

# CITY OF OAKLAND



DALZIEL BUILDING . 250 FRANK H. OGAWA PLAZA . SUITE 4314 . OAKLAND . CALIFORNIA . 94612  
Department of Transportation, Safe Streets Division

## **Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda** **Thursday, April 18<sup>th</sup>, 2024; 6:00-8:00 pm** **City Hall, Hearing Room 4**

BPAC Home Page: [www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission](http://www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission)  
Resources for Commissioners: <https://www.oaklandca.gov/resources/resources-for-bpac-members>

---

### **Commissioners**

Alexander Frank, Grey Gardner (Chair), Jimmy Jessup, Phoenix Mangrum,  
David Ralston (Vice Chair), Patricia Schader, Nicholas Whipps, Dianne Yee, one vacancy

---

### **PUBLIC WEBCASTING**

This is an in-person meeting. People participating in the meeting must attend in person. People may be able to observe this meeting remotely via the following options:

- To view the meeting by video, click on this link to download Zoom and open the meeting on a computer or smart phone: <https://us06web.zoom.us/j/89515425905> at the noticed meeting time.
- To listen to the meeting by phone, dial at the noticed meeting time (for higher quality, dial a number based on your current location): US: +1 669 444 9171 or +1 669 900 6833. International numbers available: <https://us06web.zoom.us/j/89515425905>. **Webinar ID: 895 1542 5905**

Remote participation including public comment via teleconferencing is not available at this time. Hybrid meetings may commence once the City of Oakland has established meeting procedures and allocated resources for simultaneously supporting in-person and remote participation. All Commission meetings will include procedures to comply with the open meeting requirements of the City's [Sunshine Ordinance](#) and the State's [Brown Act](#). A survey has been created to gather feedback from the public regarding board and commission meetings in the City of Oakland: <https://us.openforms.com/Form/d98a20d5-72e7-4d23-8fc3-be13f6cd32bb>.

If you have any questions, please email Pierre Gerard ([PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov)) or Noel Pond-Danchik ([NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov)), staff liaisons to the Commission.

---

### **PARTICIPATION INSTRUCTIONS**

Enter City Hall at the entrance on 14th Street. After receiving a security screening, proceed forward and either to the right to the elevators, or to the stairs farthest from the 14th Street entrance, on the left. Hearing Room 4 is located on the 2nd floor of City Hall on the side of the building farthest from 14th Street. There will be a sign-in sheet and paper agenda packets for participants.

There is public bicycle parking in the [Dalziel Garage](#) and [throughout Frank H. Ogawa Plaza](#), including 12 [BikeLink](#) eLockers at [the corner of 14th Street and Broadway](#).

To request security escort services anywhere within Frank Ogawa Plaza and locations outside the Plaza within a two- to three-block radius, please visit the City Hall security station. The escort can assist visitors to the 12<sup>th</sup> Street BART Station stairway/elevator, the Dalziel Garage elevator inside 250 Frank Ogawa Plaza, the City Center West parking garage, and other public parking garages in the nearby area. Escort services are available until 11:30 pm every night and extended on nights coinciding with City Council meetings.

To access the Dalziel Garage elevators inside 250 Frank Ogawa Plaza, please visit the City Hall security station to request access to the gated wheelchair-accessible exit behind City Hall and exit through the gate across from the elevator entrance to the left of the front doors to 250 Frank Ogawa Plaza.

Time	#	Topic
6:00	1	<p><b>Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes Attachment</b> (15 minutes) Chair Gardner will take roll call, determine quorum, and facilitate introductions. Commissioner Schader (<a href="mailto:patricias.oakland@gmail.com">patricias.oakland@gmail.com</a>) will lead the commission in an acknowledgement of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians; for more information visit: <a href="https://www.oaklandca.gov/topics/traffic-fatality-tracking">https://www.oaklandca.gov/topics/traffic-fatality-tracking</a>.</p> <ul style="list-style-type: none"> <li>On April 1<sup>st</sup>, 2024, at approximately 5:42 AM, a Hispanic male pedestrian was killed in a hit-and-run crash with a vehicle at the intersection of 98<sup>th</sup> Ave and San Leandro St.</li> <li>On April 8<sup>th</sup>, 2024, at approximately 12:48 AM, a male pedestrian was killed in a hit-and-run crash with a vehicle at the intersection of 75<sup>th</sup> Ave and San Leandro St.</li> </ul>
6:15	2	<p><b>Open Forum / Public Comment / Announcements Attachment</b> (10 minutes) – Members of the public may comment on any issue within BPAC’s subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. The BPAC’s Open Forum Liaisons track Open Forum issues raised by the public. (See <a href="https://tinyurl.com/Oakland-BPAC-OpenForumTracking">tinyurl.com/Oakland-BPAC-OpenForumTracking</a>.) The Liaisons review the public comments on a periodic basis to identify policy issues for discussion by the Commission. To request City services, please contact the City of Oakland Call Center; information at <a href="http://www.oaklandca.gov/services/oak311">www.oaklandca.gov/services/oak311</a>.</p>
6:25	3	<p><b>Approval of Meeting Minutes Attachment</b> (5 minutes) – Seek motion to adopt the March 2024 BPAC Meeting minutes.</p>
6:30	4	<p><b>Committee Report Backs Attachment</b> (10 minutes) – Committees of the BPAC will provide brief updates to the Commission. A list of active committees is included in the agenda packet and at <a href="https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons">https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons</a>.</p> <ul style="list-style-type: none"> <li>The Infrastructure Committee met on March 7, 2024 and heard items on the Laurel Access to Mills, Maxwell Park &amp; Seminary (LAMMPS) Project and Lakeshore Ave Separated Bike Lanes Project. The minutes from the meeting are available here: <a href="https://docs.google.com/document/d/1Q2o6NJK57JZsDeEPM9L7cenCNcciQIk-wVHvdCZDg1s/edit?usp=sharing">https://docs.google.com/document/d/1Q2o6NJK57JZsDeEPM9L7cenCNcciQIk-wVHvdCZDg1s/edit?usp=sharing</a>.</li> </ul>
6:40	5	<p><b>ATP Applications: Franklin St and 73<sup>rd</sup> Ave Attachment</b> (20 minutes) – OakDOT staff will present on the two Active Transportation Program (ATP) grant applications planned for submittal for this cycle due June 2024 and request letters of support.</p> <ul style="list-style-type: none"> <li><b>73<sup>rd</sup> Avenue Active Routes to Transit</b> – Manuel Corona and Jane Mei from OakDOT’s Planning and Project Development Team will present on the design alternatives proposed. In addition, they will provide an overview of the outreach and engagement conducted to date and finalizing the design to move forward in developing this year’s ATP grant application. See <a href="https://www.oaklandca.gov/projects/73rd-avenue-active-routes-to-transit">https://www.oaklandca.gov/projects/73rd-avenue-active-routes-to-transit</a> and the attached plans for more details.</li> <li><b>Franklin St Complete Streets</b> – Colin Piethe from OakDOT’s Planning and Project Development Team provide an update on the Franklin Street Complete Streets Project, which will repurpose one lane of vehicle traffic to install a two-way separated bike lane on Franklin Street between 11th Street and 22nd Street/Broadway, extended down 22nd Street to connect to Telegraph Avenue. See <a href="https://www.oaklandca.gov/projects/franklin-complete-streets-project">https://www.oaklandca.gov/projects/franklin-complete-streets-project</a> and the attached draft presentation for more details.</li> </ul>
7:00	6	<p><b>Community Initiated Traffic Calming Project Pilot Attachment</b> (40 minutes) – OakDOT staff will discuss the proposed Resolution 90051, City Council’s proposal for a three-year pilot program permitting community-led traffic safety projects on City streets. City Council District 3 staff and Transport Oakland members will attend to answer questions.</p>
7:40	7	<p><b>Mid-Cycle Budget Update Discussion Attachment</b> (10 minutes) – The BPAC will briefly discuss the upcoming 2024-2025 mid-cycle budget and review the two memos attached.</p>



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin, or Spanish interpreter, please email [NPondDanchik@oaklandca.gov](mailto:NPondDanchik@oaklandca.gov) or [PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov) or call (510) 238-6313 or 711 (for Relay Service) at least five (5) working days before the meeting. Please refrain from wearing scented products to this meeting as a courtesy to attendees with chemical sensitivities.

Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete en español, Cantonés, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov) / [PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov) o llame al (510) 238-6313 o al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

會場有適合輪椅出入設施。需要殘障輔助設施, 手語, 西班牙語, 粵語或國語翻譯服務, 請在會議前五個工作天電郵 [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov) / [PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov) 或致電 (510) 238-6313 或 711 (電話傳達服務)。請避免塗搽香氛產品, 參加者可能對化學成分敏感。請避免塗搽香氛產品, 參加者可能對化學成分敏感。

Địa điểm tổ chức cuộc họp có đường dành riêng cho xe lăn. Để yêu cầu các phương tiện hỗ trợ phục vụ người khuyết tật hoặc yêu cầu thông dịch viên ASL, tiếng Quảng Đông, tiếng Quan Thoại hoặc tiếng Tây Ban Nha, vui lòng gửi email đến địa chỉ [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov) / [PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov) hoặc gọi đến số 711 (với Dịch vụ Tiếp âm) ít nhất năm (5) ngày làm việc trước khi cuộc họp diễn ra. Vui lòng không sử dụng các sản phẩm có mùi thơm khi tham gia cuộc họp này như một phép lịch sự đối với những người tham dự nhạy cảm đối với các chất hóa học.

- Chief of Police
- Assistant Chief
- D/C Field Operations
- D/C Services
- Robbery

- Assault
- Property Crimes
- Homicide
- Patrol Desk
- Patrol Lieutenants

- Intelligence-Include Report
- Support Operations Division
- Youth & Family Services
- Other:

For Public Release

Not For Public

## Traffic Case Information

---

For Additional Information:  
A./ Lt. G. Bellusa  
Ext. 510-777-8570

RD # 24-016104

On April 01, 2024, at approximately 5:42 am, Oakland Police officers responded to a vehicle versus pedestrian collision at the intersection of 98<sup>th</sup> Ave. and San Leandro St.

Upon arrival, officers discovered an unidentified male Hispanic lying in the roadway with injuries consistent with being struck by a vehicle. No vehicle(s) remained on the scene to render aid to the victim.

Oakland Fire Department and Falck ambulance personnel responded to the scene. The male Hispanic was pronounced deceased on the scene.

It is unknown if speed was a factor in this collision. It is unknown if alcohol was a factor in this collision.

The identity of the deceased is pending conformation from the Alameda County Coroner's Office and notification of next of kin.

This incident is still under investigation. Anyone with information is asked to contact the Oakland Police Department Traffic Investigation Unit at (510) 777-8570.

Sergeant Rick Coglio  
Officer Mike Munoz  
Traffic Investigation Unit

- Chief of Police
- Assistant Chief
- D/C Field Operations
- D/C Services
- Robbery

- Assault
- Property Crimes
- Homicide
- Patrol Desk
- Patrol Lieutenants

- Intelligence-Include Report
- Support Operations Division
- Youth & Family Services
- Other:

<input checked="" type="checkbox"/> For Public Release
<input type="checkbox"/> Not For Public

## Traffic Case

---

## Information

For Additional Information:  
A./ Lt. G. Bellusa  
Ext. 510-777-8570

RD # 24-017154

On April 8<sup>th</sup>, 2024, at approximately 12:48 am, Oakland Police officers responded to a vehicle versus pedestrian collision at the intersection of 75<sup>th</sup> Ave. and San Leandro St.

Upon arrival, officers discovered an unidentified male possibly White or Hispanic lying in the roadway with a severed left leg below the knee and injuries consistent with being struck by a vehicle. No vehicle(s) remained on the scene to render aid to the victim.

Oakland Fire Department and Falck ambulance personnel responded to the scene. The victim was pronounced deceased on the scene.

It is unknown if speed was a factor in this collision. It is unknown if alcohol was a factor in this collision.

The identity of the deceased is pending confirmation from the Alameda County Coroner's Office and notification of next of kin.

This incident is still under investigation. Anyone with information is asked to contact the Oakland Police Department Traffic Investigation Unit at (510) 777-8570.

Officer Gerald Pertoso (primary)  
Officer Hiep Pham  
Traffic Investigation Unit

## April 2024 BPAC Meeting Agenda Item 2. Announcements

### Announcements

- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, sign up at <https://oaklandca19202.activehosted.com/f/20>.
- **May BPAC Meeting Rescheduled:** The May BPAC Meeting has been rescheduled from May 16<sup>th</sup>, 2024 to May 23<sup>rd</sup>, 2024 from 6-8pm (the next Thursday) at the normal location, City Hall, Hearing Room 4 to encourage participation in Bike to Wherever Day.
- **Bike to Wherever Day 2024:** May 16<sup>th</sup>, 2024 is Bike to Wherever Day, a part of Bike Month (the month of May). Each year, we celebrate the entire month of May as Bike Month with a special day during the month designated as Bike to Work Day. Pre-pandemic, Bike to Work Day (BTWD) was a celebration of bicycles as a fun and healthy way to get to work, as well as an opportunity for those who don't usually bike commute to try it out. It's also a time to advocate for improved bicycle infrastructure and safety. During the pandemic and over the last couple of years, the event evolved into Bike to Wherever Days to encourage riders to get out and pedal to do errands, meet friends outdoors, and for some to get to work safely and easily. Now in 2024, we embrace both events and encourage the community to pedal to do errands, visit friends and family, commute to work, and ride recreationally. Pledge to ride, host an energizer station, nominate a bike champion of the year, and take a free bike class with Bike East Bay: <https://bikeeastbay.org/btwd/>. For more information about Bike to Wherever Day, visit <https://wobo.org/>

**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**DRAFT Minutes from the March 21, 2024 Meeting**  
*City Hall, 2<sup>nd</sup> Floor, Sergeant Daniel Sakai Hearing Room (A.K.A. Hearing Room 4)*

Meeting agenda at <https://www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings>



Meeting called to order at 6:04 PM by BPAC Chair Gardner.

**Item 1. Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes**

Chair Gardner acknowledged the change to the regular item order with the goals of creating time for meaningful comments on substantive items and keeping meetings on schedule.

At roll call, quorum was established with 6 Commissioners present (X). Commissioners Mangrum and Frank were excused.

Commissioners	Present
Alex Frank	-
Grey Gardner (Chair)	X
Jimmy Jessup	X
Phoenix Mangrum	-
David Ralston (Vice-Chair)	X
Patricia Schader	X
Nick Whipps	X
Dianne Yee	X
One vacancy	

Introductions were made.

1. Staff: Pierre Gerard (Oakland Department of Transportation – OakDOT), Jason Patton (OakDOT), Noel Pond-Danchik (OakDOT), Charlie Ream (OakDOT), Andre Soucy (OakDOT), Craig Raphael (OakDOT)
2. Other attendees: Kevin Dalley (TVRR, Transport Oakland), George Spies (TVRR), Colleen Brown (Mills Garden Association), Robert Prinz (Bike East Bay), Colleen Brown (Mills Garden Neighborhood Association), Brian Culbertson, Swetha, Herb, Carly

Chair Gardner led the commission in an acknowledgement of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians; for more information visit:

<https://www.oaklandca.gov/topics/traffic-fatality-tracking>.

- On February 5<sup>th</sup>, 2024, at approximately 12:49 PM, a 73-year-old male pedestrian using the crosswalk on northbound 95<sup>th</sup> Avenue at International Boulevard was killed in a hit-and-run crash with a motor vehicle traveling eastbound on International Boulevard.
- On February 27<sup>th</sup>, 2024, at approximately 9:47 PM, a 60-year-old male bicyclist traveling southbound on Madison Street was killed in a crash with an AC Transit bus traveling westbound on 12<sup>th</sup> Street.

Summary of Discussion:

- There was also a crash involving a bus and two passenger vehicles on March 8<sup>th</sup>, 2024, on International Blvd and 54<sup>th</sup> Ave which underscores the need for additional safety measures on International Blvd. There was a request for more information on this collision from the City of Oakland.
- Police should include information on the speed of the vehicles involved in crashes in crash reports.

Speakers other than Commissioners: George Spies, Kevin Dalley

**Item 2. Open Forum / Public Comment / Announcements**

A list of announcements and attachments were included in the meeting’s agenda packet.

- An item on report backs on Rapid Response projects to the BPAC was suggested.
- Tonya Love from the Oakland City Council D3 Office provided gratitude to those who attended the community-initiated traffic calming project meetings to provide input.
- Form 700 is due April 1 for all commissioners and can be completed online.
- “[BIKE] OAKLAND” Newsletter, 34th Edition: The Bicycle & Pedestrian Program is pleased to share the 34th edition of the “[BIKE] OAKLAND” newsletter. This bi-annual newsletter provides an overview of the City’s progress implementing Oakland’s Bicycle Plan over the last six months (July-December 2023). The newsletter is currently available in English, will be available in Spanish, Chinese, and Vietnamese soon, and is posted at [www.oaklandca.gov/resources/i-bike-oakland-newsletter](http://www.oaklandca.gov/resources/i-bike-oakland-newsletter).
- The San Antonio Station Alliance is advocating for a new BART station in the San Antonio neighborhood. For more information, see: <https://www.sanantoniostation.net/>

Speakers other than Commissioners: George Spies, Noel Pond-Danchik

**Item 3. Approval of Meeting Minutes**

The draft meeting minutes from the February 2024 BPAC meeting were considered for adoption.

→ A motion to adopt the Bicyclist & Pedestrian Advisory Commission February 15<sup>th</sup>, 2024, Meeting minutes was made (Whipps), seconded (Yee), and approved unanimously by voice vote.

Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC)



#### Item 4. Update on Commissioner Appointments

OakDOT staff to the commission, Jason Patton, and members of the former BPAC 2023 Ad-Hoc Recruitment Committee welcomed new Commissioner Jessup, noted Commissioner Daye's resignation, and requested a motion for the BPAC to recommend Priyanka Altman to fill the Commissioner vacancy. Priyanka Altman briefly shared about her experience promoting walking and bicycling in Oakland.

→ A motion to recommend Priyanka Altman to be appointed to the BPAC was made (Whipps), seconded (Schader), and approved unanimously by voice vote.

Speakers other than Commissioners: Priyanka Altman

#### Item 5. Committee Report Backs

- **Infrastructure Committee:** the committee met on Thursday, March 7<sup>th</sup>, 2024, and heard two items: the Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Project and the Lakeshore Ave Separated Bike Lanes Project. The minutes from the meeting and project plans are available at: <https://docs.google.com/document/d/1Q2o6NJK57JZsDeEPM9L7cenCNcciQlkwWHvdCZDg1s/e/dit?usp=sharing> Feel free to submit comments on the plans presented at that meeting to either Robert ([robert@bikeeastbay.org](mailto:robert@bikeeastbay.org)) or Commissioner Yee ([yee.bpac@gmail.com](mailto:yee.bpac@gmail.com)). The next meeting will be held on the first Thursday of May (May 2<sup>nd</sup>, 2024), from 3:30 PM to 5:30 PM in the Broadway Conference Room (4<sup>th</sup> floor) at 250 Frank Ogawa Plaza.
- **Policy and Legislative Committee:** The next meeting is on Monday, May 13<sup>th</sup>, from 5:30 PM to 7:00 PM in City Hall, Hearing Room 2 but ad-hoc groups may meet earlier, and members of the public are encouraged to reach out if they are interested. Minutes from the last meeting are available at: <https://www.oaklandca.gov/meeting/february-2024-bicyclist-pedestrian-advisory-commission-bpac-policy-and-legislative-committee-meeting>

#### Summary of Discussion:

- Members of the public and new commissioners are encouraged to join BPAC Committees. Priyanka Altman volunteered to join the Infrastructure Committee.
- The Legislative Committee has work groups including one on the Land Use & Transportation Element of the General Plan Update and one on traffic safety design guidelines.
- New commissioners and members of the public are encouraged to participate in leading the Infrastructure Committee.
- Infrastructure Committee meetings are usually in the afternoon to encourage staff to join.
- Vice-Chair Ralston is stepping down from the Affordable Housing & Infrastructure (I-BOND) Public Oversight liaison role and encourages someone to volunteer.
- Commissioner Whipps encourages others to get involved in his work as liaison to the Planning Commission.

- Commissioner Whipps may reach out directly to staff at the Planning Department or to a Commissioner of the Planning Commission.

Speakers other than Commissioners: Priyanka Altman, Robert Prinz, Jason Patton

#### **Item 6. Bike to Wherever Day 2024 Planning**

Chris Hwang ([chris@wobo.org](mailto:chris@wobo.org)) from Walk Oakland Bike Oakland (WOBO) shared plans for and ways to get involved in Bike to Wherever Day (BTWD) 2024, Thursday May 16, 2024. Commissioners are encouraged to join Pedal Pools with elected officials and ride from various points in the city to Frank Ogawa Plaza. During Old Oakland Happy Hour from 4-8 pm, groups including the Crucible and OakDOT will be tabling The BPAC is encouraged to table. For more information visit <https://wobo.org/>. A copy of the presentation is attached to these minutes.

Summary of Discussion:

- Since there's a BPAC meeting scheduled for the day of BTWD, the BPAC meeting will likely be rescheduled.
- The BPAC volunteered to table at the Old Oakland Happy Hour. They may bring a smoothie bike.
- Commissioners will join the Pedal Pool.
- Bryan Culbertson and Kevin Dalley will host a bicycling infrastructure ride.
- On May 18, 2024, Bike East Bay is hosting a Bikes, Brews, and Birds ride. See <https://bikeeastbay.org/events/2024-birds-bikes-brews/> for more details.
- On May 14, 2024, Bike East Bay is hosting a Fix-A-Flat webinar. For more details see <https://bikeeastbay.org/events/1-hr-may-14-24/>

Speakers other than Commissioners: Jason Patton, Brian Culbertson, Kevin Dalley, Robert Prinz

#### **Item 7. TDA Project Recommendations, ATP, Safe Streets for All (LAMMPS Phase 2&3), Other Grants**

Craig Raphael ([Craphael@oaklandca.gov](mailto:Craphael@oaklandca.gov)) from OakDOT's Capital Finance and Planning team and Charlie Ream ([cream@oaklandca.gov](mailto:cream@oaklandca.gov)) from OakDOT's Project Development team presented on the Department's plans for Spring/Summer 2024 Grant Applications including the Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), Transportation Development Act Article 3 (TDA) and Safe Streets 4 All (SS4A) grant applications. A copy of the presentation is included in the agenda packet for this meeting.

Summary of Discussion:

- Presentations on the LAAMPS Phase 2&3 project came to the last Infrastructure meeting. The notes for that meeting can be found at: <https://docs.google.com/document/d/1Q2o6NJK57JZsDeEPM9L7cenCNcciQlkwWHvdCZDg1s/e/dit?usp=sharing>

- More info on LAAMPS Phase 2 can be found at <https://www.oaklandca.gov/projects/lammeps2> and more info on LAAMPS Phase 3 can be found at <https://www.oaklandca.gov/projects/lammeps3>
- Staff is requesting a letter of support from the BPAC for the LAAMPS Phase 2&3 Projects at this meeting.
- If successful, the LAAMPS Phase 2 & 3 Project will begin construction of new bicyclist/pedestrian paths in 2027.
- Safe access to the LAAMPS trail by slowing vehicles on Seminary Ave should be considered. Staff is in conversation with the Oakland Fire Department to design a median with this goal on Seminary.
- The Mills Garden Association's location is adjacent to the LAAMPS Phase 2&3 project. Drivers don't adhere to the striping and are diverted into the neighborhood. Traffic between 55<sup>th</sup> and Seminary is already backed up and a design that both facilitates safety for bicycling and walking to Mills without diverting traffic into the neighborhood should be considered. Staff will consult with the Mills Garden Association.
- There is support for the LAAMPS Phase 2&3 designs and quick build projects should be installed in the meantime due to the number of crashes in the area. The Traffic Engineering Section of OakDOT is considering quick-build projects in this neighborhood including one on Seminary Ave as part of the Rapid Response Program.
- Priority for the bus like a bus lane should be included in the design of the LAAMPS projects. The design includes bus boarding islands that will allow the bus to stop in-lane. AC Transit is consulting on this and other projects on major transit corridors.
- The 73<sup>rd</sup> Ave and Franklin St ATP projects will return to BPAC to next month's April meeting with updated designs based on ongoing feedback and to ask for letters of support.
- More info on the Franklin St project can be found at: <https://www.oaklandca.gov/projects/franklin-complete-streets-project>
- More info on the 73<sup>rd</sup> Ave project can be found at: <https://www.oaklandca.gov/projects/73rd-avenue-active-routes-to-transit>
- If the 73<sup>rd</sup> Ave project's grant application is successful, the project may begin constructed as early as 2026. Franklin would happen later but there's a 5-year time limit after the grant is awarded for the project.
- The 73<sup>rd</sup> Ave Project should include reducing the speed limit on 73<sup>rd</sup> Ave.
- 73<sup>rd</sup> Ave should be considered for quick-build improvements at key locations.
- The third design option shown for 73<sup>rd</sup> was preferred by some. There is a survey online.
- More info and an updated project map of the Franklin Complete Streets project is available on the project website at <https://www.oaklandca.gov/projects/franklin-complete-streets-project>
- Staff is not aware of any other AHSC Grant Applications the City of Oakland is Oakland applying for.
- Regarding the two stair paths projects applying for TDA funding, upgrades like handrails, visual distinction on the edges of steps, and other ADA upgrades will be included.
- [Presenter Craig Raphael noted after the meeting that stair path project costs are high for two main reasons: 1) These will be near total rebuilds of the existing stairs; and 2) Soft costs are high for small, technical projects like these.]

- Stair locations further east should be considered.
- The Rosemont Ave to Longridge Ave Stairs in Trestle Glen were chosen for being well-used and high value to cost project.
- Some residents didn't want the Outlook to Hillmont Stairs to be repaired because of fears it would draw more people to the neighborhood. [Presenter Craig Raphael noted after the meeting that the Outlook to Hillmont Stairs Path project is no longer moving forward.]
- OakDOT will also be applying for the Highway Safety Improvement Program (HSIP) Cycle 12 which is due in September of 2024 and early proposal ideas were shown in the presentation.
- The HSIP Grant likely cannot be used for funding red-light or speed camera programs because they are more programmatic than infrastructure projects.
- Robert Prinz is working to reject a proposed requirement that future HSIP grant applications may not receive funding for projects that propose Class 3 bike lanes on streets over a certain speed limit. That proposal would make creative designs like the design with the frontage road proposed for 73<sup>rd</sup> Ave ineligible.
- Safety should be the top priority in considering design changes.

Speakers other than Commissioners: Swetha, Colleen Brown (Mills Garden Association), Robert Prinz, George Spies, Jason Patton

→ A motion to send a letter of support for the LAAMPS Phase 2&3 Project was made (Ralston), seconded (Schader), and approved unanimously by voice vote.

### **Item 8. BPAC Strategic Planning Review & Look Ahead for 2024**

BPAC Chair Gardner and Vice Chair Ralston continued the item from the February BPAC meeting on updating the 2023 Strategic Plan.

Summary of Discussion:

- Sending letters is a power the commission should use more often. Letters to staff or City Council should be provided even if the topic doesn't have an assigned staff member.
- Safety and traffic calming and reducing severe and fatal crashes remains a top priority and there should potentially be an Ad Hoc Committee on the conditions around the crashes and recommended improvements. More data on traffic crashes should be provided by the City. Goals and outcomes should be determined before starting a new committee.
- It's important to keep naming severe and fatal crashes at the beginning of the meeting to keep focus on the important issue.
- The community-initiated safety infrastructure pilot project is a great example of an item the BPAC is interested in and will come to the BPAC next month.
- OakDOT should begin a Red-Light Pilot Program, and this should be a future item at the BPAC.
- The Speed Camera Safety Program is a key item.
- A log of all fatalities from the entire year could be included in agenda packets while highlighting the most recent ones.

- A BPAC meeting should happen at Fruitvale or 81<sup>st</sup> Ave Library or the Unity Council.
- OakDOT staff should invite commissioners to all outreach events.
- The tasks related to outreach by BPAC Commissioners on the 2023 strategic plan should be kept on the 2024 strategic plan.
- The focus should be on traffic calming when bringing items to the commission.
- Commissioners and members of the public should submit ideas outside of this meeting to OakDOT staff and/or the BPAC leadership.
- Commissioners should continue to write draft letters and bring them to the BPAC meetings.

Speakers other than Commissioners: George Spies, Priyanka Altman, Jason Patton, Kevin Dalley

→ A motion **to extend the meeting by 8 minutes** was made (Gardner), seconded (Ralston), and approved unanimously by voice vote.

### **Item 10. Three-month agenda look-ahead, suggestions for meeting topics**

The three-month look-ahead was included in the meeting's agenda packet.

#### *Suggestions for Meeting Topics*

- Red Light Camera Program
- Upcoming Request for Proposals (RFP) for Maintenance Work
- Bike Plan and Pedestrian Plan progress and updates
- Updates on Safe Routes to School Program
- Contracting Reform

Meeting adjourned at 8:08 PM.

#### Attachments:

- Item 6. Bike to Wherever Day 2024 Presentation

Minutes recorded by Noel Pond-Danchik, Bicycle & Pedestrian Program Transportation Planner II, emailed to meeting attendees for review on 3/26/24 with comments requested by 4/9/24 to [npond-danchik@oaklandca.gov](mailto:npond-danchik@oaklandca.gov). Revised minutes will be attached to the April 2024 meeting agenda and considered for adoption at that meeting.

## April 2024 BPAC Meeting Agenda Item 4. Committee Report Backs Attachment

For more information on the BPAC's Committees and Liaisons see

<https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>

### 2024 Active BPAC Committees and Liaisons

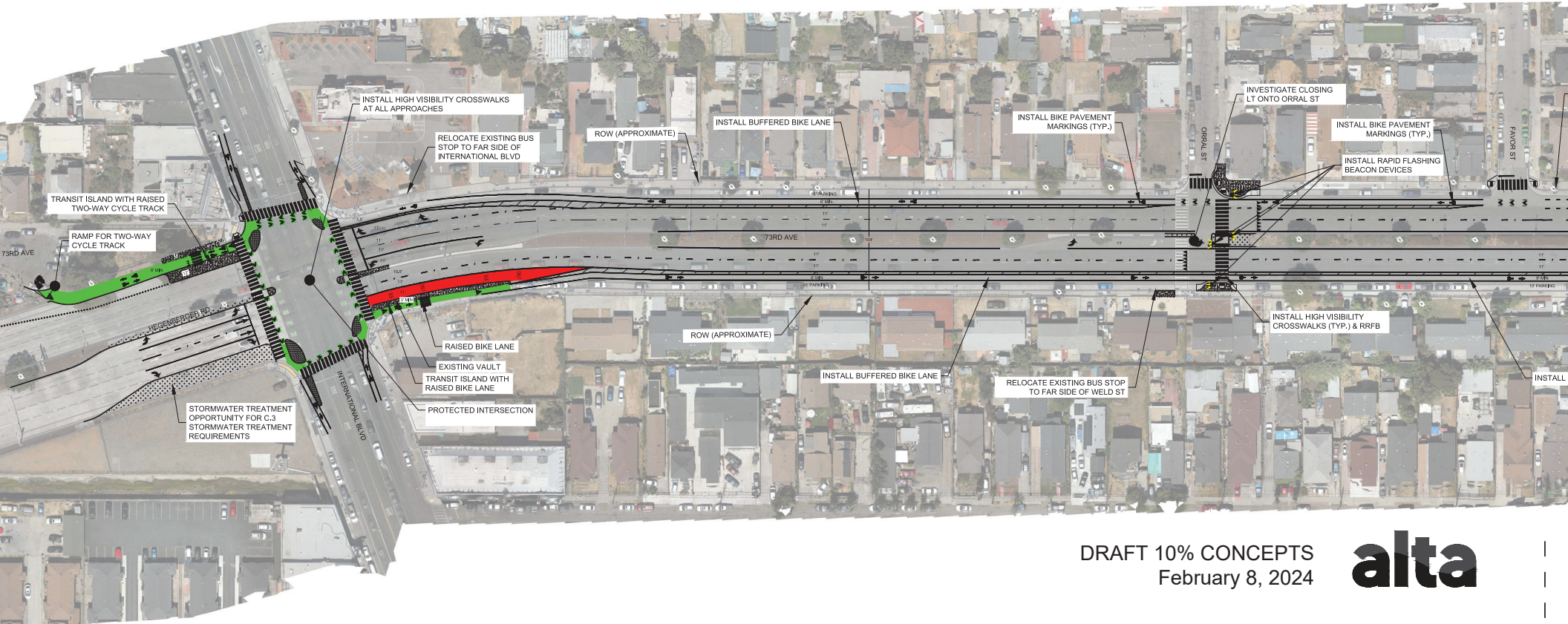
Committee Name / Liaison Role	Date Created	Purpose	Commissioners	Community Members	Meeting Time	Agendas, Notes, and Minutes
Infrastructure Committee	2/16/17	Review and comment on the design of projects	Gardner, Schader, Yee	George Naylor, <b>Robert Prinz</b> , Midori Tabata, Brendan Pittman, RB Burnette Jr, Priyanka Altman	The first Thursday of every other month from 3:30 PM to 5:30 PM	<a href="#">Oakland BPAC infrastructure committee notes</a>
Policy and Legislative Committee	6/21/18	Research and develop policy recommendations for consideration by the BPAC	<b>Frank</b> , Ralston, Whipps	Anwar Baroudi, Ajah Burts, Kevin Dalley, Caleb Jones, Alison Knowles, Natalie Mall, Robert Prinz	The second Monday of the second month of each quarter from 5:30 PM to 7:00 PM	
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	5/17/18	Monitor Committee activities and report back to the BPAC	[vacant]			
Liaison to Mayor's Commission on Persons with Disabilities	5/17/18	Monitor MCPD activities and report back to the BPAC	Schader			
Liaison to BPAC Open Forum	6/15/23	Review and analyze comments received during Open Forum	Jessup, Schader			<a href="#">BPAC Open Forum Tracking Form</a>
Liaison to Oakland Planning Commission	6/15/23	be a resource to the Planning Commission and provide input on bicycle and pedestrian elements of proposed projects	Whipps			
Liaison to Oakland Police Department	6/15/23	TBD	Campbell, Frank, Mangrum			
Ad Hoc Committee on Fire Code Amendments	7/20/23	Review the updates to Appendix D of the City of Oakland's Fire Code that are currently in discussion. This Committee is ad-hoc and will be disbanded once updates to the Oakland Fire Code are complete.	Frank, Gardner	Kevin Dalley		

\*Committee Chairs in **bold**

73rd Avenue  
Active Routes to Transit  
**Option 1: Buffered Bike Lane**  
Page 1 of 4



Match Line



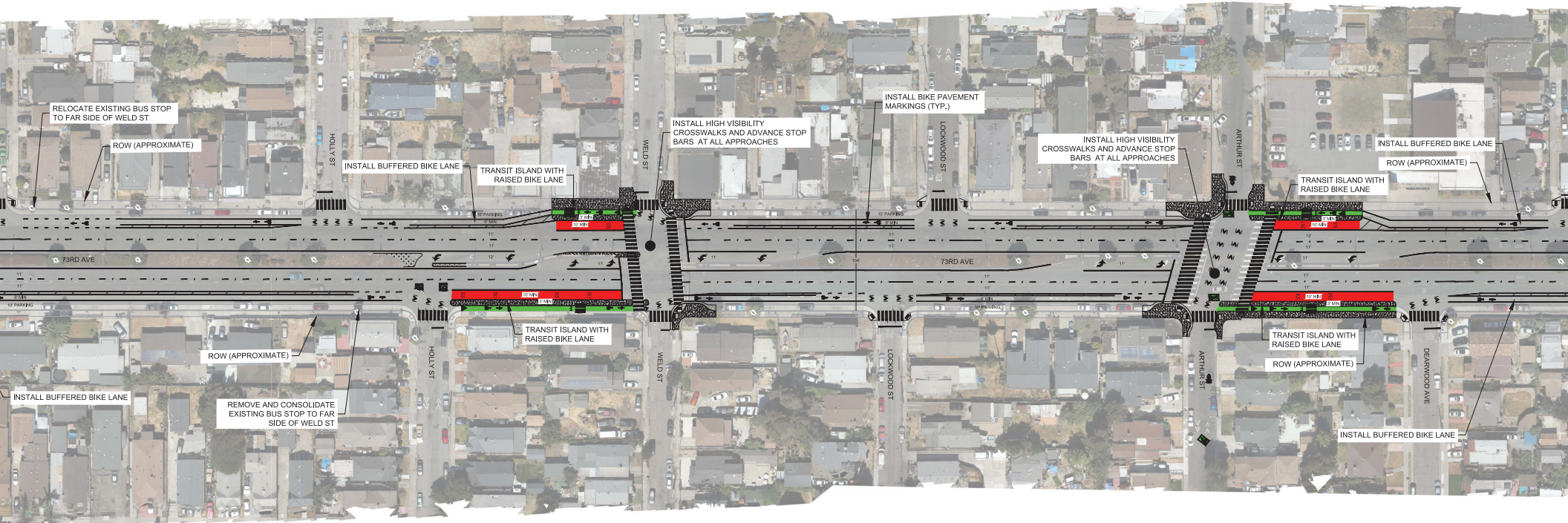
DRAFT 10% CONCEPTS  
February 8, 2024



73rd Avenue  
Active Routes to Transit  
**Option 1: Buffered Bike Lane**  
Page 2 of 4



Match Line



Match Line

DRAFT 10% CONCEPTS  
February 8, 2024

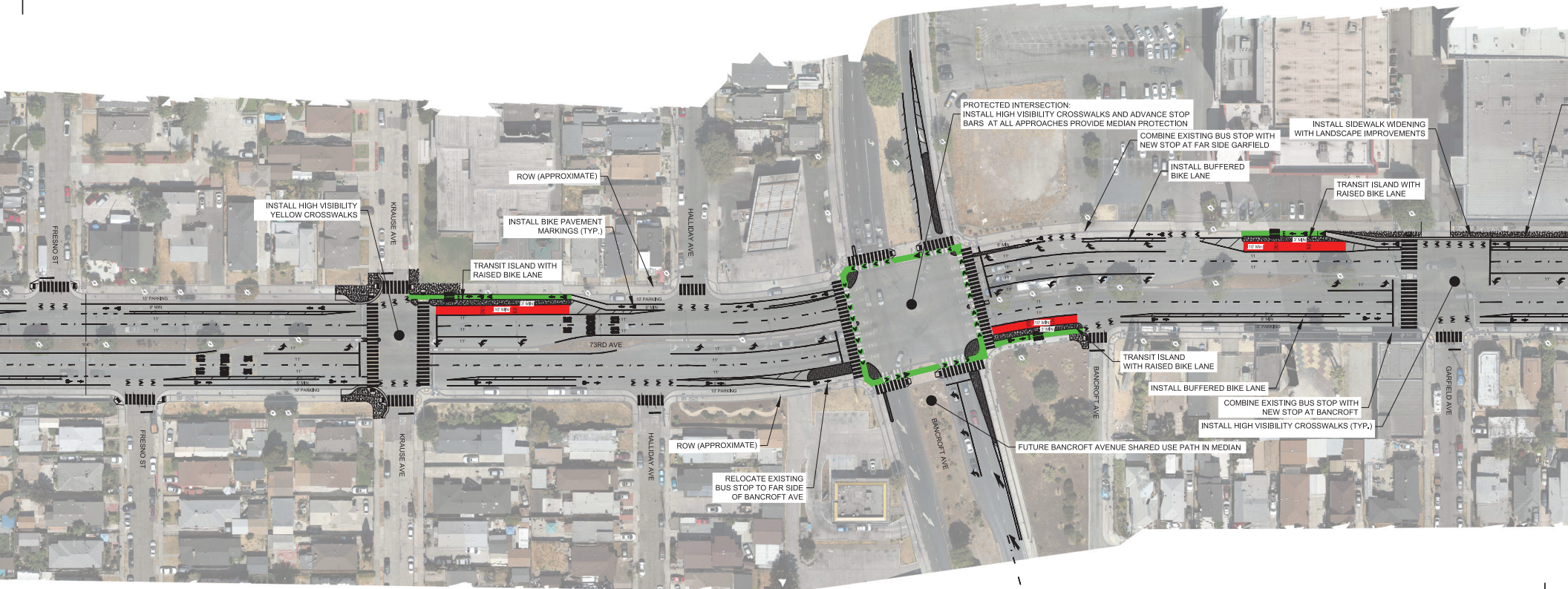




73rd Avenue  
Active Routes to Transit  
**Option 1: Buffered Bike Lane**  
Page 3 of 4



Match Line



Match Line

DRAFT 10% CONCEPTS  
February 8, 2024



73rd Avenue  
Active Routes to Transit  
**Option 1: Buffered Bike Lane**  
Page 4 of 4



Match Line

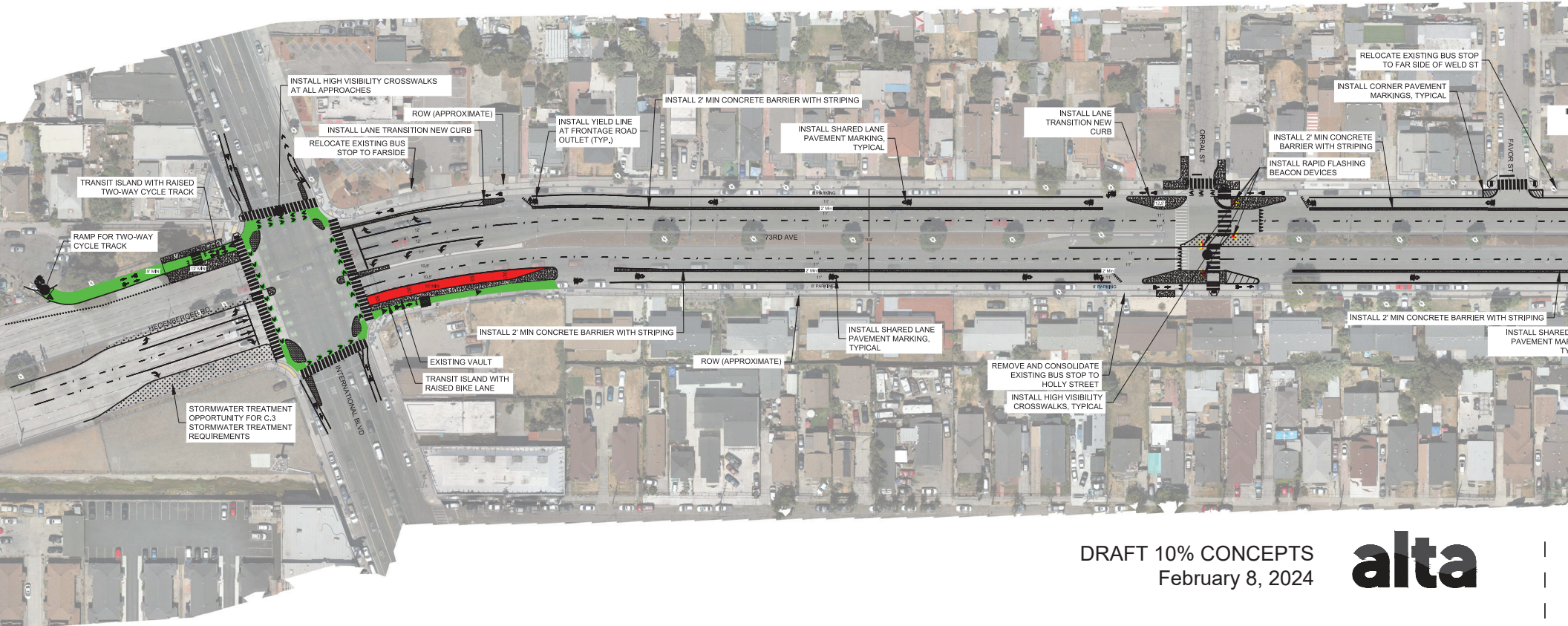
DRAFT 10% CONCEPTS  
February 8, 2024



73rd Avenue  
Active Routes to Transit  
**Option 2: Local Access Lane**  
Page 1 of 4



Match Line



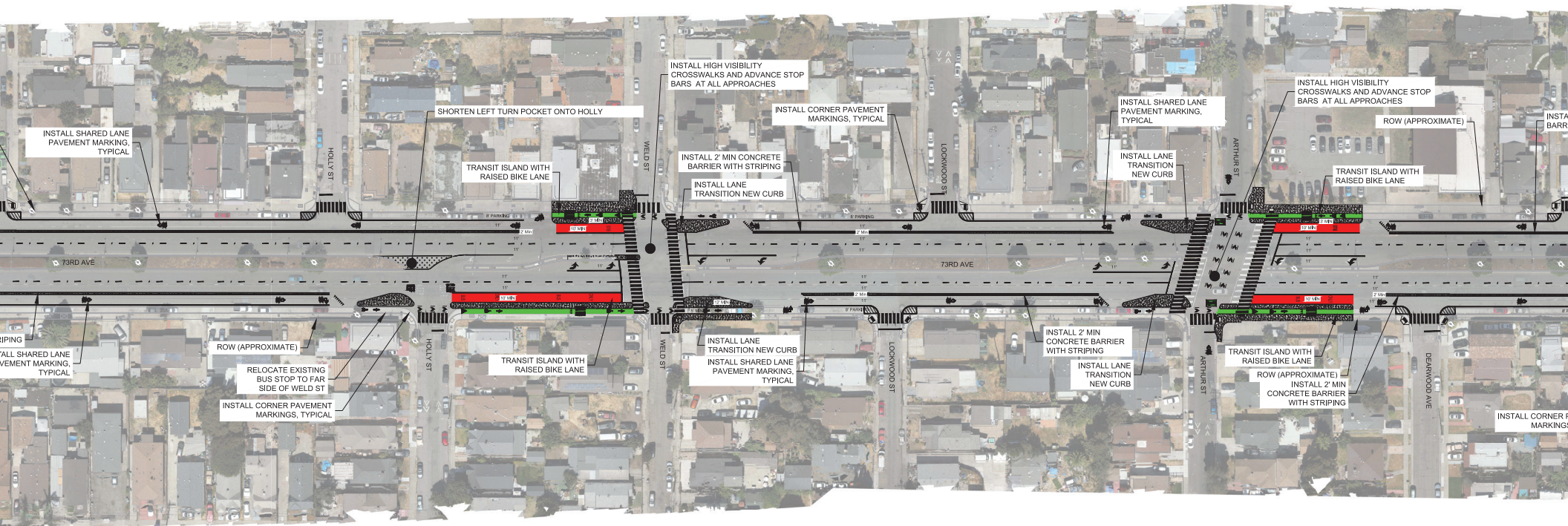
DRAFT 10% CONCEPTS  
February 8, 2024



73rd Avenue  
Active Routes to Transit  
**Option 2: Local Access Lane**  
Page 2 of 4



Match Line



Match Line

DRAFT 10% CONCEPTS  
February 8, 2024



# 73rd Avenue

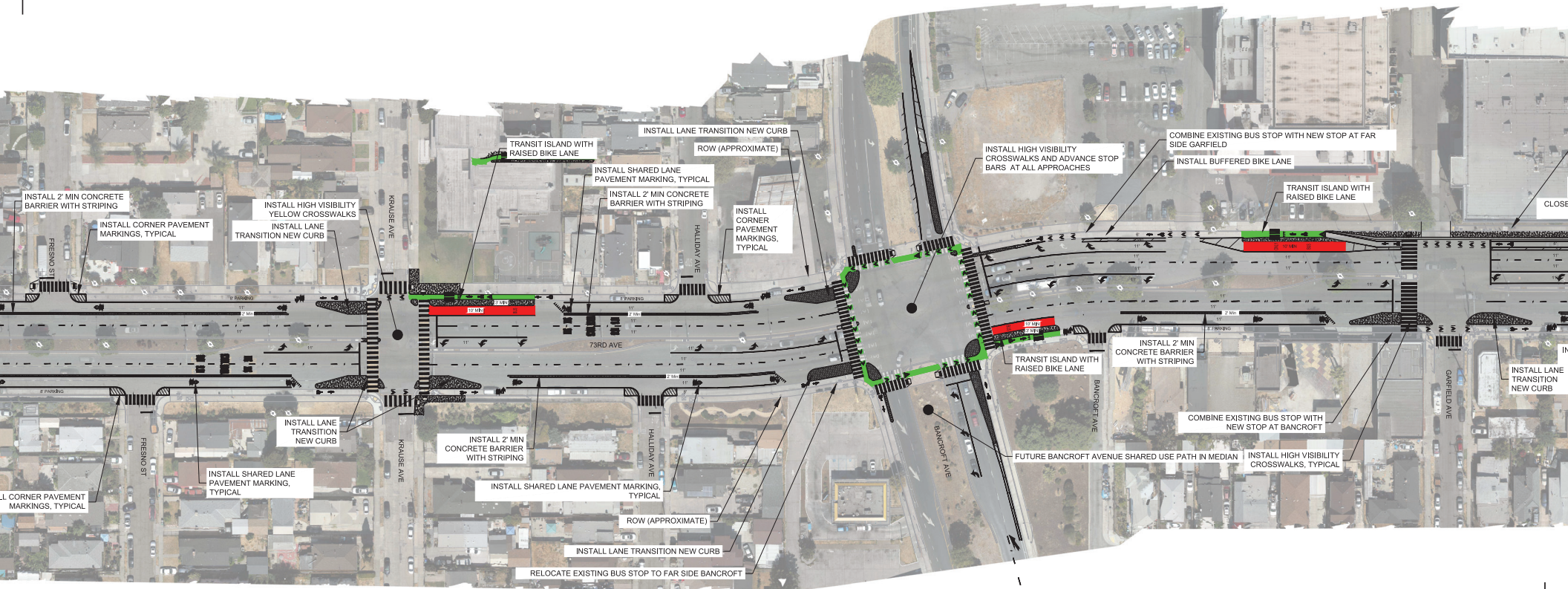
## Active Routes to Transit

### Option 2: Local Access Lane

Page 3 of 4



Match Line

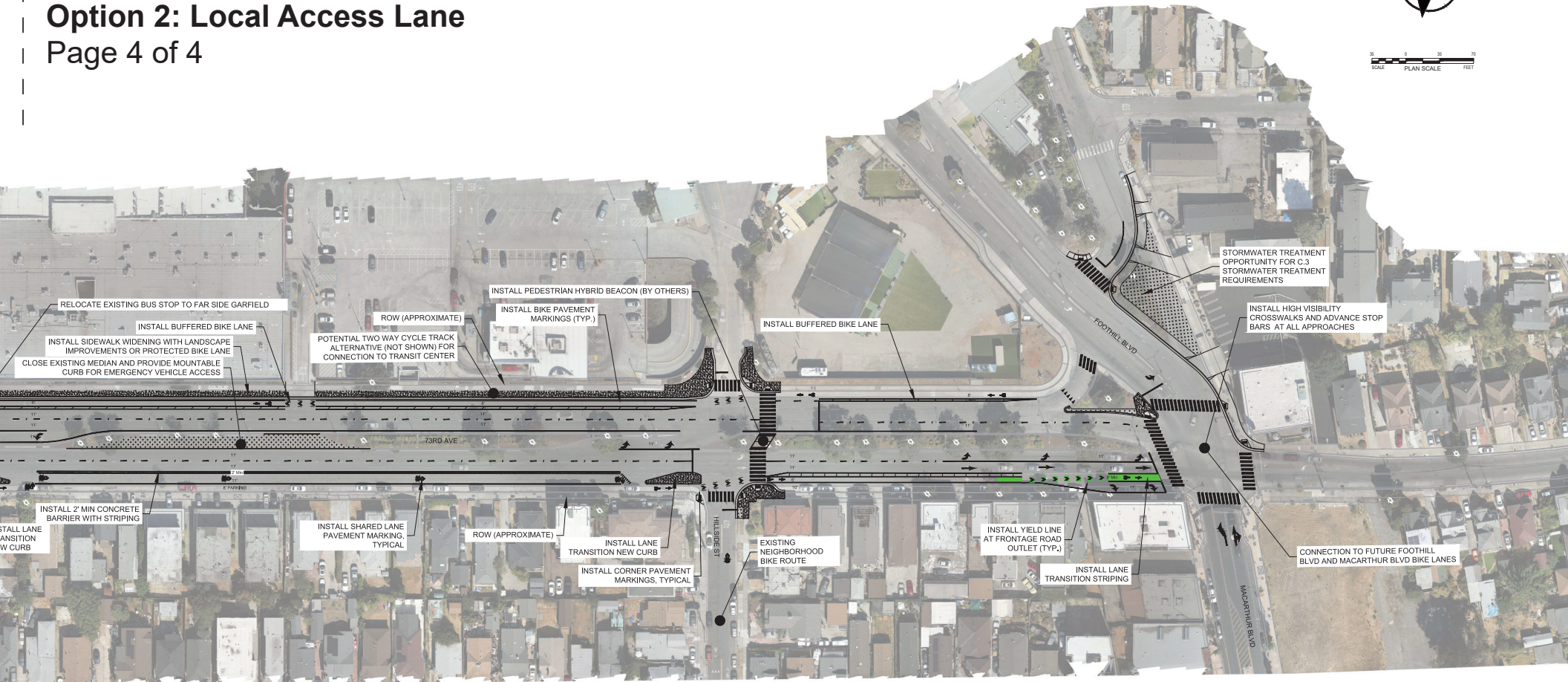


Match Line

DRAFT 10% CONCEPTS  
February 8, 2024



73rd Avenue  
 Active Routes to Transit  
**Option 2: Local Access Lane**  
 Page 4 of 4



Match Line

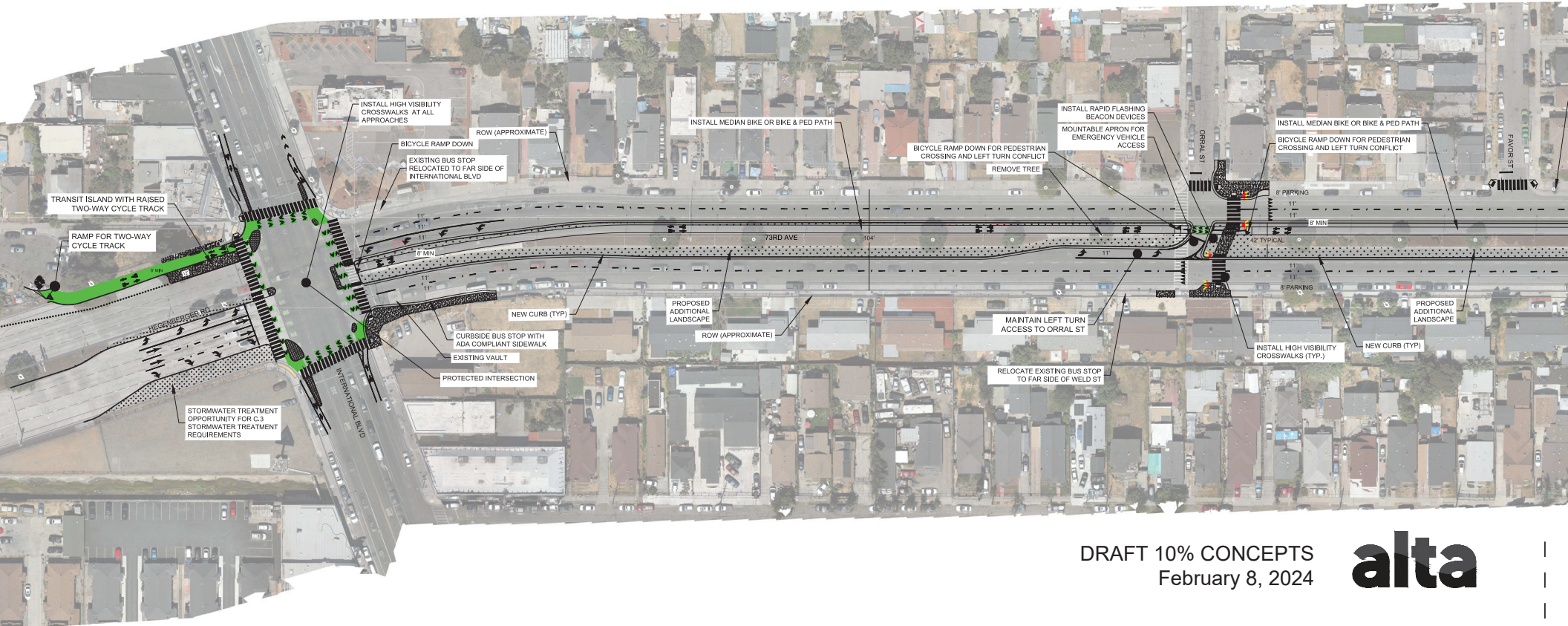
DRAFT 10% CONCEPTS  
 February 8, 2024



73rd Avenue  
Active Routes to Transit  
**Option 3: Median Bike Path**  
Page 1 of 4



Match Line



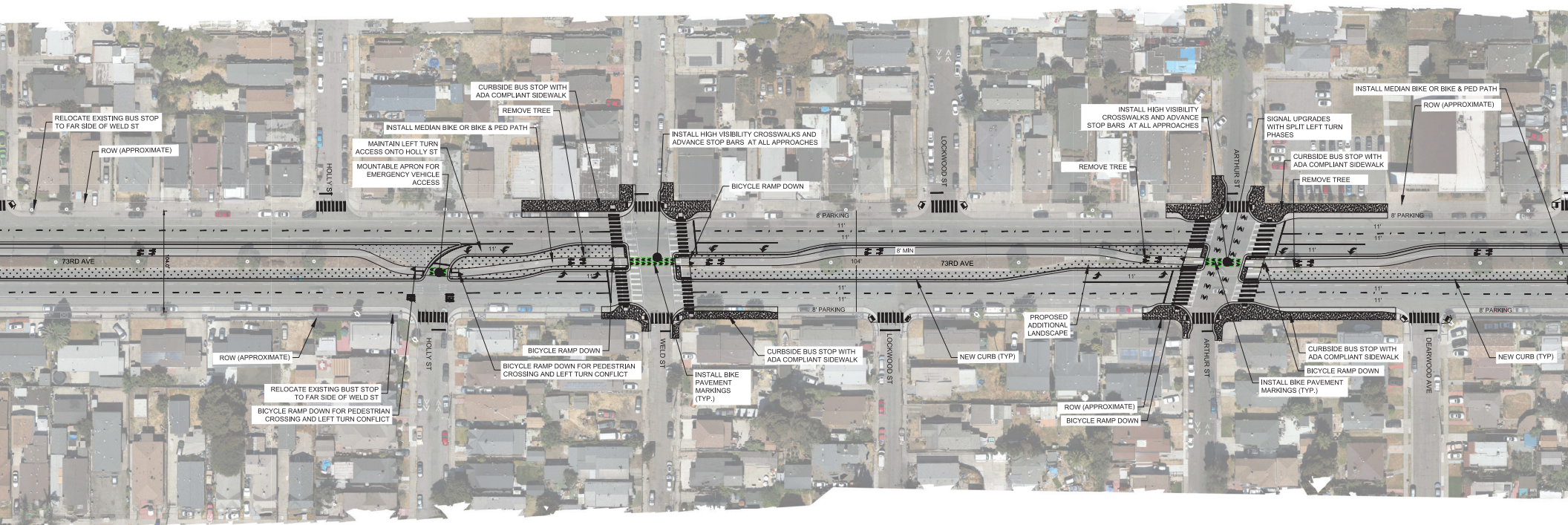
DRAFT 10% CONCEPTS  
February 8, 2024



73rd Avenue  
Active Routes to Transit  
**Option 3: Median Bike Path**  
Page 2 of 4



Match Line



Match Line

DRAFT 10% CONCEPTS  
February 8, 2024

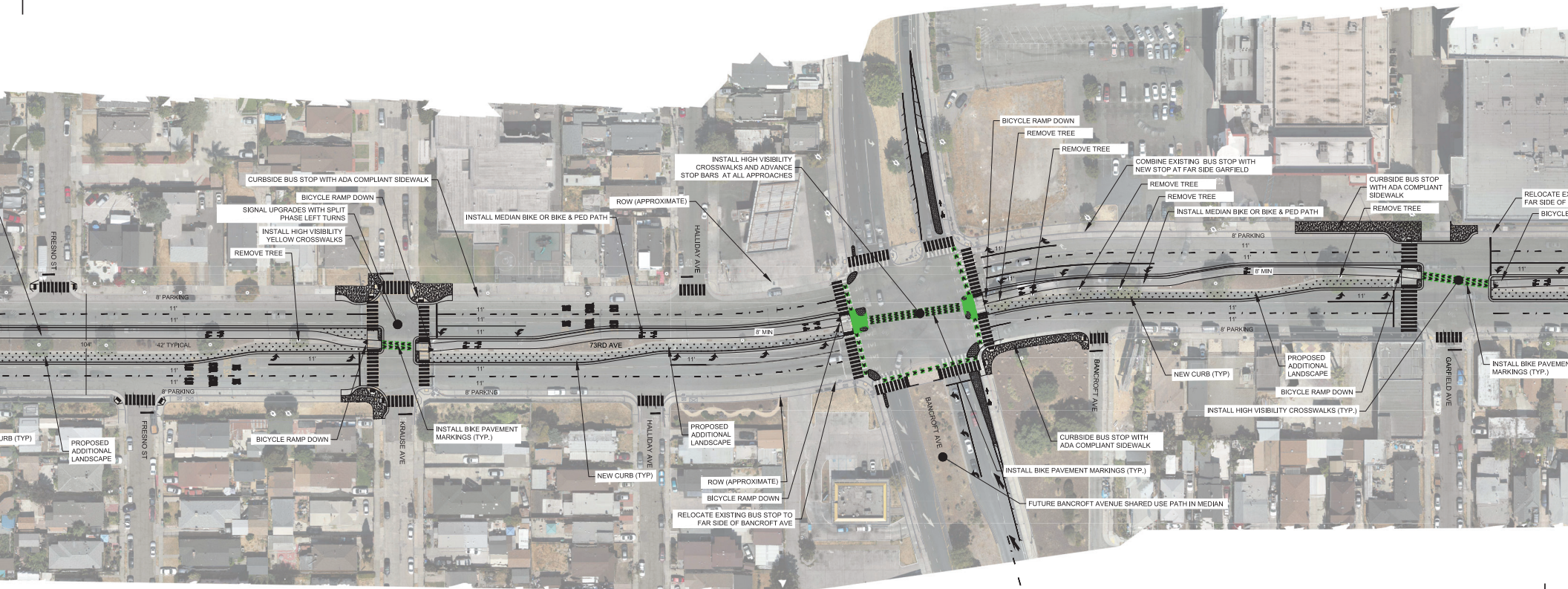




73rd Avenue  
Active Routes to Transit  
**Option 3: Median Bike Path**  
Page 3 of 4



Match Line

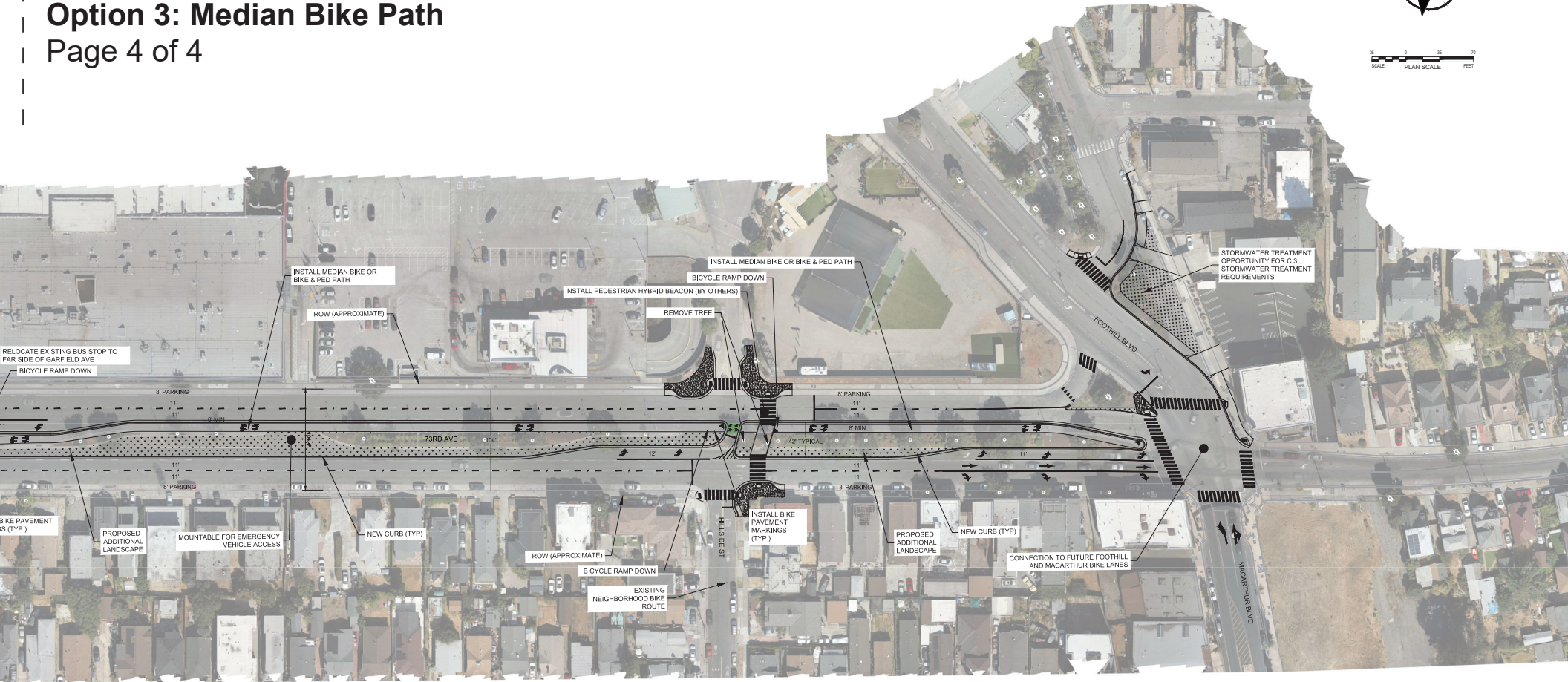


Match Line

DRAFT 10% CONCEPTS  
February 8, 2024



73rd Avenue  
Active Routes to Transit  
**Option 3: Median Bike Path**  
Page 4 of 4



Match Line

DRAFT 10% CONCEPTS  
February 8, 2024



A photograph of a city street with tall buildings and a street lamp. The street is lined with multi-story buildings, some with balconies. A street lamp is visible on the left side. The sky is overcast.

# Franklin Complete Streets Project

**City of Oakland  
Department of Transportation  
4/18/2024  
Bicyclist and Pedestrian Advisory Commission  
Colin Piethe**

# Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland



City of  
Oakland

Department of  
Transportation

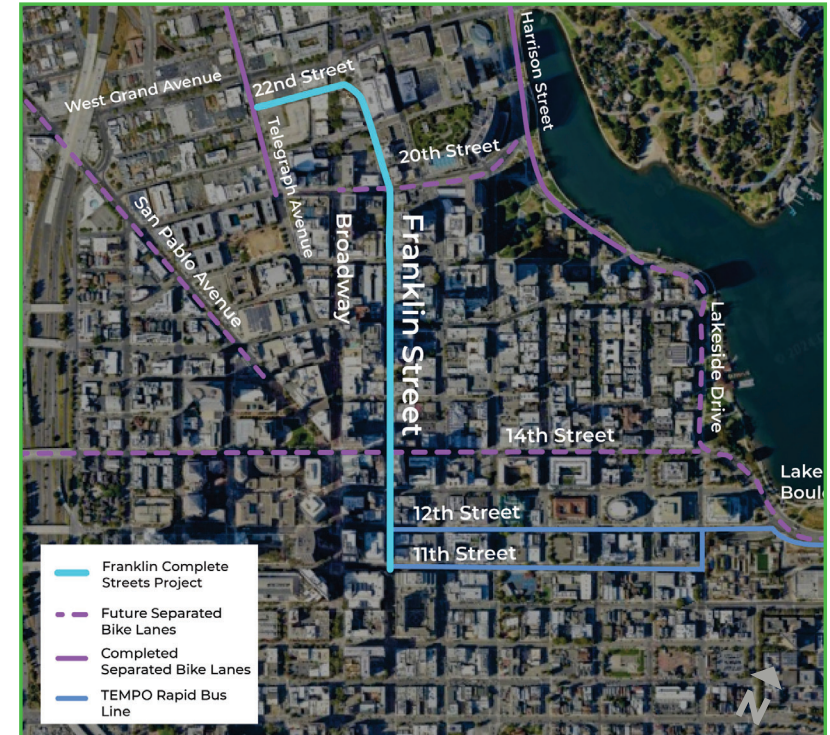
## About the Project

The Franklin Street Complete Streets Project will repurpose one lane of vehicle traffic on Franklin Street from 11th Street to Broadway to narrow this high-speed roadway, calm traffic, install pedestrian safety improvements, and implement the City's 2019 Bicycle Plan recommendation for separated bike lanes on Franklin Street between 11th Street and 22nd Street/Broadway, and will extend a two-way cycletrack down 22nd Street to connect to Telegraph Avenue. Once complete, this project will form a central spine of pedestrian and bicycle connectivity north/south through Downtown Oakland, connecting the protected bike lane/pedestrian corridor projects on Telegraph Avenue, 20th Street, 14th Street, and the TEMPO BRT lanes on 11th and 12th Streets.

OakDOT is currently working to secure construction funding for this project via an Active Transportation Program grant application in June 2024.

## Project Goals

- Improve safety, comfort, and visibility for people bicycling, walking, and driving on Franklin Street
- Calm vehicle traffic
- Reduce chances for reckless driving
- Make connections to the City's bicycle network in the Downtown area



# Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland



City of  
Oakland

Department of  
Transportation

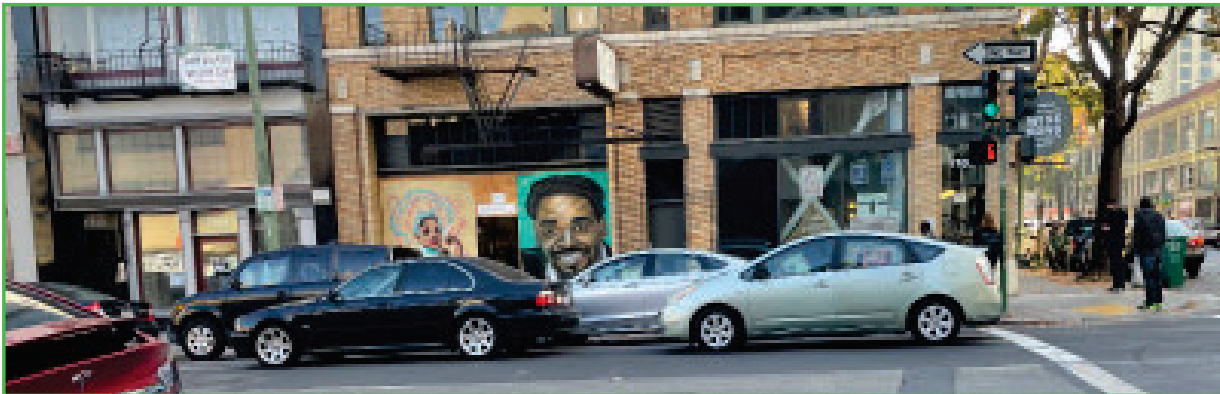
## EXISTING CONDITIONS

### Franklin Street between 15th and 17th Streets



- Three unobstructed lanes of traffic create a wide roadway that allows for speeding and reckless driving
- Unprotected bicycle facilities make biking and scootering less safe and inaccessible for most Oaklanders

### Franklin and 17th Street



- Frequent double-parking blocks the bike lane and creates conditions where drivers use adjacent travel lanes without fully merging

# Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland



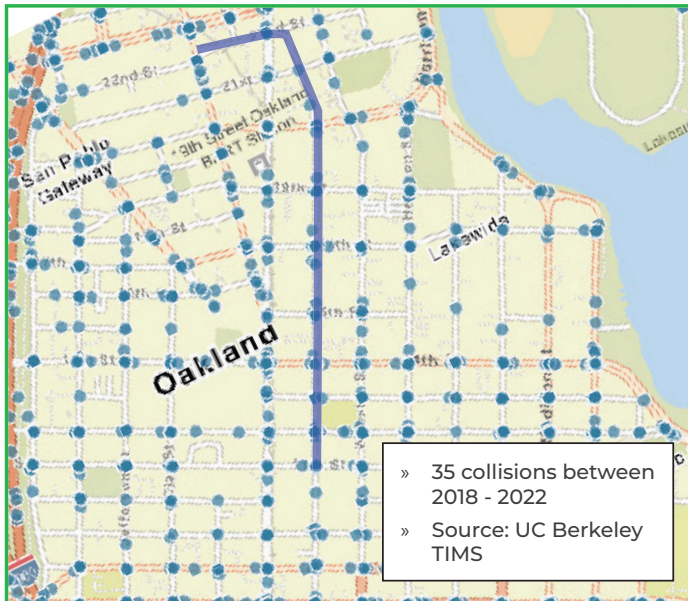
City of  
Oakland

Department of  
Transportation

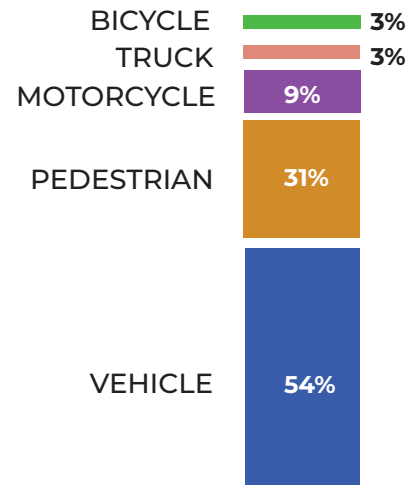
## TRAFFIC SAFETY

- » Between 2018 and 2022 there were 35 collisions in the project area, including 1 Severe Injury crash and 8 Minor Injury crashes
- » Wise Sons Deli's building at Franklin Street and 17th Street has been hit twice by vehicles; once in June 2023 and once in March 2022
- » Pedestrians are disproportionately involved in more severe collisions compared to other roadway users

### TRAFFIC COLLISIONS ON FRANKLIN STREET



### PARTIES INVOLVED



### TOP CAUSES OF COLLISIONS:

- #1: TRAFFIC SIGNALS AND SIGNS (31%)
- #2: IMPROPER TURNING (23%)
- #3: PEDESTRIAN RIGHT OF WAY (20%)
- #4: UNSAFE SPEED (14%)

# Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland

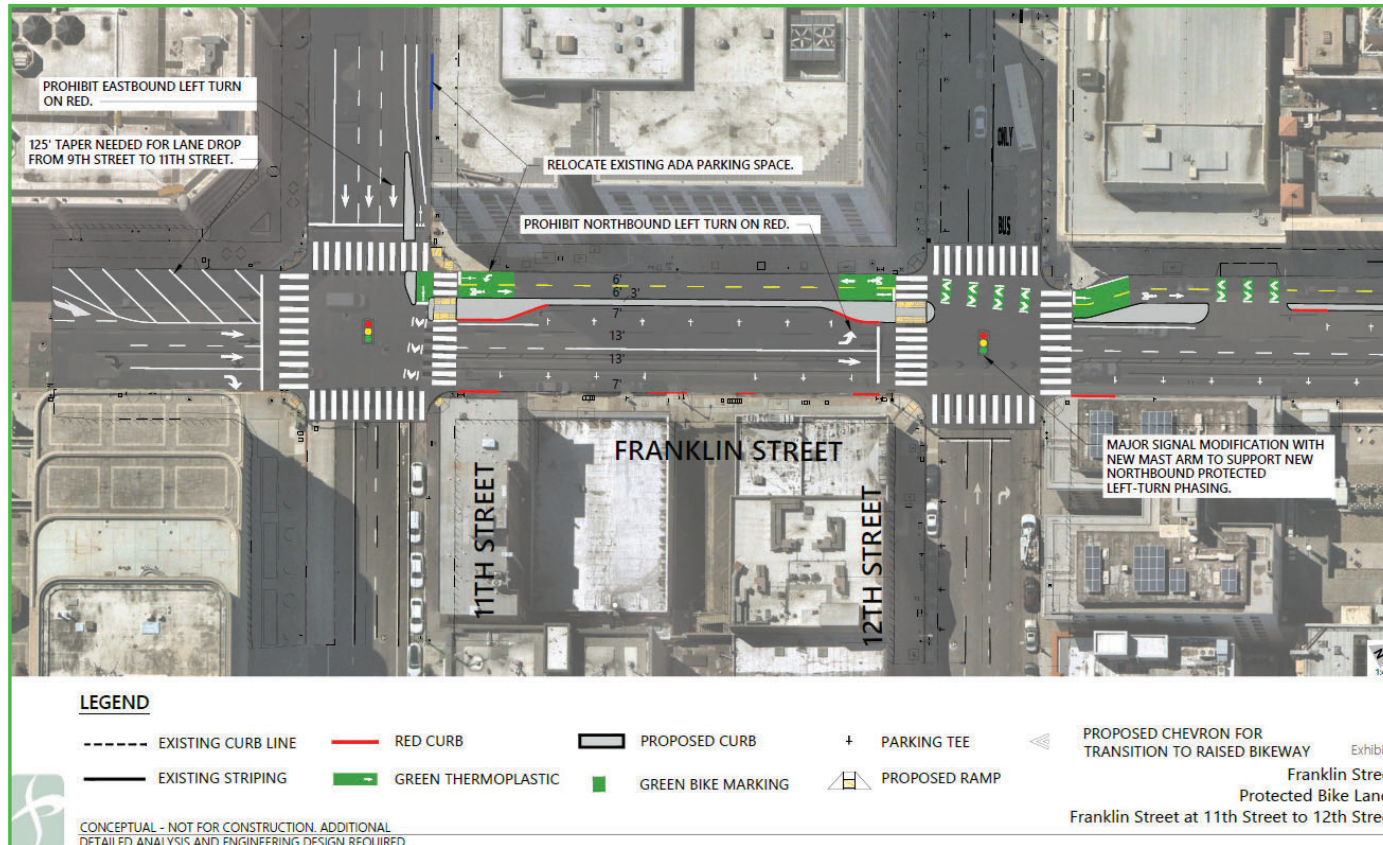


City of  
Oakland

Department of  
Transportation

## DRAFT DESIGNS

### Franklin Street at 11th Street



Contact: Colin Piethe - [cpiethe@oaklandca.gov](mailto:cpiethe@oaklandca.gov) · Website: <https://www.oaklandca.gov/projects/franklin-complete-streets-project>

# Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland

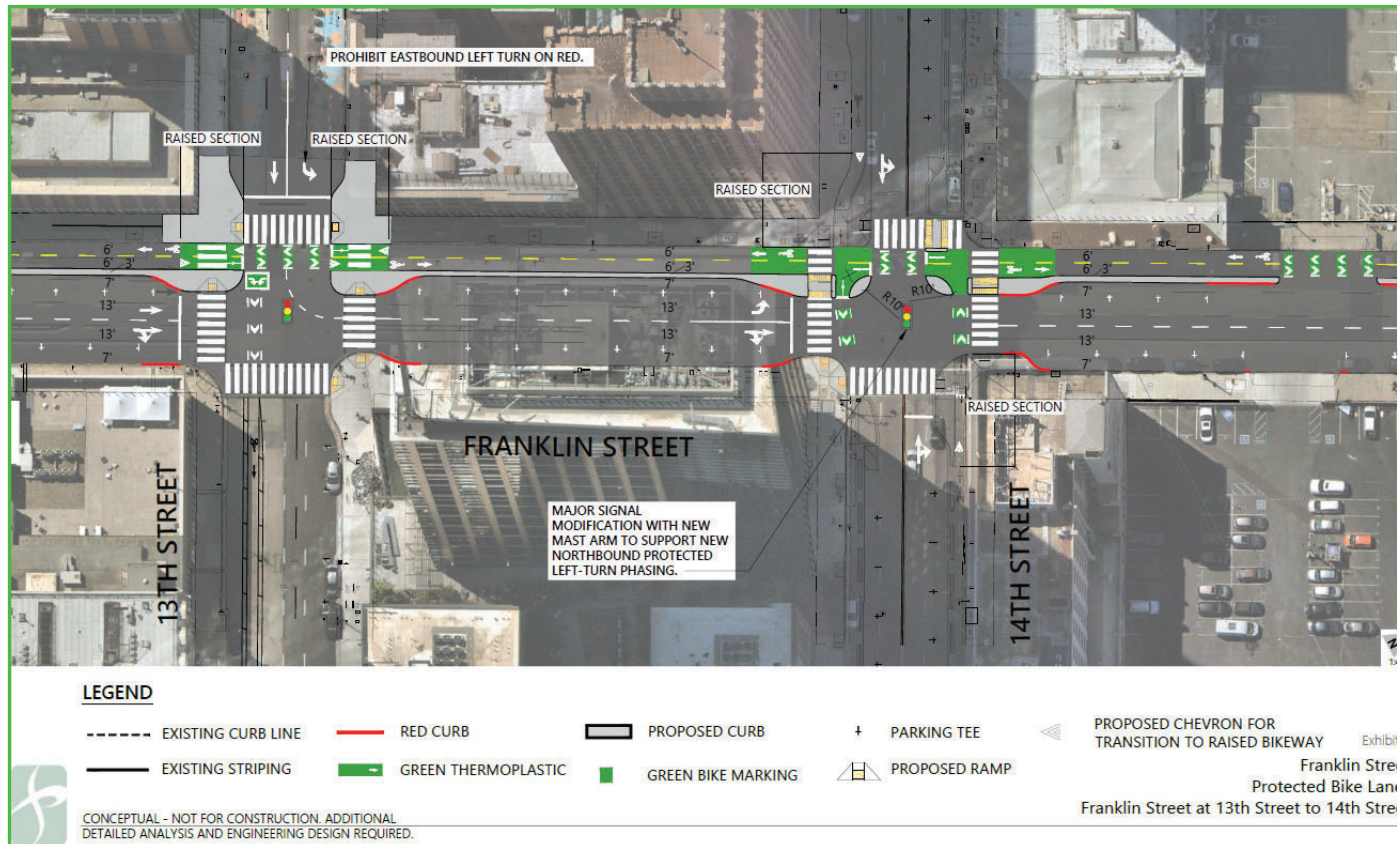


City of  
Oakland

Department of  
Transportation

## DRAFT DESIGNS

### Franklin Street at 14th Street



Contact: Colin Piethe - [cpiethe@oaklandca.gov](mailto:cpiethe@oaklandca.gov) · Website: <https://www.oaklandca.gov/projects/franklin-complete-streets-project>



# Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland

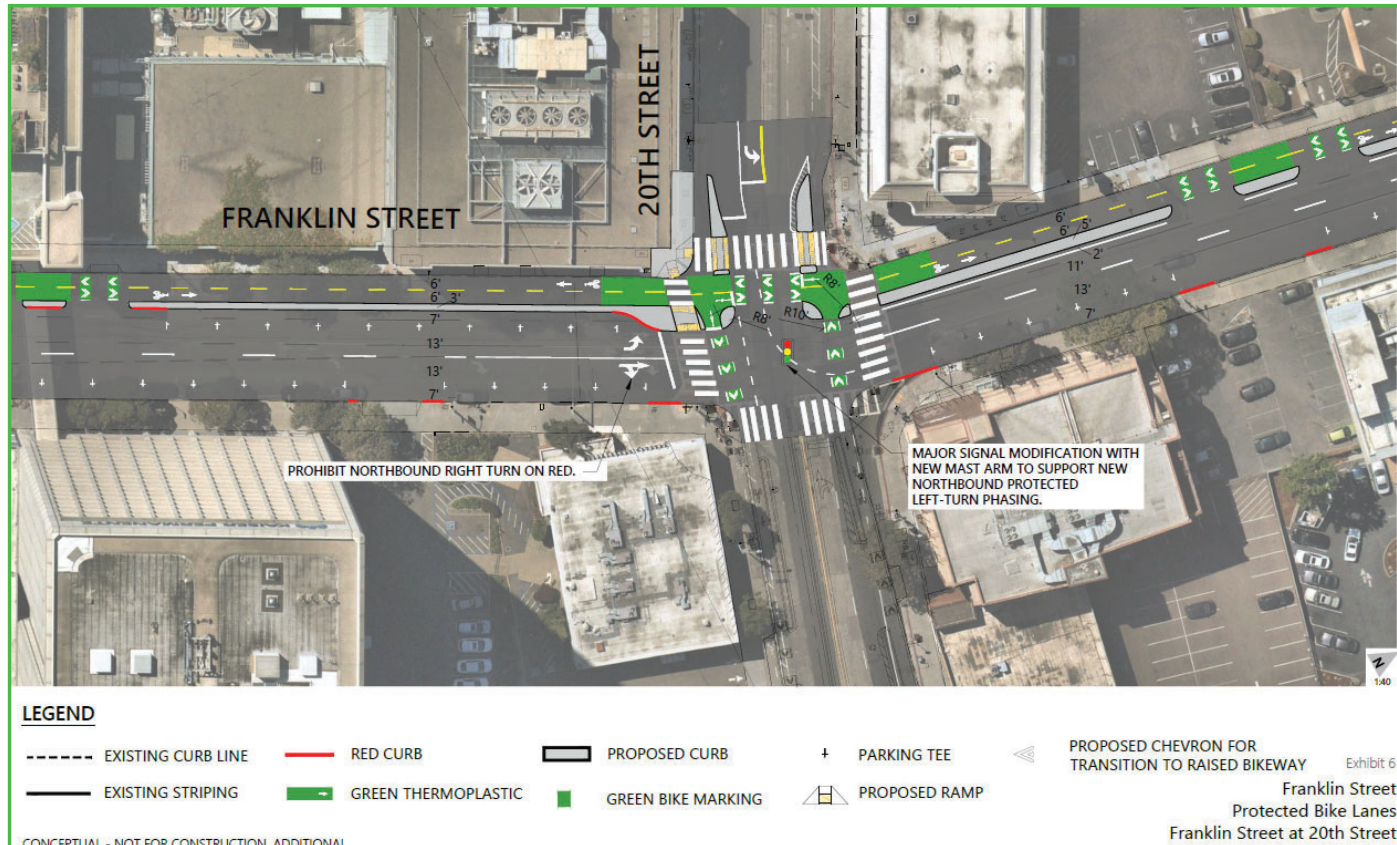


City of  
Oakland

Department of  
Transportation

## DRAFT DESIGNS

### Franklin Street at 20th Street



Contact: Colin Piethe - [cpiethe@oaklandca.gov](mailto:cpiethe@oaklandca.gov) · Website: <https://www.oaklandca.gov/projects/franklin-complete-streets-project>

# Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland

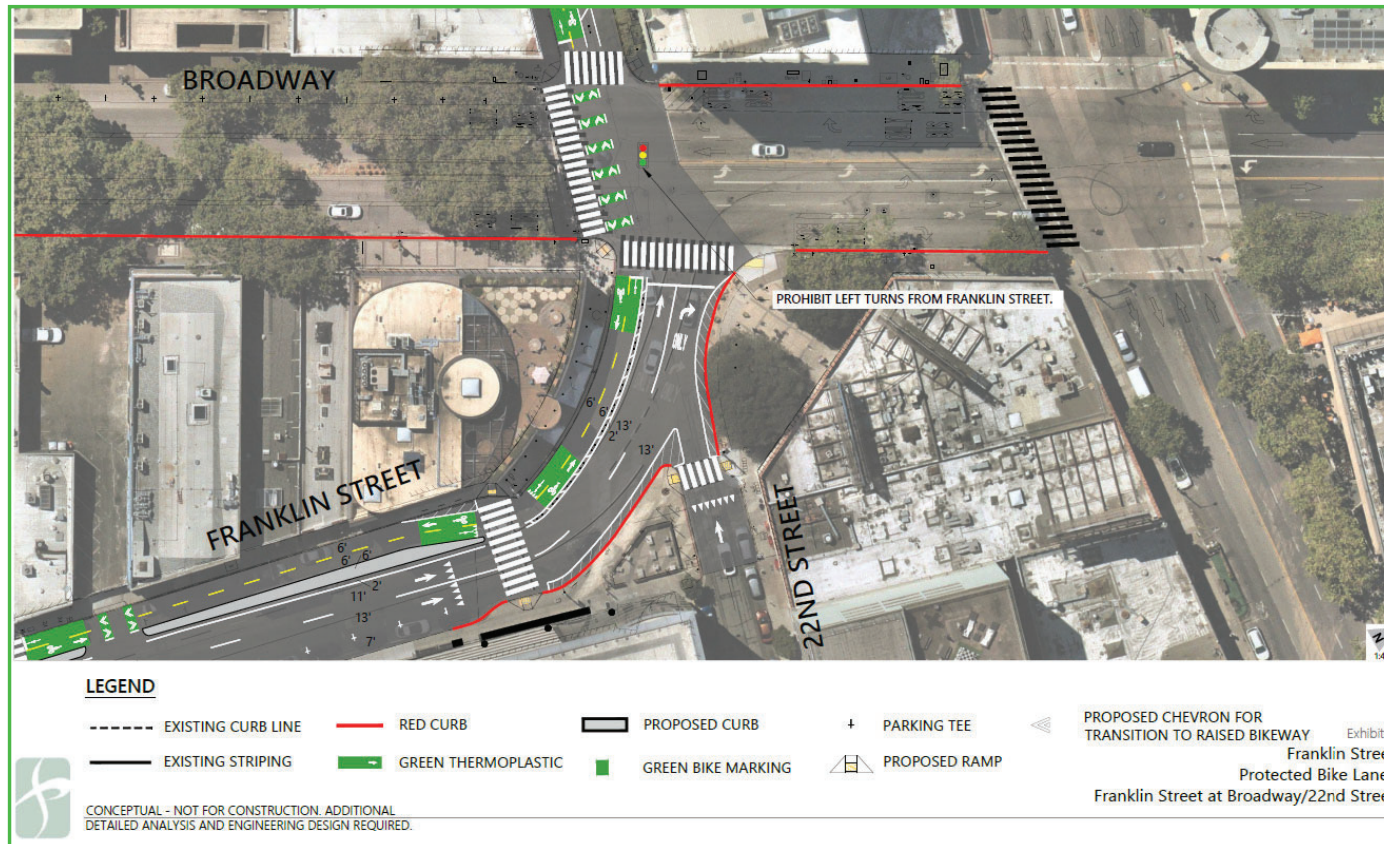


City of  
Oakland

Department of  
Transportation

## DRAFT DESIGNS

### Franklin Street at 22nd Street



Contact: Colin Piethe - [cpiethe@oaklandca.gov](mailto:cpiethe@oaklandca.gov) · Website: <https://www.oaklandca.gov/projects/franklin-complete-streets-project>

# Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland

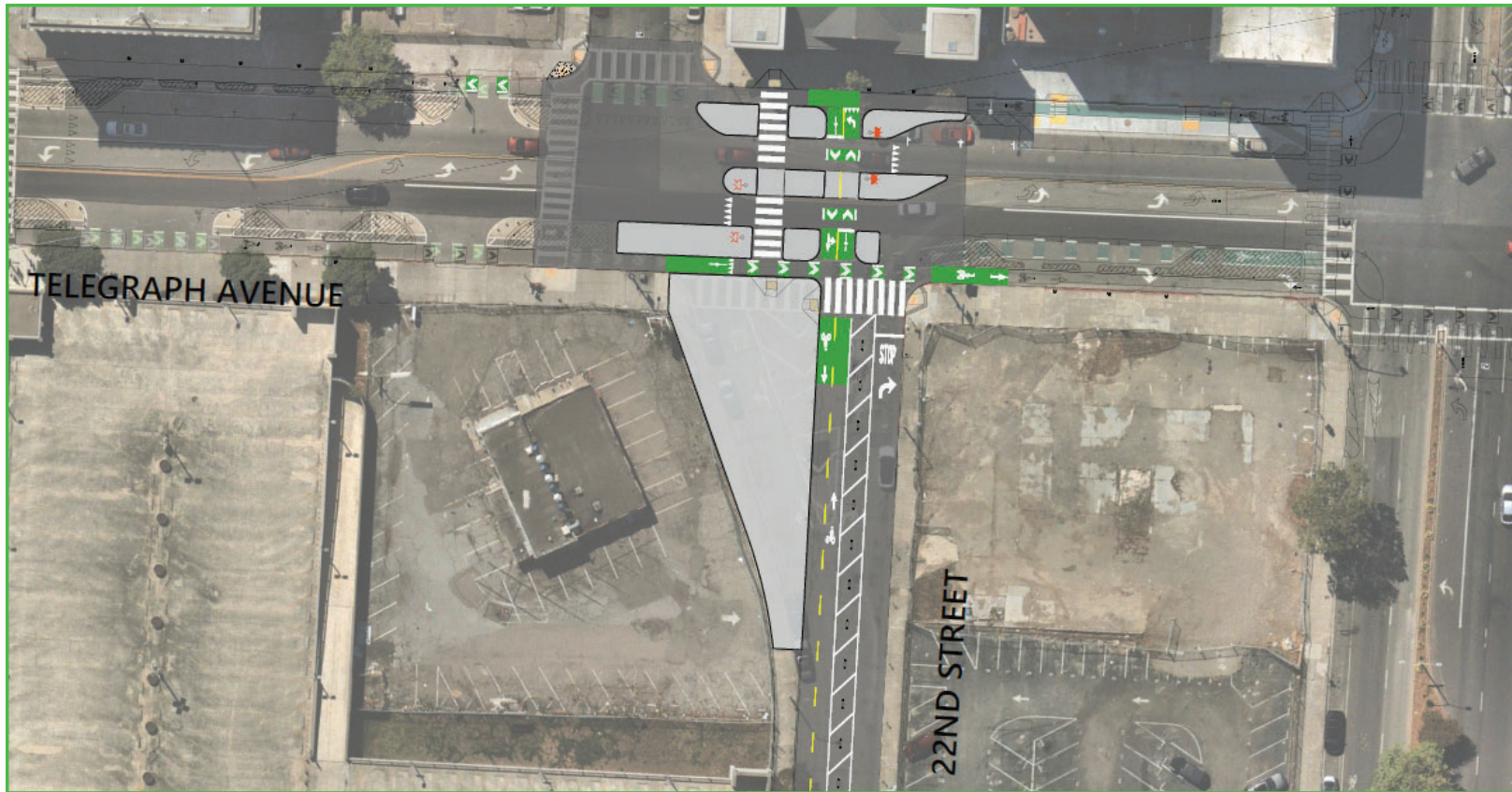


City of  
Oakland

Department of  
Transportation

## DRAFT DESIGNS

Franklin Street at Telegraph Avenue



Contact: Colin Piethe - [cpiethe@oaklandca.gov](mailto:cpiethe@oaklandca.gov) · Website: <https://www.oaklandca.gov/projects/franklin-complete-streets-project>

# Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland



City of  
Oakland

Department of  
Transportation

## SCHEDULE/NEXT STEPS

- » Spring 2024
  - 35% Plans
- » 2024 - 2025
  - Detailed design (pending grant funding)
- » 2027
  - Construction (pending grant funding)



# Community-led Traffic Safety

---

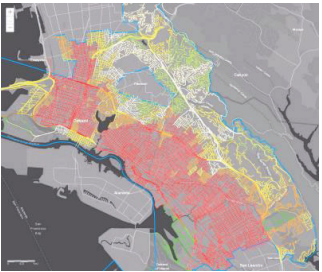
# OakDOT is committed to traffic safety

*“...safe, equitable, and sustainable access and mobility for residents, businesses and visitors.”*



# How safety projects are done

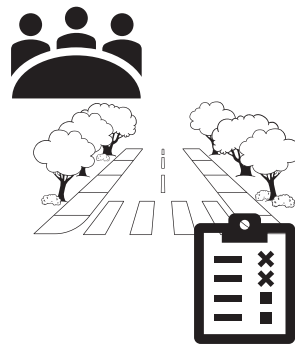
Data Analysis



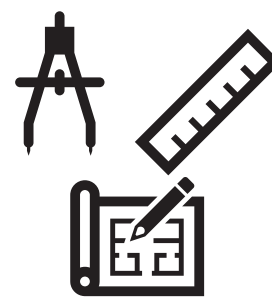
Equity Lens



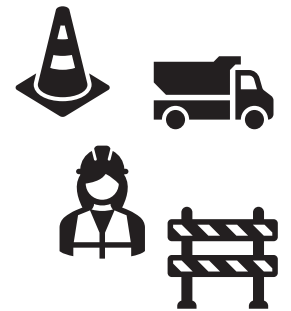
Planning



Engineering

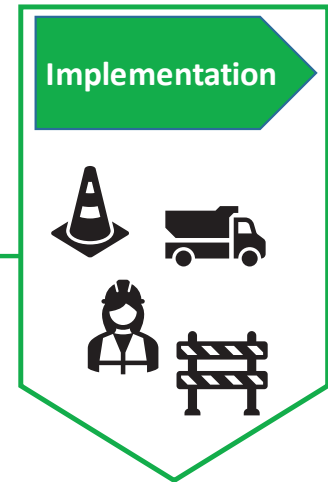


Implementation



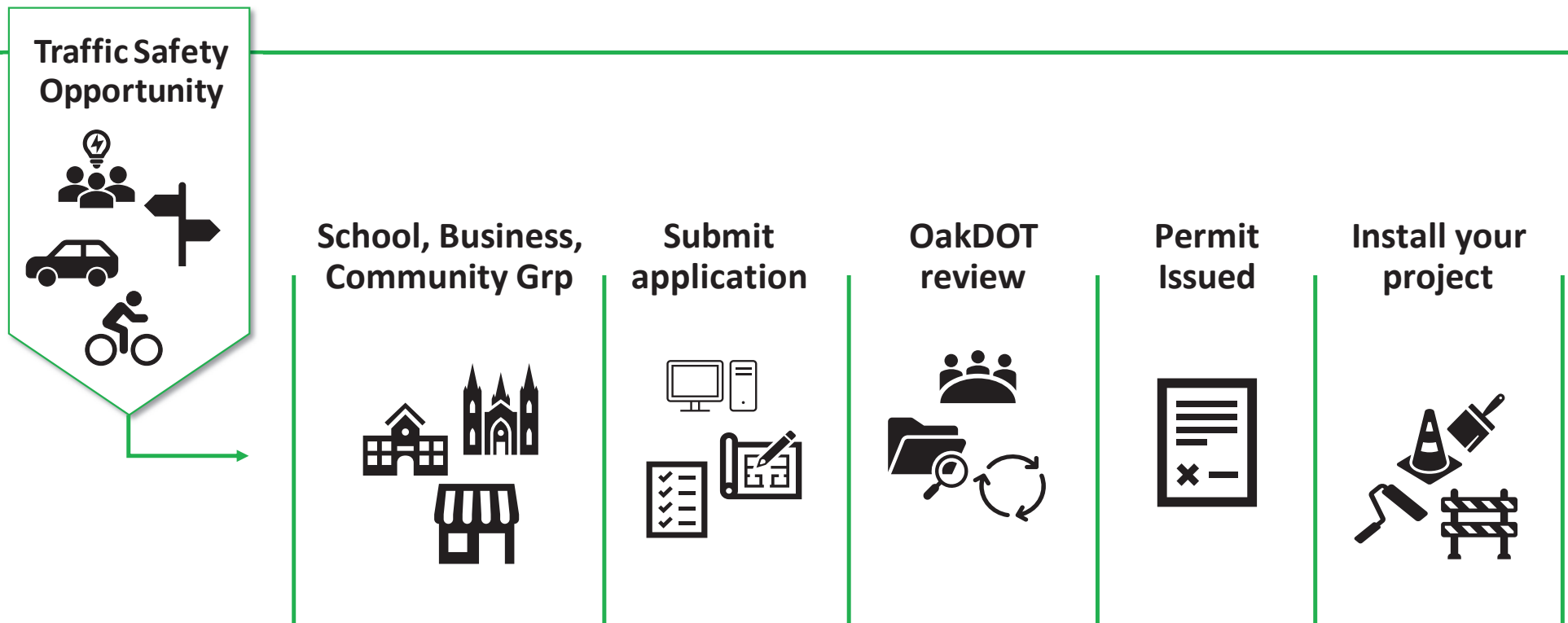
# Community-led Traffic Safety Pilot

- City Council Resolution 90051
- Direct OakDOT to study:
  - 3-year pilot program
  - Allow schools, businesses, and community groups to install temporary traffic safety projects
  - Report to Council on April 24<sup>th</sup>
- OakDOT will present a range of project options for Council to consider
  - Specify how to apply for each type of project
  - Identify where new staff, equipment, or changes to City policy will be needed
- We need your feedback





# How would this pilot program work?



# Potential project options



- Grow existing OakDOT programs; for example, Parklets

# Potential project options



- Grow existing OakDOT programs; Paint the Town

# Potential project options



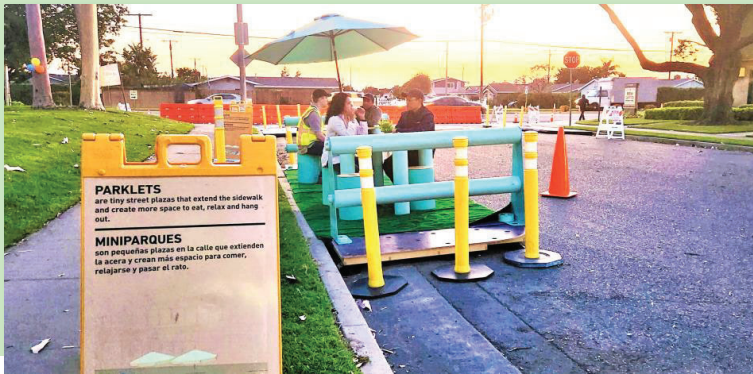
- Daylighting Crosswalks
  - CA-413



# Potential project options



- Temporary traffic safety events



# Potential project options

- Road Diets/Reconfigurations



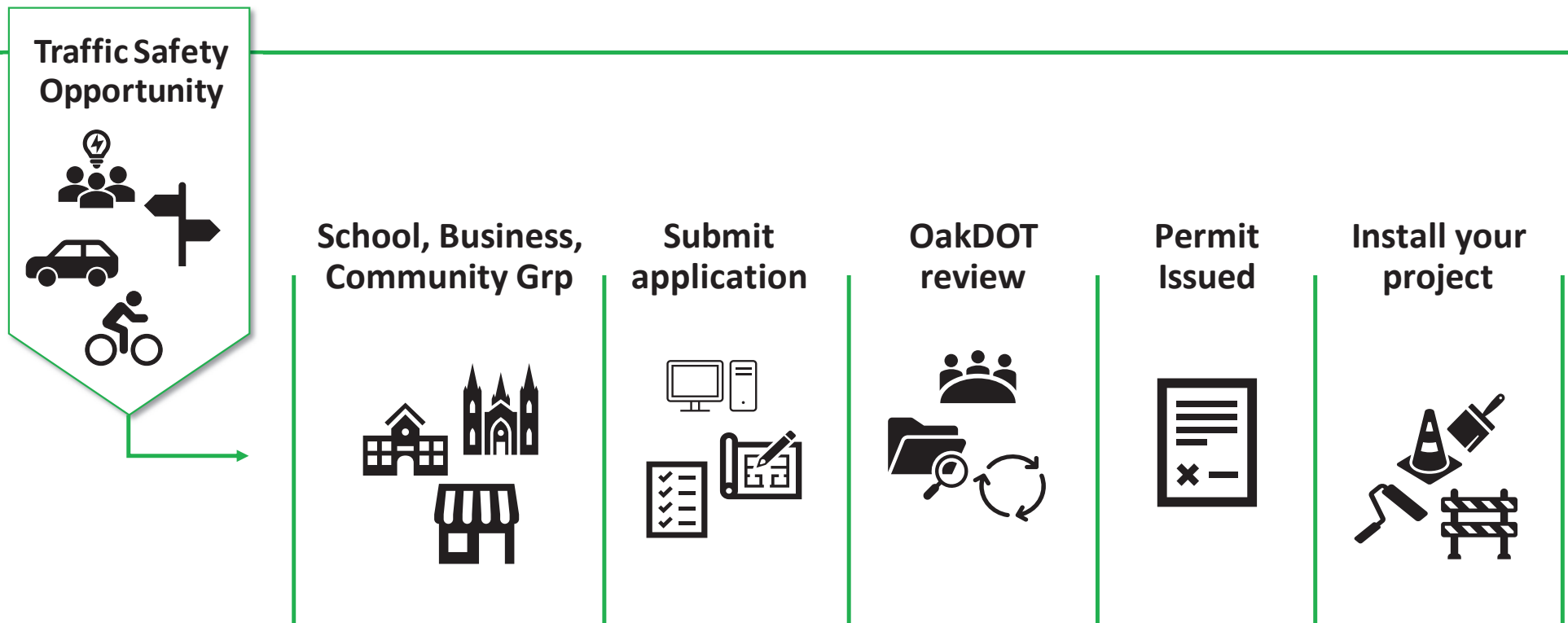
# Potential project options - summary

---

- Expand/enhance existing programs
  - Parklets
  - Paint the Town
- New community-led options
  - Daylighting Crosswalks
  - Temporary Traffic Safety Events
  - Road Reconfigurations



# How would this program work?





# Questions



# *INTER OFFICE MEMORANDUM*

---

**TO:** Jestin Johnson, City Administrator  
Betsy Lake, Assistant City Administrator  
Bradley Johnson, Budget Administrator

**FROM:** Megan Wier, Acting Director  
Department of Transportation

**SUBJECT:** FY 2024-25 Midcycle Budget Proposal – **DATE:** March 19, 2024  
**Department of Transportation**

---

## **I. MISSION STATEMENT**

Envision, plan, build, operate and maintain a transportation system for the City of Oakland—in partnership with local transit providers and other agencies—and assure safe, equitable, and sustainable access and mobility for residents, businesses, and visitors.

## **II. KEY STAFF**

- Megan Wier, Acting Director, [MWier@oaklandca.gov](mailto:MWier@oaklandca.gov), 510.238.6382
- Jamie Parks, Assistant Director, [JParks@oaklandca.gov](mailto:JParks@oaklandca.gov), 510.238.2239
- Neil Valle, Admin Services Mgr II, [NValle@oaklandca.gov](mailto:NValle@oaklandca.gov), 510.238.1222
- Michael Ford, Project Manager II, [MFord@oaklandca.gov](mailto:MFord@oaklandca.gov), 510.238.7670
- Emily Ehlers, Transportation Manager, [EEhlers@oaklandca.gov](mailto:EEhlers@oaklandca.gov), 510.238.2259
- Craig Raphael, Senior Transportation Planner, [CRaphael@oaklandca.gov](mailto:CRaphael@oaklandca.gov), 510.238.7229
- Yvonne Chan, Transportation Planner II, [YChan@oaklandca.gov](mailto:YChan@oaklandca.gov), 510.238.6607
- Jasmine Pomar, Race and Equity Analyst, [JPomar@oaklandca.gov](mailto:JPomar@oaklandca.gov), 510.406.6062

## **III. CHALLENGES**

- *On-going Traffic Safety Crisis*
  - Oakland continues to experience high levels of traffic violence and dangerous driving behavior. There were 33 traffic fatalities on Oakland streets in 2023, 10 of which were on International Blvd., as well as pervasive issues with exhibition driving, abandoned automobiles, and stolen vehicles contributing to decreased safety and disrupting the lives of Oaklanders on a daily basis.
  - OakDOT's limited resources are stretched particularly thin in attempting to address these on-going challenges, as the known traffic safety needs generate a growing backlog of safety projects. Faced with overwhelming demand and in order to focus resources to save lives and reduce severe and fatal crashes, it is critical that Oakland prioritize resources based on equity and safety, including investing in high priority equity neighborhoods and along Oakland's High Injury Network.

- Further, prioritizing low-cost proven methods to improve safety, such as speed cameras, daylighting, and quick-build improvements on corridors where severe and fatal crashes are concentrated, will ensure that limited funding positively impacts as many communities as possible.
- *Parking Infrastructure and Operational Capacity is Insufficient*
  - Oakland’s on-street and off-street parking systems are significant sources of revenue for the City of Oakland, and contribute to a vibrant economy by providing parking capacity in high demand areas, increasing customer turnover in local commercial districts, keeping bus stops and loading zones clear of illegally parked vehicles, and removing abandoned autos.
  - Despite the importance of the parking system to both revenue and policy goals, the system is at risk of deteriorating without substantial investment. Parking garages are out-dated, with tens of millions of dollars of deferred maintenance, resulting in a poor parking experience and even the closure of the Clay St garage several years ago. Parking meters have outdated signs and aging equipment that prevent efficient collection of revenue. And administrative support staff for parking operations is low, despite the complexity of operations and high number of staff overall (108 FTE in Parking and Mobility)
- *Deteriorating Fleet*
  - OakDOT operations that critically maintain streets, sidewalks, signals, and street lights rely on a fleet of over 300 vehicles, yet many of the vehicles are beyond their useful life, requiring expensive and time-consuming repairs to stay in service. Staff have needed to at times rent vehicles to ensure high priority maintenance work can continue. Moreover, as OakDOT moves to fill frontline vacancies, additional vehicles capacity will be required to fully utilize new staff.
  - In addition, recent changes to the Internal Service Fee (ISF) structure no longer provides funding for replacement vehicles, despite OakDOT contributing over \$3M per year to ISF vehicle fees. That cost has not gone down, even as the ISF no longer funds replacement vehicles.
- *Vacancy Rate*
  - Like many City departments, OakDOT is currently struggling with a high vacancy rate in budgeted positions across all divisions. OakDOT and HRM made significant efforts to increase the pace of hiring in FY23 and FY24, including successfully filling 54 out of 116 vacant positions between March 2023 and February 2024. As a result of this effort, the Department’s vacancy rate was reduced from 31% to 23%
  - Despite the recent progress in hiring, OakDOT cannot effectively deliver on its commitments with a vacancy rate in excess of 20%. Without significant progress on furthering reducing vacancies, OakDOT continues to be at high risk of failing to deliver many of its key initiatives, reducing the ability to meet city goals and potentially eroding public trust. Moreover, the continued strength of the job

market increases natural staff turnover, which necessitates a higher volume of hiring to keep pace.

- Certain key job classifications, particularly engineers, construction inspectors and project managers, are experiencing an extremely low volume of qualified candidates, as private sector employers are offering higher pay and much shorter job application processes. High vacancy rates in these classifications are contributing to the delay in delivering capital projects. OakDOT is pursuing additional strategies to aggressively recruit employees, as well as issuing professional services contracts to supplement city staff when needed.
- *Contracting Delays*
  - Vacancies, staff turnover, and loss of institutional knowledge have decreased the capacity of the OPW Capital Contracts Division over the past 2 years, increasing the turn-around time for the issuance of new contracts. This has particularly impacted OakDOT's Paving Program, which relies on both traditional and non-traditional contracting methods to deliver Oakland's largest capital program.
  - Contracting capacity will be a major determinant of OakDOT's ability to deliver on Measure KK and U programs and complete timely delivery of competitive capital grants.
  - OakDOT, OPW and CAO are participating in weekly meetings to track and improve contracting processes, and continued focus is required over the next year.

#### IV. PROPOSALS

- *Parking meter rate increase*
  - OakDOT proposes to increase the base parking meter rate citywide from \$2.00 per hour to \$2.50 per hour, with no proposed change in hours of operation. The price of parking meters has not changed since 2009, during which time the CPI has increased by 47%. The proposed price increase is consistent with prices in peer jurisdictions.
- *Critical investments in parking infrastructure and operations* - OakDOT's budget proposal makes targeted proposals to invest in the success of the parking systems, while recognizing that the full-scale of needed investments are not possible at this time.
  - Unfreeze 1 vacant Parking Control Technician (PCT), and convert several vacant part-time PCT positions to full-time. Unfreezing the position will generate revenue, and the conversion to full-time will improve the department's ability to fill all vacancies. A fully staffed PCT unit will generate revenue and ensure operational capacity for special assignments (e.g., downtown evening operations).
  - Improve the operational capacity of the Vehicle Enforcement Unit (VEU) by investing Measure BB (2218) funds in a tow management contract, and increased personnel. OakDOT also proposes unfreezing a Program Analyst I to provide

administrative and operational support to the VEU on an on-going basis through Fund 1010.

- Fund partial replacement of parking signs citywide. Parking signs in parking meter zones must be replaced, as existing signs have outdated information and in some cases are unreadable due to age.
  - Continue the “Five after Five” parking promotion for reduced evening rates, and increased evening hours and personnel, at the Franklin Street garage. This program has been successful in supporting downtown Oakland entertainment, but comes at a cost of approximately \$400,000 per year.
  - Fund 1750 is in a temporary deficit, as parking garages revenues have recovered slowly from COVID. OakDOT suggests a transfer from 1010 to 1750 to cover operating costs without impacting service, recognizing that functioning and welcoming garages are critical to downtown Oakland’s economic recovery.
- *Use projected fund balance in sales tax and gas tax for one-time, strategic uses*
    - **\$2,280,000** of one-time funds in targeted replacement of critical vehicles, primarily in the Streets & Sidewalks and Safe Street Divisions to support paving, electrical maintenance, and traffic maintenance.
    - **\$2,000,000** to fund the planning, design, and construction of Speed Safety Cameras in Oakland. Oakland is one of six pilot cities in California authorized under AB645 to test speed cameras, and it is critical that OakDOT delivers the program noth thoughtfully and expeditiously. The funding includes planning and outreach efforts, and also identifies construction funds up-front in anticipation that OakDOT will issue a single Design-Build-Operate-Maintain contract.
    - **\$3,513,000** to fund additional quick-build pedestrian safety improvements along International Blvd, in partnership with AC Transit, recognizing the continued crisis of pedestrian and overall traffic safety on International Boulevard.
    - **\$450,000** to implement daylighting (i.e., no parking zones near crosswalks to improve pedestrian visibility and safety) in accordance with AB413, which mandates daylighting statewide. The funding will prioritize curb painting in high priority locations, as well as a public information campaign to increase awareness of the new law.
    - **\$600,000** to fund “horizontal saw-cutting” of sidewalks, which is a cost-effective method of repairing sidewalks and eliminating tripping hazards. This program improves the accessibility of Oakland sidewalks, and reduces City liability for claims.
    - **\$1,470,000** to fund OakDOT staff time necessary to review and coordinate with regionally significant projects on Oakland streets led by external agencies. Key projects include, but are not limited to, San Pablo Avenue BRT (ACTC), Link 21 (MTC), Vision 980 (Caltrans), Oakland Alameda Access Project (ACTC), Foothill Transit Priority Study (AC Transit), and East Bay Greenway (ACTC). These projects will make major investments on Oakland streets, and proactive

- engagement by OakDOT is required to ensure that the project sponsors understand and prioritize City of Oakland needs in project delivery.
- **\$650,000** to support VEU operations, as described above.
  - *Use projected on-going surpluses in sales tax and gas tax to fund in-house horizontal sidewalk shaving operations*
    - Request approximately \$483,000 per year to fund in-house horizontal sidewalk saw-cutting operations. Performing this work with City crews provides long-term benefits by reducing reliance on contractors and increasing skills and capacity of city staff.
    - This proposal includes unfreezing 1 Public Works Maintenance Worker vacancy, as well as O&M funding for equipment and training.
  - *Fully incorporate funding for shared OPW staff and services into budget proposal*
    - Fund 0.5 FTE of a Business Analyst III to support Accela and other technology upgrades for permit streamlining and record-keeping. This position is critical to OakDOT's efforts under the City's "Reimagining One-Stop Permitting" program.
    - Identifies O&M funds for software and technology purchases.
    - Identifies funding for shared part time mail delivery staff.
  - *Minor Add/Deletes*
    - The submittal includes a number of add deletes with insignificant service impacts.

---

Megan Wier  
Acting Director, Department of Transportation

For questions please contact Neil Valle, Administrative Services Manager II, at 510.238.1222.

Attachments

- Organizational Chart(s)
- Department Budget Proposal Overview
- Budget Hearing PowerPoint Presentation
- Any other relevant documents

# *INTER OFFICE MEMORANDUM*

---

**TO:** Jestin Johnson, City Administrator  
Betsy Lake, Assistant City Administrator  
Bradley Johnson, Budget Administrator

**FROM:** Megan Wier, Acting Director  
Department of Transportation

**SUBJECT:** FY 2024-25 Amended Midcycle Budget Proposal – **Department of Transportation**

**DATE:** April 4, 2024

---

In response to the worsened circumstances following the issuance of the initial budget instructions, below please find OakDOT's proposals to provide additional solutions in the General Purpose Fund and Fund 7760, which identified as one of the "other funds experiencing fiscal pressure." The worsened circumstances increased the OakDOT deficit portion by \$2,098,800 in the General Purpose Fund as well as by \$1,565,500 in Fund 7760, for a total of \$3,664,300. To fill this void, OakDOT is proposing the following revenue increases and expenditure reductions.

## **PROPOSALS**

- *Additional parking meter rate increase*
  - OakDOT proposes to further increase the base parking meter rate citywide from \$2.00 per hour to \$2.75 per hour, with no proposed change in hours of operation. Our original proposal was an increase to \$2.50 per hour.
- *Adjust parking meter staffing to flex with the trend of coin-less payments*
  - Eliminate 2.0FTE vacant Parking Meter Collector (AF205) positions. Since the introduction of mobile parking payment apps in 2011 and then the installation of credit-card enabled "smart" parking meters in 2015, coins have steadily decreased as a parking payment method. The cost of collecting coins now exceeds the revenue generated from coin payments. This proposal recognizes that the staff needed to collect coins continues to decline year over year. Data from the City's parking meter management system indicates that the remaining staffing level is capable of meeting the coin collection needs. Accordingly, two vacant Parking Meter Collector positions can be eliminated without loss of revenues.
- *Remove prior proposal to continue the "Five after Five" parking promotion*
  - OakDOT is retracting its initial proposal to continue the "Five after Five" parking promotion. Given the worsening situation of the General Purpose Fund, the recommendation to continue this program would be in bad timing. While this program has been successful in supporting downtown Oakland entertainment it comes at a cost to the General Purpose Fund. Therefore, OakDOT now recommends this proposal be removed.

- *Shift Personnel positions from Fund 7760 to Fund 1010*
  - Fund 7760 has been identified as a fund experiencing fiscal pressure. To that effect, OakDOT is proposing to match the capacity created by the proposals above to budgeted personnel in Fund 7760. The specific positions are yet to be determined pending approval of the above proposals.
  
- *Shift Abandoned Auto Program positions from Fund 1010 to Fund 2218 for two fiscal years*
  - Fund 2218 continues a healthy fund balance which can temporarily support the cost of 1.00FTE Parking Enforcement Supervisor (TR165) and 1.00FTE Public Service Representative, Senior (PP155) for two fiscal years. This would save the General Purpose Fund a total of approximately \$833,850 over two years as we work to strengthen our parking pricing policies during that period, with future plans in the next two years to introduce demand pricing which would more effectively manage parking and capture critical revenue.

## OTHER

OakDOT has found some concerns to bring to your attention and will propose solutions in future budget development processes as it pertains to OakDOT Departmental Overhead “DOH” (Project 1003336 in Fund 7760):

- The OakDOT DOH has been funding positions that do not proportionately support OakDOT operations. For example: a Real Estate Agent and an Administrative Analyst II are funded by the OakDOT DOH that to our staff’s current knowledge are not providing support to OakDOT operations.
  
- The Adopted Budget defines Fund 7760 as intended for “Recoveries of departmental burden charges to other subordinate programs within departments.” The Real Estate Agent and Administrative Analyst II are both assigned to departments other than OakDOT. Therefore, the OakDOT DOH is no longer supporting charges isolated “within the department.” In effect, the OakDOT DOH is acting more like a Central Services Overhead.

If left uncorrected, the current structure of the OakDOT DOH and its related charges may be found unallowable by external grants, measures, and bonds that fund OakDOT. Therefore, OakDOT requests the assistance of the City Administration to research these and other possible inconsistencies for correction at a future date.



**To: Jestin Johnson, City Administrator**

Subject: FY2024-25 Amended Midcycle Budget Proposal – Department of Transportation

Date: April 4, 2024

Page 3

---

*Megan Wier*

Megan Wier (Apr 4, 2024 18:38 PDT)

Megan Wier

Acting Director, Department of Transportation

For questions please contact Neil Valle, Administrative Services Manager II, at 510.238.1222.

Attachments

--Form#2, amended

--Form#3, amended

## **April 2024 BPAC Meeting Agenda Item 8. Three-month agenda look-ahead, suggestions for meeting topics**

For the full list of requested items and other details on upcoming meeting planning, see the BPAC Scheduler at [https://docs.google.com/spreadsheets/d/1PmvGuKNg3lBspg7WwnqB7\\_MaQumB6BCpA\\_7Sbvuf8Q8/edit?usp=sharing](https://docs.google.com/spreadsheets/d/1PmvGuKNg3lBspg7WwnqB7_MaQumB6BCpA_7Sbvuf8Q8/edit?usp=sharing).

### **Three-month agenda look-ahead**

- Meet & Greet with OakDOT Assistant Director Jamie Parks
- OakDOT Organizational Update, and Mid-Cycle Budget Update
- Assembly Bill 43 on Lowering Speed Limits in Business Activity Districts Implementation Update
- Bike to Work Day Report Back
- Paving Plan Update (tentative)
- Measure KK Update (tentative)
- Pedestrian Plan Update (tentative)
- Bike Plan Progress (tentative)
- Land Use Transportation Element of the General Plan Update (tentative)
- Major Development Projects Update (tentative)
- Safe Oakland Streets Annual Report (tentative)

# City of Oakland Bicyclist & Pedestrian Advisory Commission Strategic Plan

April 2023

## Goal 1: Be strong advocates for bicycle and pedestrian safety and hold the city accountable.

Task	Task Description	Next Steps
1.1	Support interagency street safety efforts, including more quick-build/rapid response traffic calming and long-term street safety efforts.	Consider developing BPAC principles and guidelines for street safety.
1.2	Review grant applications to support pedestrian and bicyclist projects and programs that meet BPAC's goals.	Request funding presentations at BPAC meetings and consider taking position of support.
1.3	Continue review of fatal and serious injury crashes involving cyclists and pedestrians at monthly meetings. Continue to seek timely release of collision data. Explore challenges of reckless and dangerous driver behavior.	Keep as standing item with Commissioner Schader leading discussion. Collaborate with other groups such as WOBO and Bike East Bay to develop responses and determine what active role BPAC can play.
1.4	Support staff hiring to work on bicyclist and pedestrian projects.	Raise the issues of staffing and street safety to elected officials.
1.5	Support Slow Streets and safe spaces for community activities.	Continue discussion with staff on Slow Streets/Neighborhood Bike Route Implementation.

## Goal 2: Be a two-way conduit for information on bicycle and pedestrian projects.

Task	Task Description	Next Steps
2.1	Invite project managers to present on projects at key milestones. Request invitations to outreach activities.	Schedule review of projects at BPAC meetings. Ask staff to send BPAC contact info to project managers.
2.2	Get status update on Bike Plan and Pedestrian Plan every six to twelve months.	Request staff presentations in conjunction with the bi-annual We Bike Oakland newsletter, including the "By the Numbers" updates.
2.3	Highlight committee activities.	Request written reports from each committee monthly.
2.4	Get periodic updates on Major Development Projects from Department of Planning and highlight the most bike/ped relevant projects for BPAC or Infrastructure Committee to review and provide comments.	Schedule at BPAC meeting once per year.

**Goal 3: Encourage equity-driven investments and policies and increase community involvement in high-injury and historically underserved areas.**

Task	Task Description	Next Steps
3.1	Advocate for equity driven bike/ped priorities in the General Plan (Environmental Justice Element, Land Use, and Transportation Element).	Review the General Plan and develop comments.
3.2	Prioritize transportation safety projects and support pursuing funding opportunities in East Oakland.	Schedule relevant items at BPAC meetings and advocate during planning discussions. Request staff to provide a status list of East Oakland transportation projects.
3.3	Advocate for the expansion of the Town for All project and waterfront connections to East Oakland.	Request follow-up on relevant projects.
3.4	Use BPAC Blog, Open Forum and community meetings to create open communication between BPAC, community members, and OakDOT.	Chair Yee leads BPAC Blog. Open Forum facilitated by Open Forum Committee. All commissioners engage in other community outreach.
3.5	Advocate for community groups and Neighborhood Councils in low-income high-injury areas to be integrated into OakDOT program and community outreach work (in a paid capacity wherever possible).	Advocate in the context of presentations at BPAC meetings. Request the Dept of Race and Equity to present about outreach procedures at BPAC.
3.6	Organize bike ride with BPAC Commissioners, community members, and the Oakland Police Department to create trust and develop ongoing relationships.	Police Relations Committee organizing.
3.7	Convene meeting on racially-biased bicycle stops with the Oakland Police Department, Department of Race and Equity, BPAC Police Relations Committee, and community partners per 2019 Bike Plan.	Police Relations Committee organizing.

**Goal 4: Build relationships with policymakers and provide feedback on policies that affect walking and bicycling in Oakland.**

Task	Task Description	Next Steps
4.1	Present BPAC Chair’s Report to Public Works Committee.	Use the report as an opportunity to raise priorities with City Council.
4.2	Establish connections with active transportation committees at regional agencies such as Caltrans, MTC, Bay Area Regional Collaborative on bicyclist and pedestrian investments and plans.	Ask staff to request regional agencies present relevant projects at BPAC meetings.
4.3	Meet with each Councilmember and their staff at least once per year to introduce BPAC and our goals.	Each Commissioner is expected to reach out to their Councilmember to promote BPAC.
4.4	Reach out to City Councilmembers concerning current bike/ped issues.	Each Commissioner is expected to reach out to their Councilmember on hot topics needing their support.
4.5	Introduce BPAC to Neighborhood Councils.	Each Commissioner is expected to reach out to one or more Neighborhood Councils/NCPCs in their areas to introduce the BPAC and support neighborhood efforts on bike/ped safety.