

Livable neighborhoods and sustainable transportation

"Oakland should be and can be the most dynamic, vibrant city on the planet. We have the architecture, the climate, and we have the people. We should also have safe, easy to use, sustainable transportation get around the City, and world-class parks and spaces for civic celebration and interaction. "

— Libby Schaaf

What I Think

Oakland has many wonderful parks and open space areas that used to be the envy of the world. But like many things in Oakland, they suffer from a lack of ongoing maintenance and care, which makes overall upkeep more costly in the future.

Oakland is the center of the regional transportation network but it is often too difficult, expensive or unsafe to get around - particularly for children or if you depend on transit. Past Oakland leaders have failed to recognize transportation as a social, health, economic development, and environmental priority - one that needs constant attention, investment and innovation. They have not dealt with transportation in the Mayor's office and have not integrated transportation planning with other City functions. Our streets are one of our most underutilized public spaces.

What I Have Done

Created Flexible Parking Benefit Districts: I created Oakland's first flexible parking benefit district to make parking more convenient and help small neighborhood businesses attract more customers and improve their areas.

Grew Protection for Bicyclists and Pedestrians: I passed legislation to protect Oakland cyclists and pedestrians with bike and pedestrian activists based a new study that highlighted the dangers to pedestrians and bicyclists from acts of vehicular aggression on Oakland roads.

Worked to Make the Port of Oakland Thrive: I served as a Director at the Port of Oakland, where I helped bring millions in outside funds to Oakland for transportation improvements, new jobs, economic development and reducing pollution. New initiatives at the port will continue to reduce emissions and the city can help lead that partnerships with regional, state, and federal funding partners.

What I Will Do

Speed up the Transformation of Parks and Open Spaces: The transformation of Lake Merritt due to the investments from Measure DD benefits thousands of residents every day. I will work closely with the Parks Department to make sure that we are investing in the right balance of maintenance and care. At the same time, Oakland has an abundance of enthusiastic volunteers who love our parks and want to give back to the community - I will make sure that the process for volunteering to care for and clean up neighborhood parks is not overly bureaucratic and that volunteers feel appreciated for the work they do to make our city great.

Care for our Libraries, Community, Sports & Cultural Facilities: Cultural, recreational and community offerings at public facilities serving every corner of our city is another critical aspect of making Oakland a great place to live. Ensuring there are sufficient resources to operate and maintain these treasures will be my priority. I will also prioritize securing the right talent and working more cooperatively with our County partners to ensure that Oakland's baseball and football franchises can build adequate facilities and remain in our city, although I will not use public money nor forgive public debt for stadium construction.

Make Transportation a Priority in City Hall: I'll have an advisor focused on transportation and infrastructure reporting directly to the Mayor. There are many things this person can help with: coordinating departments, coordinating land use and transportation, and bringing new funding to the City. The city will prioritize transportation in the Public Works committee, and develop a prioritized set of transportation improvements for the future, which the city lacks.

Slow down neighborhood streets: We can make streets enjoyable for walkers of all ages and less terrifying to cross. I will strongly implement policies we have on the books including the city's bicycle and pedestrian plans, bulk up enforcement, and improve street and intersection designs by embracing new standards. There are funds on the books we can use to do this and I'll pursue even more funding through bonds, grants and countywide sales tax dollars that are committed to transportation. We can adopt Vision Zero - a campaign to end all deaths due to vehicle collisions in 10 years.

Grow Bikesharing and Safe Cycling Routes Across Oakland: For short trips between Oakland's great neighborhoods, cycling should be an appealing option. Bay Area Bike Share belongs in Oakland, and should be available in most of our neighborhoods and commercial districts. Also, I will advocate for the City's bicycling plan to be implemented sooner, and using evolving best practices for safety and design. Cycling needs to become more comfortable for the young and those who aren't fearless.

Make Transit a Great Option: Great cities have great transit. Oakland is served by BART, Amtrak, ferries, and AC Transit (local and transbay). It is a transportation goldmine, but for Oakland to reap the benefits of transit, it needs attention and more city support. I'll work with BART to make stations easier to access, safer and more comfortable and to ensure BART reduces its noise. The city will pursue a joint BART / AC Transit pass so individuals and families in Oakland can have affordable access to the whole city without the added cost and hassle of owning extra cars. I will repair the City's relationship with AC Transit and help make bus service faster, more frequent and connect with the places you are trying to go. Bus Rapid Transit (high quality, fast bus service) should be fully implemented on International and we should make it a reality on other corridors, too.

Make Streets Good Places for People: Many of our streets are wide, far larger than needed, especially downtown. They become barriers that break up our communities and use up precious space we can use for people. I will work to make streets work better for everyone. This includes using parklets, seating areas, bollards or other creative solutions to new public spaces where they are needed, while also creating safer access for pedestrians and cyclists. Rationalizing these big streets will also make them safer for auto and truck drivers. Making it easier for groups to access public spaces and occasionally closing streets for community and cultural celebrations will also enhance Oakland's growing vitality.



Make Parking Make Sense: Parking turnover is good for businesses and shoppers and we should encourage it. At the same time, parking tickets should not be so punitive. I will reform both programs and make sure that parking spaces are effectively managed so residents and visitors to Oakland can find a spot near their destination.

Plan Our Neighborhoods for Appropriate Development: While many of Oakland's established neighborhoods will not see new development in the years ahead, I will support Oakland's new Neighborhood Planning program to increase transparency in the development process and give property owners and residents a forum to discuss the what the future holds for our commercial districts, downtown, and other neighborhoods. We should limit project-by-project planning and instead work from a vision of what we want our neighborhood and our City to look like.