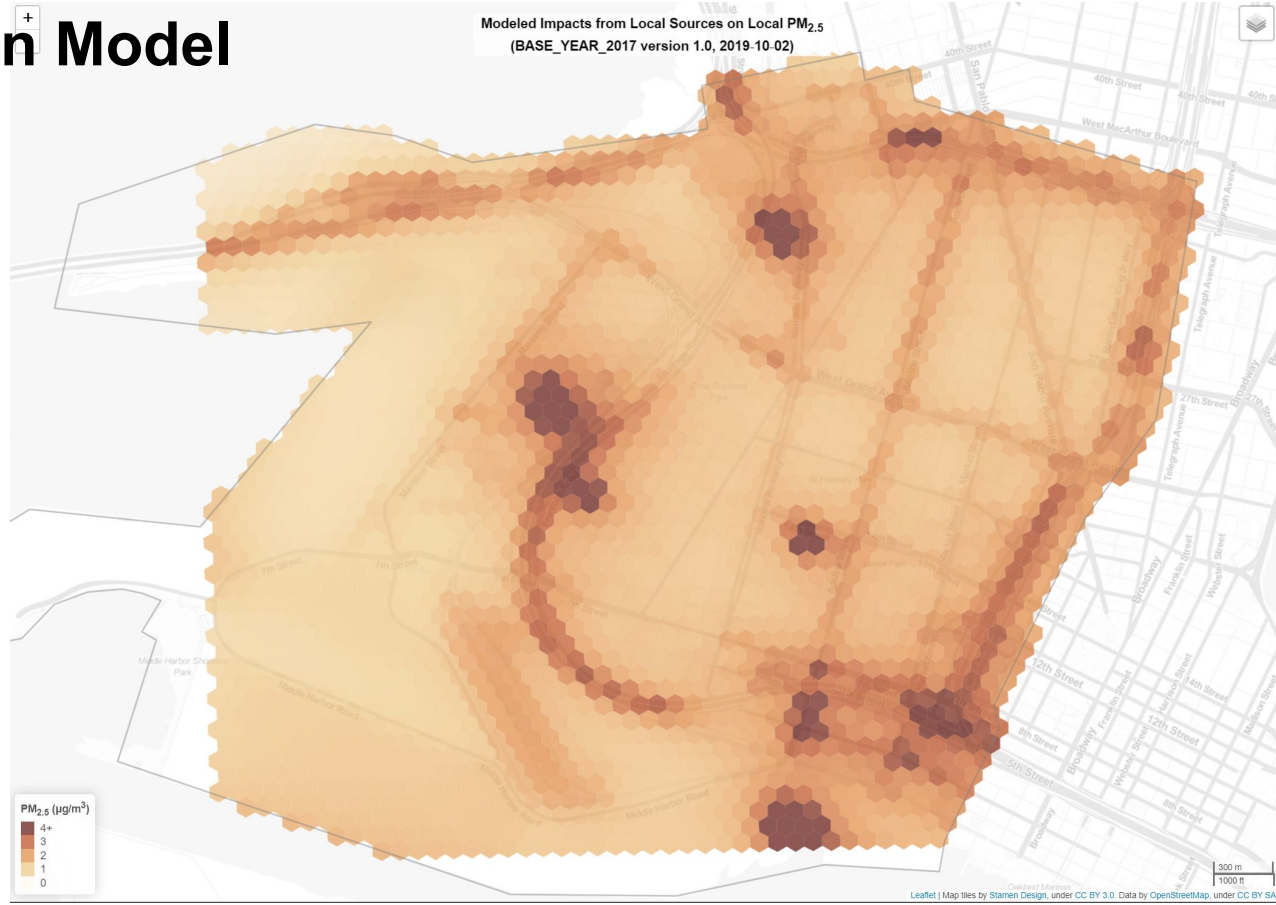

Image Landsat / Copernicus





BAAQMD Air Pollution Model

Bay Area Air Quality Management District created used AERMOD to predict the way pollution from local sources would disperse across the city / region



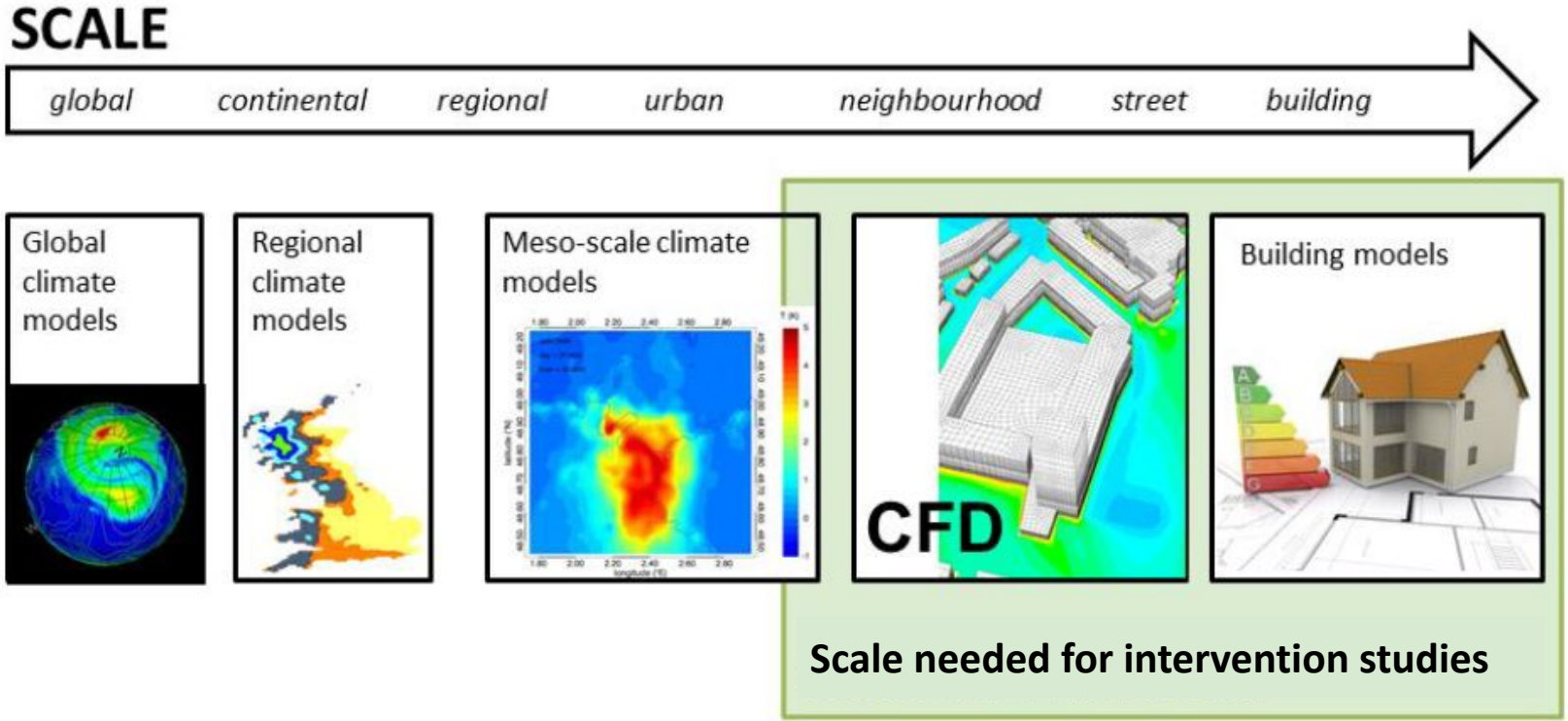
[BAAQMD Methodology]

Local $PM_{2.5}$ ($\mu g/m^3$)		
Highway		
Passenger vehicles	0.217	6%
Heavy/Medium HD trucks	0.067	2%
Light HD trucks	0.010	0%
Road dust	0.094	2%
Street		
Passenger vehicles	0.066	2%
Heavy/Medium HD trucks	0.018	0%
Light HD trucks	0.004	0%
Road dust	0.413	11%
Port		
OGV (maneuvering)	0.022	1%
OGV (berthing)	0.043	1%
Harbor craft	0.055	1%
Dredging	0.015	0%
Bunkering (tugs + pumps)	0.003	0%
Drayage trucks	0.019	1%
Road dust	0.018	0%
Cargo handling	0.009	0%
Railyard (OGRE)	0.018	0%
Railyard (BNSF)	0.004	0%
Rail		
Rail lines	0.038	1%
Railyard (UP)	0.040	1%
Permitted		
Schnitzer (stationary)	0.044	1%
EBMUD	0.033	1%
Dynegy	0.001	0%
Pinnacle Ag	0.316	8%
Sierra Pacific	0.015	0%
CASS	0.002	0%
California Cereal	0.018	0%
CA Waste (10th St)	2.151	57%
Other facilities	0.016	0%
Other		
Ferries	0.005	0%
Schnitzer (ships)	0.002	0%
Schnitzer (trucks)	0.001	0%
Truck-related businesses	0.003	0%
	3.780	**100%**

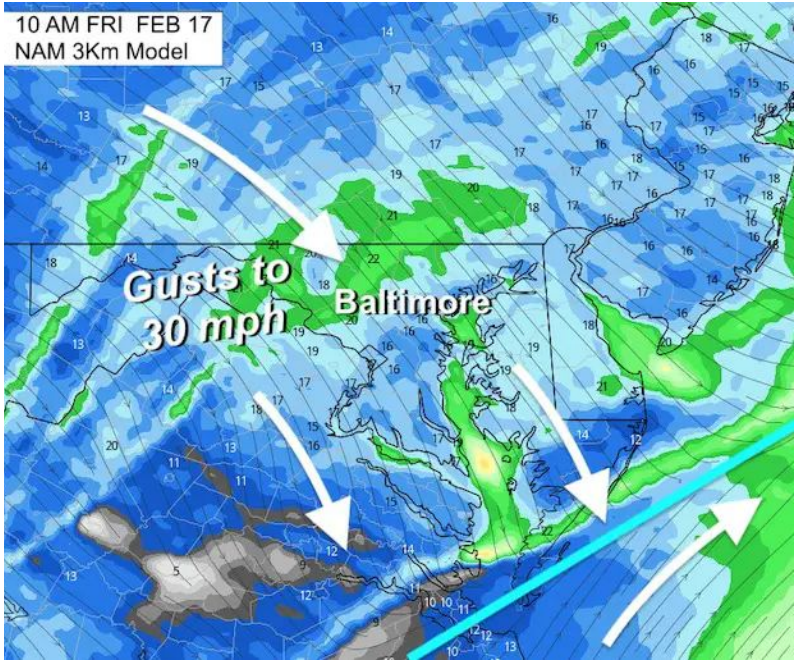
Modeled impacts from local sources.

2019-10-02 (BASE_YEAR_2017).

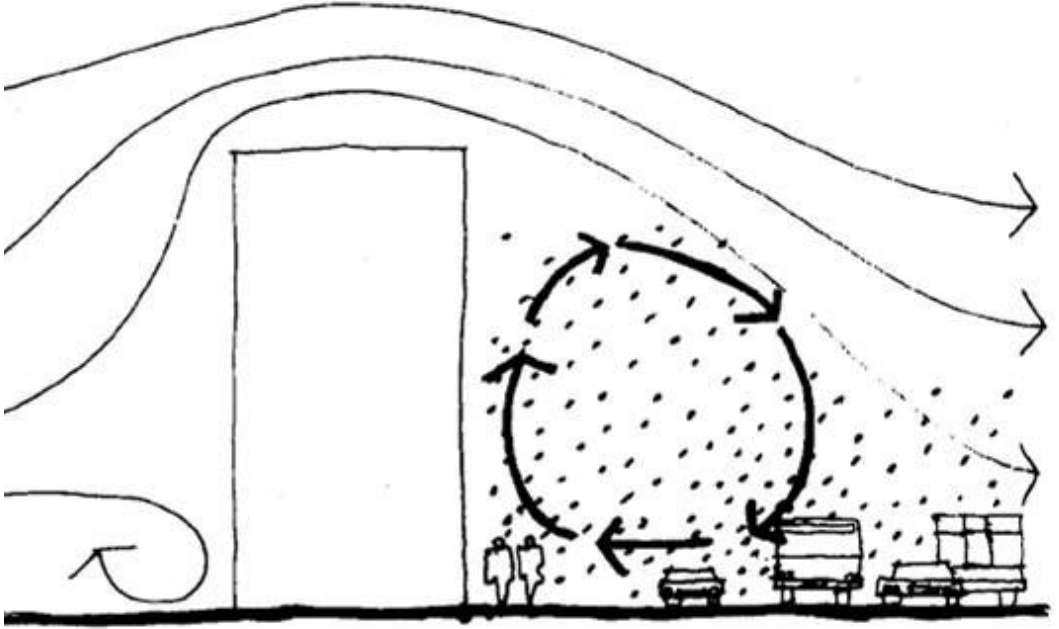
BAAQMD Model isn't at the scale needed for Prescott Greening



A larger scale model may tell you the direction of the wind. But at a smaller scale there could be areas behind buildings where the wind is blocked.

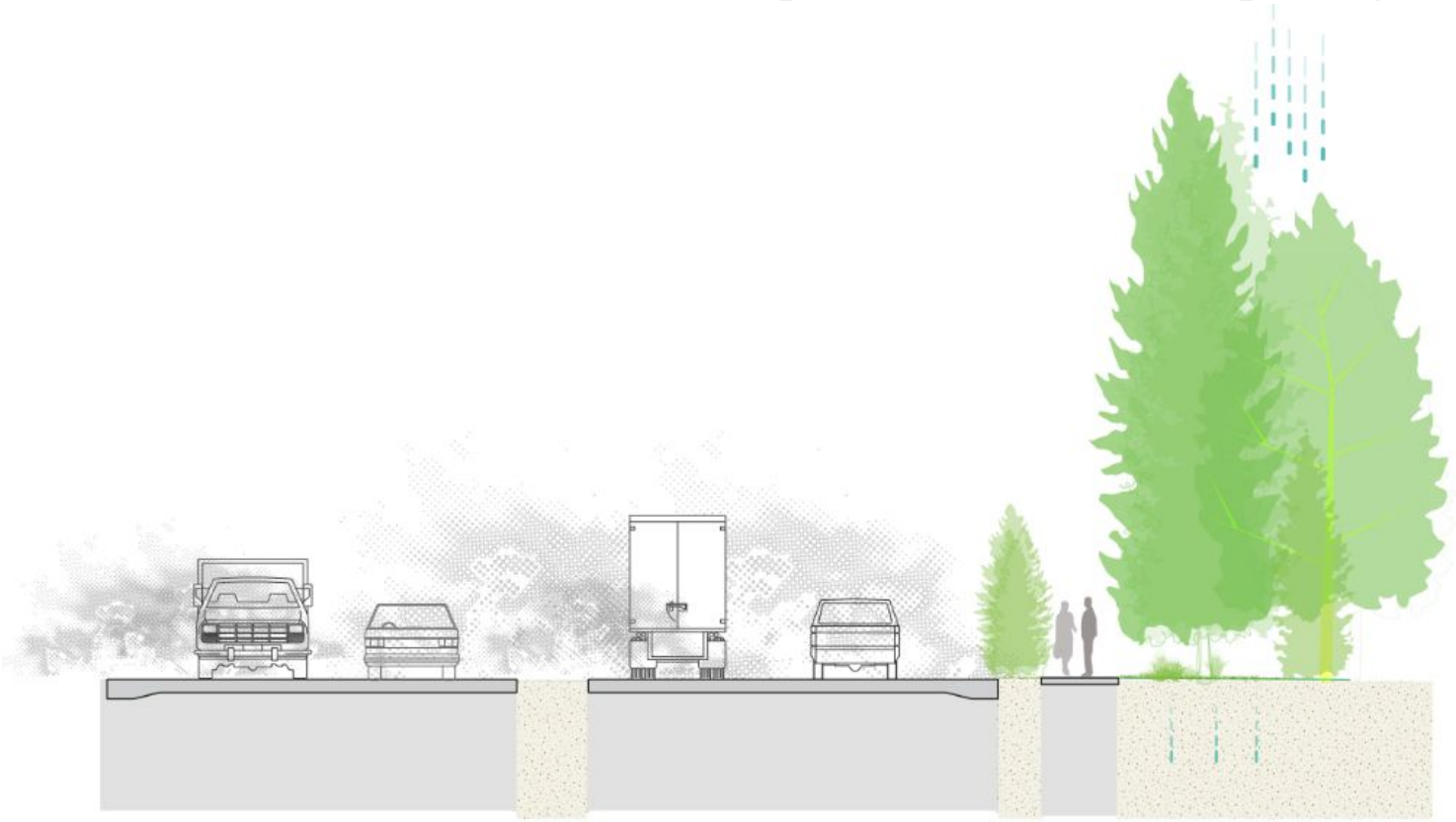


Larger scale



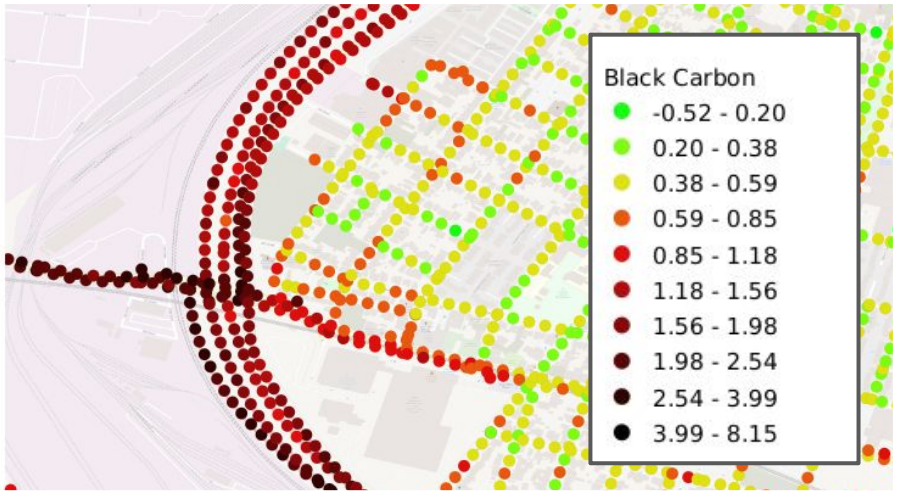
Smaller scale

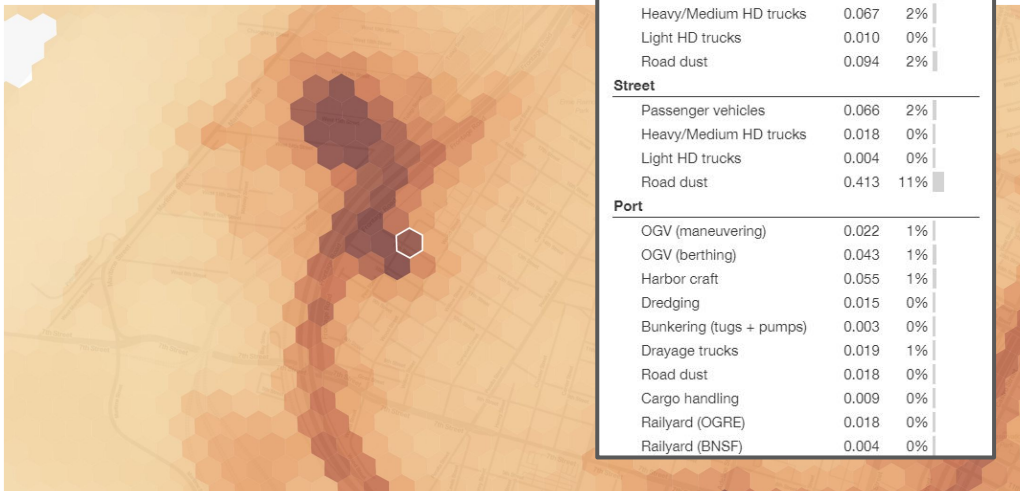
AERMOD doesn't include vegetation, which is a critical part of our project



Bridging scales:

We model site-scale interventions and connect them to large scale models and measured data.





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Cargo handling	0.009	0%
Railyard (OGRE)	0.018	0%
Railyard (BNSF)	0.004	0%

Add Wind Velocity to Model

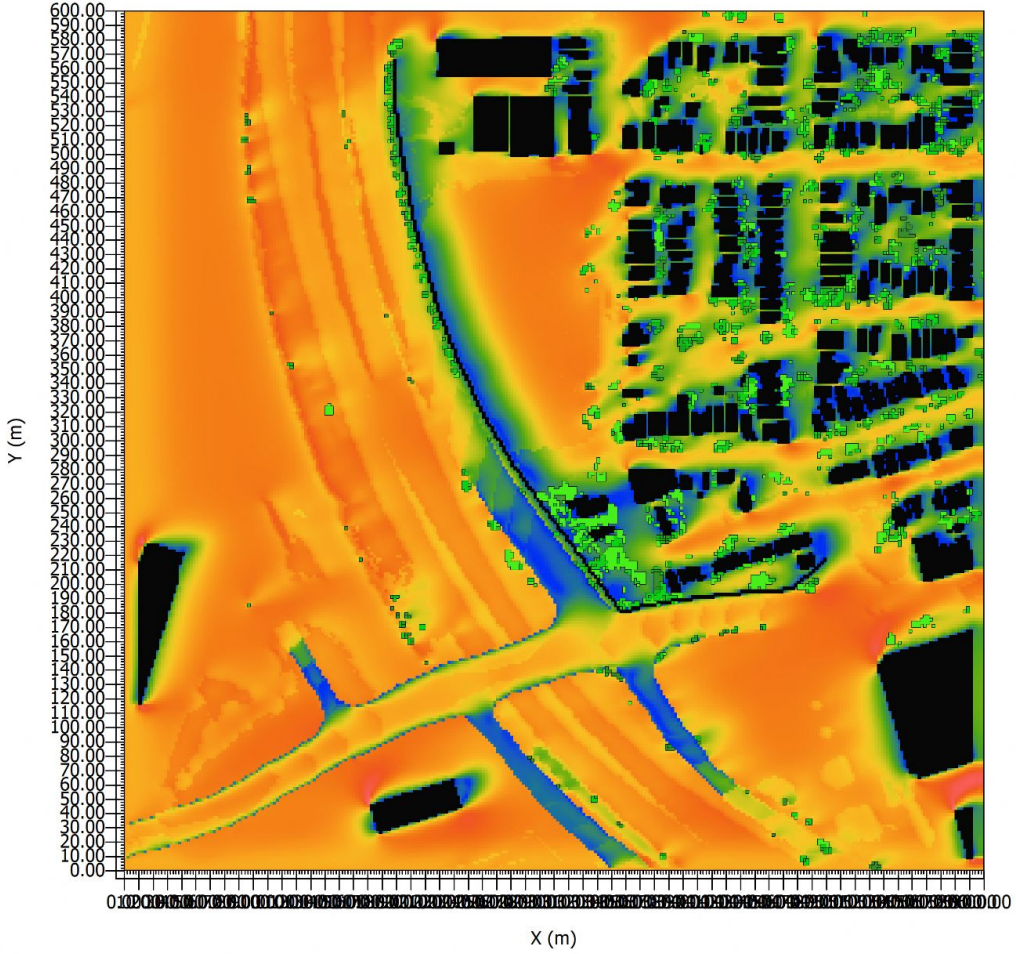


Figure -: pr24_exveg_1a
05.00.00 23.05.2023
x/y Cut at k=2 (z=2.5000 m) above terrain

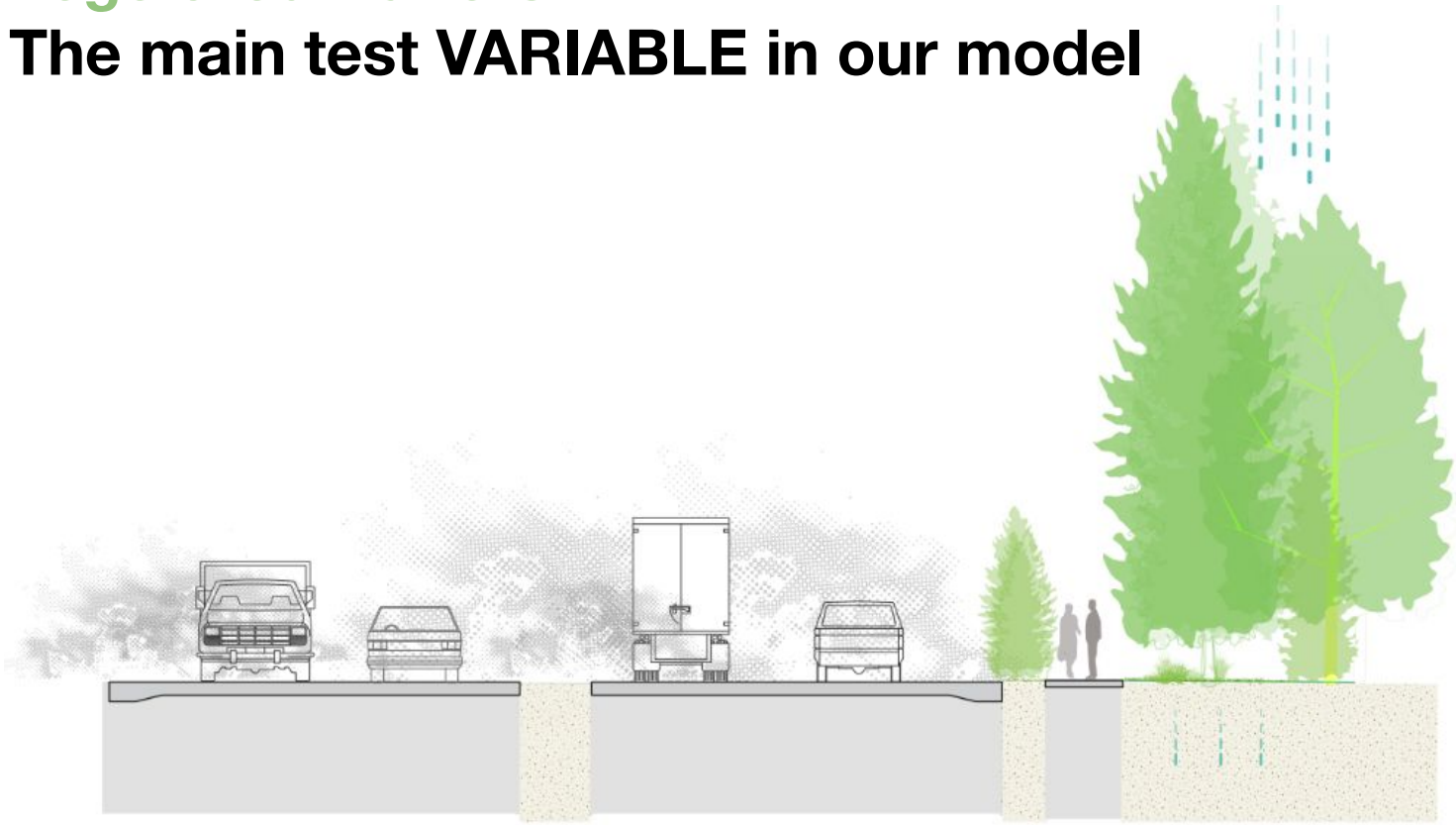
Wind Speed

< 0.20 m/s
0.40 m/s
0.60 m/s
0.80 m/s
1.00 m/s
1.20 m/s
1.40 m/s
1.60 m/s
1.80 m/s
2.00 m/s
2.20 m/s
2.40 m/s
2.60 m/s
2.80 m/s
3.00 m/s
3.20 m/s
3.40 m/s
3.60 m/s
3.80 m/s
> 4.00 m/s

Min: 0.00 m/s
Max: 3.62 m/s

Vegetated Buffers:

The main test VARIABLE in our model



The Relationship Between Trees and Human Health

Evidence from the Spread of the Emerald Ash Borer

Geoffrey H. Donovan, PhD, David T. Butry, PhD, Yvonne L. Michael, ScD, Jeffrey P. Prestemon, PhD, Andrew M. Liebhold, PhD, Demetrios Gatziolis, PhD, Megan Y. Mao

Background: Several recent studies have identified a relationship between the natural environment and improved health outcomes. However, for practical reasons, most have been observational, cross-sectional studies.

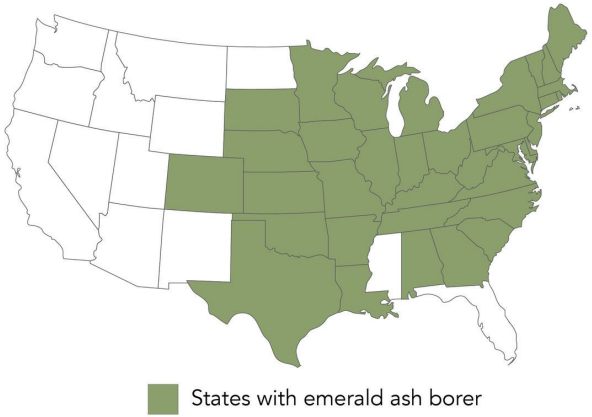
Purpose: A natural experiment, which provides stronger evidence of causality, was used to test whether a major change to the natural environment—the loss of 100 million trees to the emerald ash borer, an invasive forest pest—has influenced mortality related to cardiovascular and lower-respiratory diseases.

Methods: Two fixed-effects regression models were used to estimate the relationship between emerald ash borer presence and county-level mortality from 1990 to 2007 in 15 U.S. states, while controlling for a wide range of demographic covariates. Data were collected from 1990 to 2007, and the analyses were conducted in 2011 and 2012.

Results: There was an increase in mortality related to cardiovascular and lower-respiratory-tract illness in counties infested with the emerald ash borer. The magnitude of this effect was greater as infestation progressed and in counties with above-average median household income. Across the 15 states in the study area, the borer was associated with an additional 6113 deaths related to illness of the lower respiratory system, and 15,080 cardiovascular-related deaths.

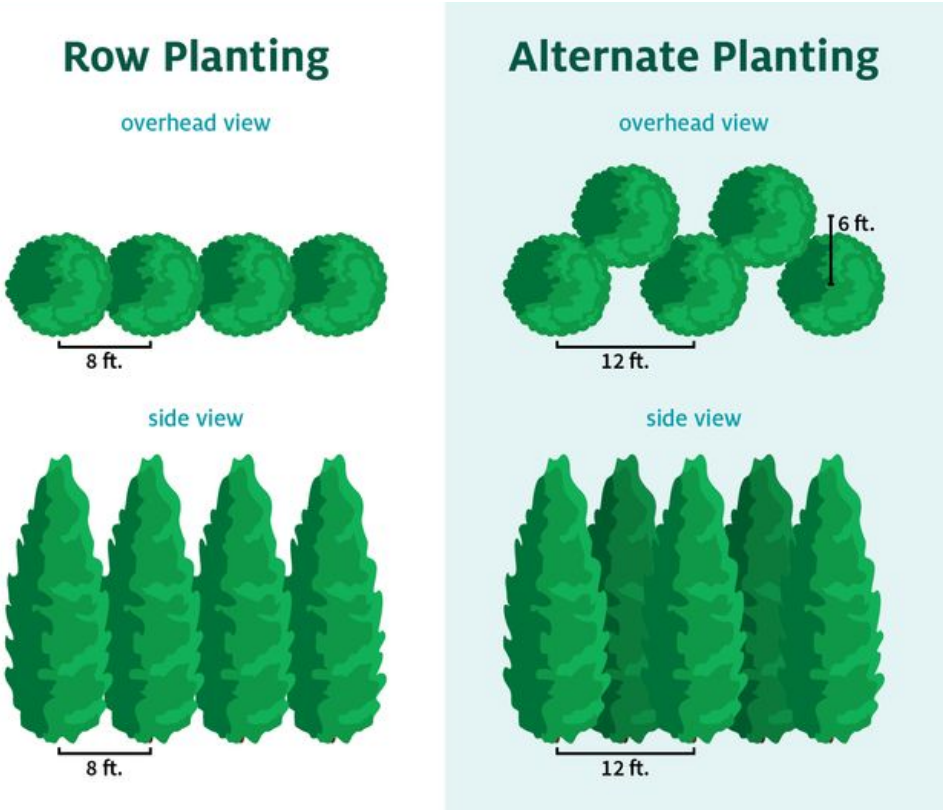
Conclusions: Results suggest that loss of trees to the emerald ash borer increased mortality related to cardiovascular and lower-respiratory-tract illness. This finding adds to the growing evidence that the natural environment provides major public health benefits.

(Am J Prev Med 2013;44(2):139–145) Published by Elsevier Inc. on behalf of American Journal of Preventive Medicine



Counties where the Emerald Ash Borer had killed more trees had more cardiovascular-related deaths

Vegetated Buffers: Using trees as technology



Vegetated air barriers optimized for mitigating air pollution must be planted close together without any gaps, otherwise the pollution can squeeze through!

According to the EPA, these are the important factors to roadside vegetation design:

Barrier Length
Extend at least 50 meters past area of concern to limit downwind concentrations

Height
At least 4 meters of height will prevent downwind spread

Porosity
High porosity leads to pollution stagnation, low porosity is similar to a wall

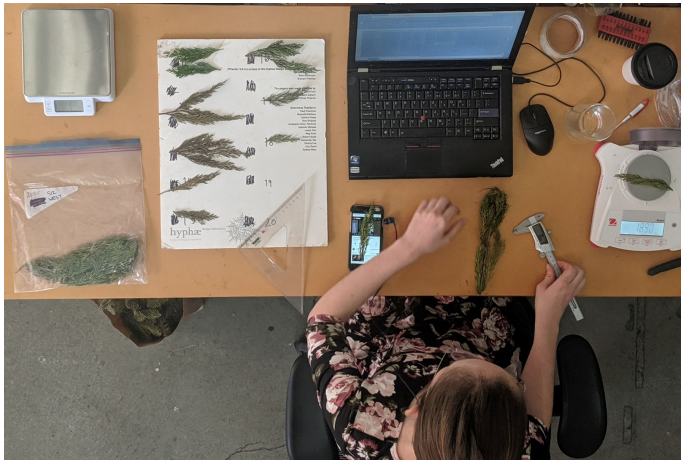
Coverage
No gaps between or below trees is ideal. Bushes can be used to block low gaps

Thickness
5-10 meters recommended, but effectiveness impacted by porosity of barrier

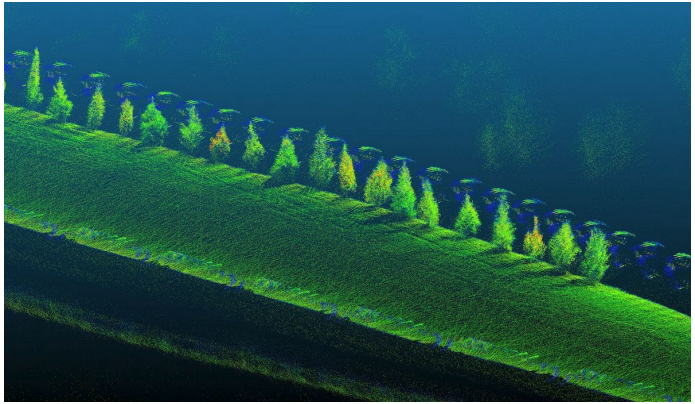
Effective Barrier

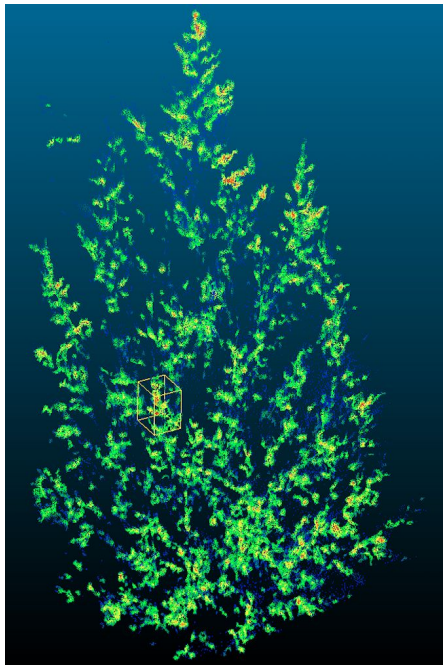
Ineffective Barrier

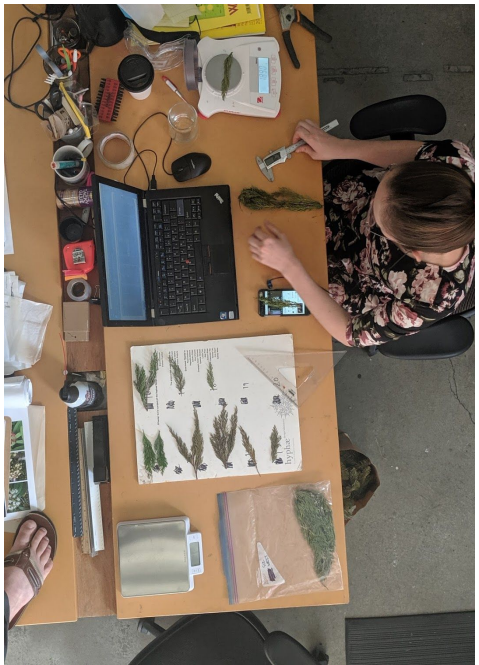
Source: Roadside Vegetation Design to Improve Local, Near-Road Air Quality. Transp Res D Transp Environ. 2017 May 4; 52(11): 354–361. doi: 10.1016/j.trd.2017.03.013

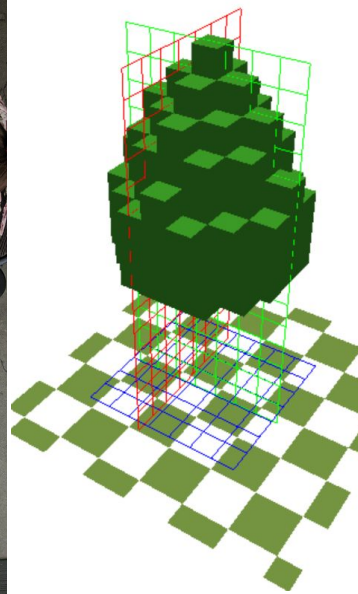

hyphæ

Measuring the leaf area density of trees to input into our models



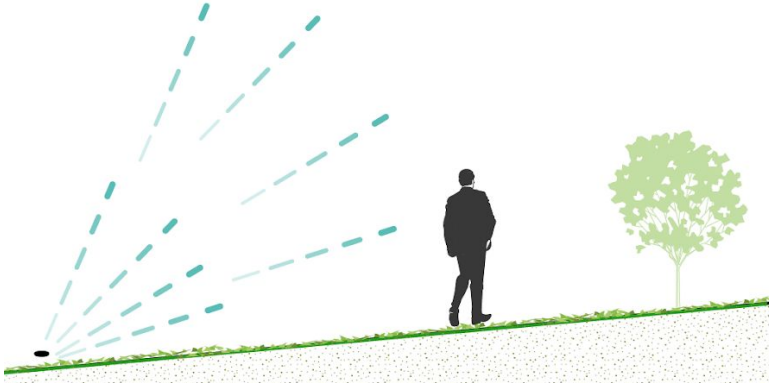






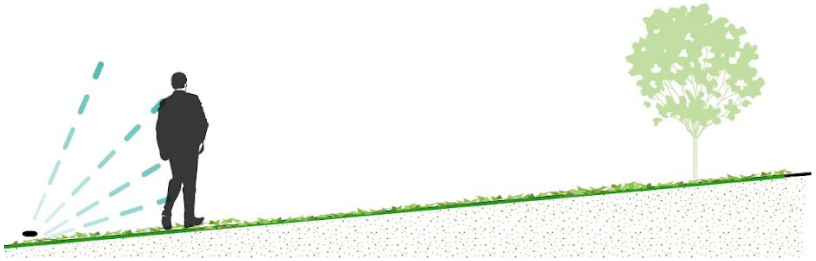
Planting a vegetated buffer closer to the source of pollution is more effective at blocking that pollution

Less effective at blocking



Less effective at blocking

More effective at blocking

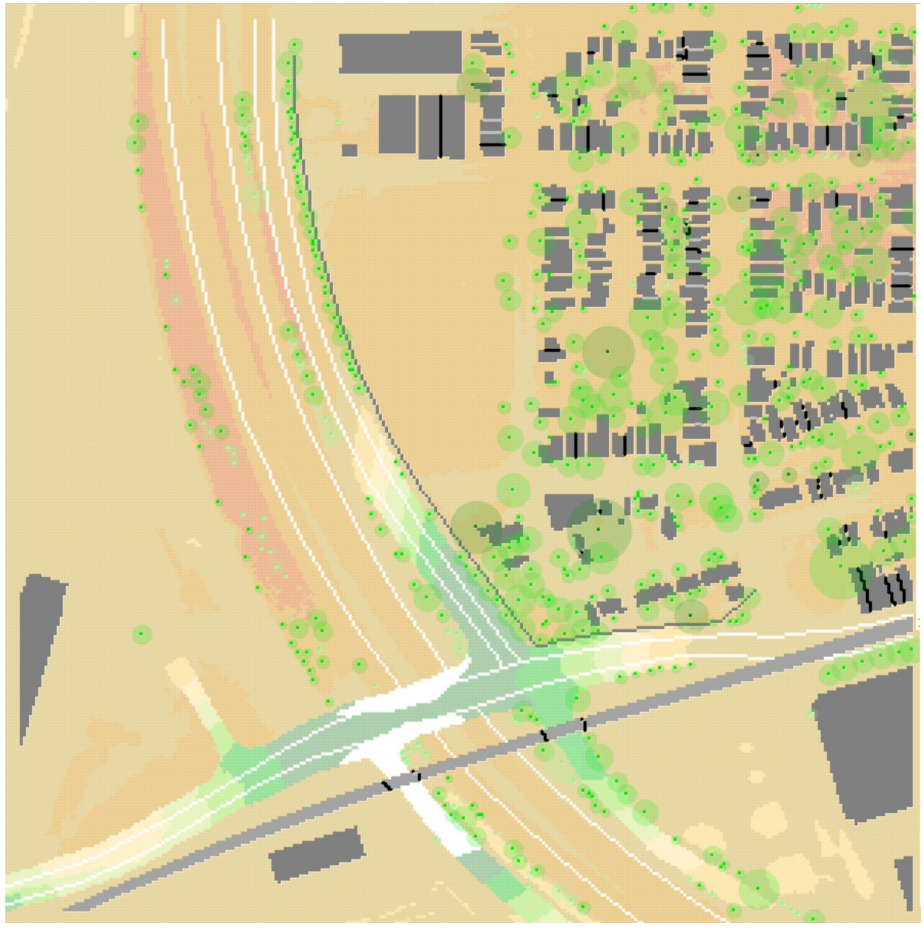


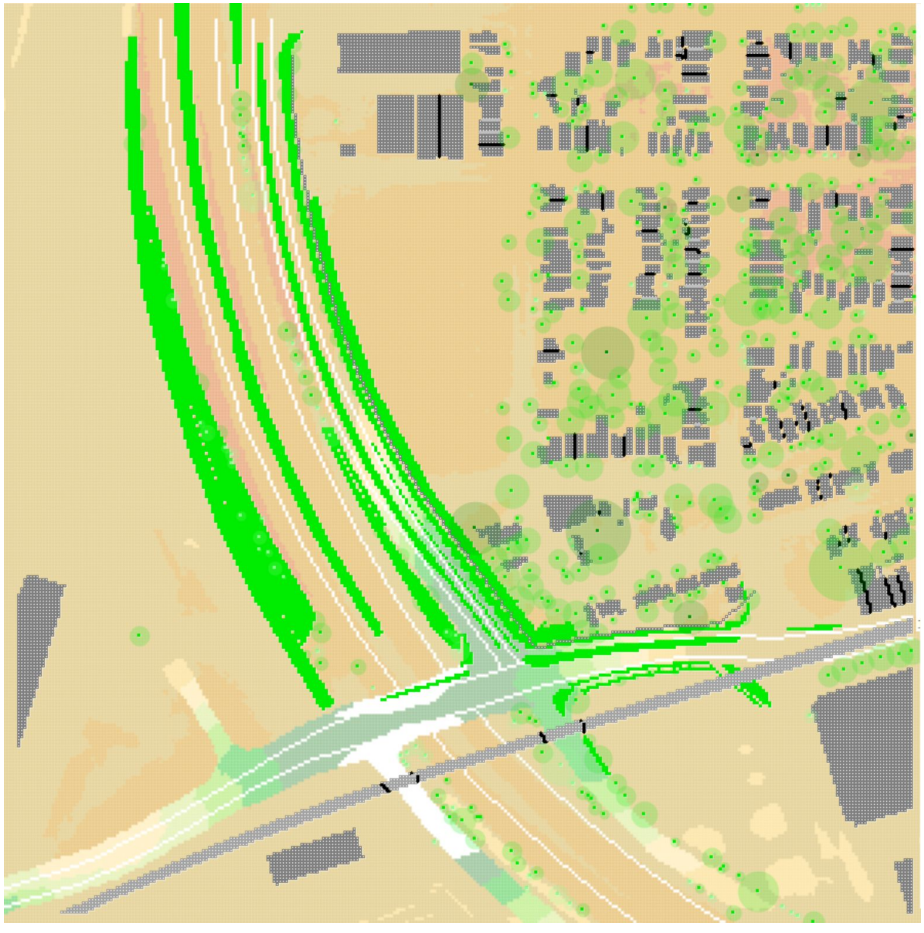
More effective at blocking

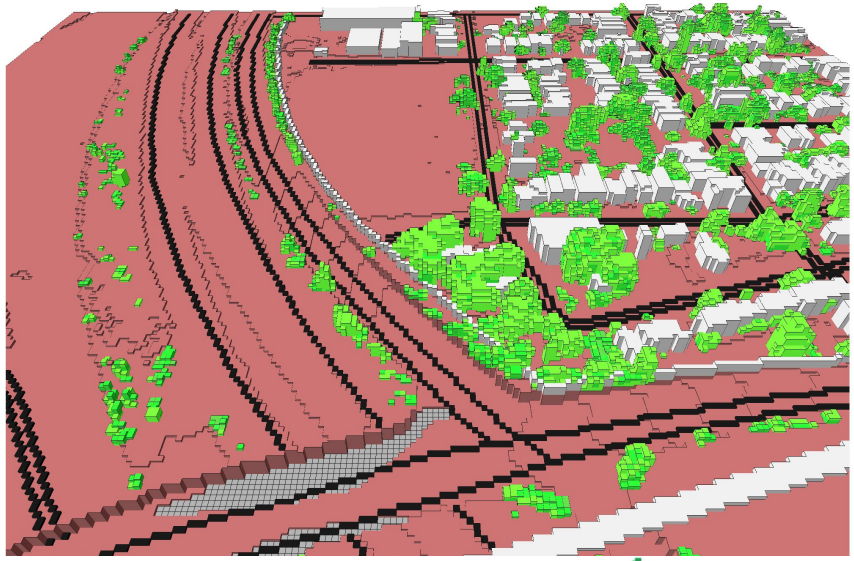
Key Points about Vegetated Buffers

- Having a buffer that is tall and thick is more effective
- Using evergreen trees with dense leaves is better for blocking more pollution
- Its better to plant buffers close to the source of pollution

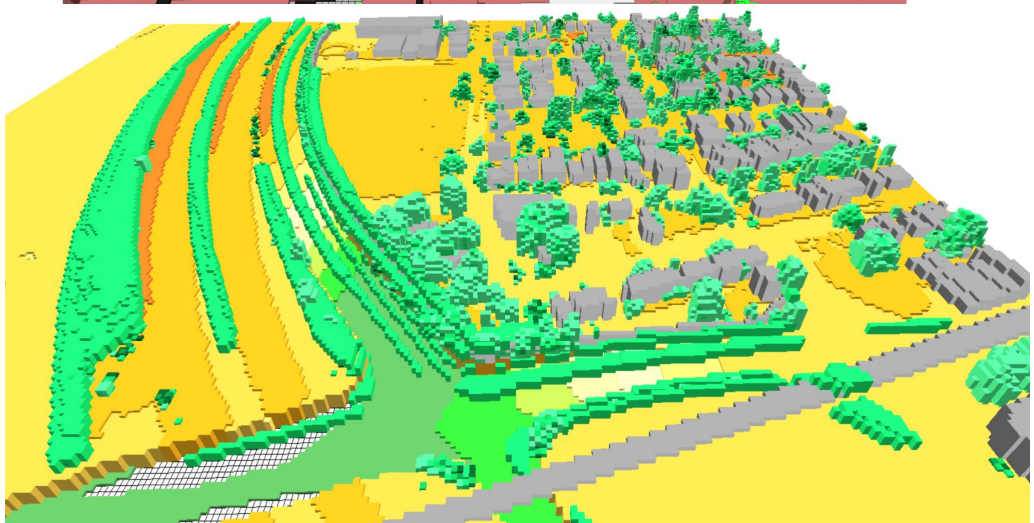
Example of our draft Prescott Model



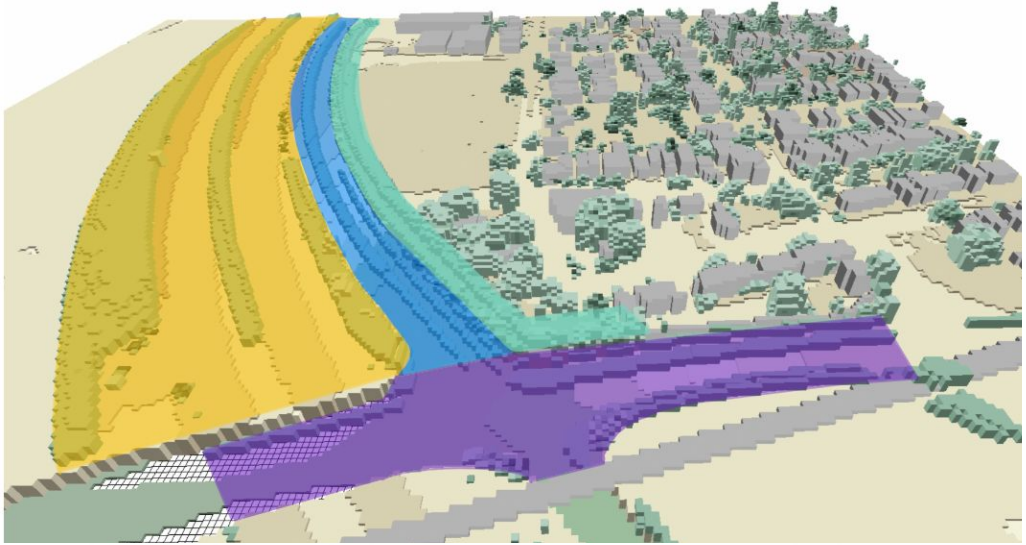


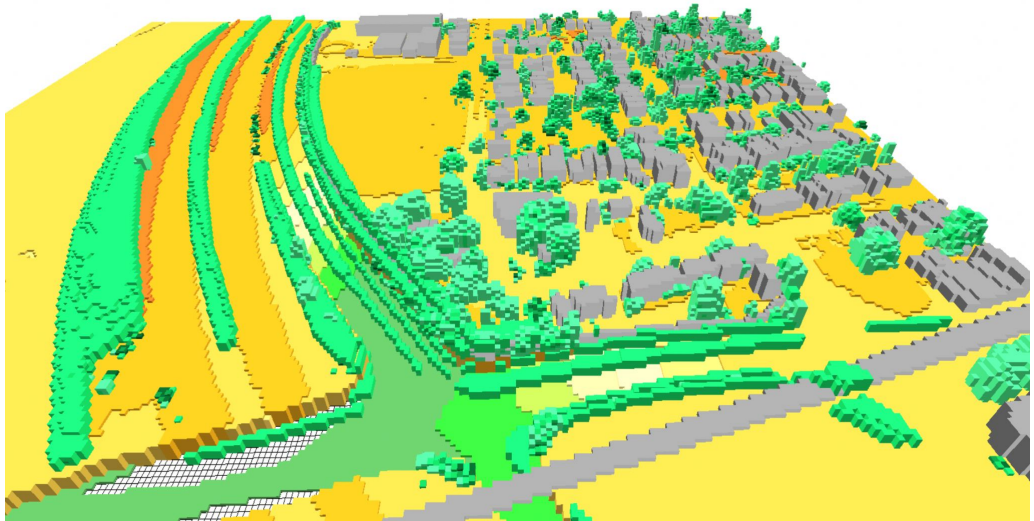


Existing Vegetation

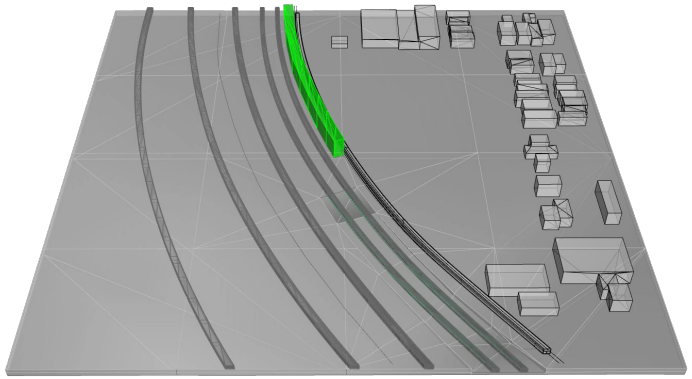


Adding in proposed vegetation

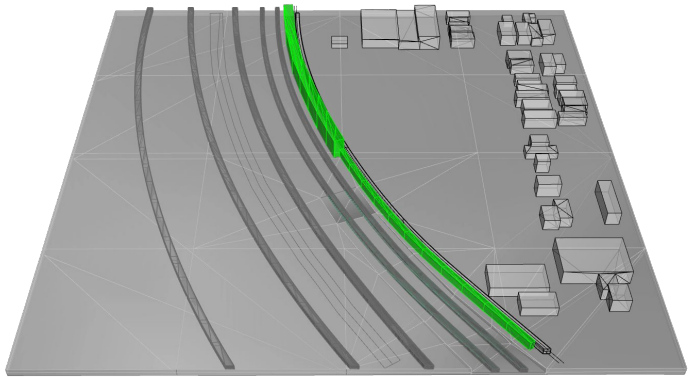




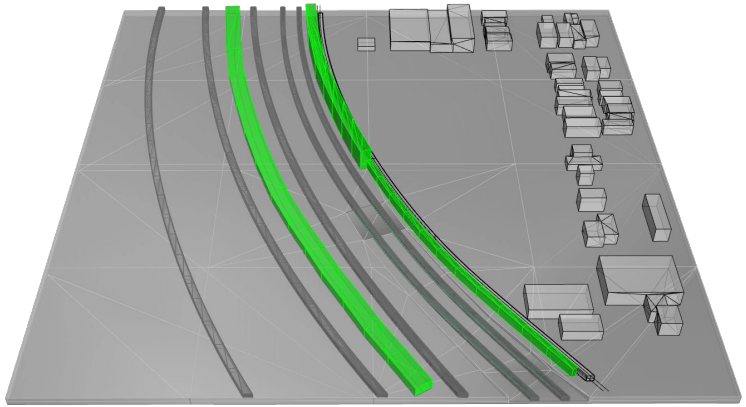
Decide what planting areas to compare



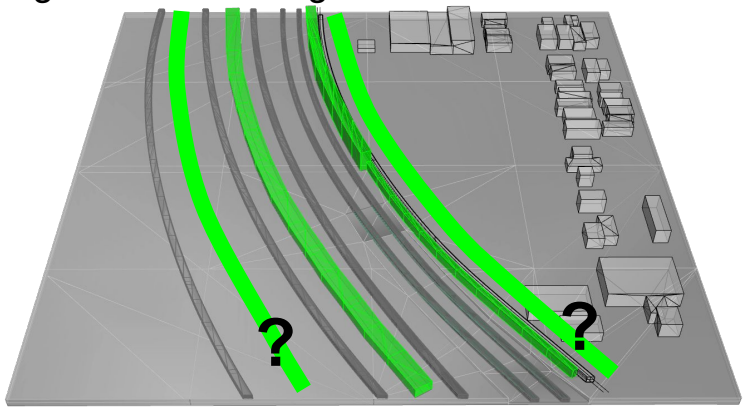
Existing Condition (Can be tested w/monitors)



Single downwind vegetated buffer



Additional buffer between freeway directions



Upwind buffer or outside wall?

Modeling Key Points

- A model uses inputs to make predictions
- Models aren’t always accurate, but they are still useful
- We working on trying to make the inputs that we use more accurate so that we can try to get more accurate results
- We are developing models that can test the differences between different planting interventions

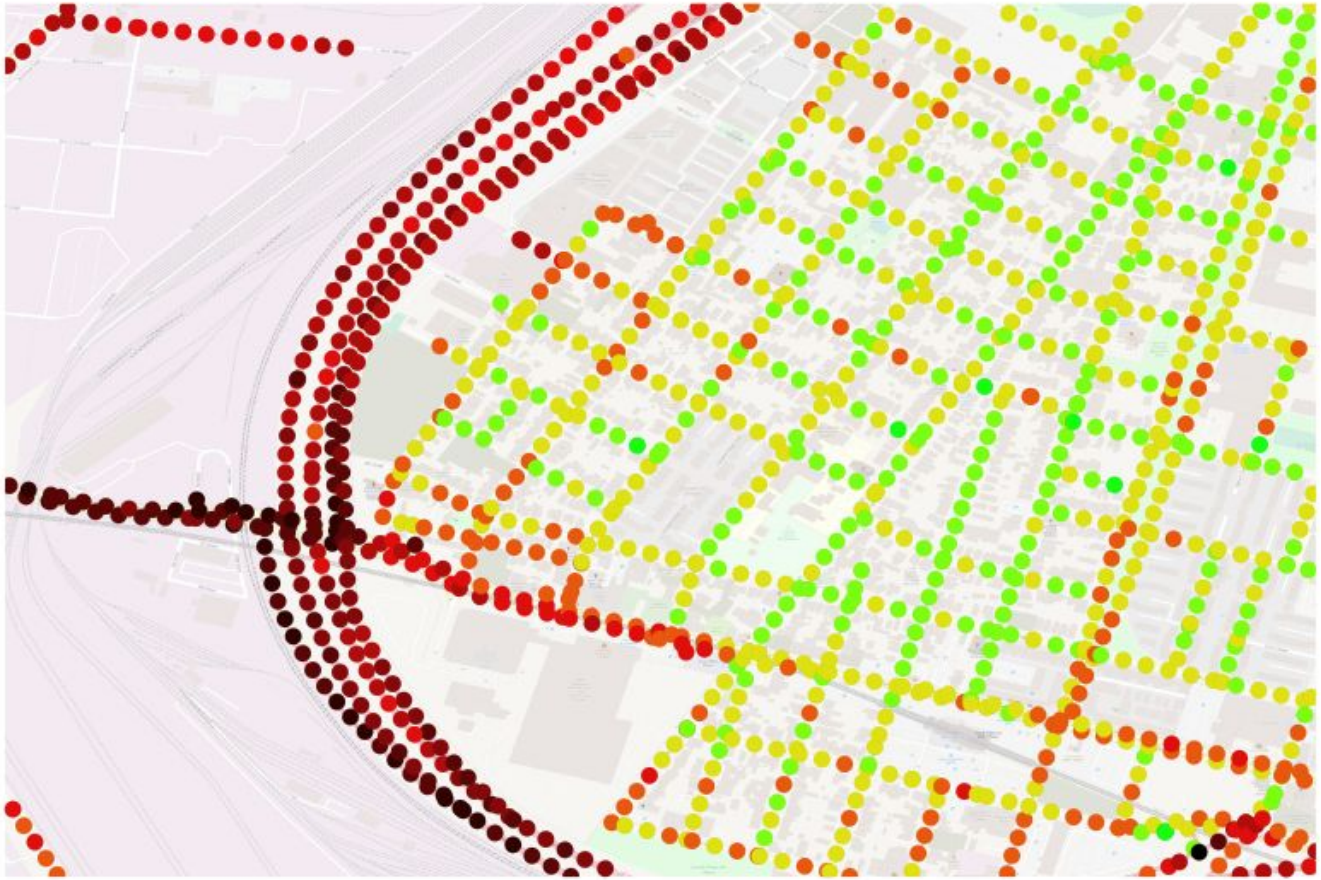
Clarifications/questions about modeling? (10 min)

Prescott Greening Agenda

- Introduction
- Project Area
- Modeling
  - What is modeling
  - Building a 3D world
  - Pollution Levels
  - Vegetated Buffers
- **Concept Designs**
- Discussion

EDF/Aclima Black Carbon Measurements

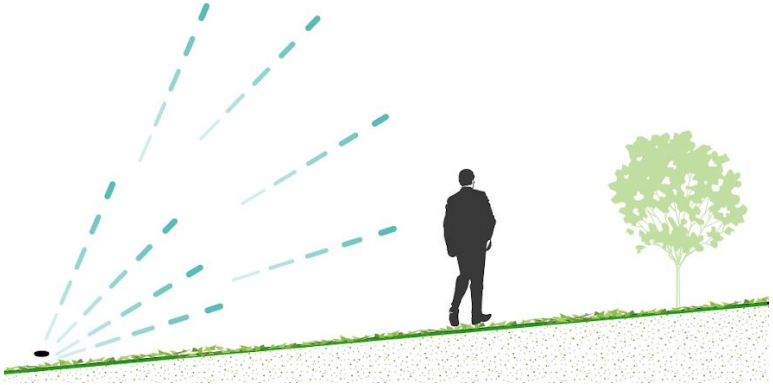
micrograms/m3



Existing data from EDF/Aclima has shown that significant air quality issues exist in the target neighborhood, especially near the roads with heavy truck traffic.

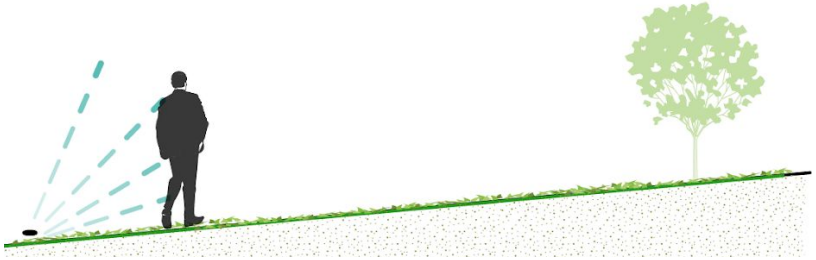
Planting a vegetated buffer closer to the source of pollution is more effective at blocking that pollution

Less effective at blocking

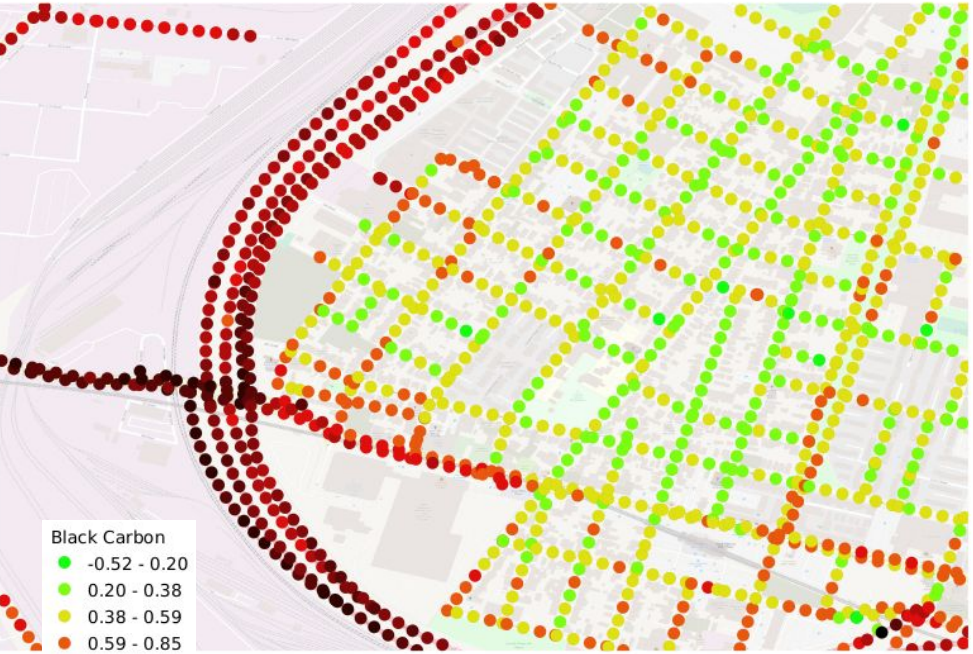


Less effective at blocking

More effective at blocking



More effective at blocking


Black Carbon
-0.52 - 0.20
0.20 - 0.38
0.38 - 0.59
0.59 - 0.85
0.85 - 1.18
1.18 - 1.56
1.56 - 1.98
1.98 - 2.54
2.54 - 3.99
3.99 - 8.15


880
Nimitz Freeway
Frontage Road
Ernie Raimondi Park
Maritime Street
West 14th Street
16th Street
17th Street
Willow Street
14th Street
13th Street
LOWER BOTTOMS
Nimitz Freeway
Pine Street
10th Street
12th S
880
Wood Street
7th Street
7TH STREET HISTORIC DISTRICT
Immediately Plantable
Caltrans Planting
7th Street
Frontage Road Diet

Immediately Plantable

- Simpler design: fill in with trees
- No concrete removal
- Can be planted the fastest
- Permitting with City of Oakland
- Can be planted by local tree planting groups

Caltrans Planting

- Simpler design: fill in with trees
- No concrete removal
- Requires building soundwalls and guard rails
- Permitting through Caltrans
- Need to use Caltrans approved contractors

7th Street

- More complex design: costlier to design, engineer, and construct
- Other projects, such as one headed by the port of Oakland, are potentially being planned for this area, so important to move fast

Frontage Road Diet

- More complex design: costlier to design, engineer, and construct
- Lots of possibilities for how the area can be designed: want community input
- Innovative road diet: community support is critical


Immediately Plantable
Caltrans Planting
7th Street
Frontage Road Diet

Immediately Plantable

Immediately Plantable

Immediately Plantable

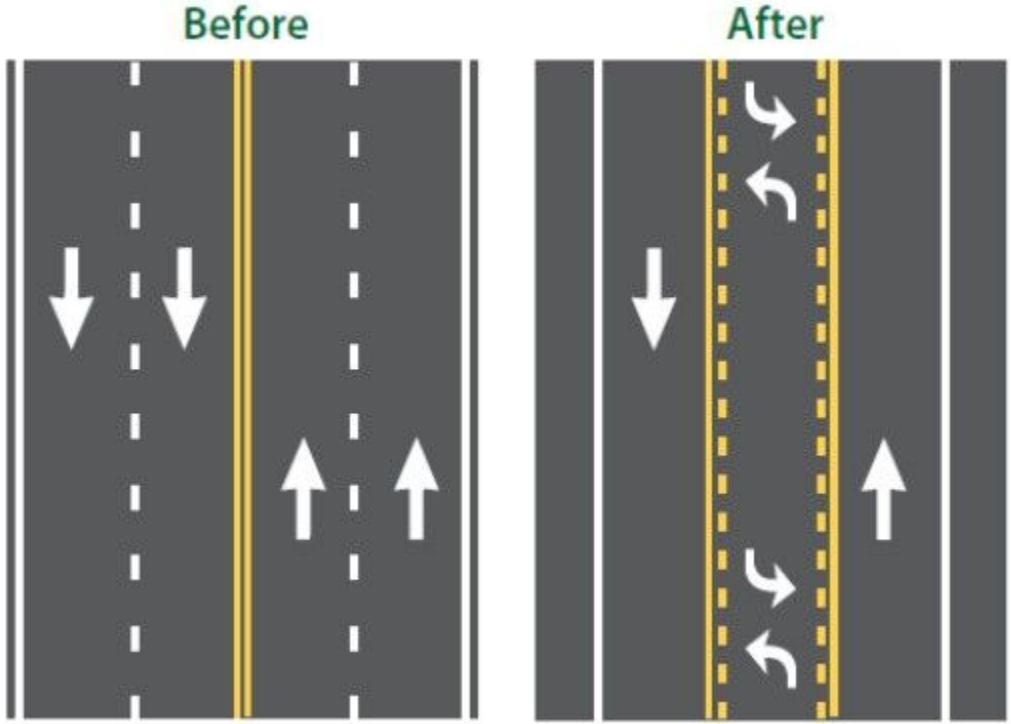
Easiest place to ask local tree planting groups to plant this area


Immediately Plantable
Caltrans Planting
7th Street
Frontage Road Diet

Frontage Road Diet

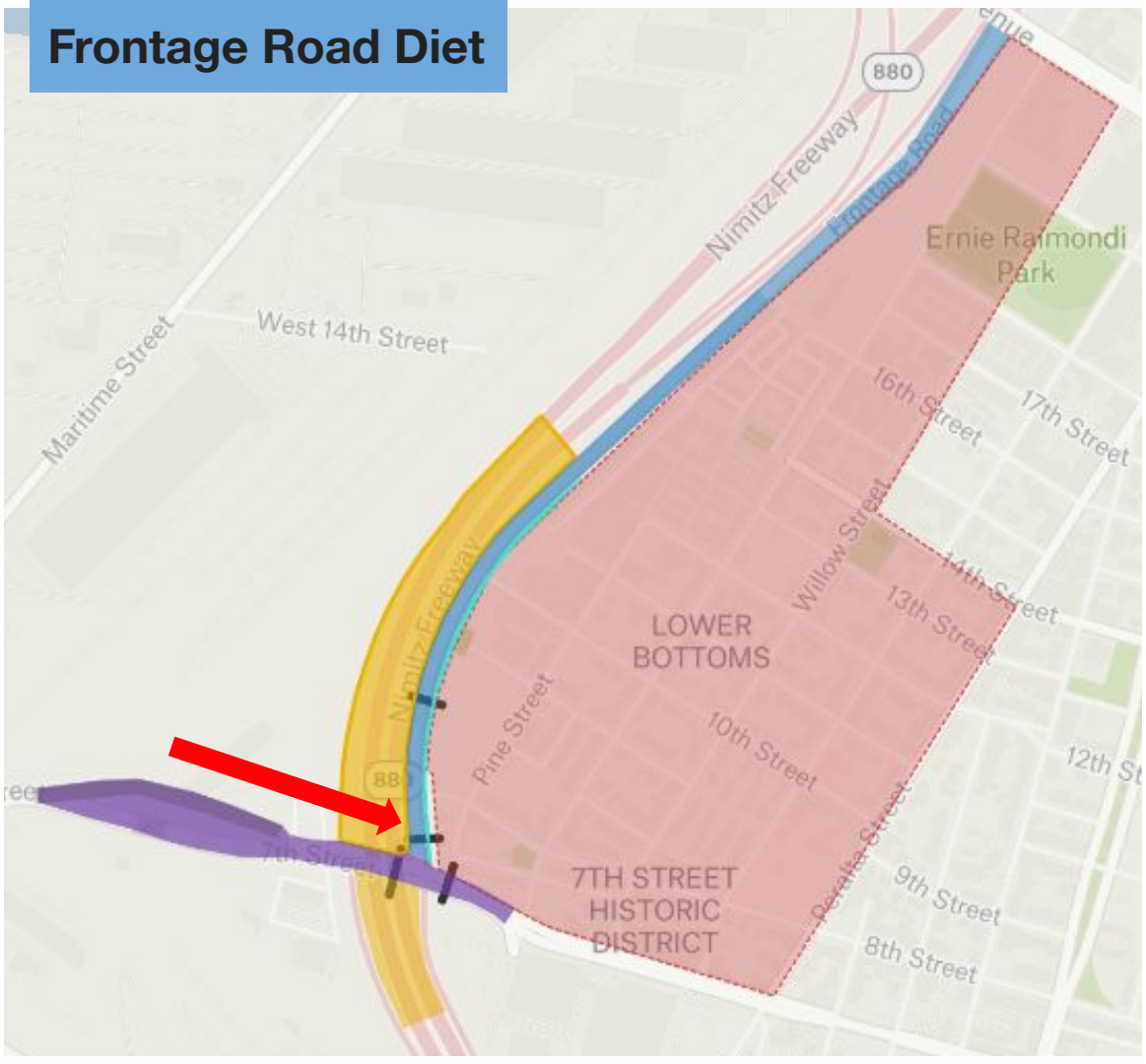

Truck Network Designation
Truck Route
Truck Prohibited Street
Zoning/General Plan
Commercial (Residential Uses Allowed)
Residential
Industrial
Other
Park
Study Area Boundary
Emeryville
West Oakland
880
580
980
80
FRONTAGE RD
WOOD ST
20TH ST
MANDELA PW
W GRAND AV
ADELINE ST
MARKET ST
14TH ST
12TH ST
10TH ST
8TH ST
7TH ST
6TH ST
3RD ST
MIDDLE HARBOR RD
ENGINEER RD
WAKE AV
BURMA RD
ADM TONEY WAY
MARITIME ST
POPLAR ST
CHESTNUT ST
MAGNOLIA ST
26TH ST
24TH ST
21ST ST
18TH ST
ATHENS AV
ISABELLA ST
SYCAMORE ST
25TH ST
23RD ST
CAMPBELL ST
15TH ST
13TH ST
PINE ST
WILLOW ST
PERALTA ST
CENTER ST
GOSS ST
CHESTER ST
KIRKHAM CT
POPLAR WY
WILLIAM ST
19TH ST
17TH ST
11TH ST
9TH ST
BROADWAY
FRANKLIN ST
WEBSTER ST
HARRISON ST
TELEGRAPH AV
VALLEY ST
20TH ST
BRUSH ST
CURTIS ST
LINDEN ST
FILBERT ST
MYRTLE ST
UNION ST
LOUISE ST
HELEN ST
HANNAH ST
ETTIE ST
34TH ST
HOLLIS ST
HAVENSCOURT
ACCESS

Frontage Road Diet

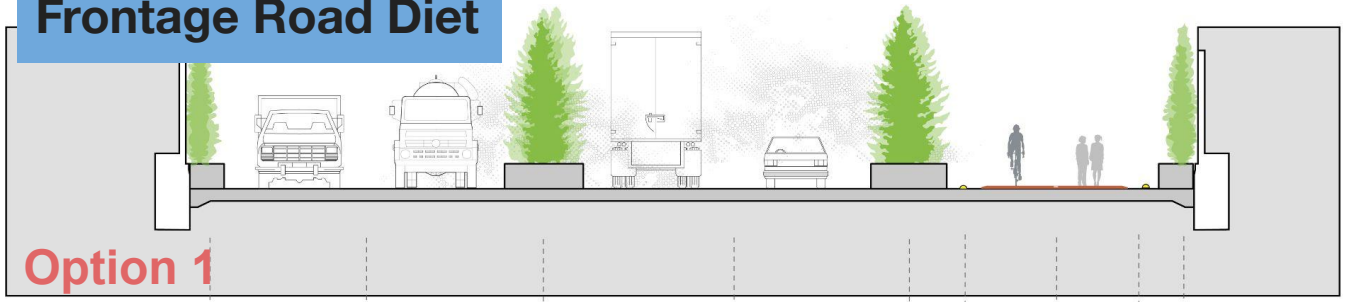


Utilizing the unused middle lane and reducing lane sizes could increase safety

Frontage Road Diet

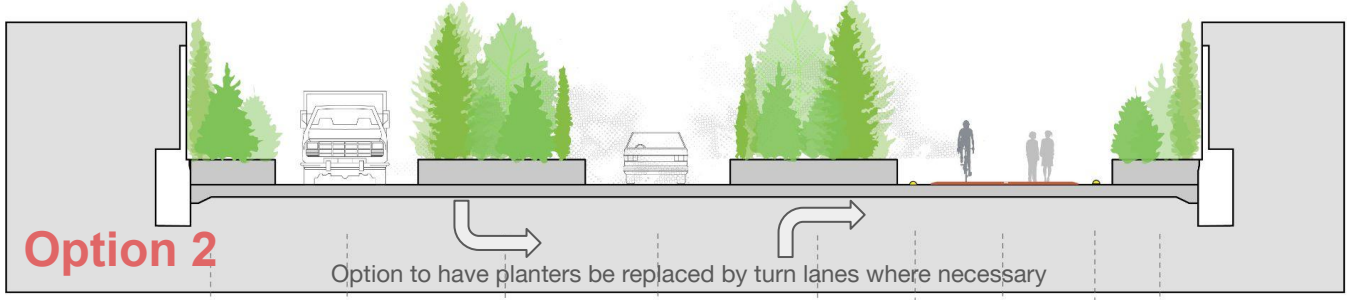


Frontage Road Diet



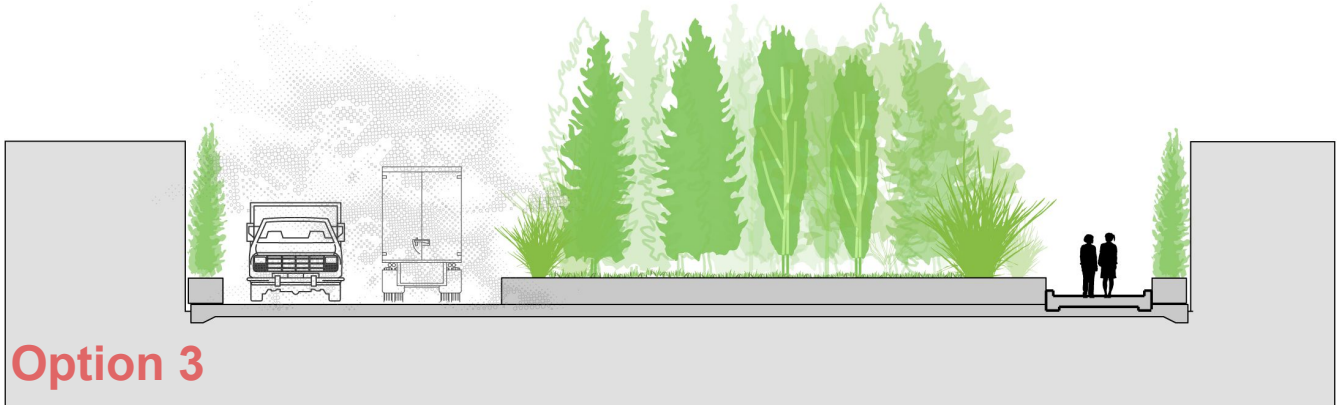
Option 1

7.5’ planter
Multi-use path
Maintains 2 lanes



Option 2

10-14’ planter.
Multi-use path
Reduces lanes to 1 going each direction

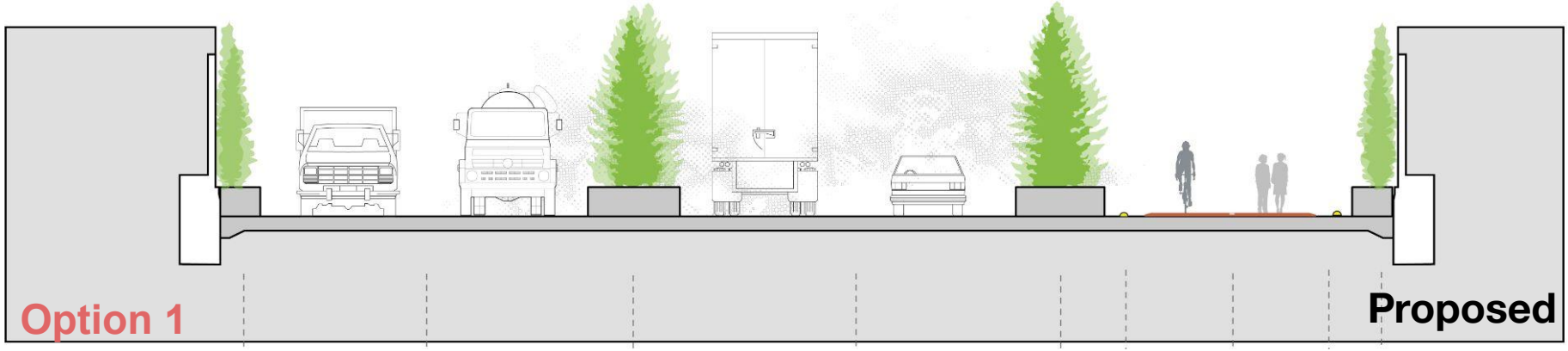


Option 3

Very large buffer
Smaller path.
1-2 lanes going each direction.

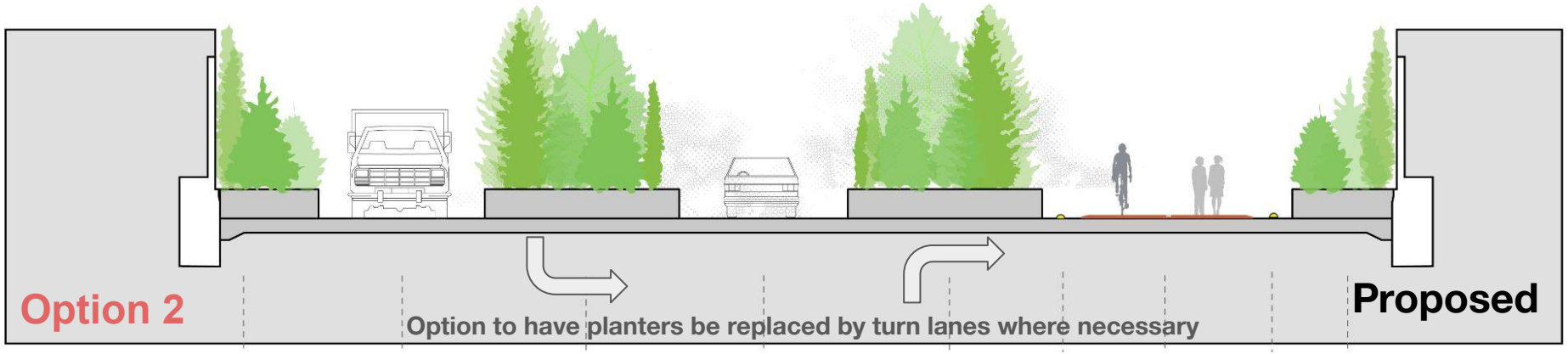
Frontage Road Diet

7.5’ planter
Multi-use path
Maintains 2 lanes



Frontage Road Diet

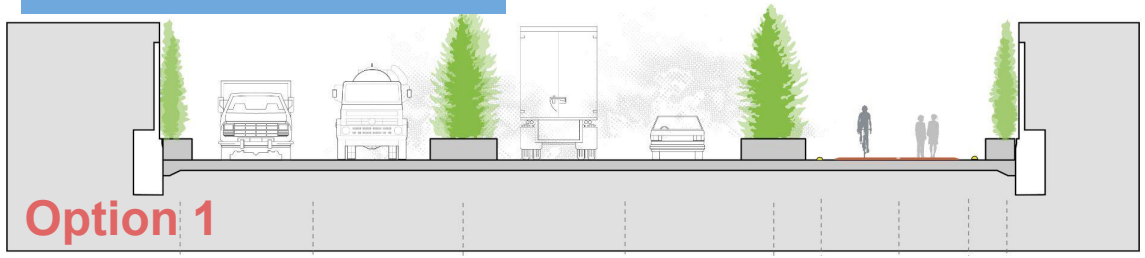
10-14’ planter.
Multi-use path
Reduces lanes to 1 going each direction

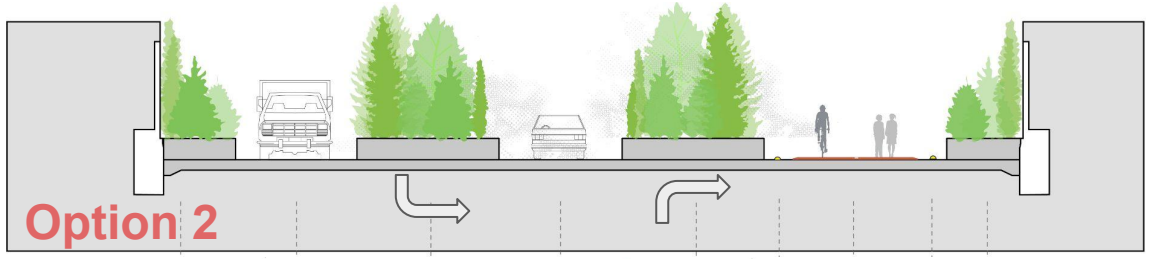


Frontage Road Diet

Very large buffer
Smaller path.
1-2 lanes going each direction.

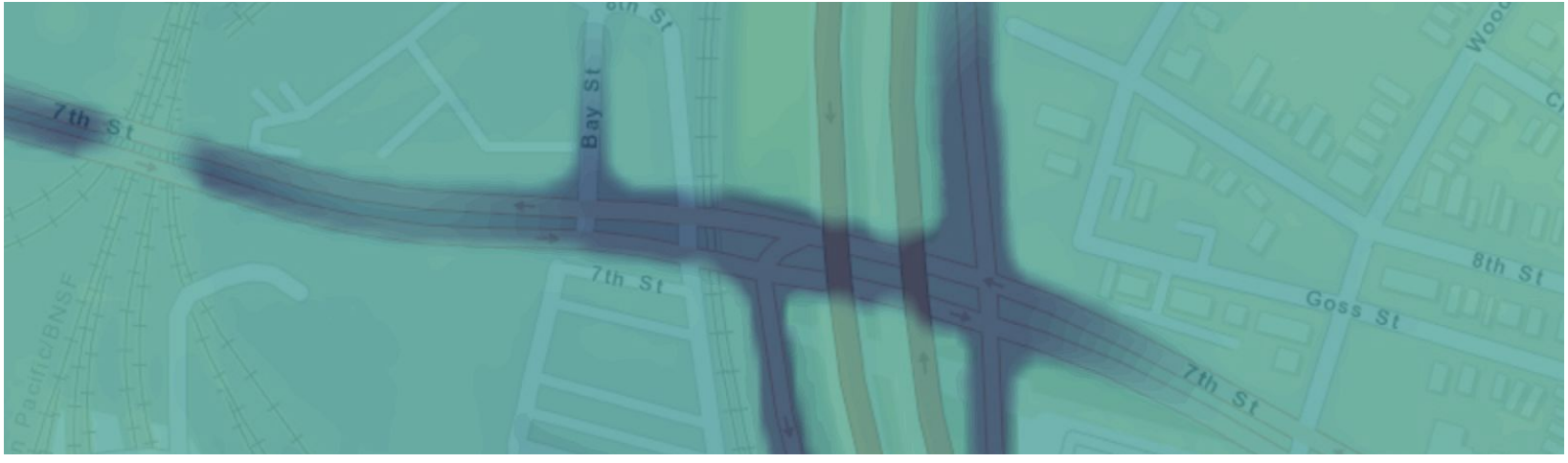
Frontage Road Diet





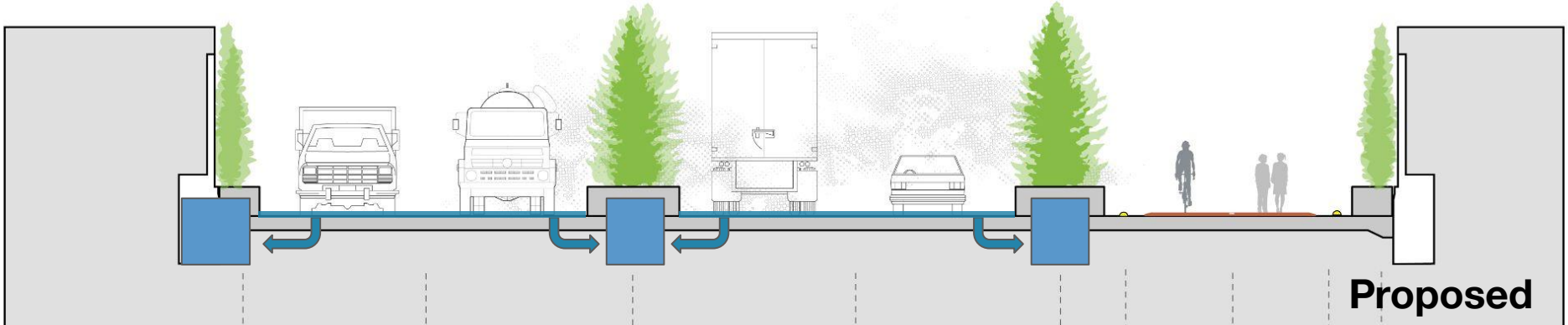
Which design features do people like?

- Lanes: 1 vs 2
- Planters: medians vs 1 big
- Path: Multi-use vs small
- Dedicated turn lanes?


7th St
Bay St
7th St
8th St
Goss St
7th St

Frontage Road Diet

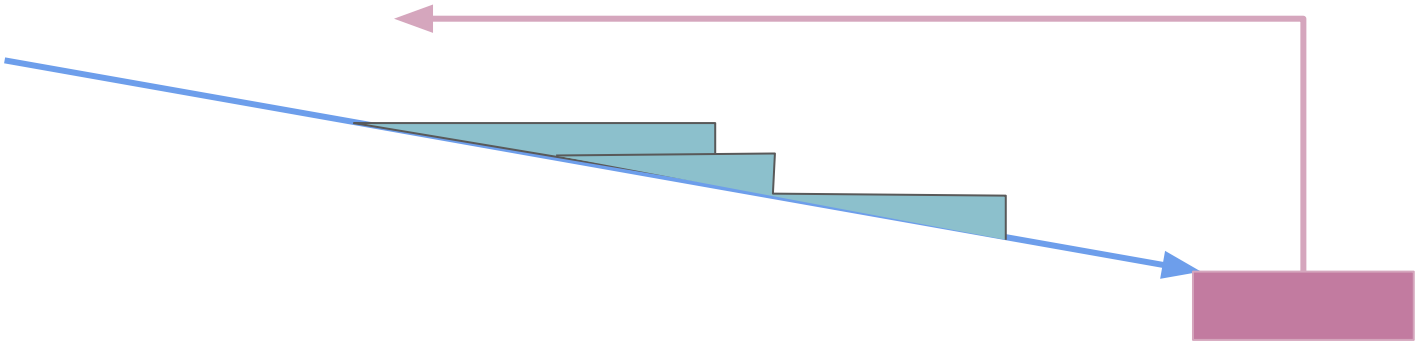
Frontage Road Diet



Frontage Road Diet

A series of stepped bioswales to absorb water.

Overflow to be stored for irrigation and pumped out.



Frontage Road Diet

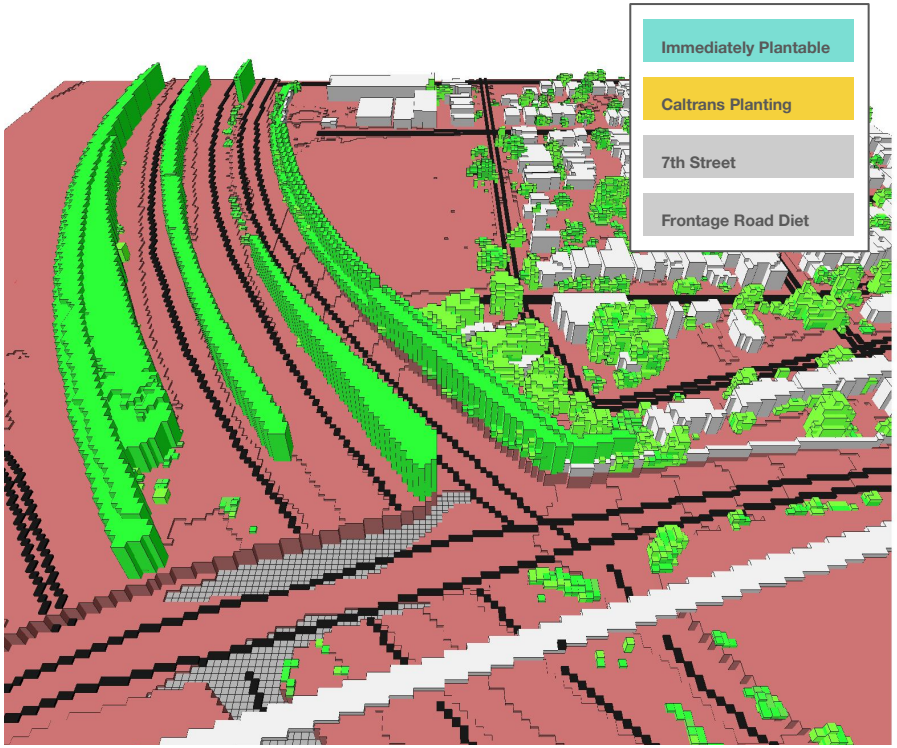

Image | Landsat / Copernicus

Comparing Scenarios Using Models

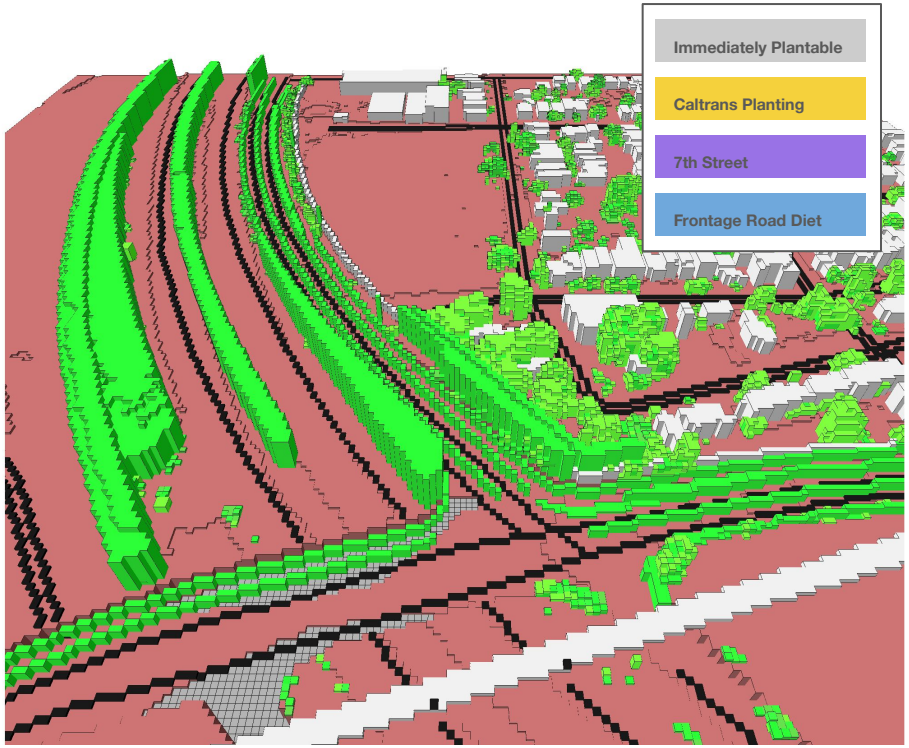
A) Caltrans + Immediately Plantable

B) Caltrans + Frontage Road Diet & 7th

Comparing Scenarios Using Models

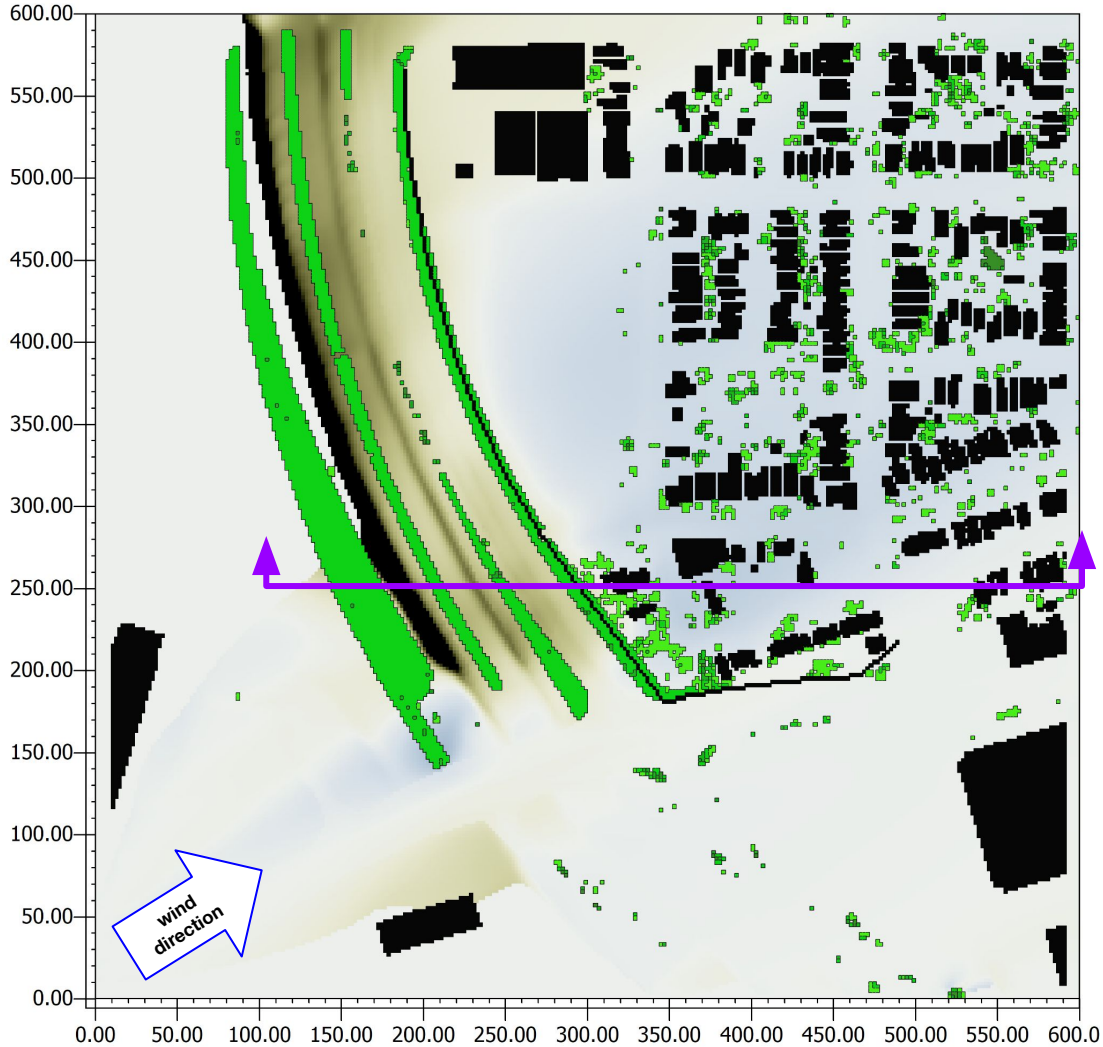


A) Caltrans + Immediately Plantable



B) Caltrans + Frontage Road Diet & 7th

A) Caltrans + Immediately Plantable



relative difference PM0.015 Concentration

< -30.0 %
-20.0 %
-10.0 %
0.0 %
10.0 %
20.0 %
30.0 %
40.0 %
50.0 %
60.0 %
70.0 %
80.0 %
90.0 %
> 100.0 %

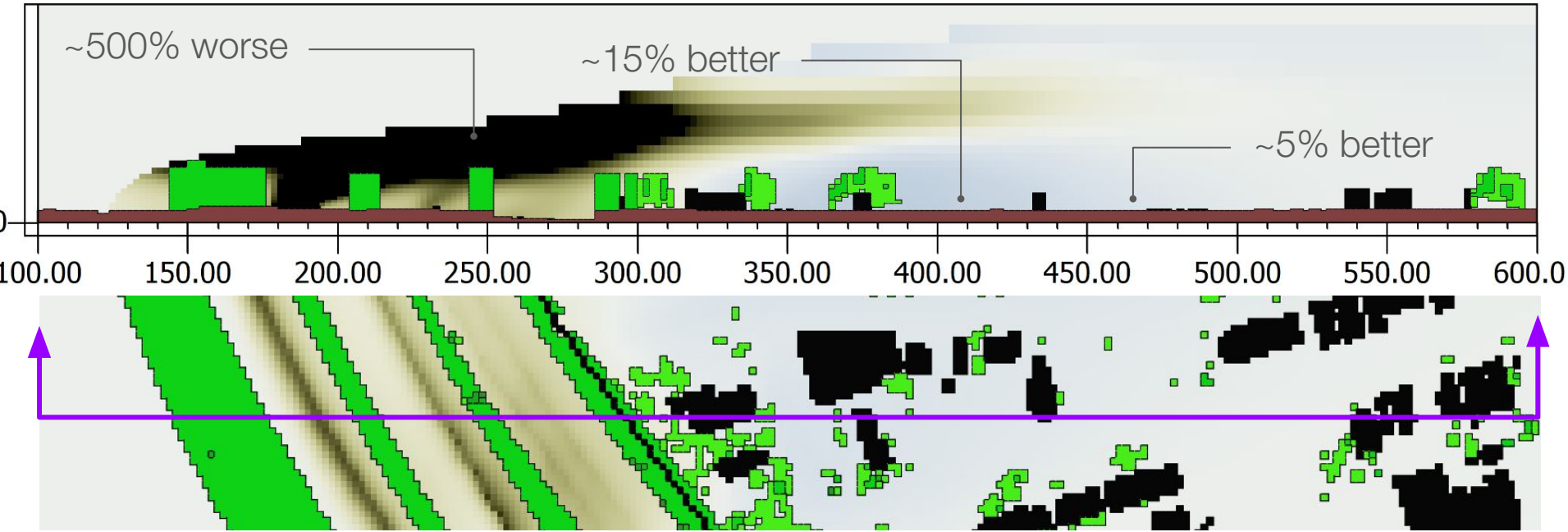
Min: -25.3 %
Max: 2717.2 %

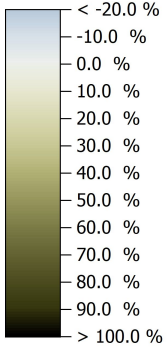
98%-Percentile 63.9 %

N

Bluer areas are where the pollution is better than existing

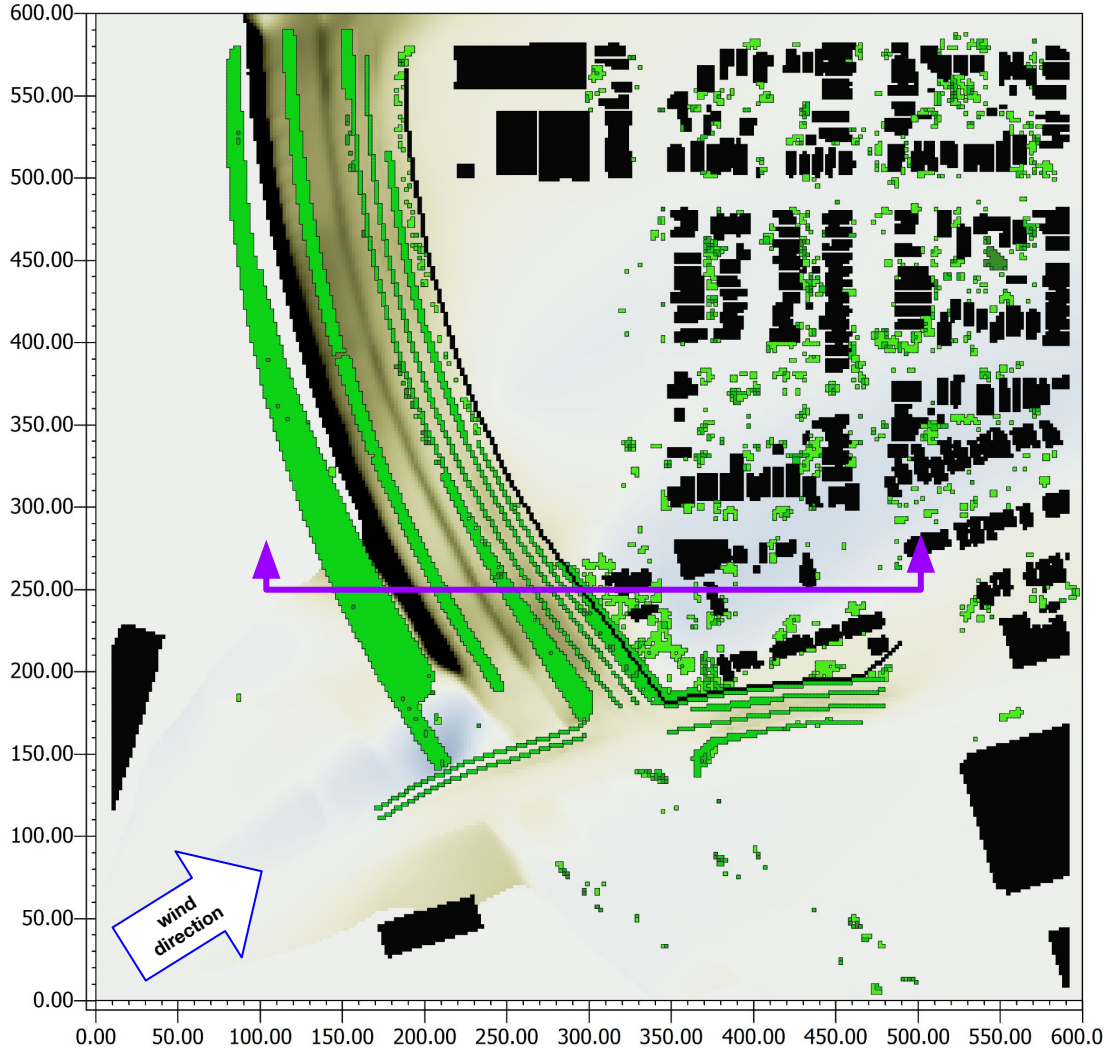
Darker areas are where pollution is worse





A) Caltrans + Immediately Plantable

B) Caltrans + Frontage Road Diet & 7th



relative difference PM0.015 Concentration

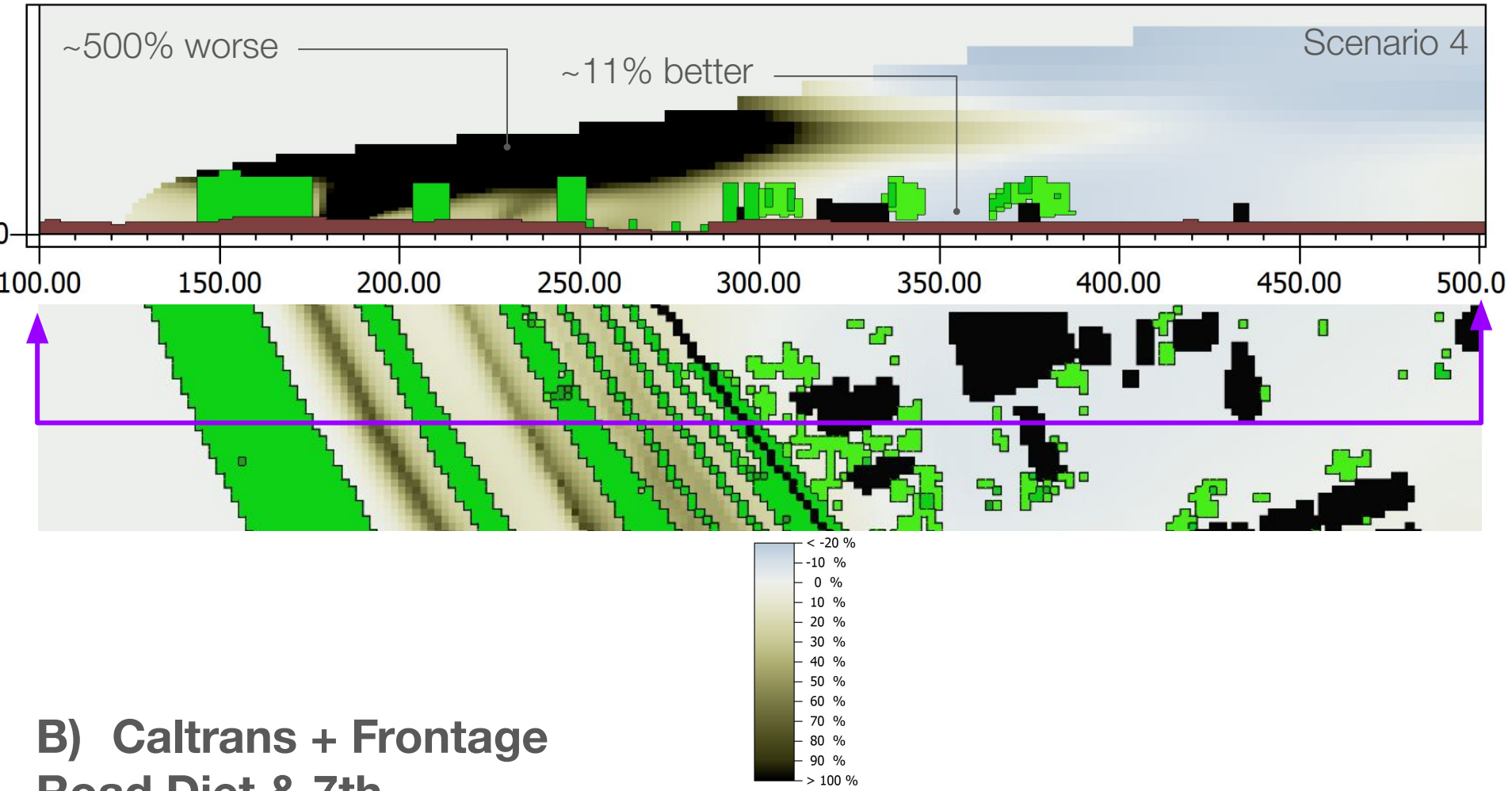
< -30.0 %
-20.0 %
-10.0 %
0.0 %
10.0 %
20.0 %
30.0 %
40.0 %
50.0 %
60.0 %
70.0 %
80.0 %
90.0 %
> 100.0 %

Min: -25.3 %
Max: 2717.2 %

98%-Percentile 63.9 %

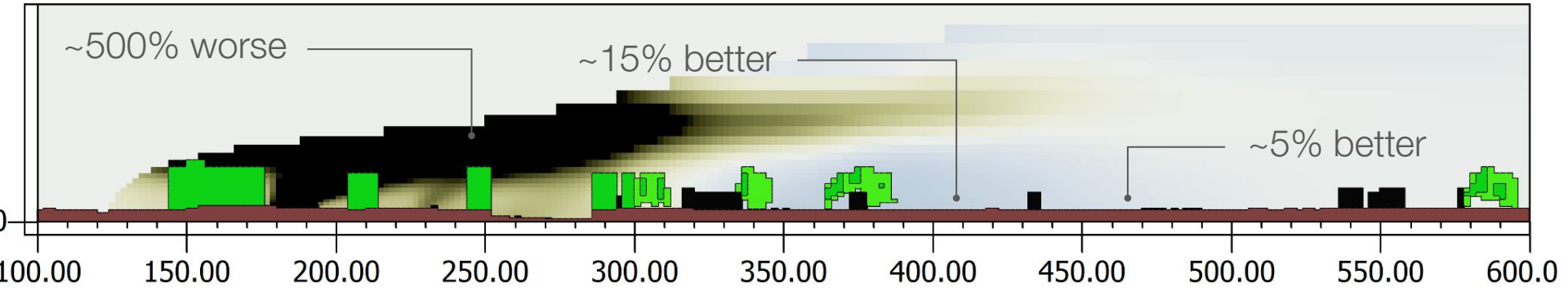
Bluer areas are where the pollution is better than existing

Darker areas are where pollution is worse

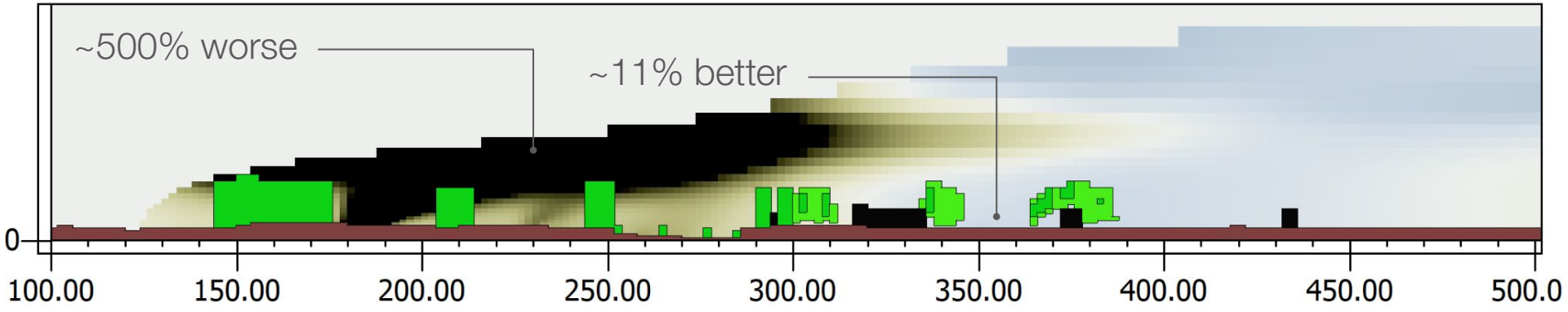


B) Caltrans + Frontage Road Diet & 7th

A) Caltrans + Immediately Plantable



B) Caltrans + Frontage Road Diet & 7th



Questions:

- If we know that a buffer concentrates pollution upwind of it, how do you best design buffers?
- Does it make sense to potentially cause spikes at frontage road where pedestrians may be, if it might make the neighborhood better?
- What are some of the other scenarios that we should and shouldn't test?

There are lots of different things we can choose to prioritize in designing the place we live

Habitat

Stormwater

Aesthetics

Road safety

Prescott Greening Agenda

- Introduction
- Project Area
- Modeling
  - What is modeling
  - Building a 3D world
  - Pollution Levels
  - Vegetated Buffers
- Concept Designs
- **Discussion**

Group Q&A (10 min)

- What questions do you have about the designs?
- What additional information do you want to know before breakouts?

Q&A Notes

- What questions do you have about the designs?
- What additional information do you want to know before breakouts?

Zoom Poll #2 - Prioritization and Trade-offs (10 min)

Different designs and design assumptions will have different trade offs.

- **What are the things we should uplift as priorities when working on this project? (Choose your top 3)**
  1. Road safety (reducing collisions)
  2. Safe pedestrian/biking access
  3. Noise reduction
  4. Air pollution reduction
  5. Ecological benefits (habitat, biodiversity)
  6. Flooding / stormwater mitigation
  7. Vehicle traffic efficiency
  8. Aesthetics
  9. Cost
  10. Other

Zoom Poll - NOTES

1. Road safety (reducing collisions)
2. Safe pedestrian/biking access
3. Noise reduction
4. Air pollution reduction
5. Ecological benefits (habitat, biodiversity)
6. Flooding / stormwater mitigation
7. Vehicle traffic efficiency
8. Aesthetics
9. Other

-

Breakout Activity (30 min)

Miro Board: https://miro.com/app/board/uXjVNyPr1ZI=/

- Activity #1 - Design Priorities
  1. Share your thoughts on the design priorities from the zoom poll

- Activity #2 - Design Review (with section drawings)
  1. What are people's initial reactions to the designs?
  2. How do you want to see this road in the future?
  3. How should we weigh any conflicts in the community preferences vs. research results
  4. How should we involve WOCAP and the larger West Oakland Community in the the overall design process?

Large Group Report Back Notes

-

Background & Related Projects

- Adapt Oakland: Urban Greening & Living Buffers in WO (**“Prescott Greening”**)
    - Funded by CARB (Audi settlement) & Metropolitan Transportation Commission (MTC)
- West Oakland Sustainable Transportation Equity Project (**“STEP”**)
    - CARB funding to implement four strategies and recommendations from the WOCAP: (1) Truck Management Plan (TMP) implementation; (2) **Pedestrian Improvements and Urban Greening;** (3) Bike Resource Hub; and (4) Transit Access Improvements
- OakDOT/OPFR Streetscape Improvements: **7th Street Connection Project**
- **West Oakland Link**: $100M from Bay Area Toll Authority, ACTC, City of Oakland, & Caltrans

Evaluation

Monthly Post-Meeting Evaluation Survey

You have time now to complete the survey

www.woeip.org/wocap-sc-survey

We will also email the link after the meeting


Adjourn
RESERVED PARKING ONLY
RESERVED PARKING ONLY