



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the April 21st, 2022 meeting
Teleconference

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/April-2022-BPAC-Meeting-Agenda.pdf>.

Recording of the meeting available at: https://oakland.granicus.com/player/clip/4846?publish_id=fc12a83f-c261-11ec-a5da-0050569183fa&redirect=true

Meeting called to order at 6:00 pm by BPAC Chair Patricia Schader.

Item 1. Teleconference Protocol/Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with 7 commissioners present (X). 2 arrived after roll call (x).

Commissioners	Present
Andrew Campbell	X
Alex Frank	X
Grey Gardner	X
Mike Lok	x
Phoenix Mangrum	X
David Ralston	X
Patricia Schader (Chair)	X
Nick Whipps	X
Dianne Yee (Vice Chair)	x

Introductions were made.

- Other attendees: Dave Campbell, Debbie Barragan, George Spies, Hancel Ferrera, Lenore McDonald, Midori Tabata, Tom Holub, Jason Liao
- Staff: Nicole Ferrara, Noel Pond-Danchik, Pierre Gerard, Ofurhe Ogbinedion, Ryan Russo, Ariel Espiritu Santo, Maya Amachai, Laura Kaminski

Item 2. Open Forum / Public Comment

- Debbie Barragan shared a message about 1) the danger of vehicles to bicycling, 2) the inequitable resource consumption of vehicles versus bicycles, and 3) and the excessive space that vehicles take up on roadways.
- Chair Schader alerted attendees to recent bike theft on Grizzly Peak Boulevard and Redwood Road including an incident involving the Berkeley High School mountain bike team.

Item 3. Approval of meeting minutes

- The Commission ***adopted the Bicyclist & Pedestrian Advisory Commission meeting minutes from March 17, 2022.*** The motion was made (Whipps), seconded (Frank), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Mangrum,

Ralston, Schader, Whipps, and Yee (unanimously). Adopted minutes online at www.oaklandbikes.info/BPAC.

- The Commission ***adopted the Bicyclist & Pedestrian Advisory Commission special meeting minutes from March 31, 2022***. The motion was made (Whipps), seconded (Mangrum), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously). Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 4. Renewal of Resolution to Continue Teleconference Meetings

The Commission considered renewing a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of Assembly Bill 361 (AB-361).

- The Commission ***adopted a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its Committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361***. The motion was made (Frank), seconded (Ralston), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously).

The resolution is attached to these meeting minutes.

Speakers other than commissioners: None

Item 5. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

Chair Schader (patricias.oakland@gmail.com) led the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.

- Around 12:43 am on Sunday, March 19, 2022, a 55-year-old, Black, male Richmond resident was crossing International Blvd at 89th Ave on foot when he was struck and severely injured by a vehicle driver. The driver continued traveling westbound on International Blvd with the pedestrian on the front hood of the vehicle. The pedestrian fell off the vehicle in the 8600 block of International Blvd. The vehicle driver fled the scene.
- Around 6:34 am on Wednesday, March 30, 2022, a 57-year-old, white, male, Hayward resident and a 58-year-old, Black, female, Oakland resident were struck and injured by a vehicle driver while crossing the street at the intersection of High St and Wattling St.
- Around 4:10 pm on Thursday, April 7, 2022, a 38-year-old, male, Oakland resident was severely injured while bicycling eastbound on E 15th St in the 8th Ave intersection. The bicyclist was struck by a vehicle driver who ran the red light and fled the scene.
- Chair Schader also shared that there was a fatality on Highway 580 near High Street, due to a hit-and-run by a Dodge Caravan.

Summary of Discussion:

- Commissioner Gardner asked about whether OakDOT is collecting data about fatal crashes and hit-and-run incidents from OPD, whether OPD could produce a monthly report of these fatal crashes. OakDOT staff, Noel Pond-Danchik, responded that OakDOT does collect data on severe injury crashes and hit-and-runs, and that OakDOT receives one-off reports, though not all crashes are reported. Commissioner Campbell asked how the crash-related crimes are categorized in the OPD data.

Speakers other than commissioners: Noel Pond-Danchik

Item 6. California State Assembly Bill 2336 (Friedman): Speed Safety Systems Pilot Program

OakDOT Policy & Intergovernmental Affairs Advisor, Nicole Ferrara (nferrara@oaklandca.gov) presented on AB 2336 and requested a motion of support for the bill. Every week two Oaklanders are killed or fatally injured by traffic violence. These crashes disproportionately impact Black, Indigenous, and People of Color communities, seniors, children, and people with disabilities. The Safe Oakland Streets (SOS) Initiative aims to prevent severe and fatal traffic crashes, eliminate injury inequities, and carefully assess and mitigate any equity impacts resulting from safety measures. SOS found that, in addition to engineering, automated speed enforcement is highly effective at preventing traffic deaths, while also advancing Reimagining Public Safety Task Force goals of moving most traffic enforcement from the Oakland Police Department to the Department of Transportation. Assembly Bill 2336 is a proposed state law that would allow Oakland and 5 other cities to administer these speed safety systems as a pilot program. The proposed bill passed out of Assembly Privacy Committee and was referred for Assembly Appropriations Committee. Oakland would be permitted a total 18 safety systems administered the Department of Transportation. Equity provisions include small fines (\$50 for 11-15 mph over the speed limit, v. hundreds for traditional speeding tickets), removing interactions between police and the community at traffic stops that have the potential to escalate, a 50-80% fine reduction if unable to pay, opportunities for community service in lieu of fines, and extensive community involvement in drafting a Use Policy & Equity Analysis that includes locations selected. The goal of the bill is to make our streets safer; if speeding is not decreased by at least 25% after 18 months, additional traffic calming measures are required, and if there is any revenue generated it must be spent on traffic calming.

The presentation is attached to these meeting minutes.

Summary of Discussion:

- The City's Privacy Advisory Commission has this item on their May 2022 meeting agenda.
- There is flash feedback from the speed cameras, and the 60-day grace period for citation payment was decided because 30 days seemed too short.
- This civil penalty system based on small fines may be more likely to change behavior than a progressive (income-dependent) fee scheme, used in other countries like Finland.
- A public information campaign for this initiative, if the bill passes, will begin in coordination with other Bay Area cities before it goes into effect.
- There has not been a quantitative impact study on whether this type of speed enforcement system impacts death rates from traffic crashes.
- Warning letters could be sent for speed violations between 1 and 10 mph over the speed limit; this response could be added to the Use Policy.
- State lawmakers are considering whether the DMV should place a hold on vehicle registration for violators who ignore citations.

- Commissioner Whipps shared that engineering solutions to speeding violations should be considered before enforcement strategies.
- Enforcement requires the license plate on the car. In the case of stolen license plates, there are opportunities for theft victims to adjudicate against an improper fine.
- OakDOT does not have a Traffic Enforcement Division and will need to scale existing resources (like the Parking Citation Assistance Center) and propose new positions in the General Budget to support this 5-year speed enforcement pilot.
- Existing City speed enforcement is highly limited and focused on High-Injury Corridors.
- There will likely not be any net revenue from this system, and it should be considered an investment.
- There is a webpage to stay informed (via “Stay Informed” button) about this bill:
<https://www.oaklandca.gov/projects/assembly-bill-2336-friedman-speed-safety-systems-pilot-program>

Speakers other than commissioners: Dave Campbell, George Spies, Lenore McDonald

The Commission ***adopted a resolution to support the passage of California State Assembly Bill 2336***. The motion was made (Gardner), seconded (Whipps), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously).

Item 7. OakDOT Budget and Organizational Update

OakDOT Director, Ryan Russo (rrusso@oaklandca.gov), and OakDOT Assistant Director, Ariel Espiritu Santo (aespiritusanto@oaklandca.gov), provided an overview of the current organization including updates to department leadership, the vacancy rate and department work. They also provided an update on the Fiscal Year 2022-2023 mid-cycle budget adjustment process that is underway. The OakDOT organizational chart was attached to the agenda for this meeting.

The presentation is attached to these meeting minutes.

Summary of Discussion:

- Commissioner Gardner shared that City leadership doesn’t seem to treat the staff vacancy situation as an emergency, despite the annual increase in service requests, and asked whether organizational restructuring or contracting opportunities have been considered to address vacancy impacts.
- Ryan Russo responded that City Council earmarks are expected to be of the highest priority for OakDOT project selection, despite this prioritization method not being data driven. Work to prevent unsafe gatherings on Crest Avenue was a recent example of these City Council earmarks. School-related projects are also of high City priority. The result of this hierarchy of priorities is that projects on arterial roadways do not receive as much focus as they could, due to limited staffing resources.
- OakDOT Human Resources (HR) Manager vacancy makes it difficult to improve department-wide vacancy rates.
- HR is more active at college fairs and has recently begun to allow applicants to receive offers contingent on imminent completion of a relevant degree program.
- Commissioners Frank and Whipps commented that City engagement is encouraging. However, they heard from community members that feedback is not always reflected in final proposals and designs for transportation infrastructure.

Speakers other than commissioners: none

The Commission ***extended the meeting by 45 minutes.*** The motion was made (Gardner), seconded (Frank), and unanimously adopted by voice vote.

Item 8. General Plan Update

Strategic Planning Manager for the City of Oakland Planning Department, Laura Kaminski (lkaminski@oaklandca.gov), presented on the upcoming General Plan update. The City of Oakland is undertaking a comprehensive General Plan Update process in two phases. Phase I includes the update of the Housing and Safety Elements of the General Plan; creation of the City's first Environmental Justice Element; associated amendments to other Elements of the General Plan, along with Zoning Code and map updates; Racial Equity Impact Analysis, and an Industrial Land Use Study. Phase I is anticipated to be completed by early 2023. Phase II includes the update of the Land Use and Transportation Element (LUTE); Open Space, Conservation, and Recreation Element (OSCAR); Noise Element; and the development of a new Infrastructure and Facilities Element. Phase II work also includes zoning updates and California Environmental Quality Act (CEQA) review. The Phase I process will help inform the components of Phase II. Phase II is anticipated to be completed by mid-2025. More information is available on the project website: <https://www.oaklandca.gov/topics/general-plan-update>.

The presentation is attached to these meeting minutes.

Summary of Discussion:

- Commissioner Frank advocated for a transition towards a high-quality autonomous public transit system.
- Commissioner Whipps appreciated that equity is a foundational part of this plan and wants to ensure that community conversations will occur in East Oakland (Districts 5, 6, and 7).
- Ofurhe Ogbinedion noted that the presentation did not include people with a disability, who should be included in the community outreach process.
- The Technical Advisory Committee for the General Plan Update includes BART, AC Transit, OUSD, and the Port of Oakland.

Speakers other than commissioners: Ofurhe Ogbinedion, Dave Campbell

The Commission ***extended the meeting by 15 minutes.*** The motion was made (Ralston), seconded (Gardner), and unanimously adopted by voice vote.

Item 9. BPAC Strategic Plan Update

BPAC Strategic Planning Taskforce member, Commissioner Campbell, presented the draft 2022 BPAC Strategic Plan for adoption.

The draft plan presented at the meeting is attached to these meeting minutes.

Summary of Discussion:

- Commissioner Whipps wants there to be more opportunities for community-based organizations to speak with the Commission, and for there to be more educational funding opportunities through the 2021 federal infrastructure bill.
- The monitoring of project-specific bikeway installations is included in the Strategic Plan, and Commissioner Campbell wants to link the biannual Bike Oakland Newsletter to that monitoring.

The Commission **adopted the 2022 BPAC Strategic Plan**. The motion was made (Gardner), seconded (Whipps), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Mangrum, Ralston, Schader, Whipps, and Yee.

Speakers other than commissioners: none

Item 10. Committee Report Back

Committees of the BPAC provided brief updates to the Commission. A list of active committees was included in the agenda packet and at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.

Summary of Discussion:

- Infrastructure Committee: a meeting is scheduled for Thursday, 4/28/22.
- Legislative Committee: A Committee meeting is scheduled on 5/2/22 at 5pm. The Committee will meet with the Privacy Advisory Commission on 5/5/22 (time TBD). There will be a related City Council agenda item from Councilmember Kaplan on 5/17/22 (time TBD). A full report back was provided in the agenda for this meeting.
- Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee: none.
- Liaison to Mayor's Commission on Persons with Disabilities: none.
- Open Forum Committee: none.
- Bicyclist Pedestrian Police Relations Committee: A meeting with an Oakland Police Department representative is scheduled for next week about racially profiled traffic stops.
- Planning Commission Review Committee: none.
- Strategic Plan Taskforce: none.

Speakers other than commissioners: none.

Item 11. Three-month look-ahead, suggestions for meeting topics, announcements

Three-month look-ahead: none

Suggestions for meeting topics

- Alex Frank wants more attention paid towards pedestrian crosswalk buttons

Announcements: none

Meeting adjourned at 9:02 pm.

Minutes recorded by Pierre Gerard, Transportation Planner I, emailed to meeting attendees for review on Thursday, April 28, 2022 with comments requested by 5pm, Thursday, May 4, 2022, to npond-danchik@oaklandca.gov. Revised minutes will be attached to the May 2022 meeting agenda and considered for adoption at that meeting.

OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

Meeting of April 21, 2022, Item #4

ADOPT A RESOLUTION DETERMINING THAT CONDUCTING IN-PERSON MEETINGS OF THE BICYCLIST & PEDESTRIAN ADVISORY COMMISSION AND ITS COMMITTEES WOULD PRESENT IMMINENT RISKS TO ATTENDEES' HEALTH, AND ELECTING TO CONTINUE CONDUCTING MEETINGS USING TELECONFERENCING IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 54953(e), A PROVISION OF AB-361.

WHEREAS, on March 4, 2020, Governor Gavin Newsom declared a state of emergency related to COVID-19, pursuant to Government Code Section 8625, and such declaration has not been lifted or rescinded. See <https://www.gov.ca.gov/wp-content/uploads/2020/03/3.4.20-Coronavirus-SOE-Proclamation.pdf>; and

WHEREAS, on March 9, 2020, the City Administrator in their capacity as the Director of the Emergency Operations Center (EOC), issued a proclamation of local emergency due to the spread of COVID-19 in Oakland, and on March 12, 2020, the City Council passed Resolution No. 88075 C.M.S. ratifying the proclamation of local emergency pursuant to Oakland Municipal Code (O.M.C.) section 8.50.050(C); and

WHEREAS, City Council Resolution No. 88075 remains in full force and effect to date; and

WHEREAS, the Centers for Disease Control (CDC) recommends physical distancing of at least six (6) feet whenever possible, avoiding crowds, and avoiding spaces that do not offer fresh air from the outdoors, particularly for people who are not fully vaccinated or who are at higher risk of getting very sick from COVID-19. See <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>; and

WHEREAS, the CDC recommends that people who live with unvaccinated people avoid activities that make physical distancing hard. See <https://www.cdc.gov/coronavirus/2019-ncov/your-health/about-covid-19/caring-for-children/families.html>; and

WHEREAS, the CDC recommends that older adults limit in-person interactions as much as possible, particularly when indoors. See <https://www.cdc.gov/aging/covid19/covid19-older-adults.html>; and

WHEREAS, the CDC, the California Department of Public Health, and the Alameda County Public Health Department all recommend that people experiencing COVID-19 symptoms stay home. See <https://www.cdc.gov/coronavirus/2019-ncov/if-you-are-sick/steps-when-sick.html>; and

WHEREAS, persons without symptoms may be able to spread the COVID-19 virus. See <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>; and

WHEREAS, fully vaccinated persons who become infected with the COVID-19 Delta variant can spread the virus to others. See <https://www.cdc.gov/coronavirus/2019-ncov/vaccines/fully-vaccinated.html>; and

WHEREAS, the City's public-meeting facilities are indoor facilities that do not ensure circulation of fresh / outdoor air, particularly during periods of cold and/or rainy weather, and were not designed to ensure that attendees can remain six (6) feet apart; and

WHEREAS, holding in-person meetings would encourage community members to come to City facilities to participate in local government, and some of them would be at high risk of getting very sick from COVID-19 and/or would live with someone who is at high risk; and

WHEREAS, in-person meetings would tempt community members who are experiencing COVID-19 symptoms to leave their homes in order to come to City facilities and participate in local government; and

WHEREAS, attendees would use ride-share services and/or public transit to travel to in-person meetings, thereby putting them in close and prolonged contact with additional people outside of their households; and

WHEREAS, on October 21, 2021 the Bicyclist & Pedestrian Advisory Commission adopted a resolution determining that conducting in-person meetings would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361; now therefore be it:

RESOLVED: that the Bicyclist & Pedestrian Advisory Commission finds and determines that the foregoing recitals are true and correct and hereby adopts and incorporates them into this resolution; and be it

FURTHER RESOLVED: that, based on these determinations and consistent with federal, state and local health guidance, the Bicyclist & Pedestrian Advisory Commission renews its determination that conducting in-person meetings would pose imminent risks to the health of attendees; and be it

FURTHER RESOLVED: that the Bicyclist & Pedestrian Advisory Commission firmly believes that the community's health and safety and the community's right to participate in local government, are both critically important, and is committed to balancing the two by continuing to

use teleconferencing to conduct public meetings, in accordance with California Government Code Section 54953(e), a provision of AB-361; and be it

FURTHER RESOLVED: that the Bicyclist & Pedestrian Advisory Commission will renew these (or similar) findings at least every thirty (30) days in accordance with California Government Code section 54953(e) until the state of emergency related to COVID-19 has been lifted, or the Bicyclist & Pedestrian Advisory Commission finds that in-person meetings no longer pose imminent risks to the health of attendees, whichever occurs first.

Safe Oakland Streets



Assembly Bill 2336 (Friedman and Ting)

Enforcing Speed Limits to Save Lives

1

Content Warning:

This presentation contains information about death and serious injuries on Oakland streets

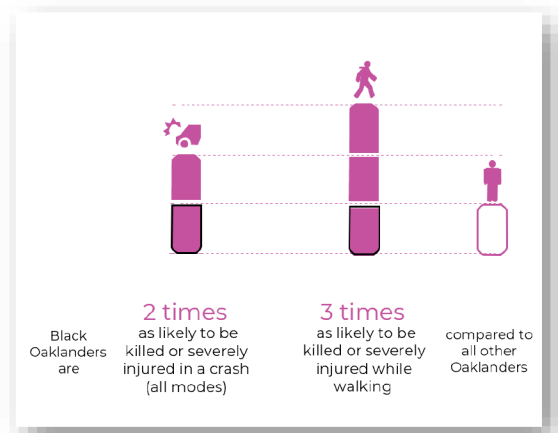
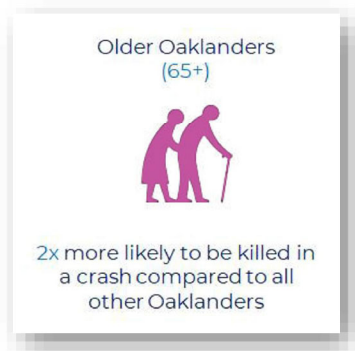
2

Too many people are dying and being severely injured in traffic crashes

- In **2021, 29 people lost their lives** on Oakland's streets due to traffic violence
- Approximately **two life-changing or life-ending** traffic crashes happen **each week**



Severe and Fatal Crashes Disproportionately Impact Black Oaklanders and Seniors





**Deontae Bush
(brother & son)
was struck and
killed while
riding his bike
on a high injury
corridor on
July 27, 2018**

5



**Miesha Singleton
(mother of 7)
was struck and
killed in a
crosswalk
on a high injury
corridor on
January 17, 2020**

6

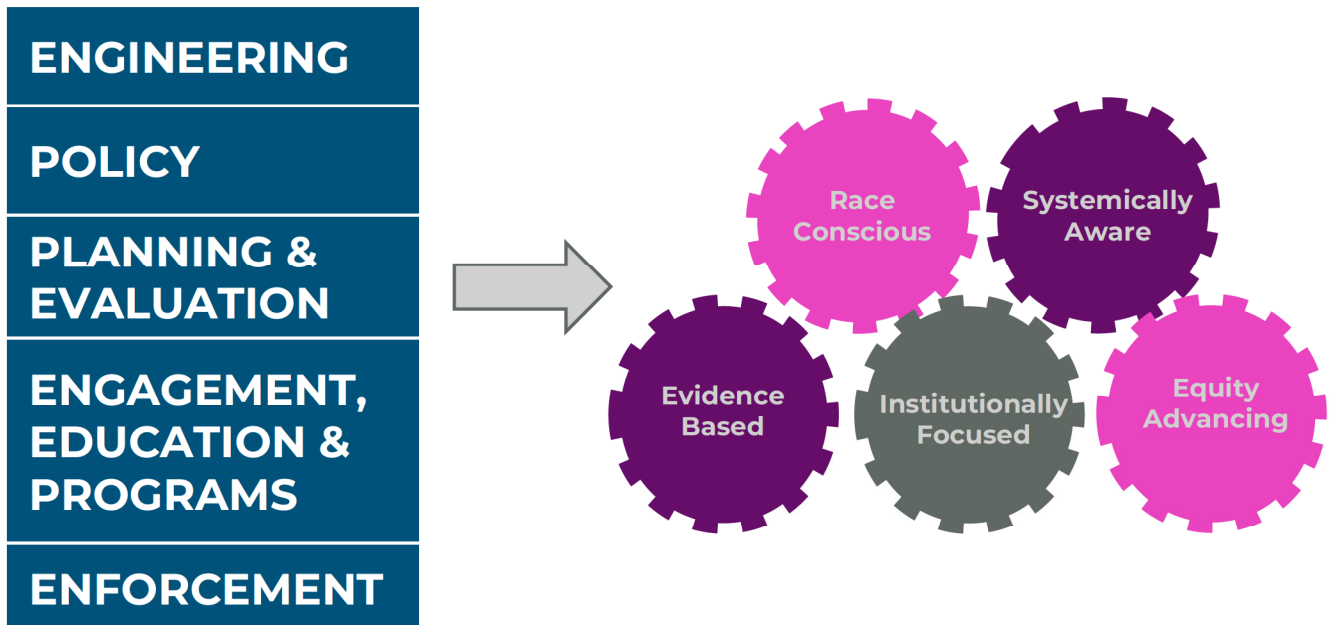
Safe Oakland Streets Goals

1. **Prevent severe and fatal crashes** and related disparities impacting Black, Indigenous, and People of Color (BIPOC) communities, seniors, people with disabilities and low-income populations
2. **Eliminate severe and fatal injury inequities** including racial disparities impacting BIPOC communities that exist today in Oakland
3. **Inform effective and equitable safety strategies** that prevent injury and injury inequities, and do not have adverse equity impacts on BIPOC communities, seniors, people with disabilities and low-income populations



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Equity & Efficacy Analysis



Strategies Summarized

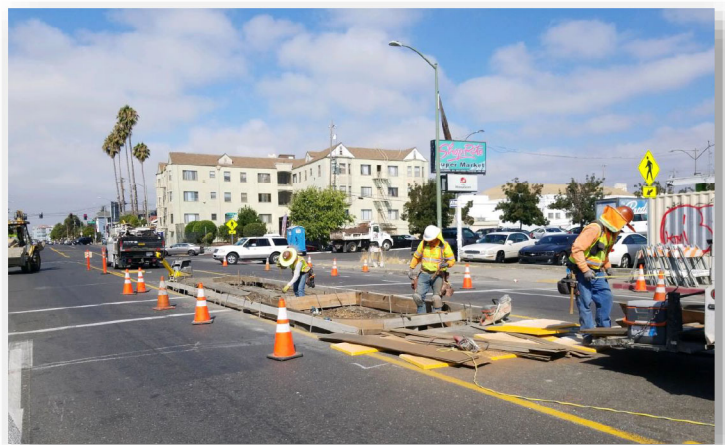
ENGINEERING	Most critical element, prioritize this with strong engagement
POLICY	Focus on speed-related policies
PLANNING & EVALUATION	Build more robust and transparent injury data; update HIN
ENGAGEMENT, EDUCATION & PROGRAMS	Engage communities in strategies, partner w/ CBOs on programs, and seek opportunities for collaboration
COLLABORATION	Coordinate across departments & public; report to Council annually
ENFORCEMENT	Use new traffic enforcement strategies, improve data & guidance to reduce disparities

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Engineering Projects



98th & Cherry



Bancroft & Avenal

10

Engineering Projects



35th Avenue



Foothill and Fairfax

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Speed Kills

HIGH SPEEDS ARE MORE DEADLY



**9 out
of 10**
pedestrians
are killed



**5 out
of 10**
pedestrians
are killed



**1 out
of 10**
pedestrians
are killed

AND SPEED MATTERS IN OAKLAND



1 in 4 Oaklanders killed are involved
in a crash where speed is a primary factor

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Speed Safety Systems

What's their efficacy?

Speed Reductions

Portland
30%
Decrease in speeding vehicles

Chicago
31%
Decrease in speeding vehicles

Denver
28%
Decrease in average speed



Injury Reductions

Montgomery County, MD
39%
Decrease in severe & fatal injuries

New York City
55%
Decrease in fatalities

Washington, D.C.
70%
Decrease in fatalities

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Assembly Bill 2336

- Authorizes Speed Cameras in 6 cities for 5 years
 - Oakland, San Francisco, San Jose, Los Angeles, Glendale, and Palm Springs
 - Up to 18 systems in Oakland
- Cameras can be placed in the following places:
 - High Injury Corridors
 - School Zones
 - Streets with high incidents of speed racing and motor vehicle exhibitions of speed

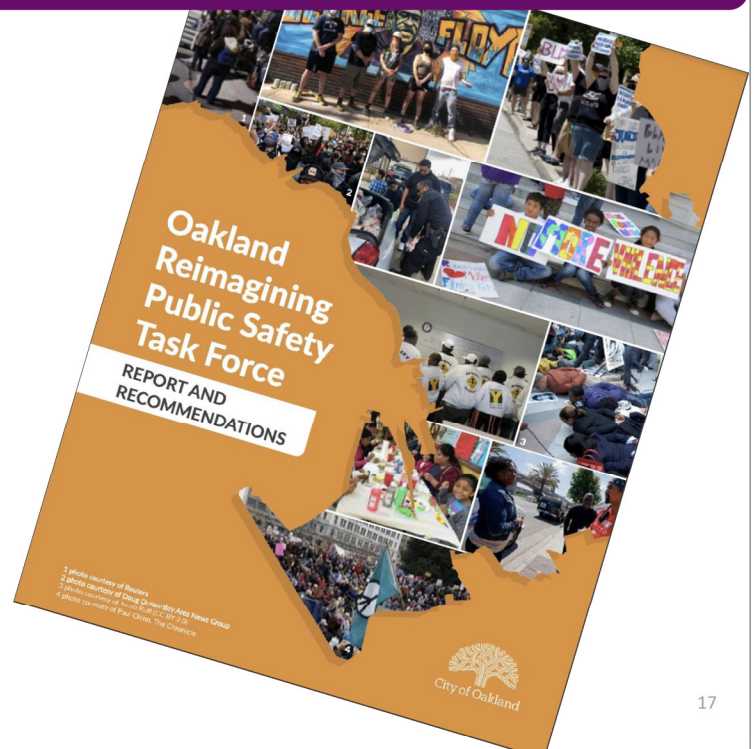


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Reimagining Public Safety Task Force

Recommendation 59

Pending changes in California State law, move most traffic enforcement out of the Oakland Police Department (OPD) and into the Oakland Department of Transportation (OakDOT)



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Comparison of Speed Enforcement Strategies

Officer-Enforced

- Limited Efficacy
- Implicit biases can lead to more tickets for BIPOC drivers
- OPD led
- Interactions are stressful and can escalate

Speed Safety System

- High Efficacy
- No opportunity for racial profiling
- DOT led
- No interactions b/t law enforcement and public

No Enforcement

- No Efficacy
- More instances of speeding/extreme speeding
- More loss of life & disability
- Higher stress levels for residents

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Fine Comparison

	Fine under AB 2336	Fine under Existing law
0-10 mph	\$0	\$238 and 1 point
11-15 mph	\$50	\$238 and 1 point
16-25 mph	\$100	\$367 and 1 point
26 mph and over	\$200	\$490 and 1 point
Speed greater than 100 mph	\$500	\$900 and 2 points

Fine Reductions under AB 2336

Speed violation AB 2336	Fine	Indigent	200% above poverty level
0-10 mph	\$0	\$0	\$0
11-15 mph	\$50	\$10	\$25
16-25 mph	\$100	\$20	\$50
26 mph and over	\$200	\$40	\$100
Speed greater than 100 mph	\$500	\$100	\$250

Strong Privacy Mitigations

- Operated by a local DOT; Records must be kept confidential.
- Must delete photos/ video within 5 days if there is no violation.
- Requires photos/ video to be destroyed after 60 days after final adjudication, 120 days for administrative records. Permits cities to destroy them sooner.
- Prohibits the use of facial recognition software.

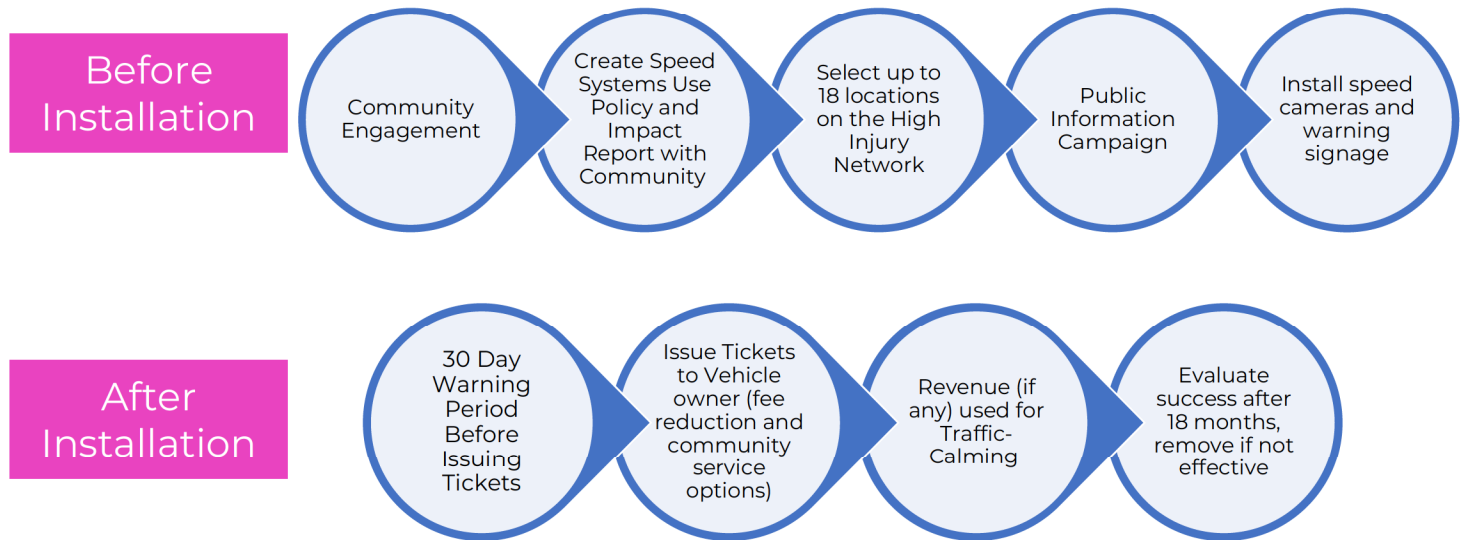
21

Strong Equity Mitigations

- Non-moving violations without photos of drivers' faces
- Must offer a diversion program and ticket fee reductions between 50% to 80%
- Must work with stakeholders to develop a Speed Safety System Use Policy, which includes location selection
- Flexibility & Warnings: 1-10 mph doesn't get a ticket; camera locations must have signs posted; 60-day warning period

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AB 2336 (Friedman and Ting): Implementation of Automated Speed Enforcement



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Thank you!



More info & resources available at: www.oaklandca.gov/SOS

Nicole Ferrara, Policy & Intergovernmental Affairs Advisor, OakDOT

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Presentation to Oakland Bicycle & Pedestrian Advisory Committee

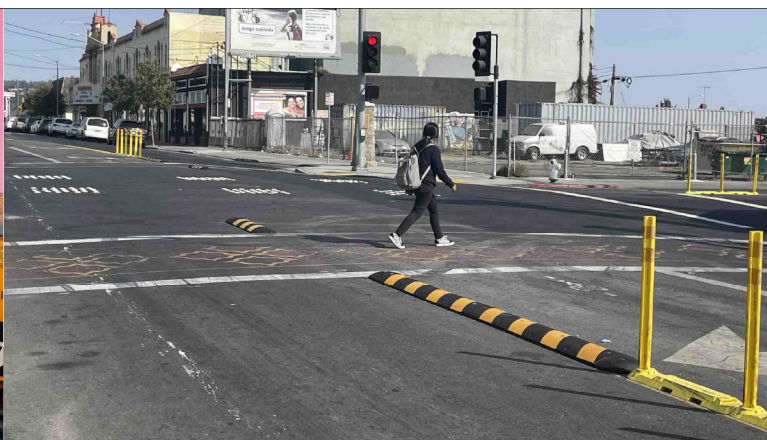
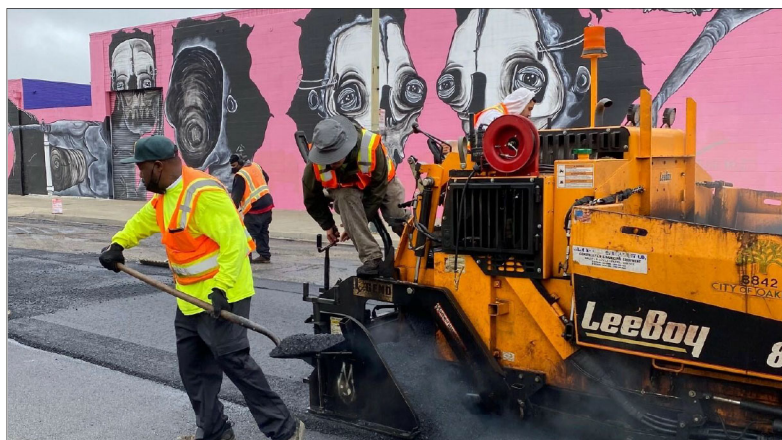
OakDOT Budget and Organizational Update

Oakland Department of Transportation (OakDOT)

Ariel Espiritu Santo, Assistant Director

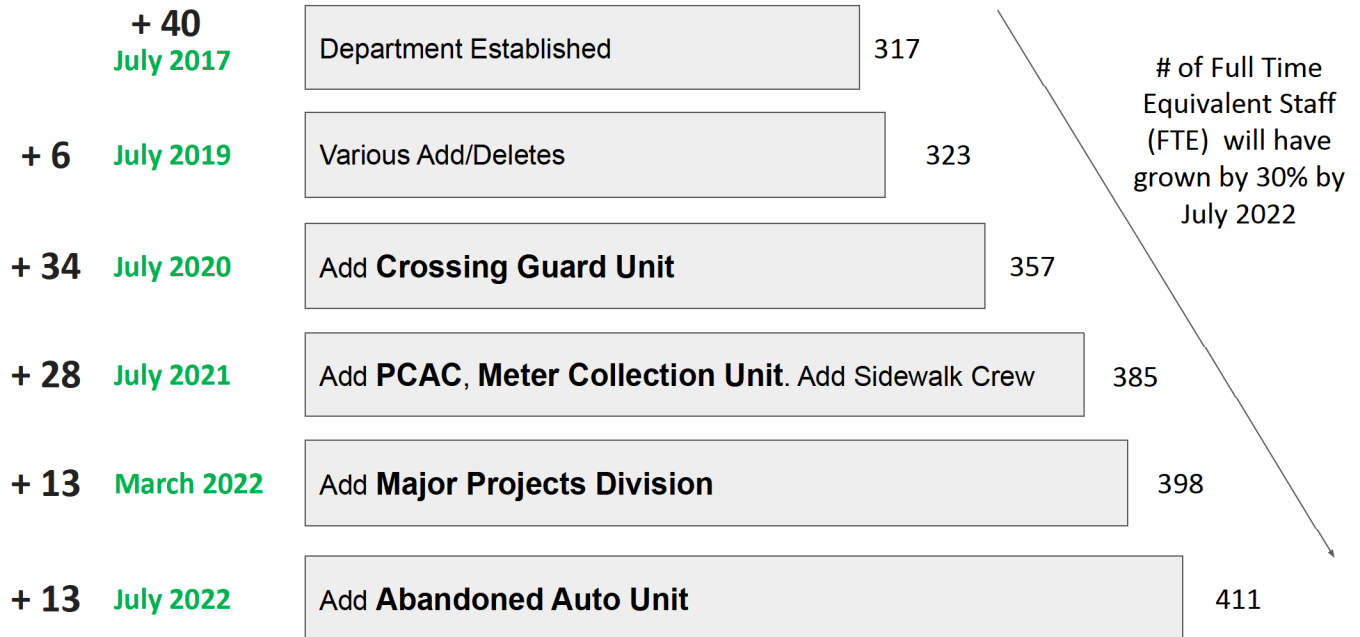
Ryan Russo, Director

April 21, 2022



OakDOT Responsibilities Continue to Grow

Number of Budgeted Full Time Equivalent Staff (FTE) in Department by Year



3

OakDOT has maintained leadership throughout

Supporting new units

- **Crossing Guards Unit**
 - Executed classification upgrade
 - Added program support staff
 - Integrating staff into electronic systems
- **Parking Citation Assistance Center**
 - Ensured back-end fiscal support covered
 - Managing through leadership departure
- **Meter Collections Unit**
 - Assisting with space relocation
 - Assessing processes for efficiencies

Ensuring leadership remains intact/grows

- **Promoted** Ariel Espiritu Santo to Assistant Director (**NEW Position**)
- **Promoted** Amit Salwan to Great Streets Delivery Division Manager (**Backfill -resignation**)
- **Promoted** Ira Christian to Parking Enforcement Supervisor 2 (**NEW Position**)
- **Hired** Ishrat Jahan as Engineering Services Section lead (**Backfill -retirement**)
- **Promoted** Will Crowder to Technology Program Manager (**Backfill -retirement**)

To keep up with this growth, OakDOT's budget proposal supports building towards an even better OakDOT

Implemented in FY 21-22

- Upgrade leadership to create 2nd Assistant Director
- Elevate ROW/Engineering services to a Division
- Hire Safe Oakland Streets program coordinator
- Create Major Projects Division with 13 new positions

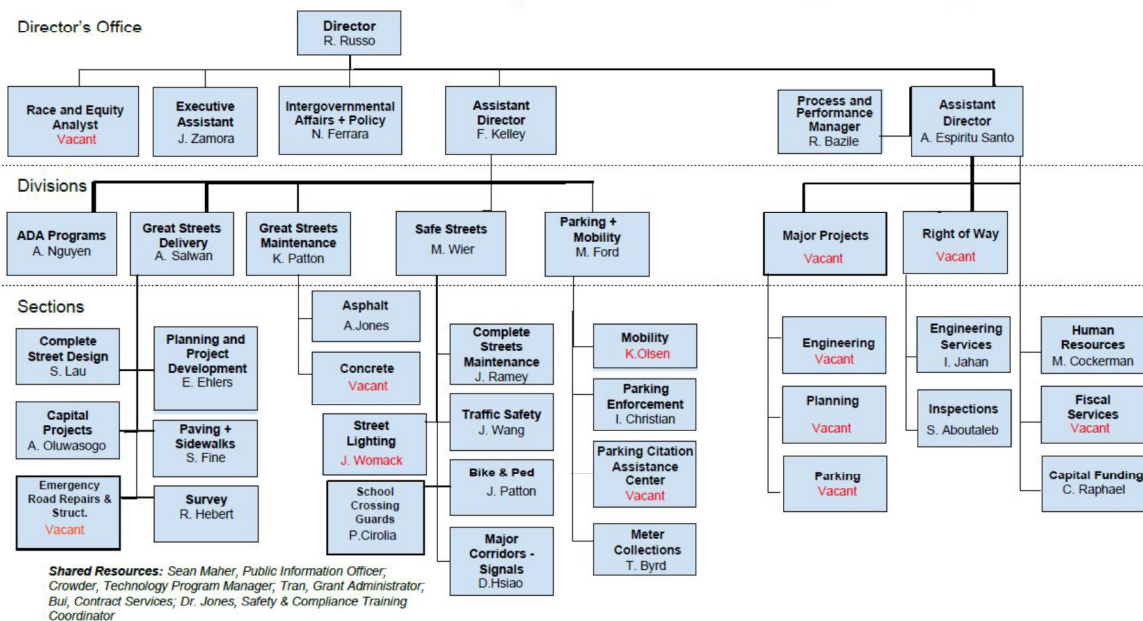
Proposed for FY 22-23

- Fund a dedicated public information officer for OakDOT
- Create & upgrade Race and Equity analyst position
- Seize opportunity to re-organize electrical services
- Augment right of way staffing (permits, inspections, survey) to better meet public demand



OakDOT's proposed org chart supports more integrated delivery

Proposed OakDOT Management Organization



Vacancy rates are high and vary by position type

Department Vacancy Rate by Position Type
Permanent Positions Only*

Position Type	Hired	Vacant	Total	Vacancy Rate
Administrative	14	4	18	22%
Crossing Guard	1	1	2	50%
Inspections	12	5	17	29%
Leadership	36	14	50	28%
Frontline	83	43	126	34%
Parking	35	12	47	26%
Technical	58	34	92	37%
Total	239	113	352	32%

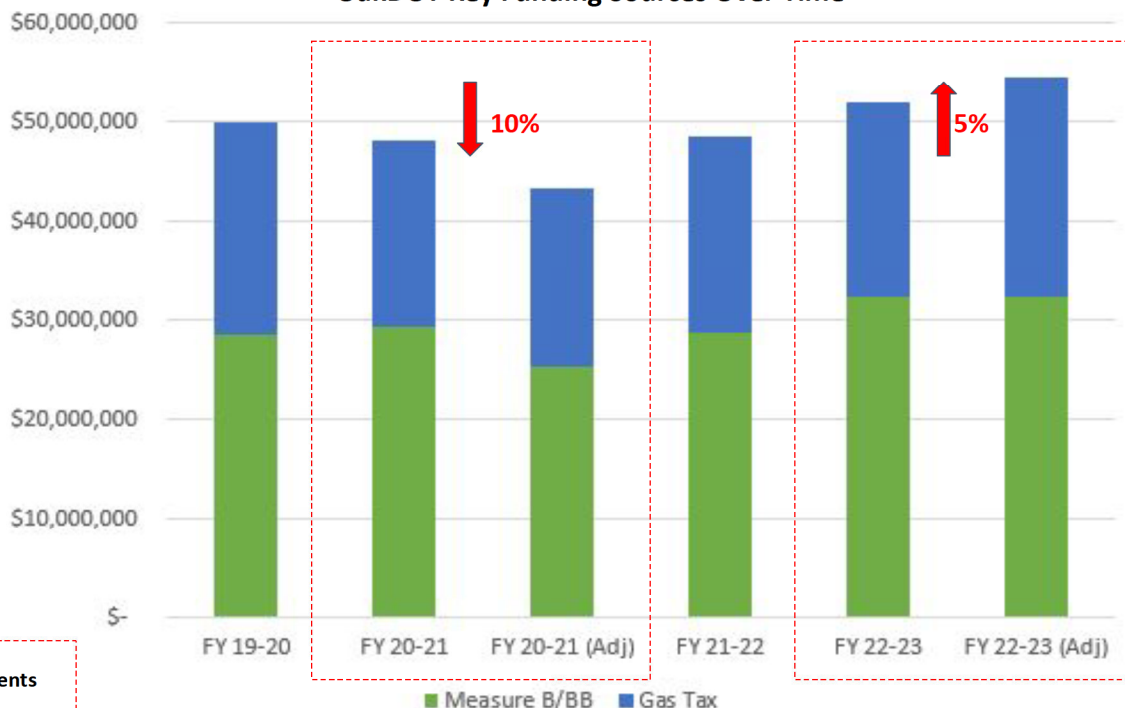


*Does not include non-permanent positions (e.g. temporary parking staff, interns, part time crossing guards)

*Includes 13 vacant positions added by Council on March 1st to support a new "Major Projects Division"

Revenue assumptions have returned to pre-pandemic levels allowing for the restoration and selective augmentation of services

OakDOT Key Funding Sources Over Time



CHALLENGES AND OPPORTUNITIES

- **Budget.** Supply chain and costs have had impacts. Council to receive mid-cycle budget adjustment proposals in May. Continuation of I-Bond is vital.
- **Recruitment & Retention.** Prioritize efforts that support and retain existing staff and expedite the recruitment and onboarding of new staff into budgeted positions
- **Policy and Procedures.** Examine processes that can lead to structural “expedition” of processes. Remain committed to maintaining and refining data-informed, evidence-based systems that equitably and fairly prioritize the allocation of limited resources



Oakland General Plan Update 2045

Bicycle and Pedestrian
Advisory Commission

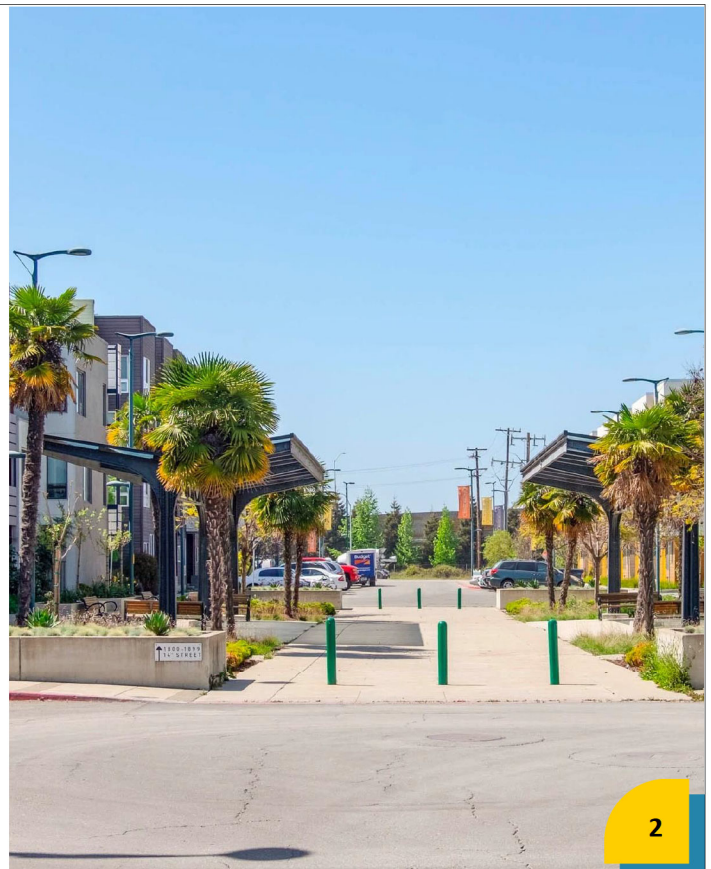


OAKLAND 2045
GENERAL PLAN

April 21, 2022

Agenda

- Welcome!
- General Plan Update Overview
- Feedback



Welcome!

3

Trivia

Oakland currently has 183 miles of bikeways. Approximately how many miles of bikeways has Oakland built since 2000?

- 27 (15% of current trails)
- 50 (27% of current trails)
- 64 (35% of current trails)
- 98 (54% of current trails)
- 115 (63% of current trails)
- 130 (71% of current trails)



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General Plan Update Overview

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What is a General Plan?



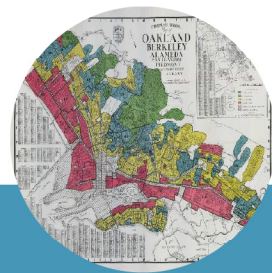
"Constitution" for
development and
conservation.

Establishes citywide vision and
supporting goals, policies, and
implementation measures.



Opportunity to look back to
identify past challenges and
accomplishments.

Provides consistent direction
for future development.



Opportunity to Reduce
Racial Inequities & Promote
Inclusive Engagement

Engage our community in the
planning and decision-making
process.

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HOW DOES THE GENERAL PLAN AFFECT OAKLAND?

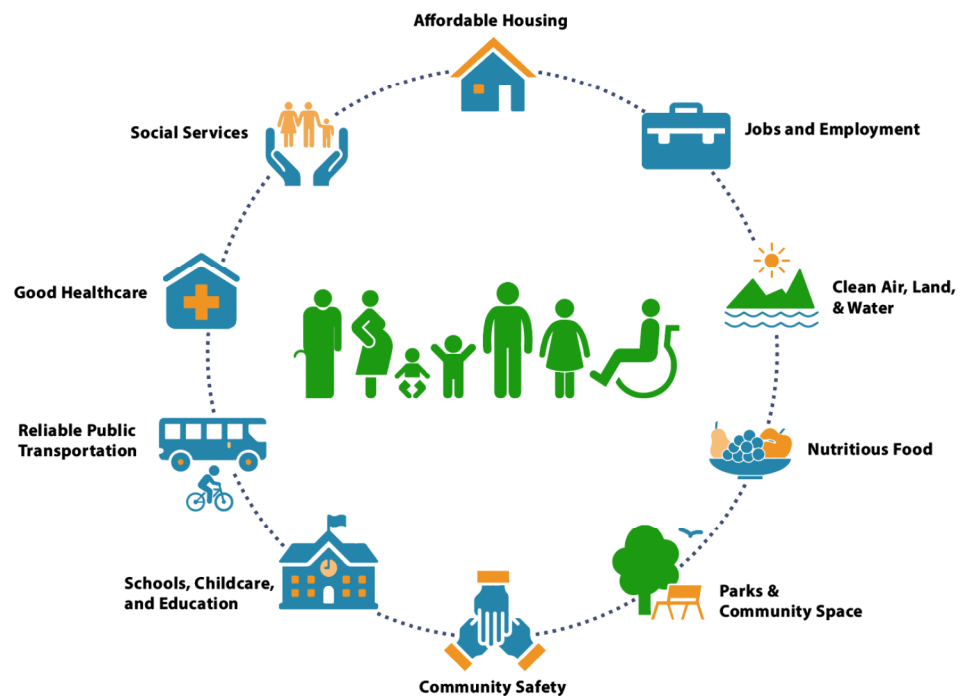
- Development and use of property (zoning)
- Location and types of housing
- Number and types of jobs
- How people get around
- Number and quality of parks
- Risks from hazards
- Nurture cultural and natural resources



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How does this affect me?

- What does my community need right now?
- How will things change in the future? What do I want Oakland to be like?
- How might my community's needs be different in the future?



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Elements required to be updated by early 2023



HOUSING
Adopted 2014



SAFETY
Adopted 2004
(Last amended 2021)



ENVIRONMENTAL JUSTICE
New Requirement
May be stand-alone or integrated



INDUSTRIAL LANDS POLICY
New

What do they cover?



Housing

- Addresses Oaklander's **housing needs, at all income levels** (2023-2031)
 - Housing Production
 - Tenant Protections
 - Affordable housing preservation
- Where housing should go



Safety

- Identifies **natural** and **human-made hazards** (wildfire, earthquake, climate change, flooding, evacuation, hazardous materials) and **ways to reduce impacts**



Environmental Justice

- Addresses needs of **most impacted and vulnerable** communities
- Includes air quality and pollution; safe and sanitary housing; healthy food access; physical activity; investment prioritization; civic engagement

These issues overlap!

Other required elements



OPEN SPACE,
CONSERVATION &
RECREATION (OSCAR)

Adopted 1996



NOISE
Adopted 2005



LAND USE
& TRANSPORTATION

Adopted 1998
Includes Estuary Policy
Plan for areas below
Interstate 880
(Adopted 1999)

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Optional elements

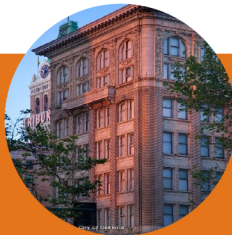


INFRASTRUCTURE AND
FACILITIES ELEMENT

****New Element****

Overarching goals and policies for
city infrastructure over the long
term.

Reflects capital improvements
identified in the LUTE, OSCAR,
Safety, and other General Plan
elements.



HISTORIC PRESERVATION
ELEMENT

Adopted 1994

Amended 1998

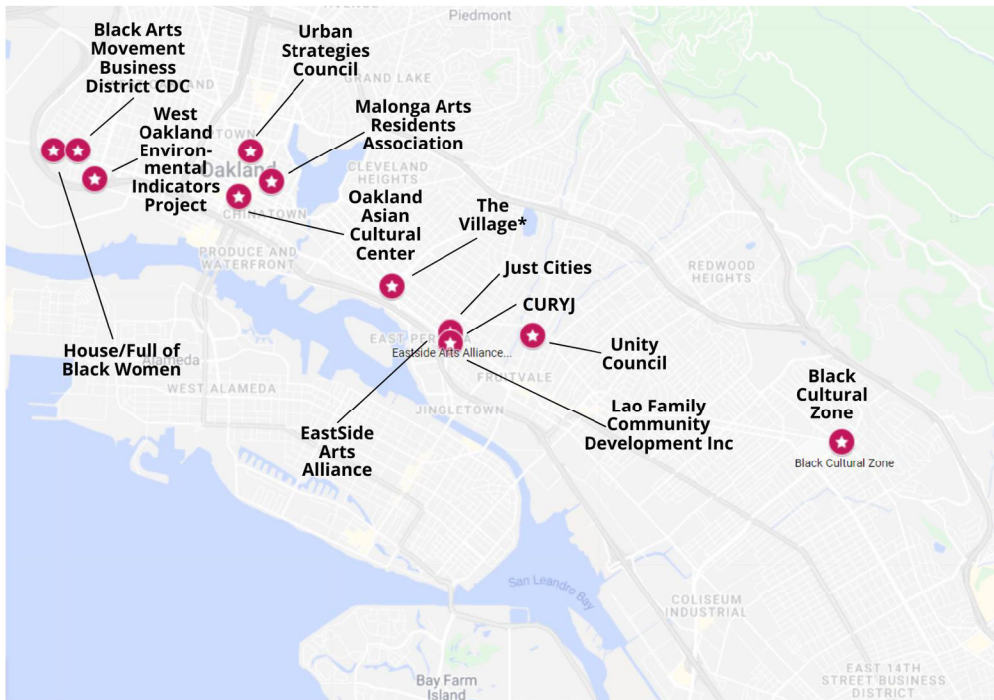


SCENIC HIGHWAYS
ELEMENT

Adopted 1974

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Community Engagement



*The Village operates as a network of encampments across Oakland without one address.

Community engagement for Oakland's most impacted residents

- Working class communities
- Communities of color
- Unhoused
- Formerly incarcerated
- Youth
- Communities experiencing environmental injustices

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Community Engagement Events



A. "Karriem" Khan, @ak2webd3, and Jessica Lee, @jessicazylee, discuss their vision for Oakland's future @oaklandasiancc.

Pop-up and Community Hub Events

- Fruitvale, Chinatown, Eastmont, San Antonio, Hoover Elementary
- Lunar New Year, Black Joy Parade
- Over 900 people reached in-person

Neighborhood and Townhall Workshops

- 3 Housing Element Focused Workshops
- >200 participants
- Discussion Groups
- Decisionmaker Meetings
- Online Engagement

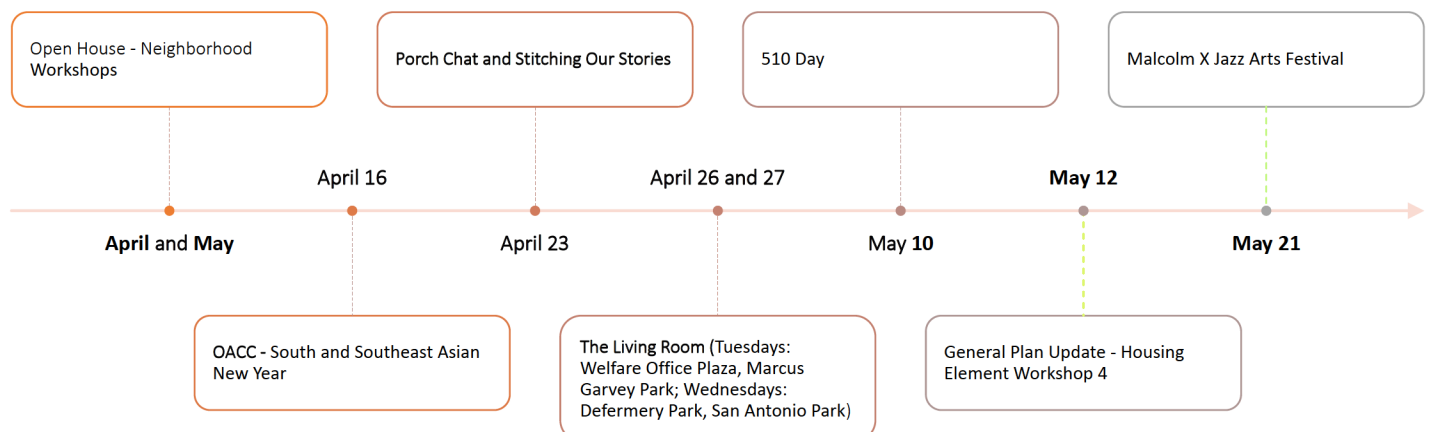
14

Upcoming Opportunities

- **Bicycle and Pedestrian Advisory Commission (today)**
 - What should Oakland look like in the future?
 - What are the big issues?
 - What are your big ideas?
- **Planning Commission (May 18) and CED (May 24)**
 - How can we focus more on equity across all issues?
 - Deep Dive into visioning, equity, and environmental justice
- **Neighborhood Workshops, Discussion Groups, Pop-Ups, Community Events**
 - What are my top priorities and ideas for my neighborhood? Where can I talk even more in-depth about the issues I care about?

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Calendar of Events



FOR EVENT DETAILS - VISIT OUR WEBSITE:

<https://www.oaklandca.gov/topics/general-plan-update>

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Feedback

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Feedback

- What are your long-term, big-picture vision, goals, and priorities for Oakland's future?
 - What are the biggest opportunities and challenges?
- What specific issues, opportunities, and challenges would you like to see the General Plan elements address?
 - Phase 1
 - Safety (from hazards): Fire hazards and evacuation, earthquake hazards, sea level rise
 - Environmental Justice: How to address issues related to air quality and pollution adjacent to freeways/industrial areas; location of new housing and other uses to minimize geographic/racial disparities; access to healthy foods; needs of an aging population
 - Phase 2 - are there any initial thoughts/ideas on long-term community vision?
 - Transportation: Priorities, keeping in mind changing community priorities and technologies (e.g., biking and walking; transit; truck movement; autonomous vehicles)

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Visit the general Plan Update website for more information and to sign-up for regular updates:

www.oaklandca.gov/topics/general-plan-update

2022 BPAC Strategic Plan Discussion

March 31, 2022



Purposes of the Strategic Plan

- Focus BPAC members to discuss priorities and, hopefully, arrive at consensus
- Communicate BPAC's goals to community, council and city staff
- Guide agenda development
- Enable advocacy outside of BPAC meetings
- Familiarize new BPAC members with the commission's goals

Goals: Any Changes for 2022?

- Goal 1 → Be strong advocates for bicycle and pedestrian Safety. [Hold city accountable]**
- Goal 2 → Be a conduit for information on bicycle and pedestrian projects and community input.**
- Goal 3 → Encourage equity driven investments and policies and advocate for the bicycle and pedestrian community.**
- Goal 4 → Build relationships with policymakers and community and provide feedback on pedestrian and bicycle policy. [combine 2 & 4?]**

Goal 1: Be strong advocates for bicycle and pedestrian safety.

Specific Tasks

- 1.1 Push forward Safe Oakland Streets effort, including more short-term work on traffic calming
- 1.3 [Support fed/state funding]

Ongoing Tasks

- 1.a Continue review of accidents and fatalities involving cyclists and pedestrians at monthly meetings
- 1.b Advocate for more short-term/temporary traffic calming including AB 43 implementation
[Advocate for permanent Slow Streets and Essential Places improvements? Ask for public input.]
- 1.c [Something further on reimagining public safety? Link to other efforts such as the General Plan, Safety Element. Encourage better driver behavior – ask for public input] [Police relations: rides with the police, police stops convening, high level person from OPD address BPAC]

NOTE: Bracketed items are for review and discussion.

Goal 2: Be a conduit for information on bicycle and pedestrian projects.

Specific Tasks

2.2 Invite project managers to present on projects post-construction evaluation; part of keeping staff accountable

Ongoing Tasks

2.a Get status update on Bike Plan and Pedestrian Plan every three months. What time interval? Use % complete metric? Could present “By the Numbers” that is prepared by staff every 6 months. Ped plan staff vacancy. Framework to track has not been fully developed.

2.b Highlight the Infrastructure Committee's review of projects during main BPAC meetings and promote their meeting summaries. Create more time at meetings? Maybe for other committees too.

2.c [Get periodic updates on Major Development Project from Department of Planning and highlight the most bike/ped relevant projects for Infrastructure Committee to review and provide comments?]

Goal 3: Encourage equity driven investments and policies and advocate for the bicycle and pedestrian community.

Specific Tasks

- 3.1 [Work with OakDOT, Sustainability Department, and Department of Planning to align bicycle and pedestrian equity goals and guidelines into the updated City General Plan? 2022 - focus on Environmental Justice element]
- 3.2 [Other?]

Ongoing Tasks

- 3.a Continue to use BPAC blog and Open Forum Committee as community engagement tools.
- 3.b Prioritize safety needs in East Oakland include focus on shoreline access. [Lyft up East Oakland follow up]
- 3.c Support grants for pilot Bicycle and Pedestrian equity infrastructure projects in Oakland
- 3.d Advocate for community groups to be integrated into OakDOT program and community outreach work (in a paid capacity wherever possible). Neighborhood councils.

Goal 4: Build relationships with policymakers and provide feedback on pedestrian and bicycle policy.

Specific Tasks

- 4.1 Present BPAC Chair's Report to Public Works Committee
- 4.2 [Establish ongoing inter-agency bicycle and pedestrian infrastructure working advisory group with Caltrans?]
- 4.3 [Establish a regular regional policy meeting on Bicycle and Pedestrian infrastructure plans with MTC and the Bay Area Regional Collaborative?] - combine into one. Ralston to take on. Mangrum sits on BART task force

Ongoing Tasks

- 4.a Meet with each Councilmember and their staff at least once per year to introduce BPAC and our goals.
- 4.b. Reach out to councilmembers concerning current bike/ped issues