

City of Oakland, Bicyclist & Pedestrian Advisory Commission

Minutes from the April 18, 2024 Meeting

City Hall, 2nd 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

At roll call, quorum was established with seven Commissioners present (X). Commissioners Mangrum was excused (-).

Commissioners	Present
Alex Frank	X
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: Jason Patton (Oakland Department of Transportation – OakDOT), Noel Pond-Danchik (OakDOT), Manuel Corona (OakDOT), Jane Mei (OakDOT), Colin Piethe (OakDOT), Reginald Brazile (OakDOT), Tony Dang (OakDOT), Jacque Larrainzar (Oakland Department of Race & Equity), Tonya Love (Oakland City Council District 3)
2. Other attendees: Anwar Baroudi (Transport Oakland/Mayor’s Commission on Persons with Disabilities), RB Burnette Jr. (East Oakland Bikelif), Kevin Dalley (Transport Oakland), Alice Chen (Transport Oakland), Reid Williamson (Sequoia Elementary Parent), Chris Hwang (Walk Oakland Bike Oakland), Natalie Mall (Community member D3), Ajah Burts (Transport Oakland), Micaela Morse, Phil Whitfield (Bike East Bay), Monique Tsang, Collin James, Kim Franchi, Brian Culbertson

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 April 1st, 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 98th Ave and San Leandro St.
- On April 8th, 2024, at approximately 12:48 AM, a male pedestrian was killed in a hit-and-run crash with a vehicle at the intersection of 75th Ave and San Leandro St.

- On March 25th, 2024, at approximately 8:36 PM, a 78-year-old male pedestrian was struck in a hit-and-run crash with a vehicle at West Grand Ave and San Pablo Ave. He later succumbed to his injuries on April 12th, 2024.

Summary of Discussion:

- On Sunday, April 14, there was a crash involving a child at 69st Ave and Lion Way.
- There was another crash on 66th Ave near the Coliseum the same week.
- The lighting is poor quality in the neighborhood where the two crashes noted in the discussion occurred.
- San Leandro St has a speed limit of 35 MPH which is dangerously high for pedestrians.

Speakers other than Commissioners: RB Burnette Jr., Kevin Dalley

Item 2. Open Forum / Public Comment / Announcements

A list of announcements and attachments were included in the meeting's agenda packet. There is a liaison to Open Forum who follows up with members of the public and tracks Open Forum comments at https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/html

- Left turns/protected left turns are a major contributor to crashes. The City of Oakland's policy on left turns should be shared with the BPAC and protecting left turns could be considered as a future Highway Safety Improvement Program (HSIP) Grant application.
- Priyanka Altman was appointed to the BPAC at City Council earlier this week. Once she is sworn in and takes her oath of office, she will become a BPAC Commissioner.
- The International Blvd Quick Build project should break ground in the next month. Speed cushions will be included as a part of the quick build project. OakDOT and AC Transit are working together to determine locations for the speed cushions. An update on this project should be included at the next meeting.
- The sidewalk at 69th Ave and San Leandro St has been blocked with burnt car debris for about a year. This should be submitted through 311. 311 receives about 20,000 abandoned auto service requests per year. OakDOT has doubled the number of abandoned autos they can tow since receiving the team last year but is still unable to tow all the abandoned autos that are requested.
- For Bike to Wherever Day, on Thursday May 16th, Pedal Pools will begin at 81st Ave (7:15 AM), Fruitvale BART (7:45 AM), The New Wheel Electric Bikes on Leimert Ave (7:45 AM), Rockridge BART (7:50 AM) and West Oakland BART (7:50) and will arrive at Frank H. Ogawa Plaza at 8:30. See <https://wobo.org/btwd24/> or reach out to chris@wobo.org for more information.
- Saturday, June 8th, 2024, will be the third East Oakland Futures Fest, an Afrocentric street festival in Deep East Oakland. See <https://wobo.org/event/east-oakland-futures-fest-2024/> for more information.
- The May BPAC Meeting has been rescheduled to Thursday, May 23, 2024, from 6:00 to 8:00 PM to accommodate Bike to Wherever Day.

Speakers other than Commissioners: Jason Patton (OakDOT), Tony Dang (OakDOT), RB Burnette Jr., Chris Hwang (Walk Oakland Bike Oakland), Noel Pond-Danchik (OakDOT)

Item 3. Approval of Meeting Minutes

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

→ A motion to adopt the Bicyclist & Pedestrian Advisory Commission March 21st, 2024, Meeting minutes was made (Gardner), seconded (Whipps), and approved unanimously by voice vote with Commissioner Frank abstaining.

Adopted minutes online at www.oaklandbikes.info/BPAC

Item 4. Committee Report Backs

Everyone is encouraged to attend committee meetings.

- **Infrastructure Committee:** The Infrastructure Committee met on March 7, 2024, and heard items on the Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Project and Lakeshore Ave Separated Bike Lanes Project. The minutes from the meeting are available here: <https://docs.google.com/document/d/1Q2o6NJK57JZsDeEPM9L7cenCNcciQlk-wWHvdCZDg1s/edit?usp=sharing>. The next meeting will be held on the first Thursday of May (May 2nd, 2024), from 3:30 PM to 5:30 PM in the Broadway Conference Room (4th floor) at 250 Frank Ogawa Plaza. To receive BPAC committee and commission agendas, subscribe at <https://share.hsforms.com/1P5XTjDGyS7q61uFu76CgNQch6is>
- **Policy and Legislative Committee:** The next meeting is on Monday, May 13th, 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:

- Kevin Dalley provided an update on the Fire Code working group of the Policy and Legislative Committee that the CA Fire Code is going through State review now as it does every 3 years. Kevin is working to set up a meeting to talk to the CA State Fire Marshalls Office about traffic safety and fire code. Contact the BPAC Policy & Legislative Committee lead Commissioner Frank at balexanderfrank@gmail.com to get involved.
- The Oakland Fire Department has been quoting fire code that are not adopted as part of the Oakland Municipal Code when reviewing OakDOT plans.
- The Policy and Legislative Committee has an ad-hoc committee for an update on the General Plan Land Use and Transportation Element and encourages commissioners and members of the public to get involved.
- Commissioner Jessup is interested in exploring data analysis on crash data.
- Open Forum liaison Commissioner Jessup is tracking all open forum comments. The tracking form can be found at: https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/htmlview

Speakers other than Commissioners: Kevin Dalley, Jason Patton (OakDOT)

Item 5. ATP Applications: Franklin St and 73rd Ave

OakDOT staff presented on the two Active Transportation Program (ATP) grant applications planned for submittal for this cycle due June 17, 2024, and requested letters of support.

- 73rd Avenue Active Routes to Transit – Manuel Corona (mcorona@oaklandca.gov) and Jane Mei (jimei@oaklandca.gov) from OakDOT's Planning and Project Development Team presented on the proposed design for 73rd Ave. In addition, they provided an overview of the outreach and engagement conducted to date which showed the most support for the median bike path option. OakDOT is finalizing the concept, including the median bike path, to submit for this year's ATP grant application. If awarded, the earliest constructed date would be 2026. See <https://www.oaklandca.gov/projects/73rd-avenue-active-routes-to-transit> and the presentation attached to these minutes for more information.
- Franklin St Complete Streets – Colin Piethe (cpiethe@oaklandca.gov) from OakDOT's Planning and Project Development Team provided 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 <https://www.oaklandca.gov/projects/franklin-complete-streets-project> and the presentation attached to these minutes for more details.

Summary of Discussion:

- 73rd Avenue Active Routes to Transit
 - The lane widths will be reduced from 15' to 10' or 11' creating extra space for the bike path or other traffic calming measures.
 - 7% of respondents to the survey were bicyclists in the project area.
 - A demographic breakdown of who responded within the 0.25-mile area should be created and shared.
 - The decision to go with the median bike path was made by prioritizing feedback from on the ground engagement, feedback from Markham Elementary School, and the 279 respondents living within the project area.
 - OakDOT and AC Transit are negotiating between 10' and 11' lanes.
 - AC Transit prefers pull out stops rather than in-lane stops for this project.
 - This project does not have a specific plan to go City Council, however, District 6 Councilmember Jenkins has been briefed.
 - Creative ways to reduce speeds and thus reduce pedestrian risk should be included in the design particularly at intersections to allow safer crossings. Bulbouts, trees between parking spaces, speed humps, and curving, will all be considered in addition to the large median crossing island.
 - Dedicated bike phases at traffic signals, bike signals, and turning restrictions are being considered to help bicyclists enter and exit the median bike path.
 - OakDOT would like to present this project to the BPAC Infrastructure Committee when it gets to the 35% design stage.
 - The median path will be ten feet wide plus the existing width of the median.
 - Vertical separation elements should be included on both sides of the median bike path to prevent vehicles from coming into the median. Vegetation and bollards are being considered.
 - Bus lanes should be in-lane to improve transit speeds as well as help the grant application score better.
 - Most pedestrians cross mid-block. Consider adding mid-block crosswalks.

- The East Oakland Mobility Action Plan (EOMAP) recommendations should be considered in the planning process for 73rd Ave.
- Franklin St Complete Streets
 - Franklin St should be reduced to a single vehicle lane, but two lanes are preferred by the Fire Department to provide a minimum roadway clearance of 26’.
 - Engagement with the new developments along the street should be considered.
- The ATP applications asks for up to 10 letters of support.
- There are some opportunities to change the design if they are awarded and applications are written flexibly to allow more design changes.
- The grant applications are requesting \$13 million for construction of the Franklin St project and \$38 million for construction of the 73rd Ave project.
- Commissioner Gardner will circulate the draft letter of support making sure to avoid Sunshine Ordinance violations.
- Speeds are of major concern by the commission and that should be included in the letter.

Speakers other than Commissioners: Tonya Love (D3), Tony Dang, Brian Culbertson, Kevin Dalley

→ A motion to send letters of support for the proposed ATP applications for 73rd Ave and Franklin Ave was made (Gardner), seconded (Frank), and approved unanimously by voice vote.

Item 6. Community Initiated Traffic Calming Project Pilot

OakDOT Assistant Director Reg Brazile (RBrazile@oaklandca.gov) discussed 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, Tonya Love, Transport Oakland members, and City of Oakland Department of Race and Equity staff attended to answer questions. See the presentation attached to these minutes, as well as the agenda report at: <https://oakland.legistar.com/gateway.aspx?M=F&ID=b232b0c1-6d76-4e38-ab80-dbde643e2cbd.pdf> for more information.

Summary of Discussion:

- OakDOT and City Council District 3 will collaborate on what a program will look like.
- OakDOT will share this report at Public Works Committee on Tuesday, April 23rd at 11:30 AM. District 3 will attend that meeting as well. City Council District 3 is continuing outreach in East Oakland.
- Attachment D of the agenda report (<https://oakland.legistar.com/gateway.aspx?M=F&ID=f369a458-4793-4a1a-bf79-e891946dcc41.pdf>) provides important information on what projects the engineering team at OakDOT that would be assigned to this program currently works on.
- OakDOT currently has 5 filled out of 9 total engineering positions on this team.
- The initial proposal came out of a 2-day demonstration of a lane-reduction created by Walk Oakland Bike Oakland and Oakland Tech after a student pedestrian was hit.
- OakDOT’s proposal does not meet the expectations of members of the public.
- The proposed pilot program was compared in its similarities and differences to the parklet program. Parklets do require an additional insurance fee the same way this pilot would. A different engineering team would work on the parklet program and the proposed community-initiated traffic calming pilot.

- Insurance is legally required for an encroachment permit and OakDOT will not take liability for infrastructure designed and owned by others.
- The number of hours of OakDOT staff time the pilot project would need was discussed. OakDOT staff time would be needed to provide customer service to applicants, reviewing proposals, and review installations. Pilot projects should not require so much engineering time, or if they do undergo rigorous OakDOT review, they should not require liability insurance.
- At the previous engagement meeting in Deep East Oakland, little time was given to the traffic calming pilot, but that does not mean Deep East Oakland residents would not be interested in participating in the pilot. Many participants at that meeting highlighted abandoned autos, speeding, and illegal dumping as key issues.
- New Highland Elementary is interested in participating in the pilot program.
- All the projects being considered for diversion are in Deep East Oakland. Deep East Oakland continues to be deprioritized whether or not this project happens. This pilot would allow Deep East Oakland residents to choose and implement their own projects.
- OakDOT should hire more staff.
- The professional engineering system/standardized way of doing things that requires engineers is letting issues slip through the cracks and this pilot seeks to be a way to address those gaps in the short term. The BPAC seeks systematic, more efficient ways to implement citywide low-effort traffic calming elements to improve public safety and this pilot is one way to address this issue, however, a larger effort than this pilot is needed to address root safety issues. This should be seen as a community ask to come to the City's aide to help address the urgent issue of traffic safety.
- Rather than contending the proposed pilot program, OakDOT should instead embrace the program with an ask to City Council for the staff and financial support needed to make it successful.
- OakDOT requested \$3 million for a more effective quick build program.
- Sideshows should be supported in a safer way rather than prevented. The physical sideshow prevention methods are not effective because the treatments will be removed, or people will choose a different location for sideshows and the money going to this program is being wasted. An area should be designated for sideshows. Car clubs are growing in popularity. Education is a better approach to stunt driving than trying to prevent it through infrastructure.
- The bollards on E 15th St to prevent Human Trafficking as well as the bollards on Ney Ave are not effective and create barriers for people trying to access these streets.
- Option 1 shown in the presentation was preferred by some. Option 2 shown in the presentation was preferred by some if equity guardrails were included like only allowing demonstration projects in certain equity priority areas.
- The pandemic Slow Streets Essential Places program included temporary road diets and these should be replicated through this pilot.
- The Downtown/Lake Merritt area may have community groups willing to provide maintenance.
- OakDOT should be very specific in terms of safety standards and material guidelines for pilot traffic calming installations but not limit the number of them. People will continue to install guerilla traffic calming installations whether or not they are allowed and allowing them will enable the City to make equity considerations in deciding where they are built.

→ A motion **to extend the meeting by 30 minutes** was made (Shader), seconded (Frank), and approved unanimously by voice vote.

- Teachers and parents in school communities that have faced this kind of violence would like to help implement the pilot if it was made easy to do.
- 2-to-3-year turnarounds for OakDOT to respond to schools is too long. This pilot seeks to be efficient on staff time.
- This pilot is a positive opportunity to make minor gains to improve safety near schools while waiting for longer term improvements.
- The pilot should include demonstration streets for only bikes as an option.
- There should be no limits on the number of times a permit is renewed.
- The community should not be pursuing community engineering efforts to make safety projects happen immediately and be involved. Non-engineering solutions like closing streets to vehicles near schools should be considered and can help OakDOT learn how effective those solutions are.
- When considering cost, the price of OPD and emergency response to crashes should also be considered.
- Schools should be given the options of speed tables or raised crosswalks rather than speed bumps like the ones on 81st Ave.
- Those interested in the pilot program should send comments to council@oaklandca.gov before it goes to council.
- The BPAC should send a letter.
- The letter should be careful not to recommend allocating money away from other important needs.
- The letter should emphasize reducing red tape.

→ A motion to submit a letter to City Council before Tuesday as drafted and provided at the meeting in support of the aggressive traffic calming efforts including this pilot traffic calming project with some suggested edits was made (Schader), seconded (Gardner), and approved unanimously by voice vote.

Speakers other than Commissioners: Tonya Love (D3), Anwar Baroudi (President of Transport Oakland), Jason Patton (OakDOT), RB Burnette Jr., Micaela Morse, Reid Williamson, Caleb Jones, Brian Culbertson, Chris Hwang (Walk Oakland Bike Oakland)

Item 7. Mid-Cycle Budget Update Discussion

An overview of the budget will be heard at the May BPAC meeting.

Summary of Discussion:

- More information should be included on the priorities of the budget.
- The Mayor's Proposed Budget will be presented to City Council and should be carefully reviewed. After that, the council will respond. Council must approve a budget by the end of June.

Speakers other than Commissioners: Tonya Love

Item 8. 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

- International Boulevard Quick Build project updates
- Meet and Greet with New OakDOT Director Josh Rowan

Meeting adjourned at 8:35 PM.

Attachments:

- Item 1. Additional Recent Pedestrian Fatal Traffic Crash OPD Press Memo
- Item 5. ATP Applications: Franklin St and 73rd Ave Presentations
- Item 6. Community Initiated Traffic Calming Project Pilot Presentation
- Draft Letter to City Council Urging Support for Traffic Calming (provided at the meeting)

Minutes recorded by Noel Pond-Danchik, Bicycle & Pedestrian Program Transportation Planner II, emailed to meeting attendees for review on April 23, 2024 with comments requested by May 7, 2024 to npond-danchik@oaklandca.gov. Revised minutes will be attached to the May 2024 meeting agenda and considered for adoption at that meeting.

- ☐ 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. 510-777-8707

24-018043

On 25 Mar 24, at approx. 2036 hrs, Oakland Police and Oakland Fire Department were dispatched to West Grand Ave and San Pablo Ave for a person who was injured.

It was later determined that a vehicle collision occurred, and the injured person was a pedestrian who was struck in the roadway. The causing vehicle fled the scene Westbound on West Grand Ave and is described as a white SUV. The driver of the SUV did not stay at the collision scene to check on the wellbeing of the injured pedestrian or provide required information.

The pedestrian later succumbed to their injuries on 12 Apr 24 and the victim's name is being withheld pending the coroner's notifications.

Based upon witnesses at the scene, the victim was crossing the roadway when struck by the vehicle. The driver fled the scene within the suspect vehicle.

The victim is a 78-year-old Oakland male resident.

It is unknown if alcohol/drugs were a factor in this collision.

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

Sgt Tim Dolan
Ofc Tim DelaVega
Traffic Investigations Unit
Support Operations Division



City of
Oakland

Department of
Transportation

73rd Ave Design Selection

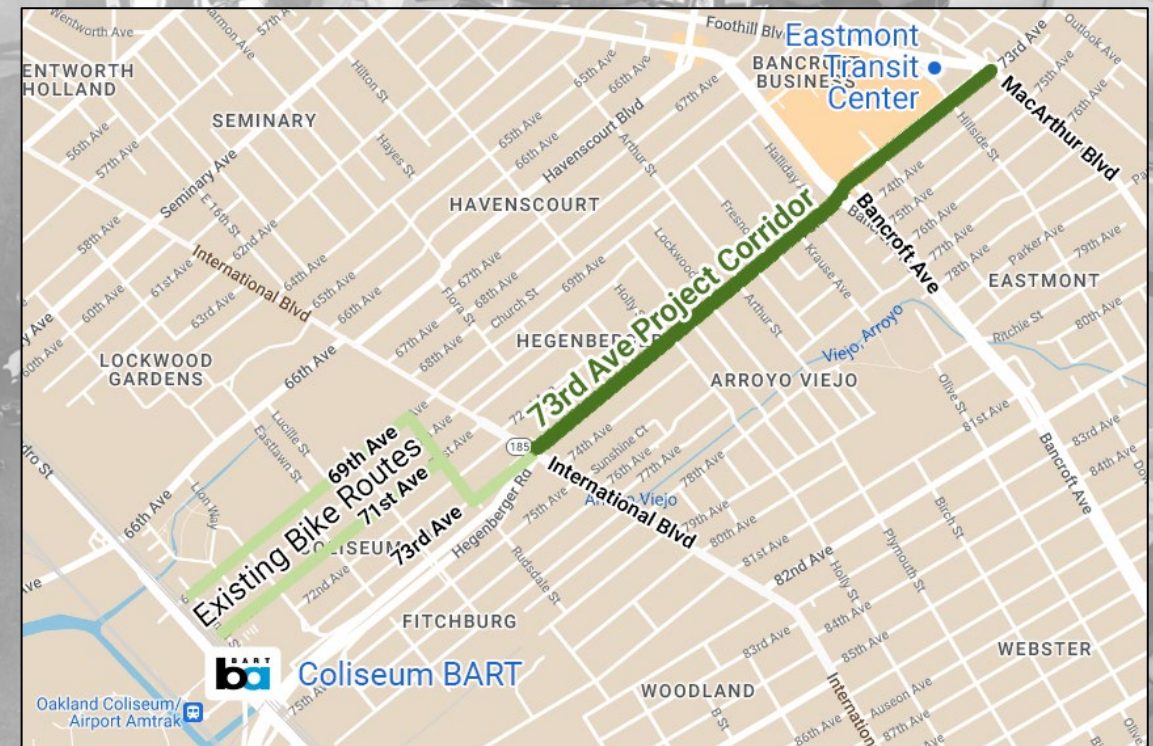
April 18, 2024 | BPAC | Manuel Corona

73rd Ave Active Routes to Transit

Introduction

OakDOT is currently working on design plans to seek implementation funding for enhanced multimodal transportation infrastructure along 73rd Avenue, connecting the Eastmont Transit Center, Coliseum BART Station, and the newly constructed International Blvd Bus Rapid Transit ([Tempo](#)) system.

This project seeks to **prioritize safety** enhancement for the comfort **of transit users, pedestrians, and cyclists.**



PROJECT AREA

Background

Past Planning Efforts

Let's Bike Oakland,
Oakland Bike Plan
Update (2019)



East Oakland Mobility
Action Plan(2021)



East Oakland
Neighborhood
Initiative (2019)



Previous Grant Application

Outreach And Engagement

WHAT DO YOU WANT TO SEE IMPROVED ON 73RD?

How do you use 73rd?
Where do you go?

MEDIAN IMPROVEMENTS:
LANDSCAPING, COMMUNITY HONORING

KEY LOCATIONS PEOPLE
MIGHT TRAVEL TO

MORE SAFETY
LIGHTING

BIKE LANES

MORE CROSSWALKS

What improvements do you want to see on 73rd Ave?



Previously in 2022:

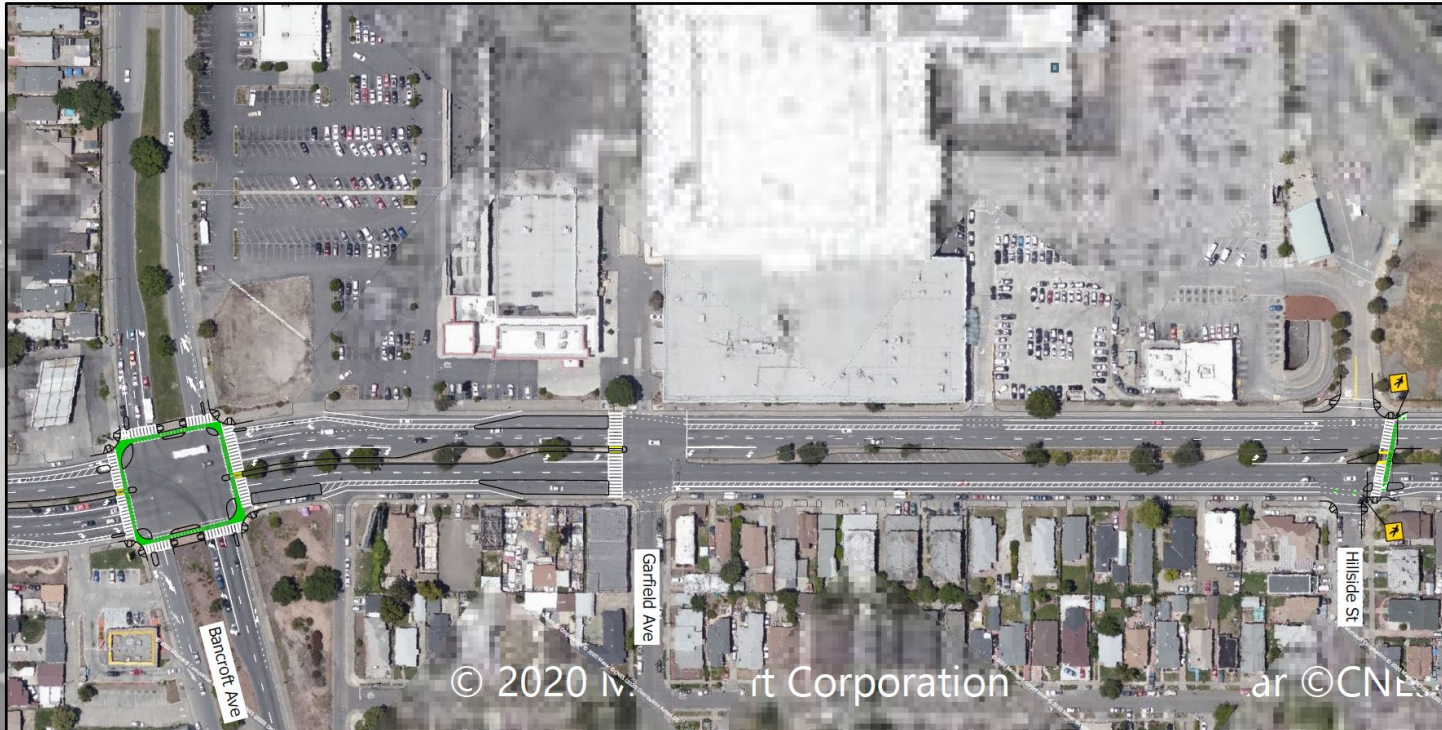
- Focused groups
- “Pop up” mobile workshops
- Tabling at existing events
- Online survey

What we heard:

- To close gaps in the bike lanes
- Better connections to BART
- Improved pedestrian crossings
- Bus stop improvements
- Better access to Eastmont Transit Center

Previous Grant Application

Active Transportation Program (ATP)



The purpose of the ATP is to encourage an increased use of active modes of transportation, such as walking and biking.

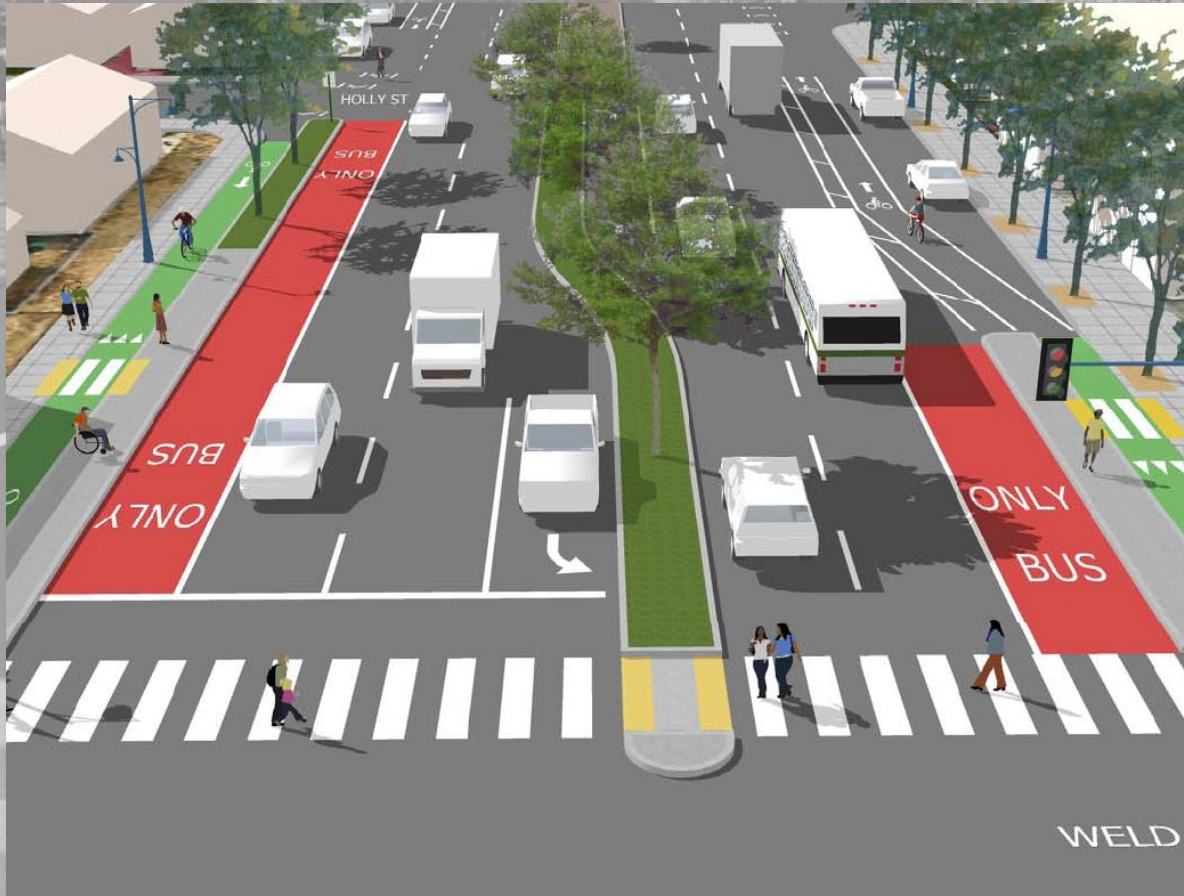
Design included:

- Buffered bike lanes
- Protected intersections
- Bus boarding islands
- New Pedestrian crossings
- Extended medians

OakDOT applied to ATP Cycle 6 in 2022 and was not awarded

Design Alternative 1

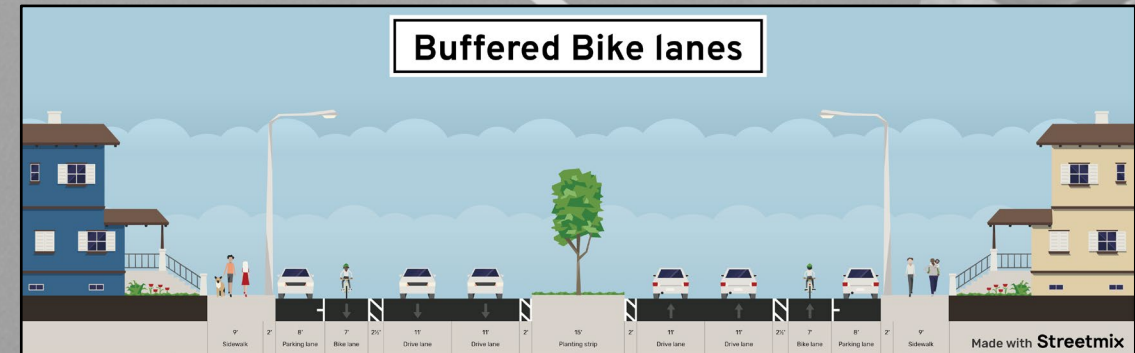
Buffered Bike Lanes



Cost: \$21 million

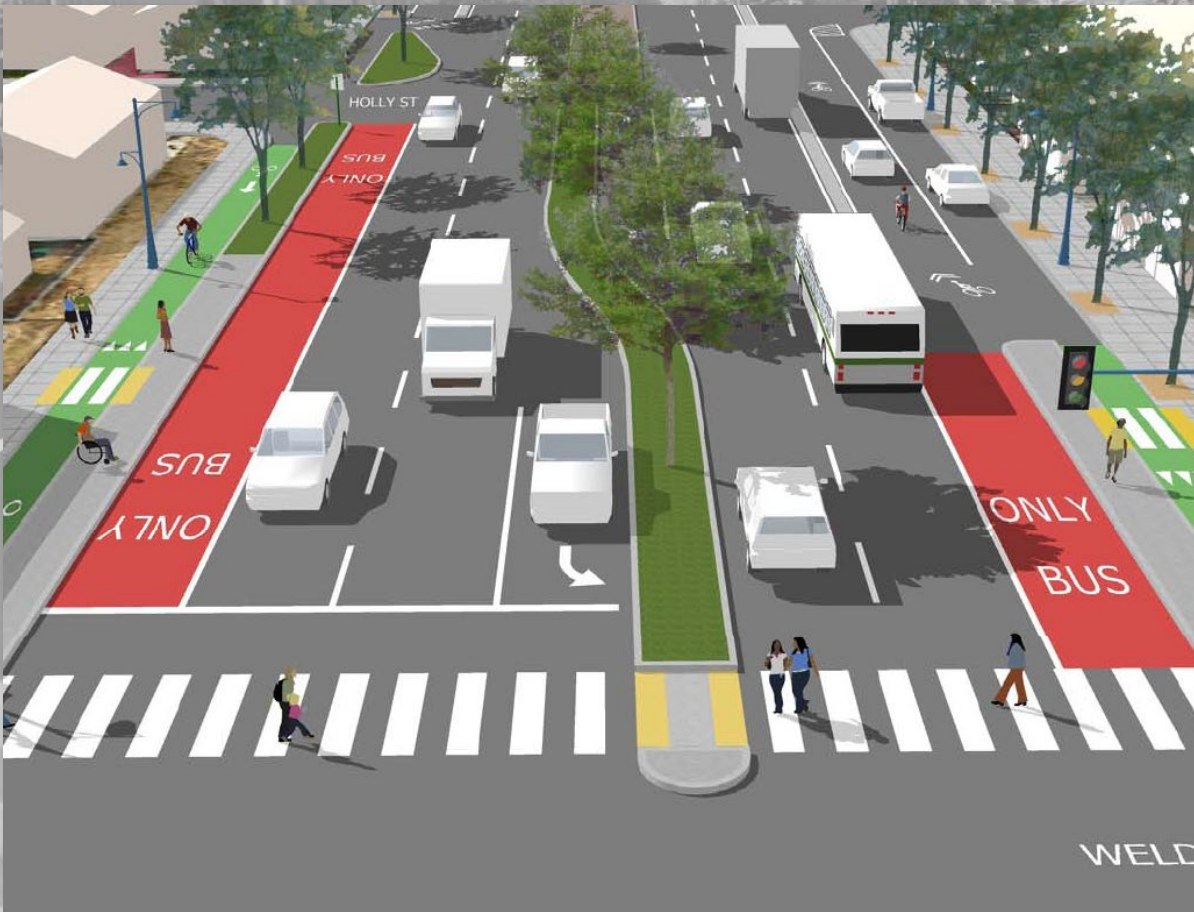
Features:

- Painted buffer between drivers and bicyclists to create separation.
- Clearly marked lanes for better visibility and traffic awareness.



Design Alternative 2

Local Access Lane



Cost: 24 million

Features:

- Adds a concrete curb separating the right-most lane from other lanes.
- Creates a lane that is calmer and less busy for residents, visitors, and others.



Design Alternative 3

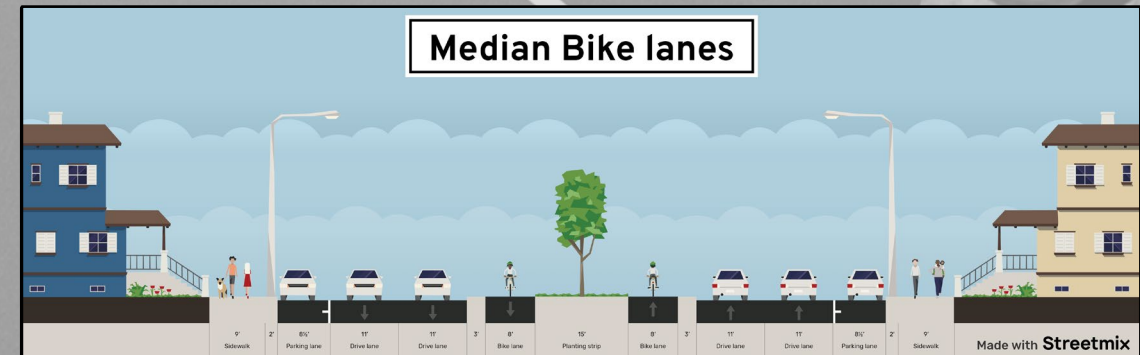
Median Bike Path



Cost: 32 million

Features:

- Dedicated path in the median that physically separates bicyclists from vehicular traffic to reduce the risk of collisions.
- Includes landscaping along the median, creating an aesthetically pleasing environment.



Current Grant Application

Outreach and Engagement

- Postcards within .25 miles radius
- Door hangers
- Presented at 30X and 30Y
- Met with Markham Elementary
- Met with parents of Markham
- Pop up flyer distribution at
Coliseum BART
Eastmont Center
- Talked with small business
- Online Survey
- Met with Fire
- Met with AC transit

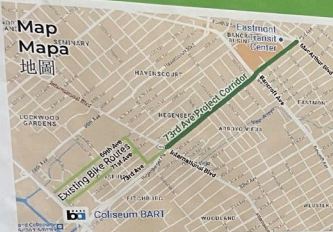


Current Grant Application

Key Themes of Engagement

- Prioritize safety of people walking and biking
- Make it easier to cross 73rd Ave
- School drop off pick up zone creates disruption on 73rd Ave
- More traffic enforcement
- Uncomfortable to walk/ need more trees
- Don't remove any lanes of travel

73rd Avenue Active Routes to Transit



Option 1: Buffered Bike Lane
Option 1 adds a painted buffer between drivers and bicyclists to create physical separation. The buffer improves visibility and traffic awareness.

Option 2: Local Access Lane
Option 2 creates a "local access lane" a special, calmer lane that would be shared with buses and local residents. The special lane is protected by a concrete curb.

Option 3: Median Path
Option 3 adds a median path in the middle of the street on a widened median. The path will be used by people biking only.

About the Project
OakDOT is creating design options for safer walking, biking, taking the bus, and driving to places on 73rd Avenue, like Eastmont Mall, Eastmont Transit Center, and Coliseum BART. Safety is Oakland's top priority. Help us choose the best design option for 73rd Avenue.

Expected Project Schedule

Year	Activity
Winter 2024	Develop designs with community
Spring 2024	Select final design
Summer 2024	Apply for construction funding
2026	Project construction (subject to change)

Scan the QR code or go online to bit.ly/73rdSurvey by April 1st, 2024, to take a 10-minute survey about three design options for the 73rd Avenue Active Routes to Transit project.

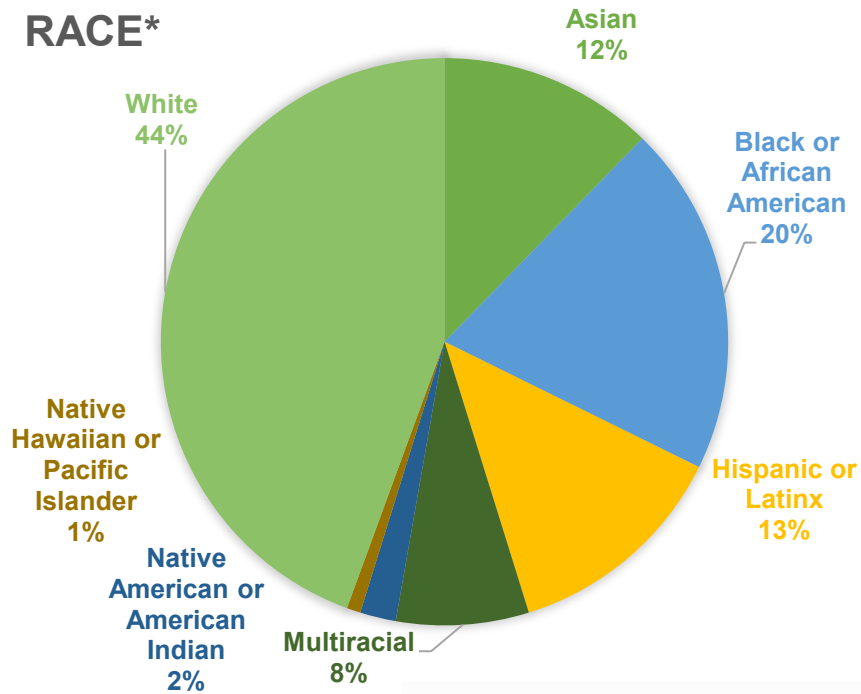
oaklandca.gov/projects/73rd-avenue-active-routes-to-transit
ppd@oaklandca.gov

City of Oakland | Department of Transportation

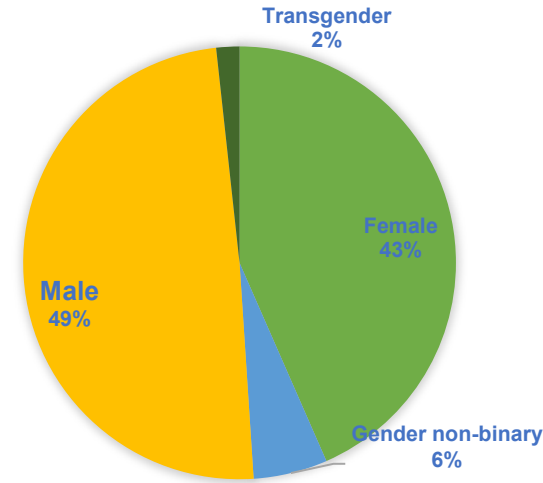
Survey Results

Demographics: Who responded?

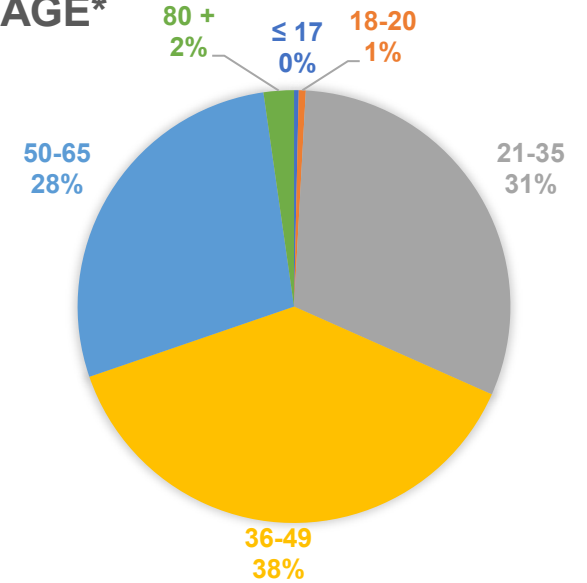
RACE*



GENDER*

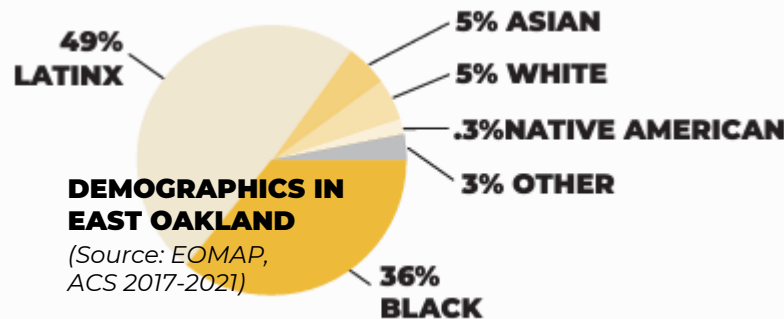
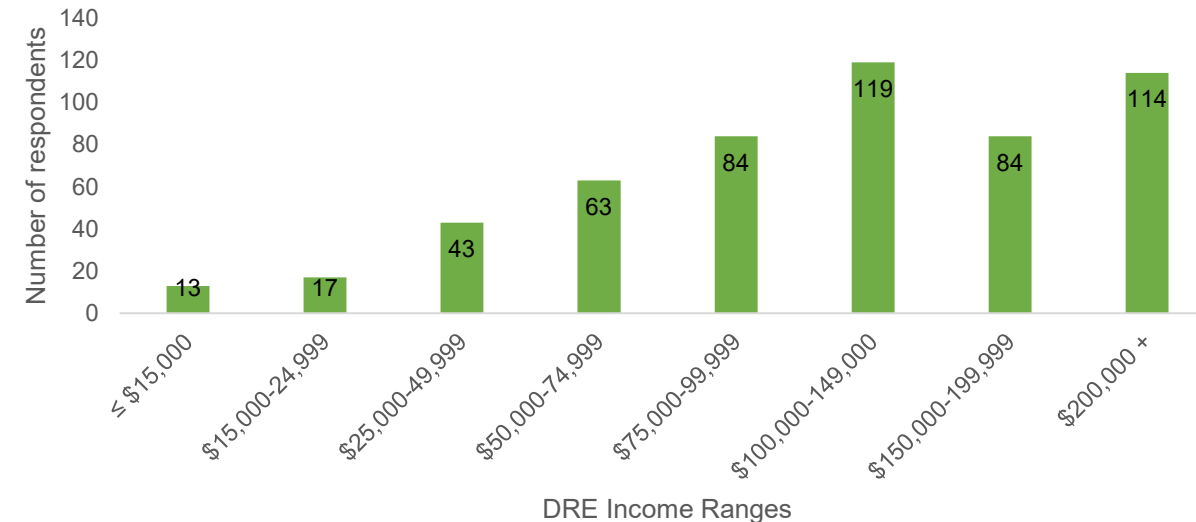


AGE*



680 total respondents
279 within 0.25 mi

HOUSEHOLD INCOME



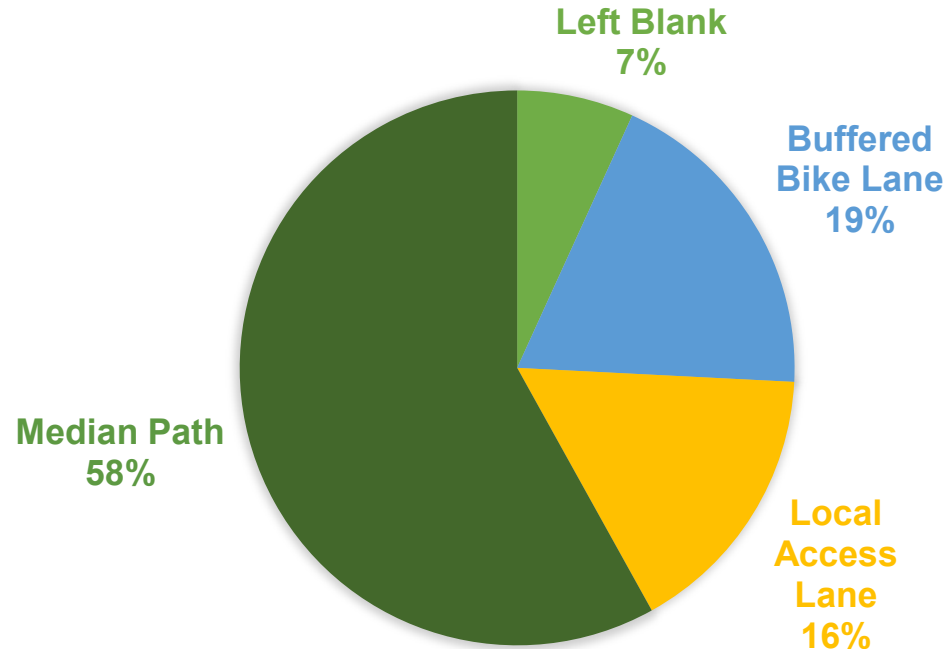
* Out of 635 respondents who provided demographic info. Some respondents may have checked multiple races or genders.

Survey Results

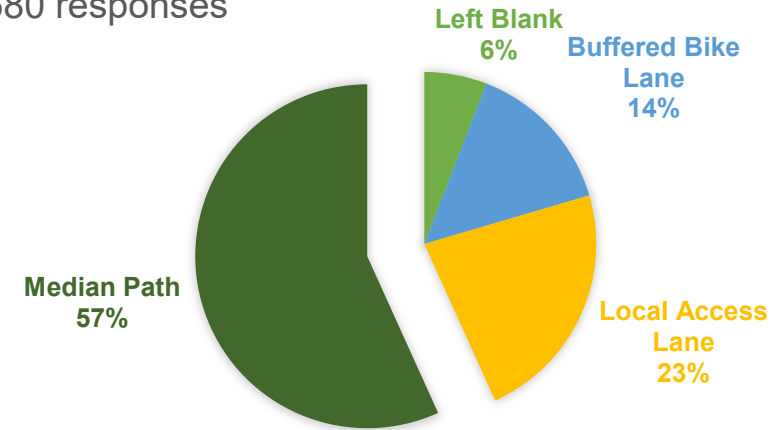
Top Choice

WITHIN PROJECT AREA (0.25 MI)

279 of 680 responses



OVERALL
680 responses



The **Median Path** was the preferred option across all demographic groups and modes of travel.

Note: Residents within the project area (0.25 mi) preferred the Buffered Bike Lane over the Local Access Lane as their second choice.

Current Grant Application

Key Themes of Survey

Comments from community members:

- Prioritization of traffic safety, especially curbing aggressive driving
- Improve safety for walking and crossing the street
- Maintaining vehicle capacity and overall speeds
- Some requests for speed humps
- Changes outside of OakDOT's jurisdictions, such as traffic enforcement and blight removal

Compared to the street today, do you think each design is better for biking, walking, taking the bus, or driving?

Buffered Bike Lane	Pct	In general	Walking	Biking	Taking the bus	Driving	Sum of all	Pct
Much better	11%	75	69	86	71	42	343	10%
A little better	42%	284	146	283	200	95	1008	30%
No difference	25%	167	343	146	235	321	1212	36%
Worse	19%	130	85	130	91	158	594	17%
I don't know (blank)	1% 3%	7 17	12 25	10 25	58 25	35 29	122 121	4% 4%

Local Access Lane	Pct	In general	Walking	Biking	Taking the bus	Driving	Sum of all	Pct
Much better	24%	160	148	160	104	67	639	19%
A little better	34%	231	193	229	208	162	1023	30%
No difference	10%	66	188	72	167	169	662	19%
Worse	26%	180	93	169	107	214	763	22%
I don't know (blank)	1% 5%	10 33	19 39	18 32	55 39	31 37	133 180	4% 5%

Median Path	Pct	In general	Walking	Biking	Taking the bus	Driving	Sum of all	Pct
Much better	45%	306	251	411	155	140	1263	37%
A little better	28%	193	169	117	181	135	795	23%
No difference	4%	26	136	21	175	187	545	16%
Worse	18%	122	87	98	89	161	557	16%
I don't know (blank)	1% 4%	9 24	16 21	14 19	54 26	32 25	125 115	4% 3%

Staff Recommendation

Median Bike Path



Things to consider:

- Crossings at major intersections.
- Will this be a bike only path or multi-use trail
- Mid block access to/from
- Vehicle traffic closer to sidewalk
- Increase in queue length at major intersections
- Limited improvements to transit



Questions/comments?



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 and 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



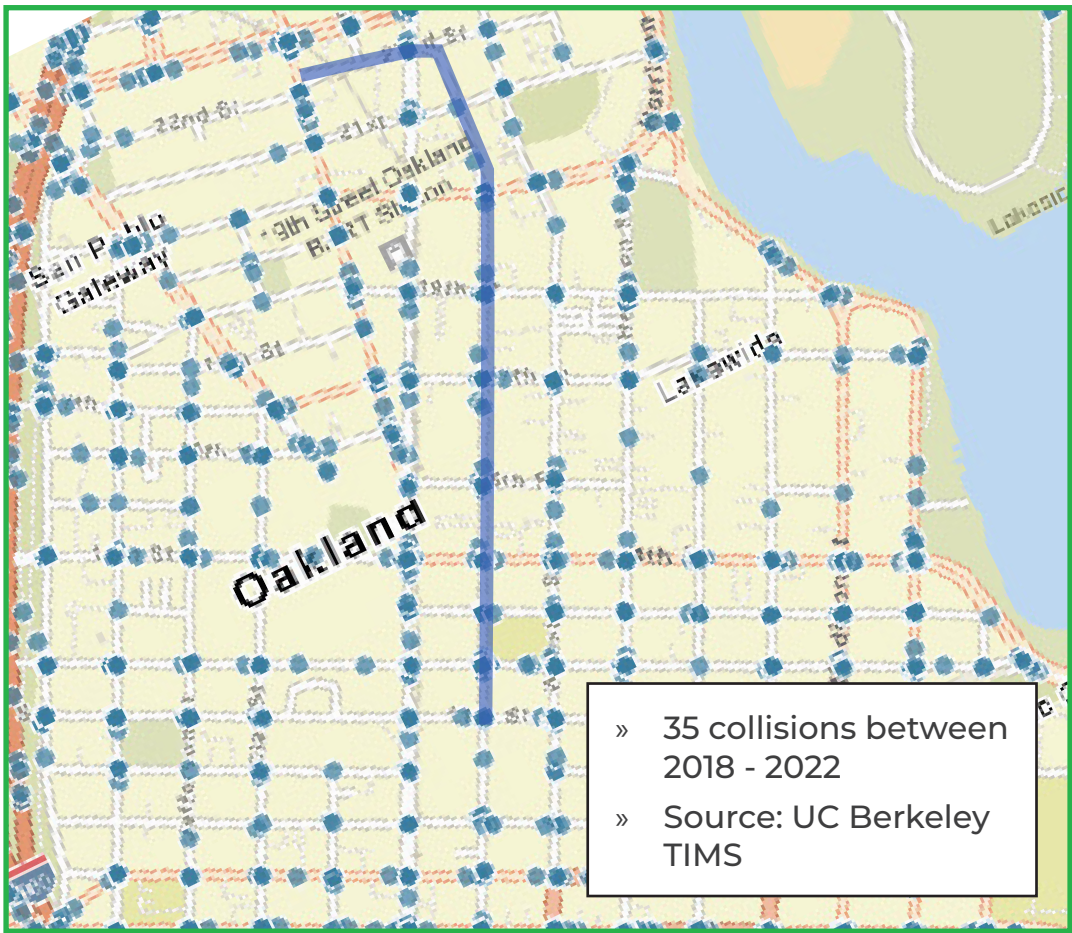
City of
Oakland

Department of
Transportation

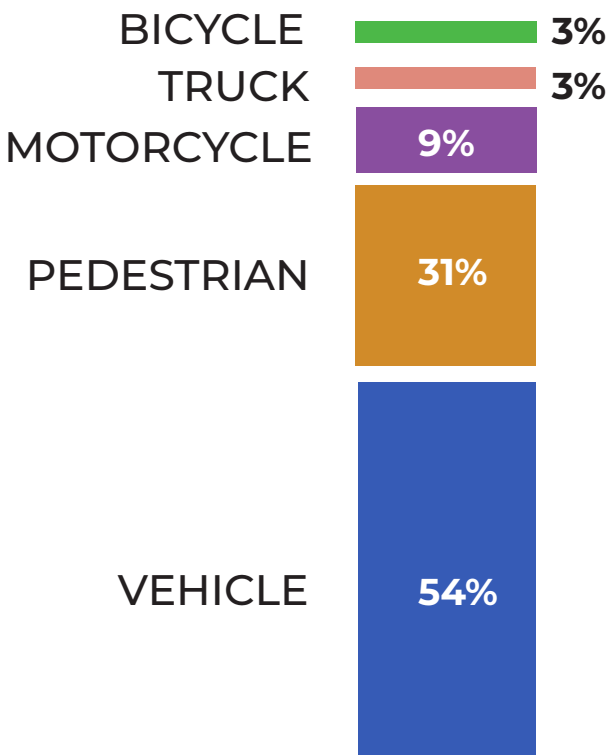
TRAFFIC SAFETY

- » 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



MATCHLINE 13+50 (SEE SHEET GEO-01)

MATCHLINE 13+50 (SEE SHEET GEO-01)

MATCHLINE 18+00 (SEE GEO-03)

MATCHLINE 18+00 (SEE GEO-03)

FRANKLIN ST

FRANKLIN ST

11TH ST

11TH ST

11TH ST

APN: 2-95-1

APN: 2-51-13-1

PG&E ADJUSTMENT
APN: 2-59-3-1

APN: 2-57-19

APN: 2-57-24

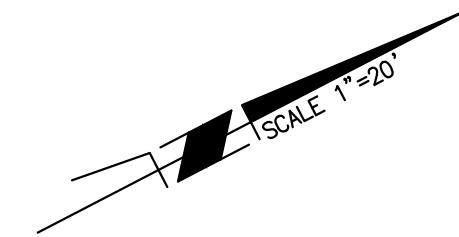
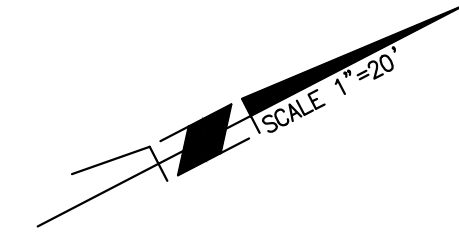
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APN: 2-51-13-1

PG&E ADJUSTMENT
APN: 2-59-3-1

APN: 2-57-19

APN: 2-57-24

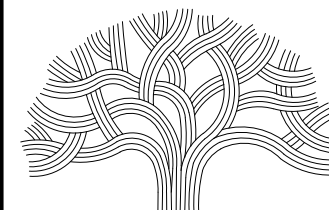


EXISTING CONDITION

PROPOSED CONDITION

35% SUBMITTAL
NOT FOR BID OR CONSTRUCTION

FRANKLIN STREET PROTECTED BIKE LANE
PROJECT



CITY OF OAKLAND

DEPARTMENT OF TRANSPORTATION
250 FRANK H. OGAWA PLAZA, SUITE 4314 • OAKLAND CA, 94612
(510) 238-3437 • FAX (510) 238-7227

CIVIL ENGINEER
JENNIFER HARMON

RCE NO. C63909

CHECKED BY JAH

DESIGNED BY

DRAWN BY AT

NO.	DATE	BY	REFERENCE

GEOMETRIC APPROVAL DRAWING

LAYOUT
GEOMETRIC APPROVAL DRAWING
FROM 13+50 TO STA 18+00
11TH STREET INTERSECTION



PROJECT NO.
1005512

SCALE: AS SHOWN
DATE: 03/28/2024
SHEET NO. **GEO-02**
4 OF 13

C:\Users\VAleksandra\OneDrive\Engineering Group\Projects - Documents\100218 - Franklin Cyclistack\2 - DESIGN\0 - CAD\Exhibits\01\18-218-EXH-BEO.dwg 3/28/2024 5:18 PM Aleksandra Torbica

Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland

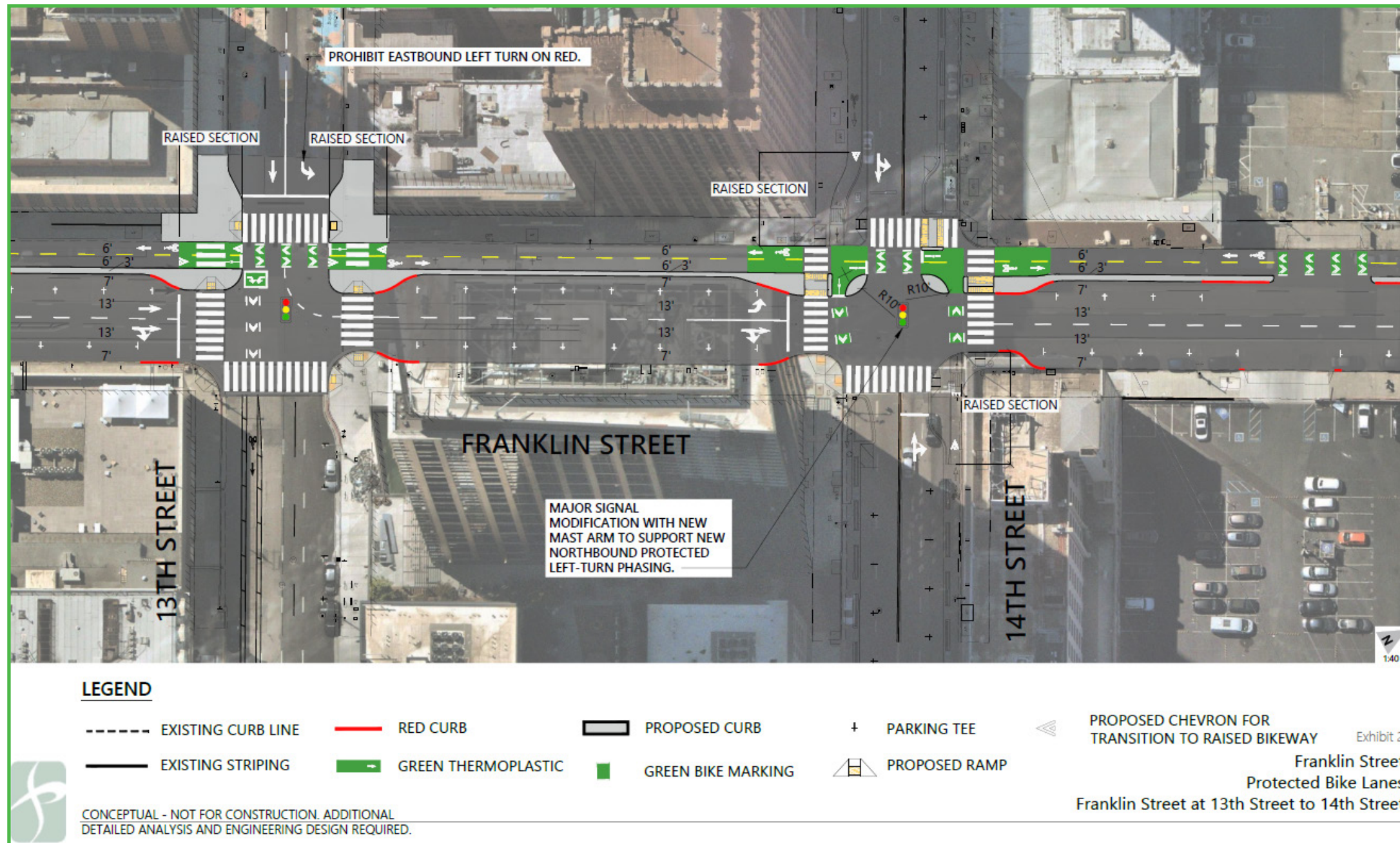


City of
Oakland

Department of
Transportation

DRAFT DESIGNS

Franklin Street at 14th Street



Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland



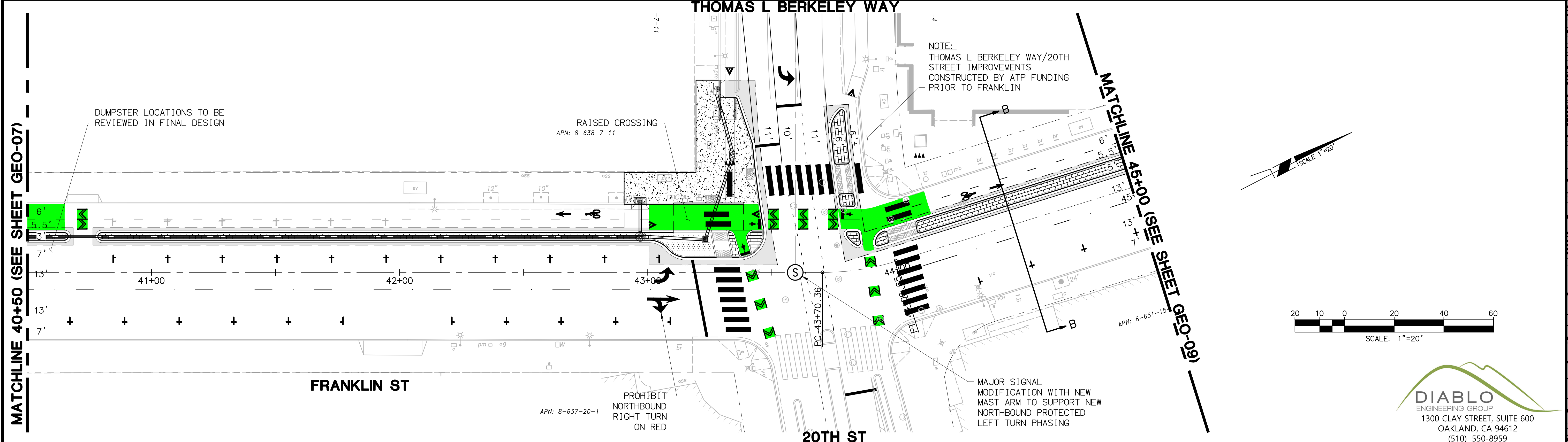
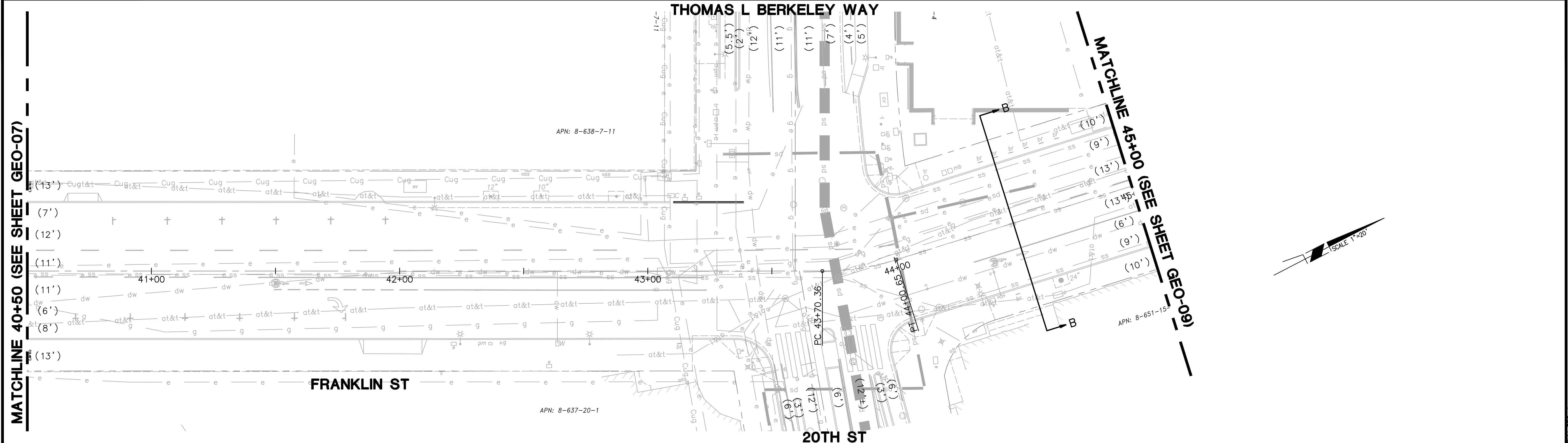
City of
Oakland

Department of
Transportation

DRAFT DESIGNS

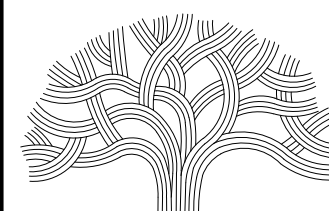
Franklin Street at 20th Street





35% SUBMITTAL
NOT FOR BID OR CONSTRUCTION

FRANKLIN STREET PROTECTED BIKE LANE
PROJECT



CITY OF OAKLAND

DEPARTMENT OF TRANSPORTATION
250 FRANK H. OGAWA PLAZA, SUITE 4314 • OAKLAND, CA, 94612
(510) 238-3437 • FAX (510) 238-7227

CIVIL ENGINEER
JENNIFER HARMON
RCE NO. C63909
CHECKED BY JAH
DESIGNED BY
DRAWN BY AT

NO.	DATE	BY	REFERENCE

GEOMETRIC APPROVAL DRAWING

LAYOUT
FRANKLIN STREET
STA 40+50 TO STA 45+00
THOMAS L BERKELEY WAY/20TH ST INT

DIABLO
ENGINEERING GROUP
1300 CLAY STREET, SUITE 600
OAKLAND, CA 94612
(510) 550-8959

PROJECT NO.
1005512
SHEET NO.
GEO-08
10 OF 13
DATE: 03/28/2024

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



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 • Website: <https://www.oaklandca.gov/projects/franklin-complete-streets-project>

Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland



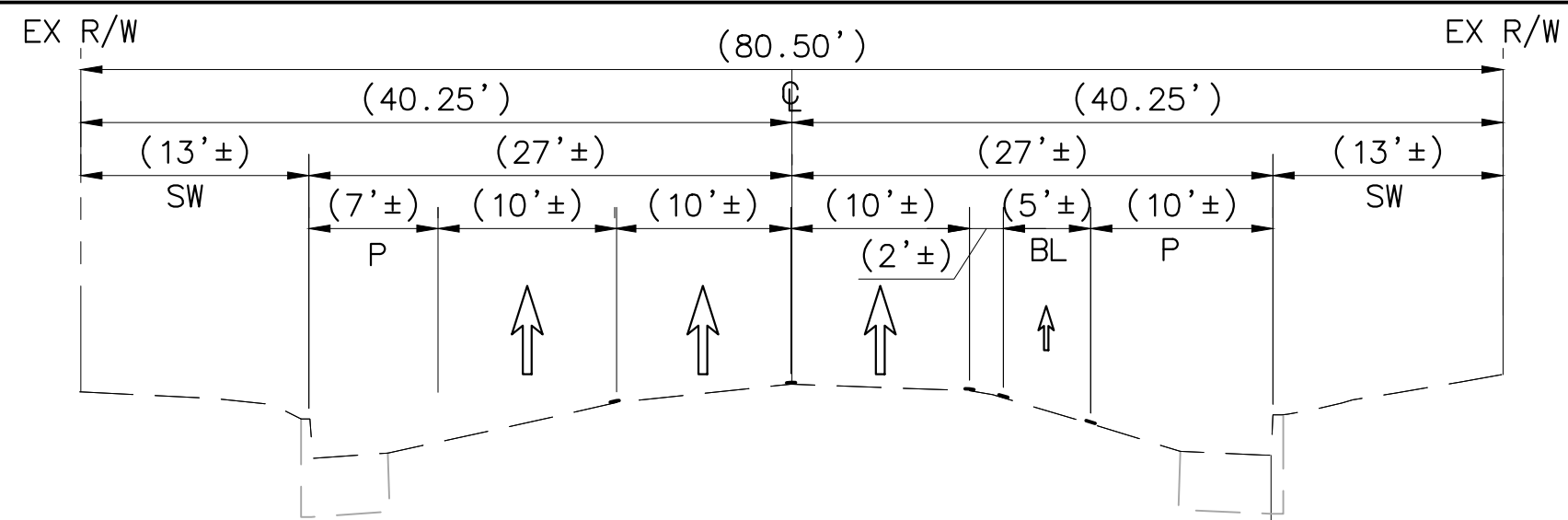
City of
Oakland

Department of
Transportation

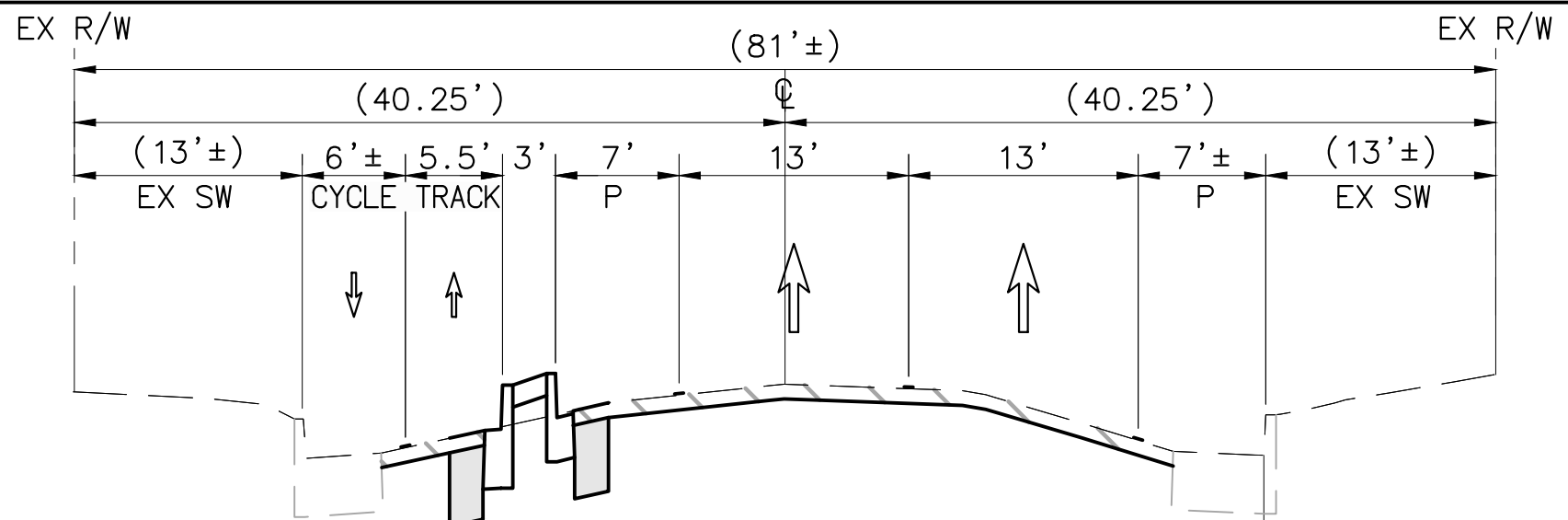
SCHEDULE/NEXT STEPS

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

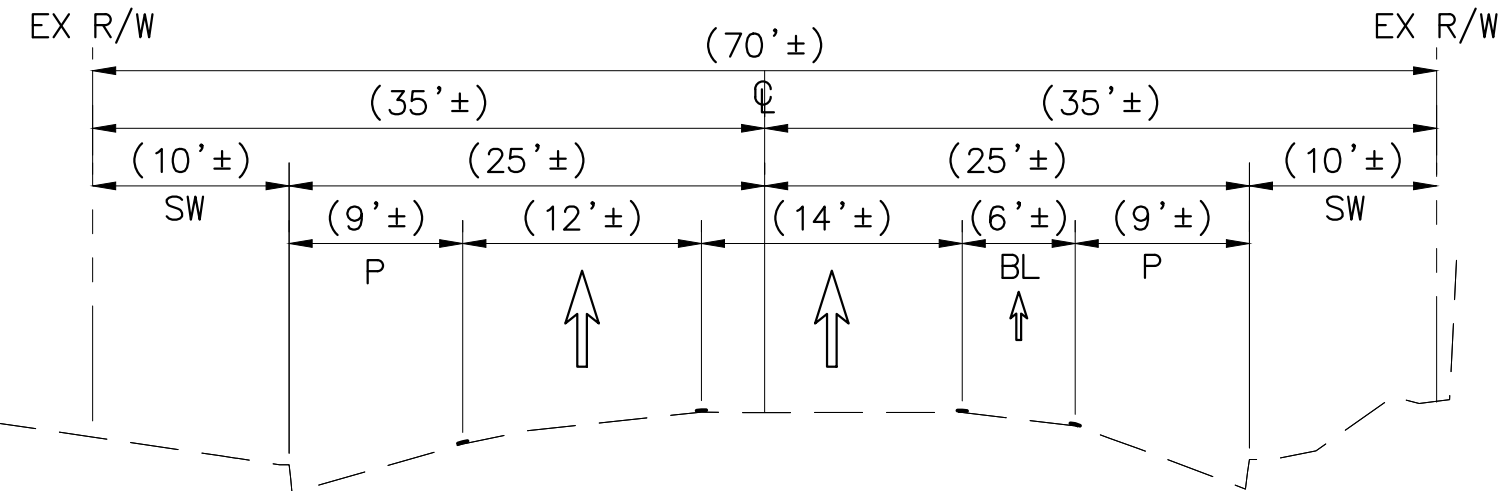
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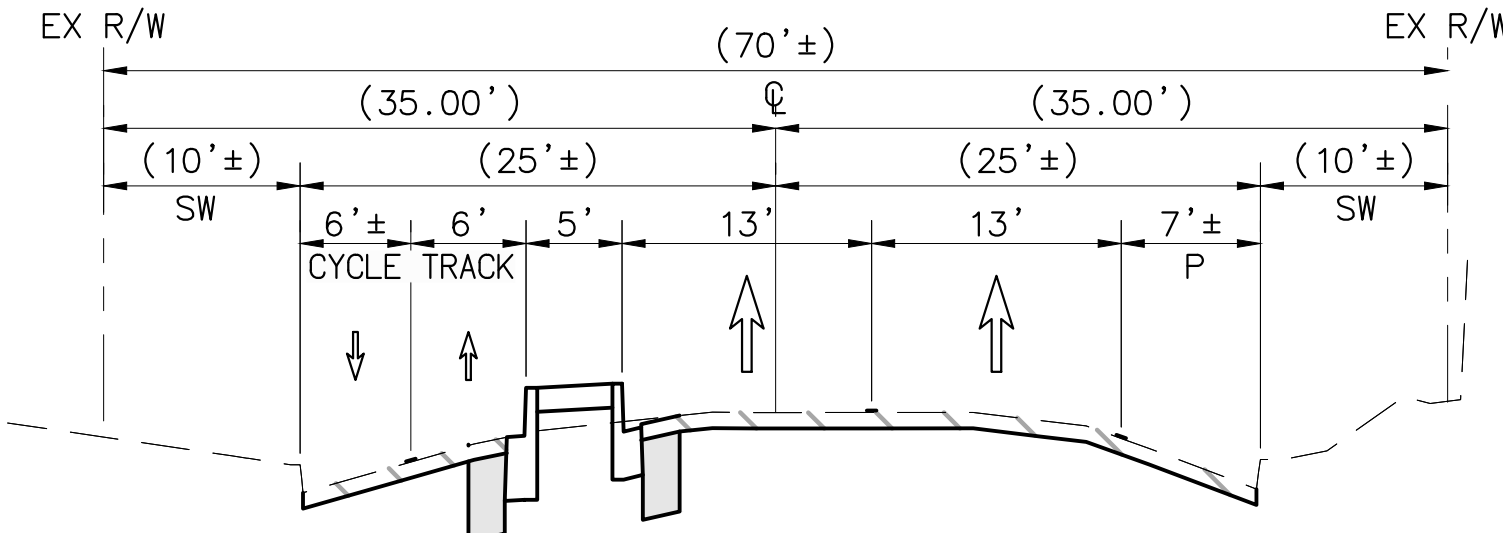
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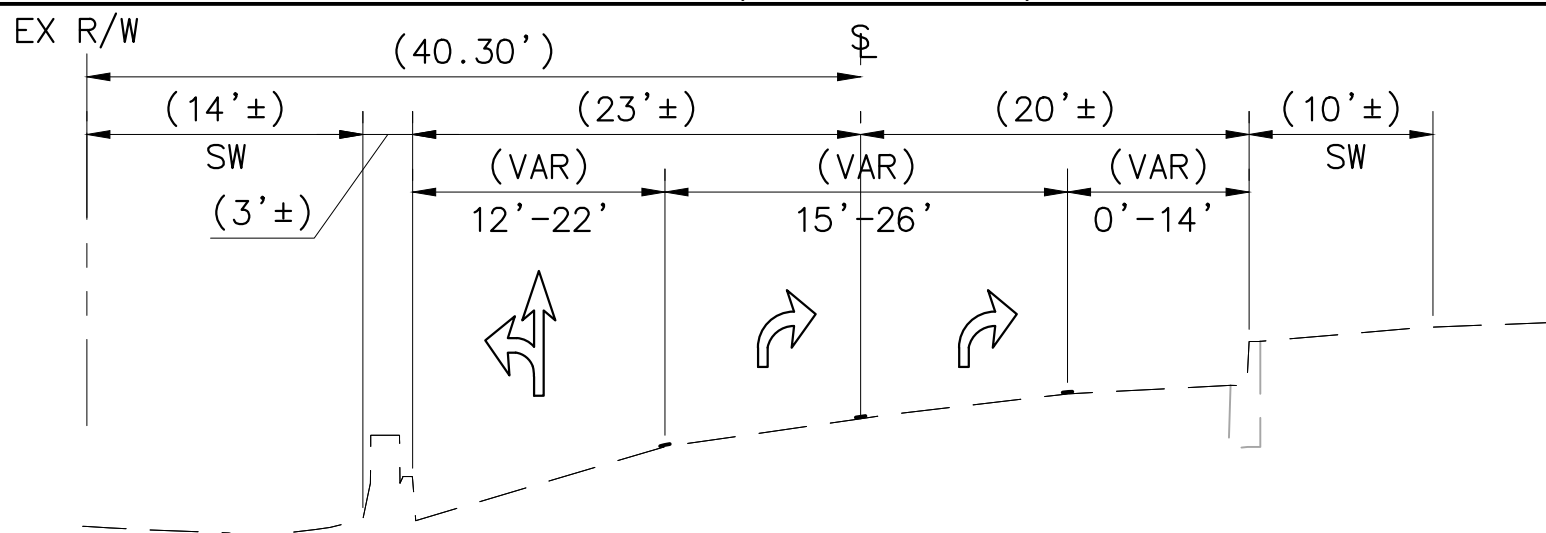
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FROM 16+00 (11TH STREET) TO 43+50 (20TH STREET)



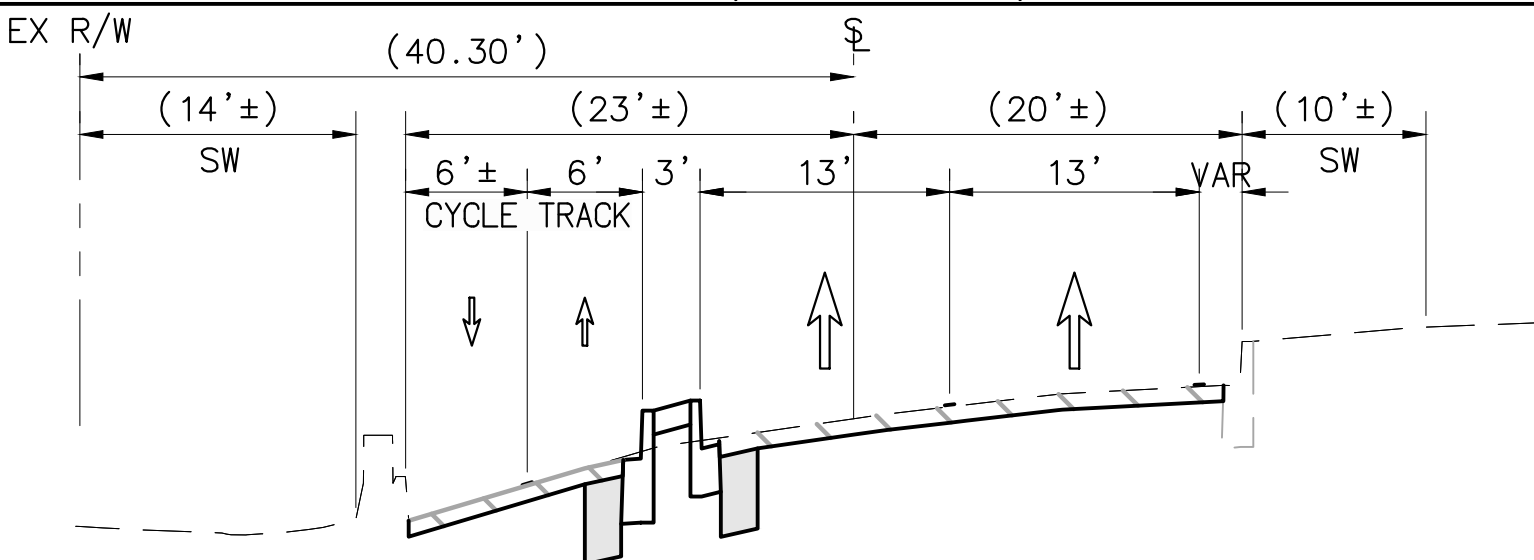
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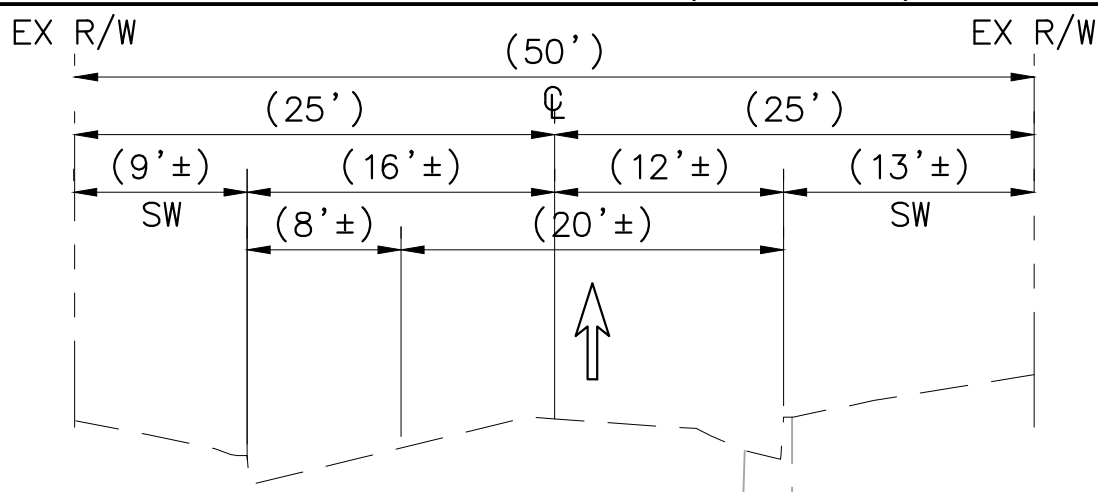
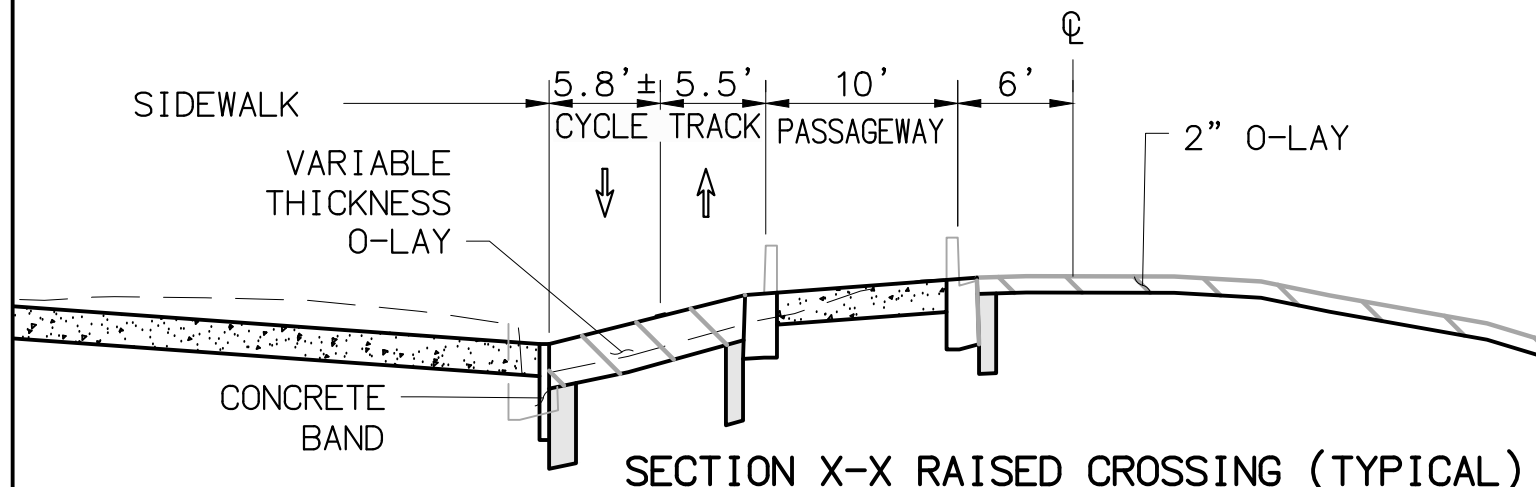
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FROM 43+50 (20TH STREET) TO 51+00



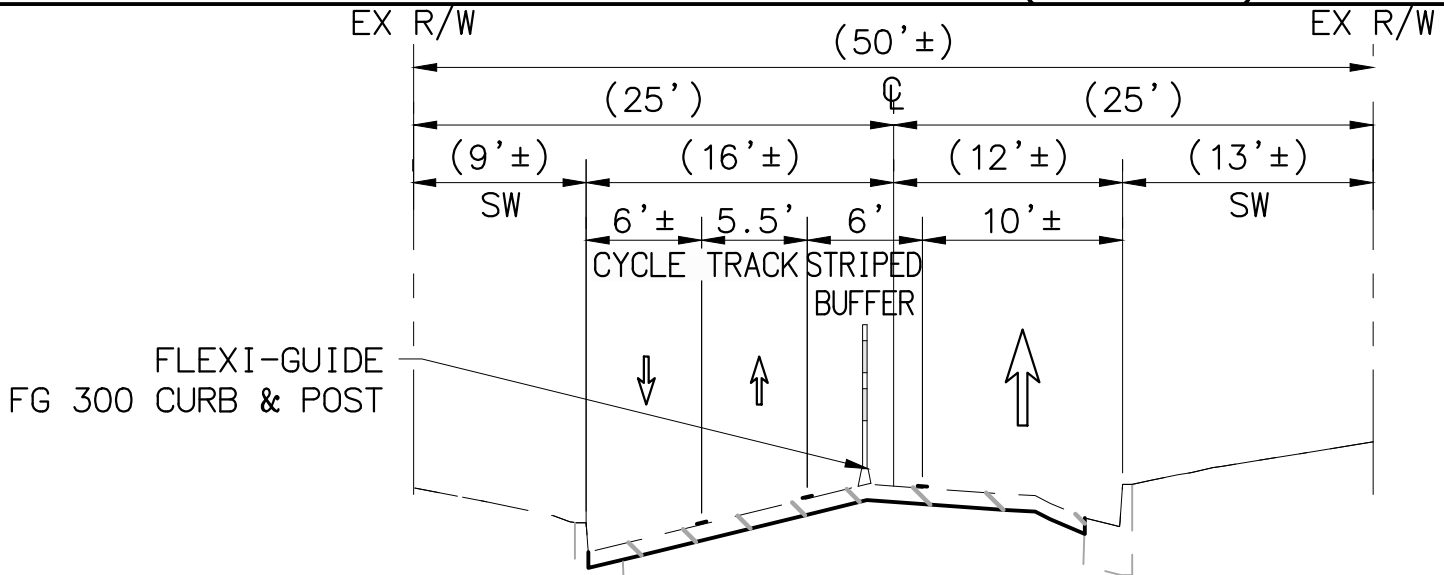
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FROM 51+00 TO 53+00 (BROADWAY)



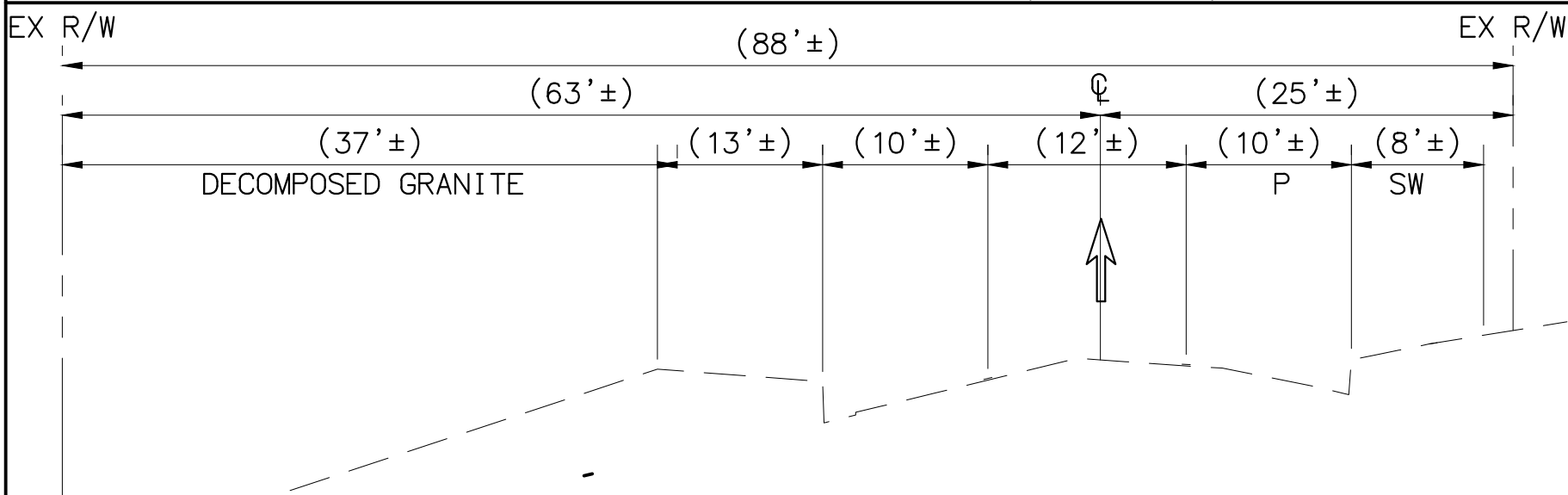
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FROM 51+00 TO 53+00 (BROADWAY)



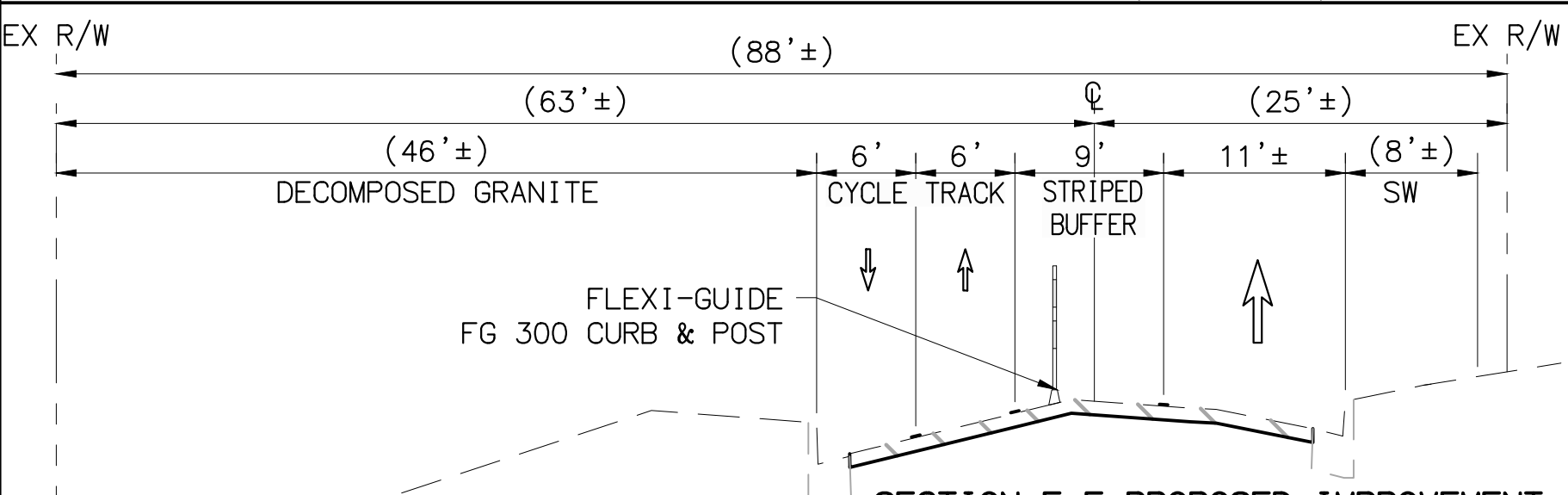
SECTION D-D EXISTING IMPROVEMENT
FROM 51+00 TO 53+00 (BROADWAY)



SECTION D-D PROPOSED IMPROVEMENT
FROM 51+00 TO 53+00 (BROADWAY)



SECTION E-E EXISTING IMPROVEMENT
FROM 457+50 TO 59+50 (TELEGRAPH AVE)

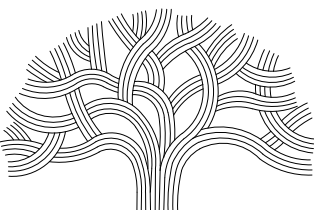


SECTION E-E PROPOSED IMPROVEMENT
FROM 457+50 TO 59+50 (TELEGRAPH AVE)



35% SUBMITTAL
NOT FOR BID OR CONSTRUCTION

FRANKLIN STREET PROTECTED BIKE LANE
PROJECT



CITY OF OAKLAND

DEPARTMENT OF TRANSPORTATION
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

CIVIL ENGINEER
JENNIFER HARMON
RCE NO. C63909
CHECKED BY JAH
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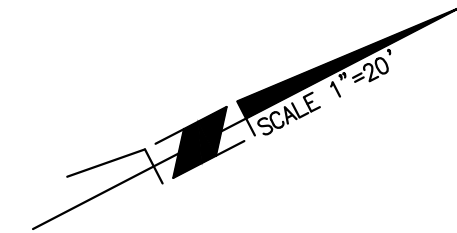
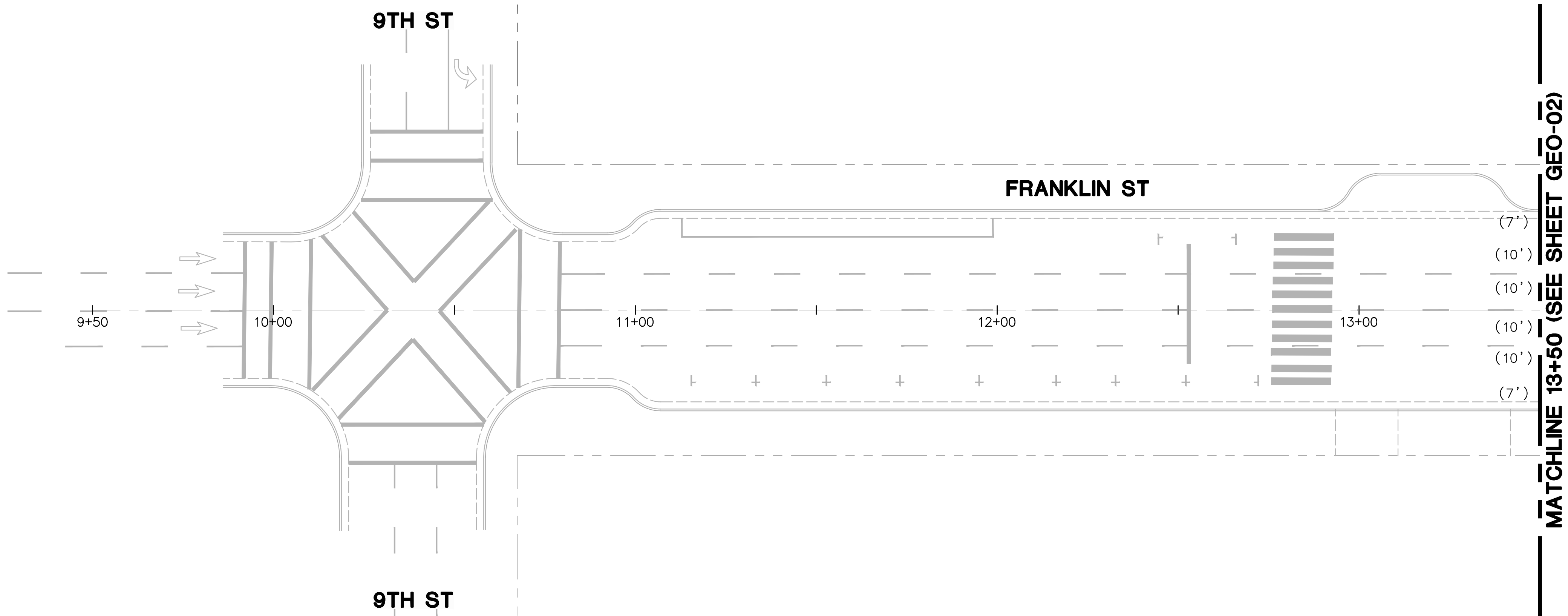
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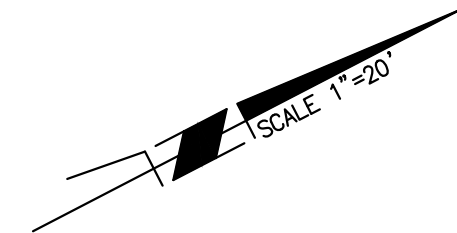
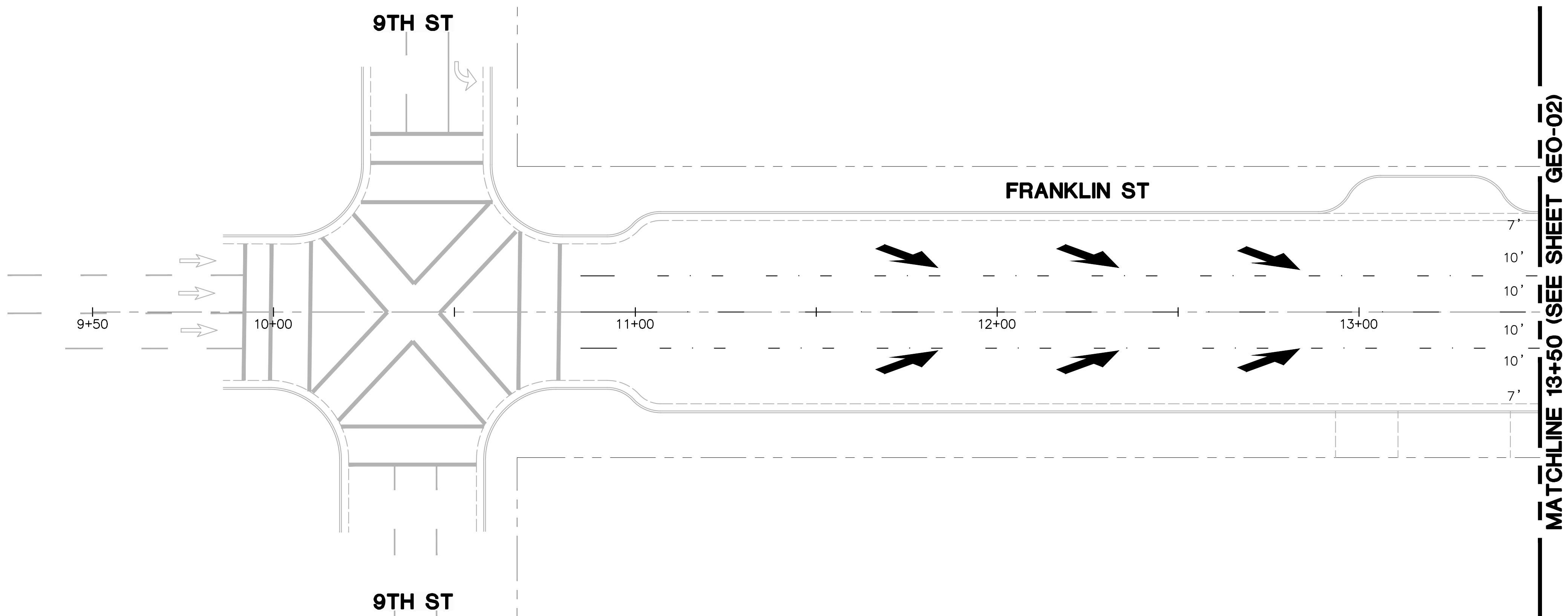
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PROJECT NO.
1005512

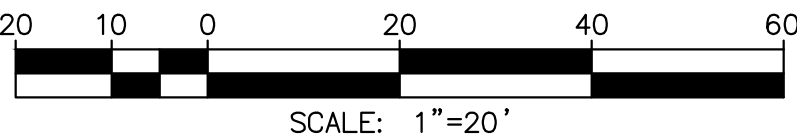
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DATE:
03/28/2024
SHEET NO.
TX-01
2 OF 13



EXISTING CONDITION

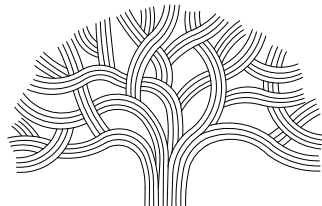


PROPOSED CONDITION



35% SUBMITTAL
NOT FOR BID OR CONSTRUCTION

**FRANKLIN STREET PROTECTED BIKE LANE
PROJECT**



CITY OF OAKLAND

DEPARTMENT OF TRANSPORTATION
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

CIVIL ENGINEER
JENNIFER HARMON

RCE NO. C63909

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DRAWN BY AT

NO.	DATE	BY	REFERENCE

GEOMETRIC APPROVAL DRAWING

LAYOUT
GEOMETRIC APPROVAL DRAWING
FROM 9TH STREET TO STA 13+50

PROJECT NO.
1005512

SCALE:
AS SHOWN

DATE:
03/28/2024

SHEET NO.

GEO-01

3 OF 13

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MATCHLINE 13+50 (SEE SHEET GEO-01)

MATCHLINE 13+50 (SEE SHEET GEO-01)

MATCHLINE 18+00 (SEE GEO-03)

MATCHLINE 18+00 (SEE GEO-03)

FRANKLIN ST

FRANKLIN ST

11TH ST

11TH ST

11TH ST

APN: 2-95-1

APN: 2-51-13-1

PG&E ADJUSTMENT
APN: 2-59-3-1

APN: 2-57-19

APN: 2-57-24

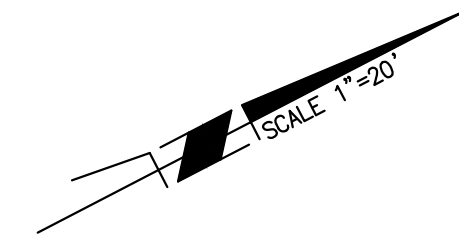
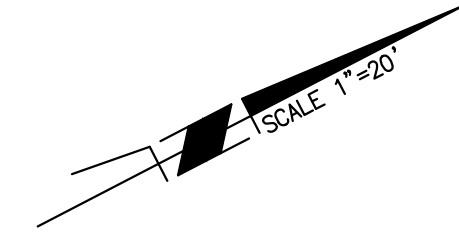
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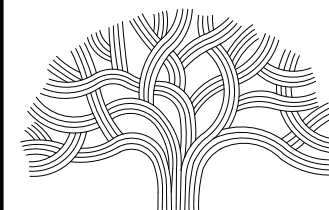


EXISTING CONDITION

PROPOSED CONDITION

35% SUBMITTAL
NOT FOR BID OR CONSTRUCTION

FRANKLIN STREET PROTECTED BIKE LANE
PROJECT



CITY OF OAKLAND

DEPARTMENT OF TRANSPORTATION
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

CIVIL ENGINEER
JENNIFER HARMON

RCE NO. C63909

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NO.	DATE	BY	REFERENCE

GEOMETRIC APPROVAL DRAWING

LAYOUT
GEOMETRIC APPROVAL DRAWING
FROM 13+50 TO STA 18+00
11TH STREET INTERSECTION



PROJECT NO.

1005512

SCALE:
AS SHOWN

DATE:
03/28/2024

SHEET NO.

GEO-02
4 OF 13

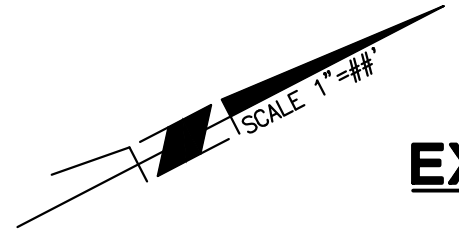
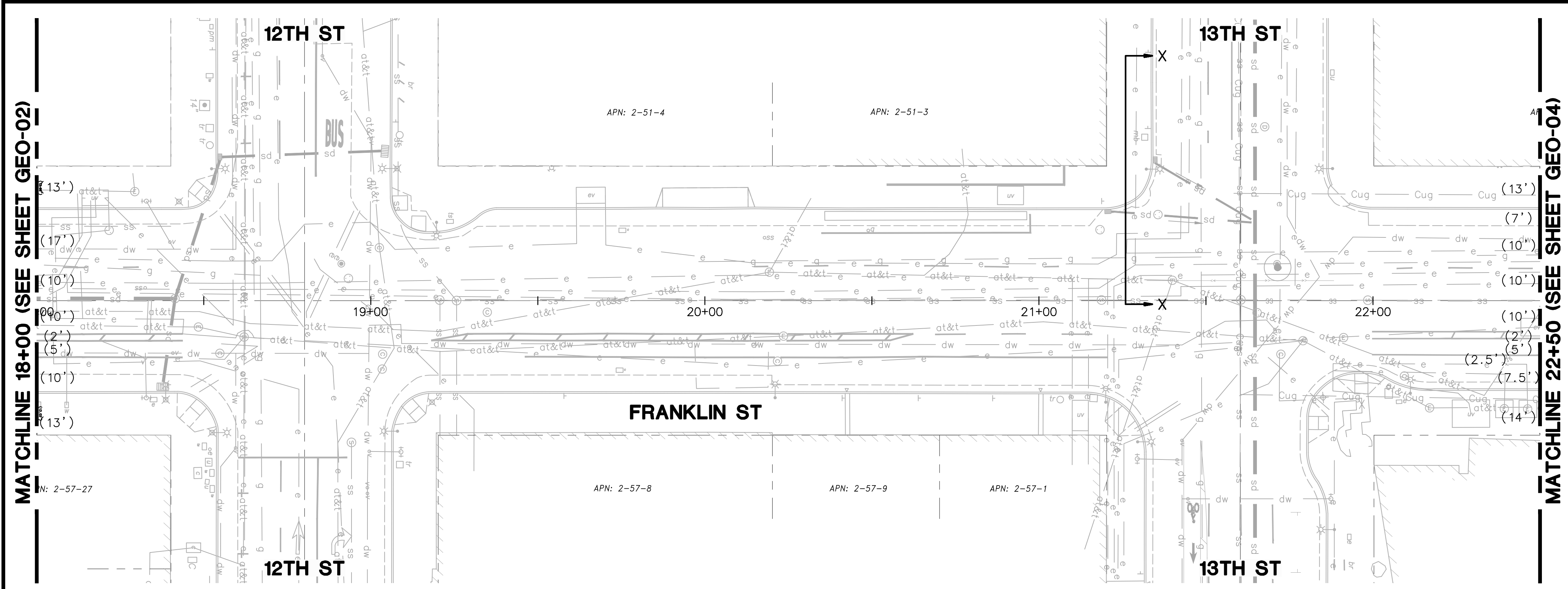
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MATCHLINE 18+00 (SEE SHEET GEO-02)

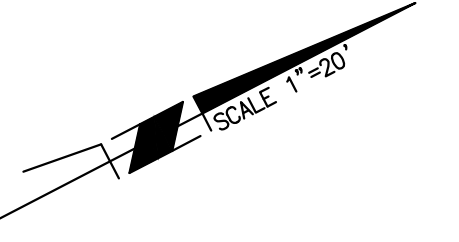
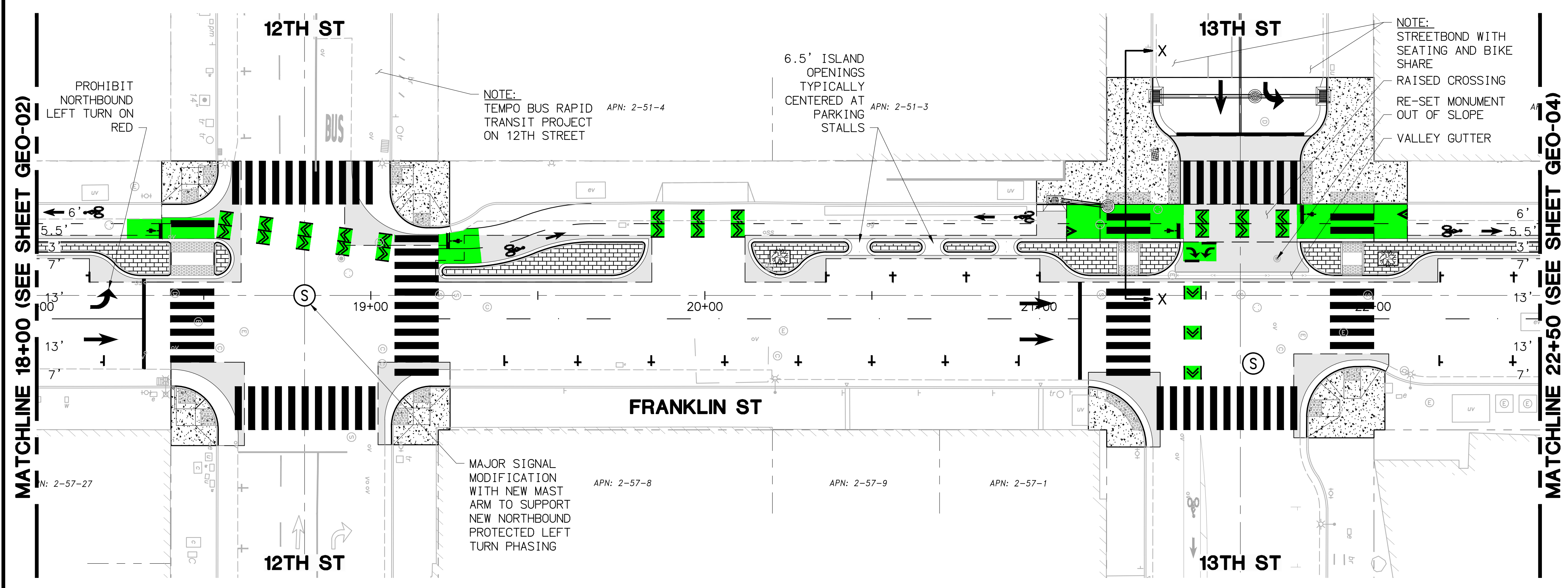
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EXISTING CONDITION



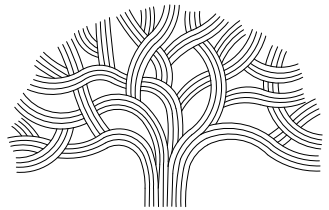
PROPOSED CONDITION



DIABLO
ENGINEERING GROUP
1300 CLAY STREET, SUITE 600
OAKLAND, CA 94612
(510) 550-8959
PROJECT NO.

35% SUBMITTAL
NOT FOR BID OR CONSTRUCTION

FRANKLIN STREET PROTECTED BIKE LANE
PROJECT



CITY OF OAKLAND
DEPARTMENT OF TRANSPORTATION
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

CIVIL ENGINEER JENNIFER HARMON	NO.	DATE	BY	REFERENCE
RCE NO. <u>C63909</u>				
CHECKED BY JAH				
DESIGNED BY				
DRAWN BY AT				

GEOMETRIC APPROVAL DRAWING

LAYOUT
FRANKLIN STREET
FROM STA 18+00 TO STA 22+50
12TH STREET & 13TH STREET INTERSECTIONS

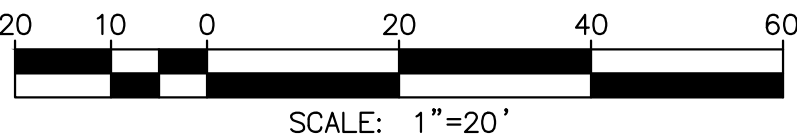
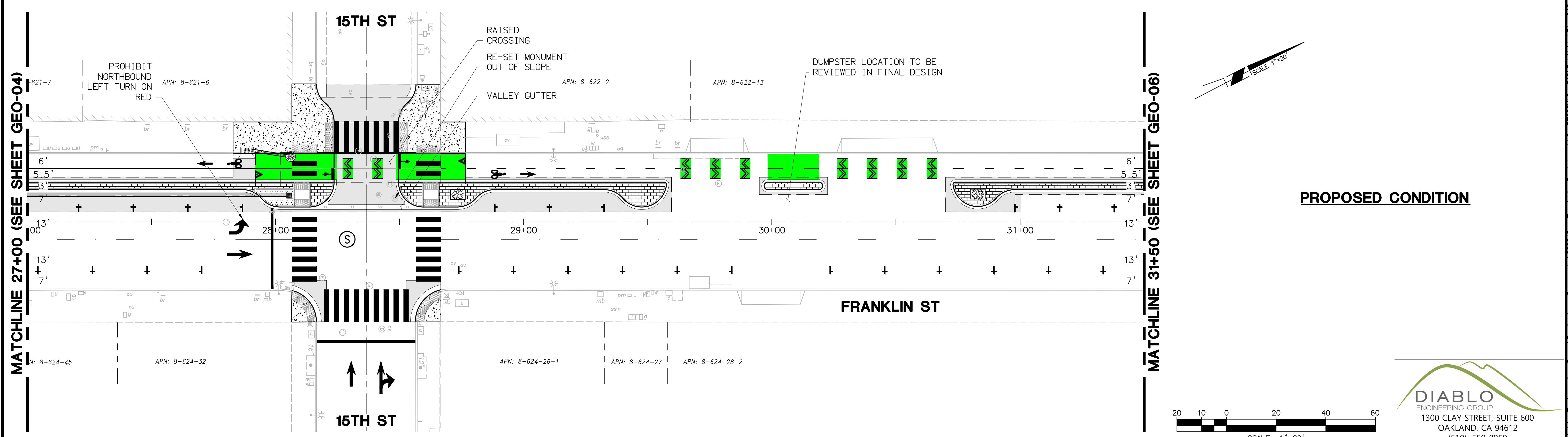
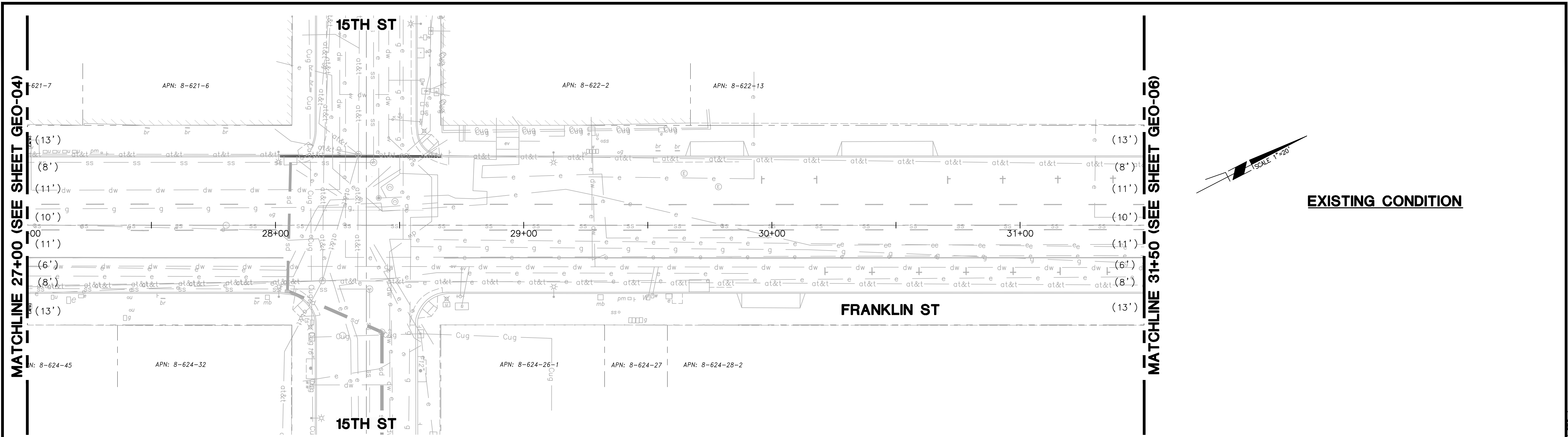
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SHEET NO.
GEO-03
DATE: 03/28/2024
5 OF 13

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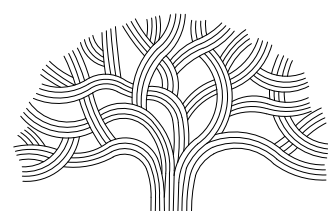
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MATCHLINE 31+50 (SEE SHEET GEO-06)



35% SUBMITTAL
NOT FOR BID OR CONSTRUCTION

FRANKLIN STREET PROTECTED BIKE LANE PROJECT



CITY OF OAKLAND

DEPARTMENT OF TRANSPORTATION
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

CIVIL ENGINEER
JENNIFER HARMON

RCE NO. C63909

CHECKED BY JAH

DESIGNED BY

DRAWN BY AT

NO.	DATE	BY	REFERENCE

GEOMETRIC APPROVAL DRAWING

LAYOUT
FRANKLIN STREET
FROM STA 27+00 TO STA 31+50
15TH STREET INTERSECTION

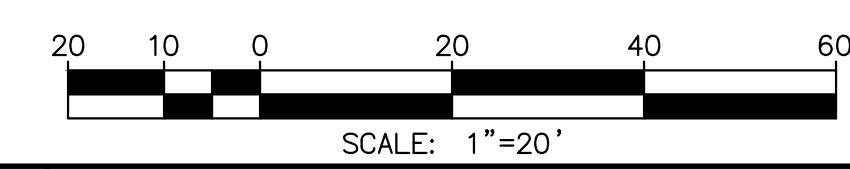
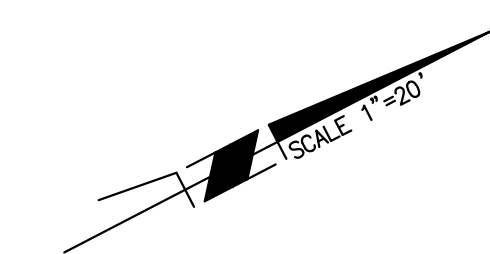
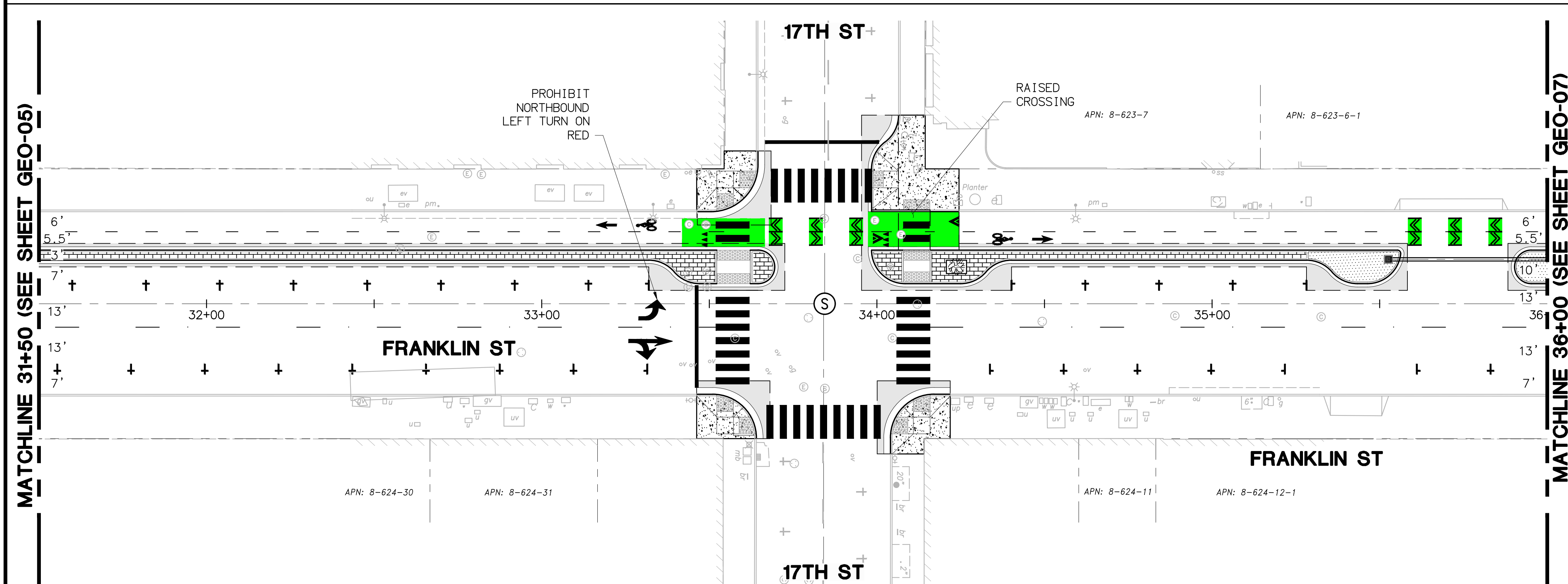
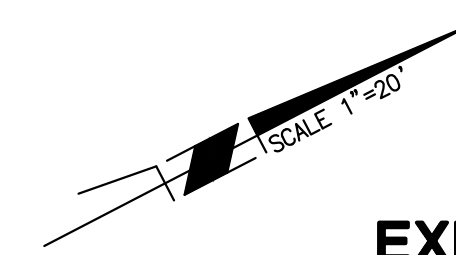
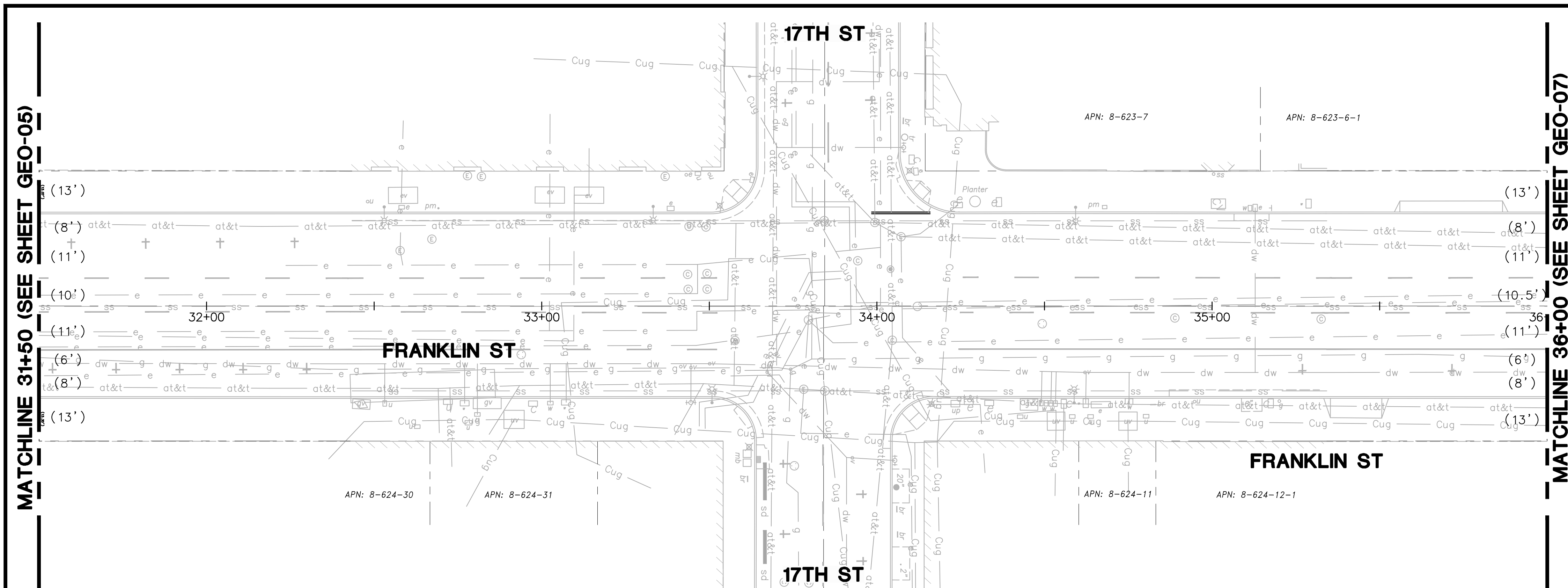
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SCALE:
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03/28/2024

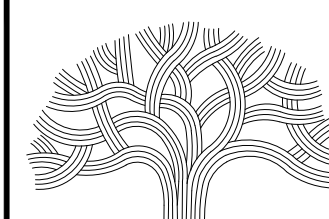
SHEET NO.
GEO-05
7 OF 13

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FRANKLIN STREET PROTECTED BIKE LANE PROJECT



CITY OF OAKLAND
DEPARTMENT OF TRANSPORTATION
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

CIVIL ENGINEER
JENNIFER HARMON

RCE NO. C63909

CHECKED BY	JAH
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DESIGNED BY

DRAWN BY	AT
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	NO.	DATE	BY	REFERENCE
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GEOMETRIC APPROVAL DRAWING

LAYOUT
FRANKLIN STREET
FROM STA 31+50 TO STA 36+00
17TH STREET INTERSECTION

SCALE:
AS SHOWN

DATE:
03/28/2024

SHEET NO.

GFO-06

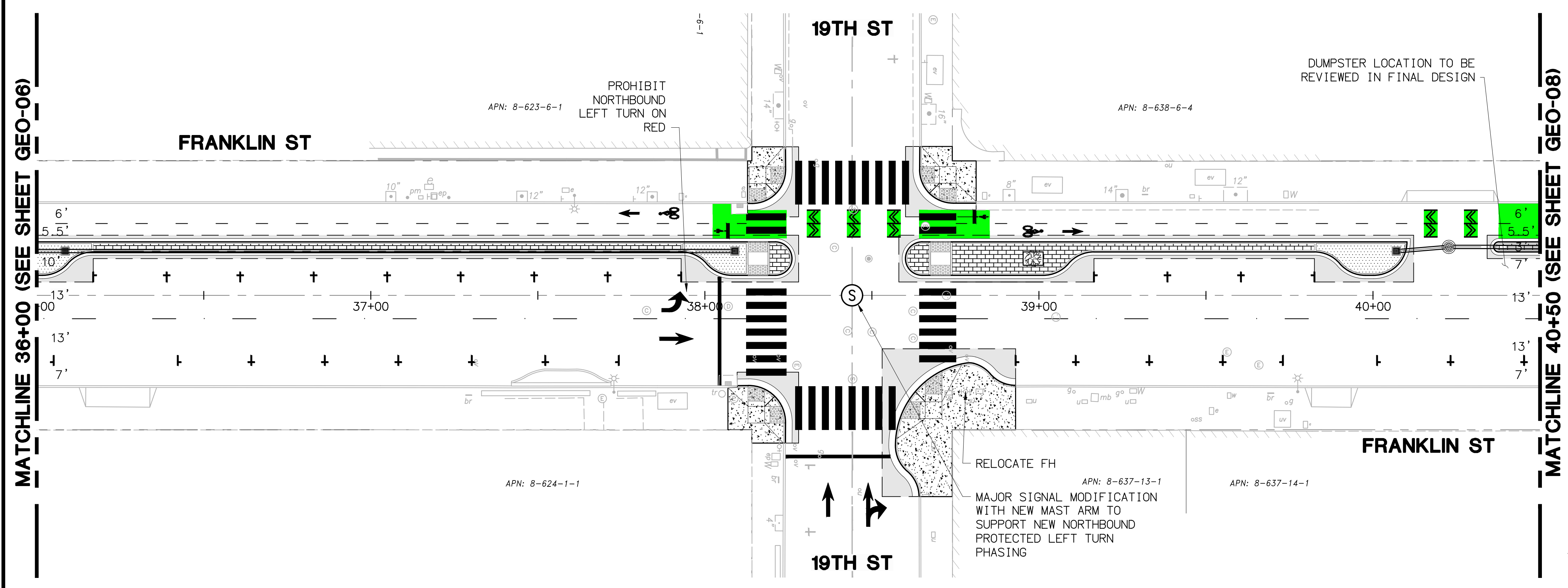
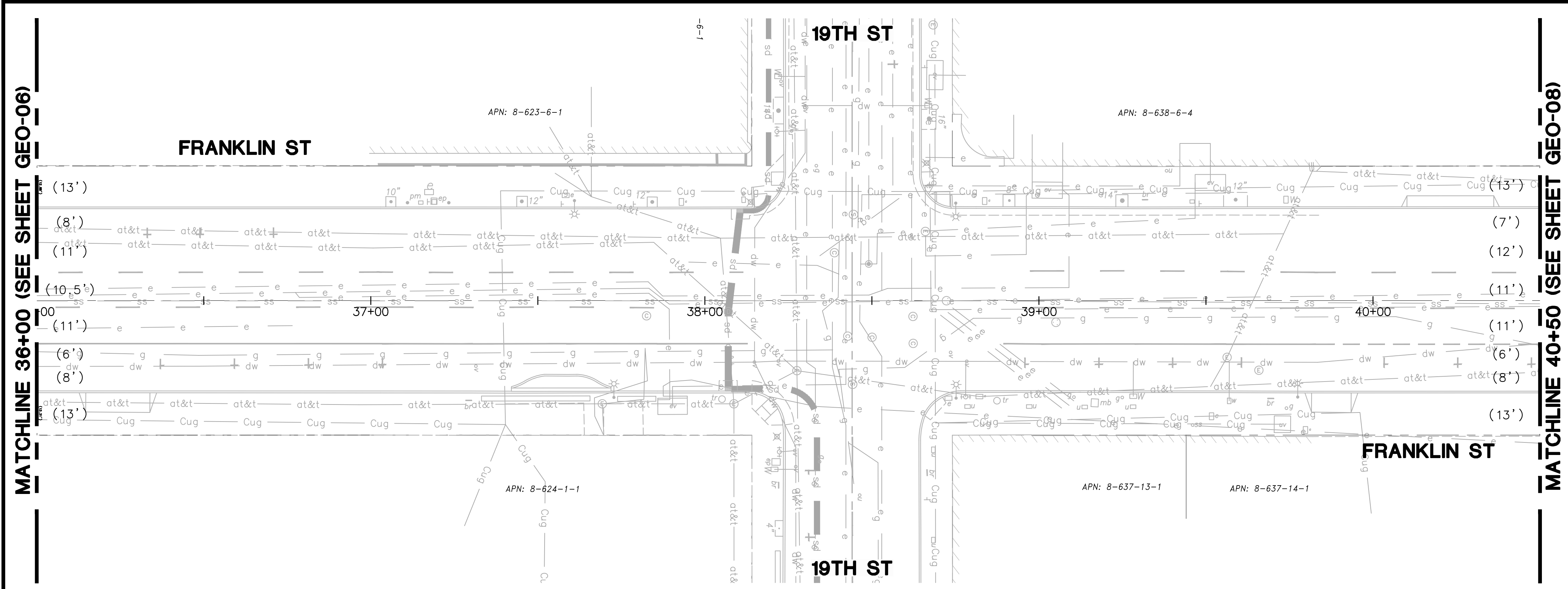
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MATCHLINE 36+00 (SEE SHEET GEO-06)

MATCHLINE 36+00 (SEE SHEET GEO-06)

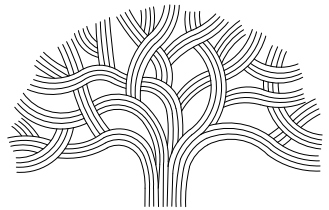
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MATCHLINE 40+50 (SEE SHEET GEO-08)



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FRANKLIN STREET PROTECTED BIKE LANE
PROJECT



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DEPARTMENT OF TRANSPORTATION
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(510) 238-3437 • FAX (510) 238-7227

CIVIL ENGINEER JENNIFER HARMON	NO.	DATE	BY	REFERENCE
RCE NO. <u>C63909</u>				
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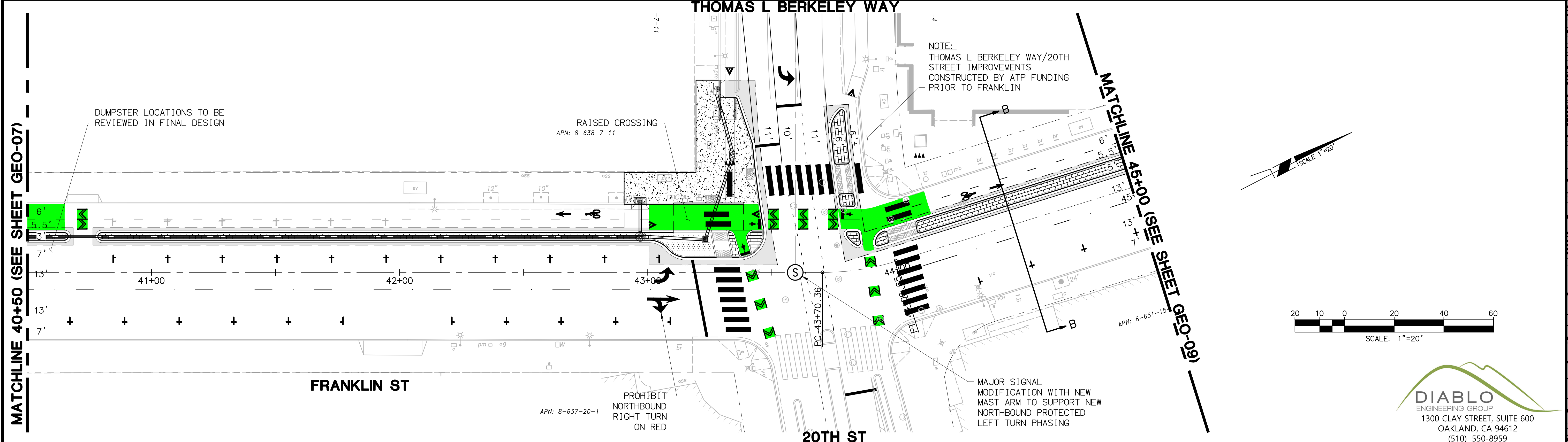
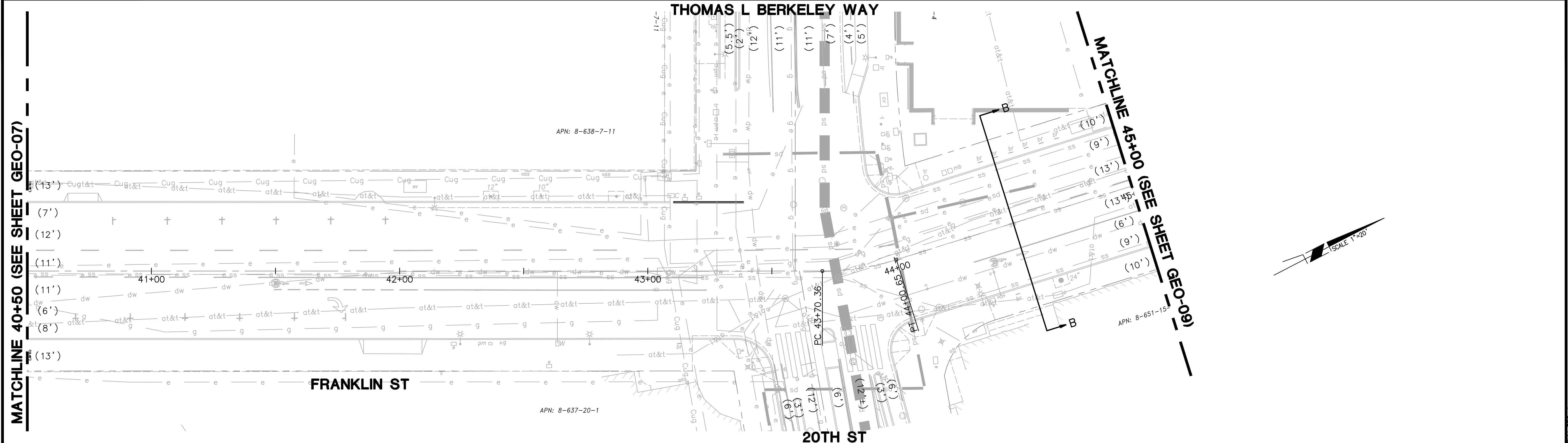
LAYOUT
FRANKLIN STREET
STA 36+00 TO STA 40+50
19TH STREET INTERSECTION

DIABLO
ENGINEERING GROUP
1300 CLAY STREET, SUITE 600
OAKLAND, CA 94612
(510) 550-8959
PROJECT NO.

1005512

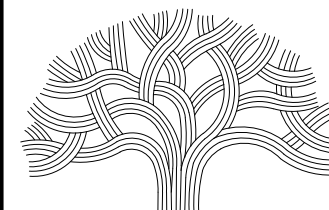
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DATE: 03/28/2024	9 OF 13

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PROJECT



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DEPARTMENT OF TRANSPORTATION
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(510) 238-3437 • FAX (510) 238-7227

CIVIL ENGINEER
JENNIFER HARMON
RCE NO. **C63909**
CHECKED BY JAH
DESIGNED BY
DRAWN BY AT

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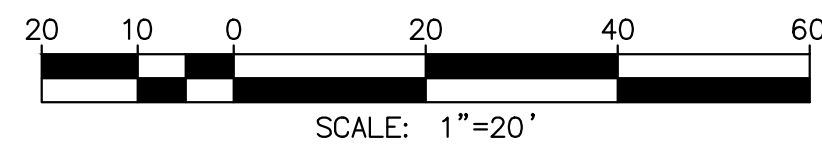
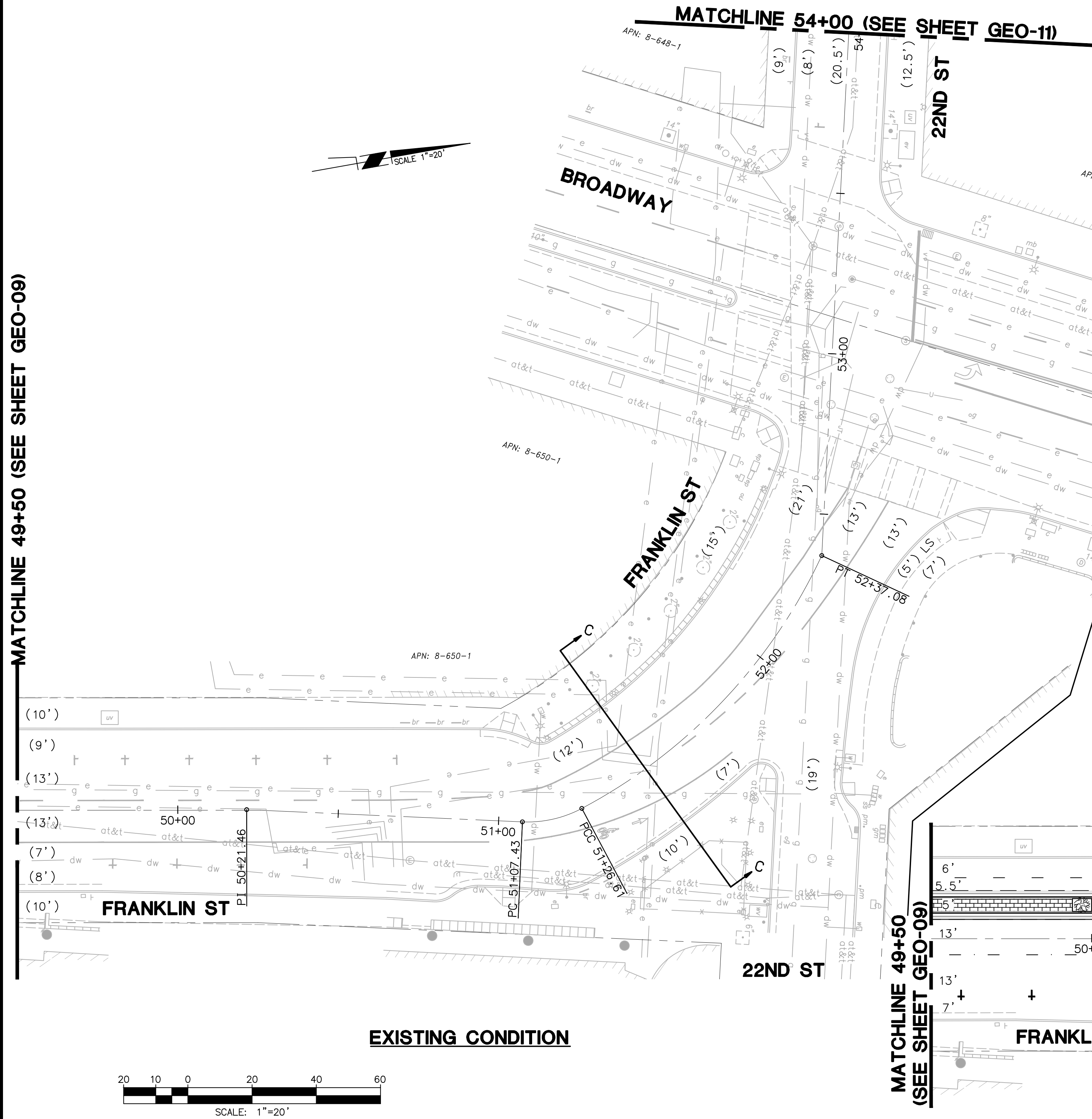
GEOMETRIC APPROVAL DRAWING

LAYOUT
FRANKLIN STREET
STA 40+50 TO STA 45+00
THOMAS L BERKELEY WAY/20TH ST INT

DIABLO
ENGINEERING GROUP
1300 CLAY STREET, SUITE 600
OAKLAND, CA 94612
(510) 550-8959

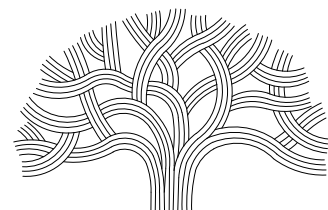
PROJECT NO.
1005512
SHEET NO.
GEO-08
10 OF 13
DATE: 03/28/2024

MATCHLINE 49+50 (SEE SHEET GEO-09)



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FRANKLIN STREET PROTECTED BIKE LANE
PROJECT



CITY OF OAKLAND

DEPARTMENT OF TRANSPORTATION
250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612
(510) 238-3437 * FAX (510) 238-7227

CIVIL ENGINEER
JENNIFER HARMON

RCE NO. C63909

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DESIGNED BY

DRAWN BY AT

NO.	DATE	BY	REFERENCE

GEOMETRIC APPROVAL DRAWING

LAYOUT
FRANKLIN STREET/22ND STREET
FROM STA 49+50 TO STA 54+00
BROADWAY INTERSECTION

DIABLO
ENGINEERING GROUP
1300 CLAY STREET, SUITE 600
OAKLAND, CA 94612
(510) 550-8959

PROJECT NO.

1005512

SCALE:

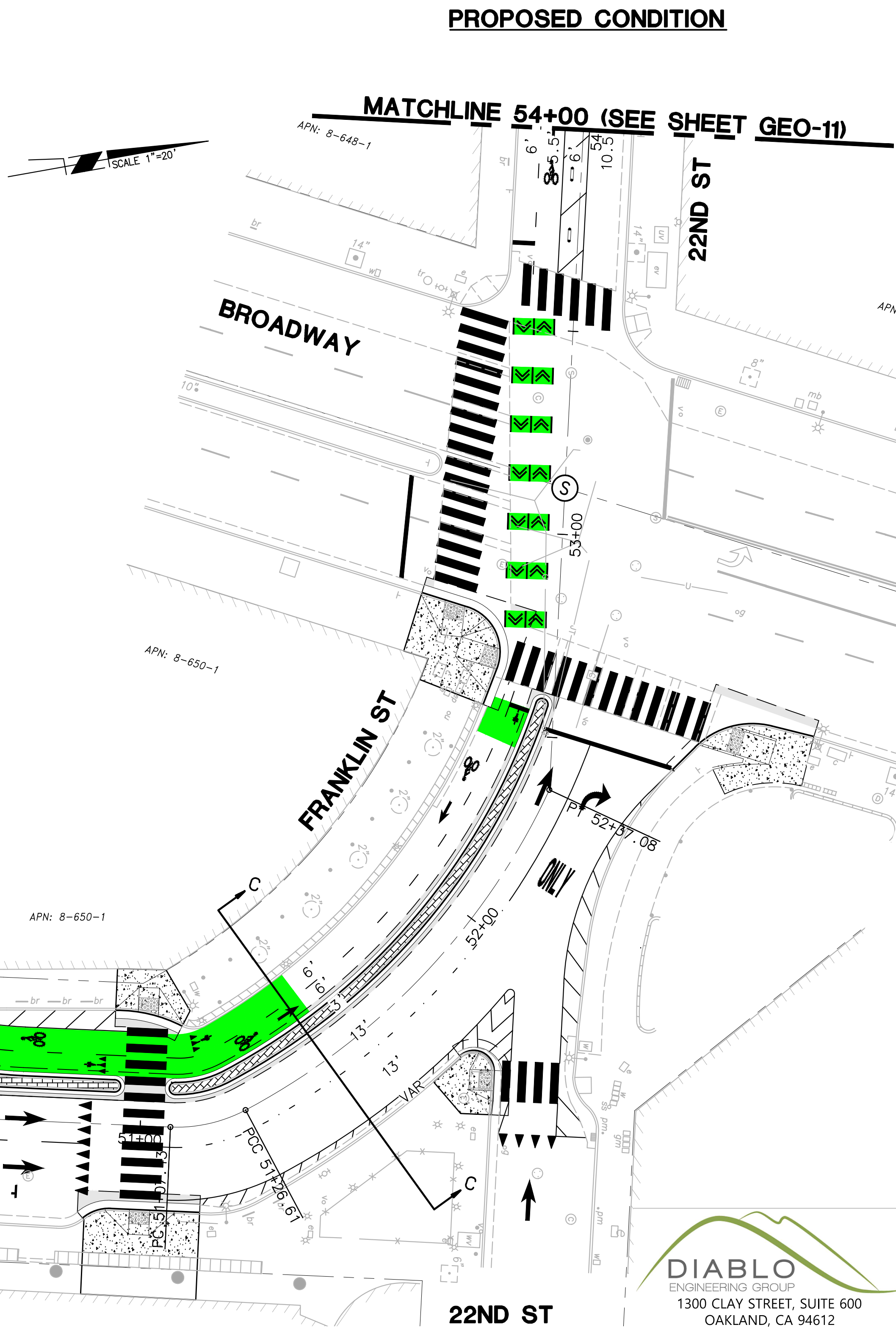
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DATE:
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SHEET NO.

GEO-10

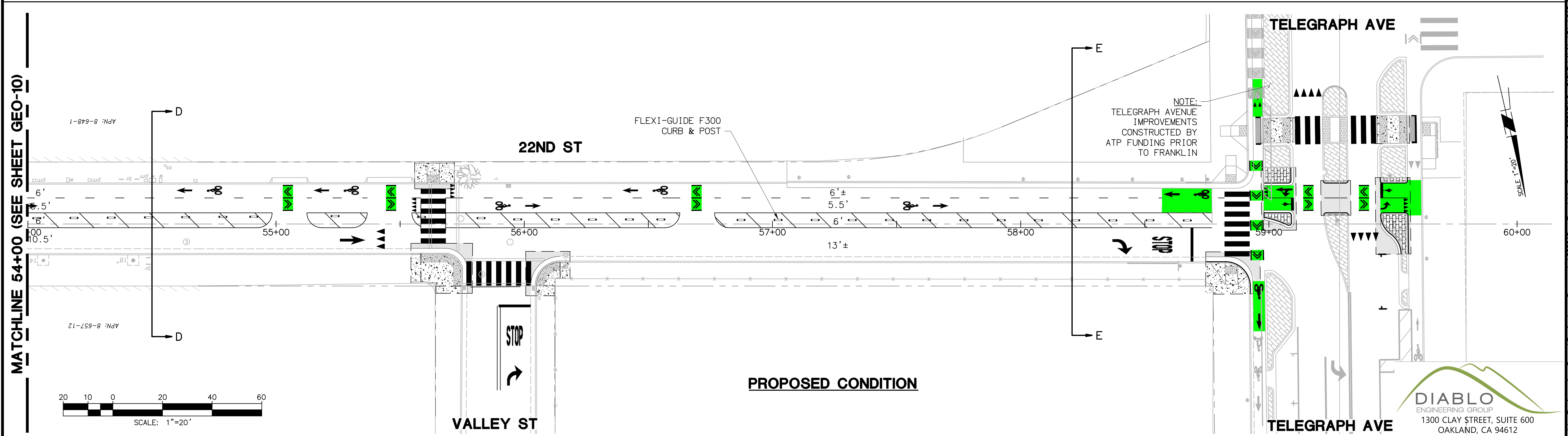
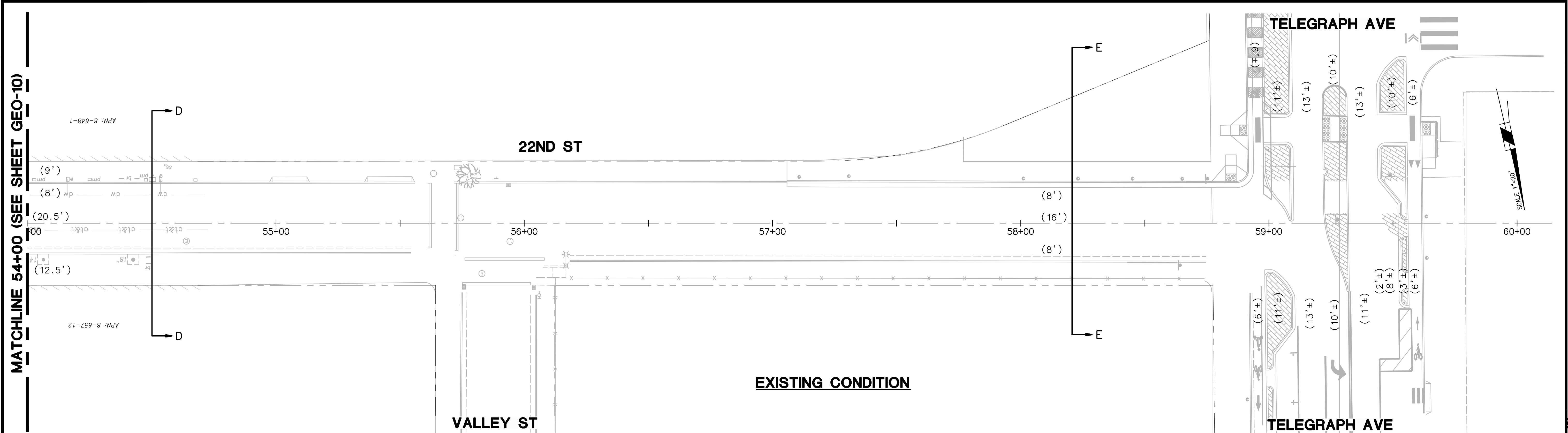
12 OF 13



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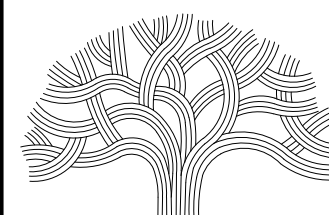
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MATCHLINE 54+00 (SEE SHEET GEO-10)



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FRANKLIN STREET PROTECTED BIKE LANE
PROJECT



CITY OF OAKLAND
DEPARTMENT OF TRANSPORTATION
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(510) 238-3437 * FAX (510) 238-7227

CIVIL ENGINEER
JENNIFER HARMON
RCE NO. C63909
CHECKED BY JAH
DESIGNED BY
DRAWN BY AT

NO.	DATE	BY	REFERENCE

GEOMETRIC APPROVAL DRAWING
LAYOUT
22ND STREET
FROM STA 54+00 TO TELEGRAPH AVENUE

PROJECT NO.
1005512
SCALE:
AS SHOWN
DATE:
03/28/2024
SHEET NO.
GEO-11
13 OF 13

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Community-led Traffic Safety Pilot



DRAFT – For Discussion Purposes Only

Community-led Traffic Safety Pilot

- Resolution 90051 (Dec 2023)
- Council interest in...
 - 3-year pilot program
 - Allow schools, businesses, and community groups to install temporary traffic safety projects on City streets
- Directed OakDOT to study the concept and report out on April 23rd



Thorough review of the pilot concept

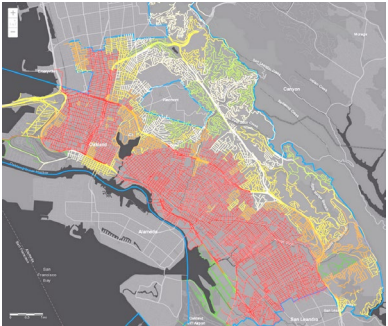
- Across OakDOT and across government
 - Engineers, Planners, Permitting
 - Department of Race & Equity
- Tactical urbanism programs in other cities
- Community meetings



- Legislative & Administrative changes needed to implement the pilot
- Staffing and budget needs
- Report on feasibility, plan, and timeline for Oakland to become a Vision Zero Network member city

How safety projects are done

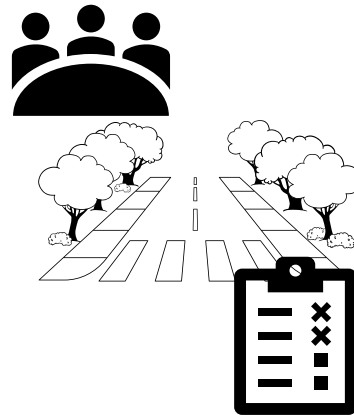
Data Analysis



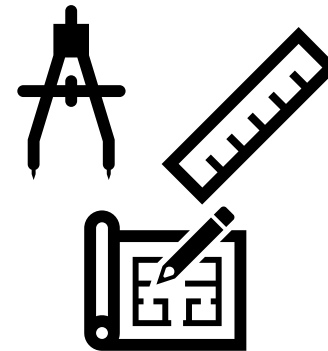
Equity Lens



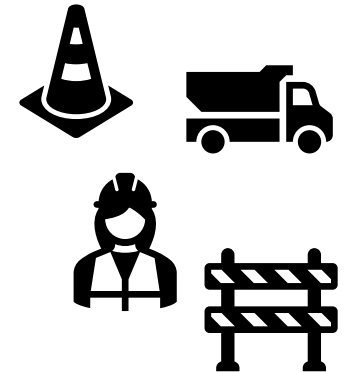
Planning



Engineering

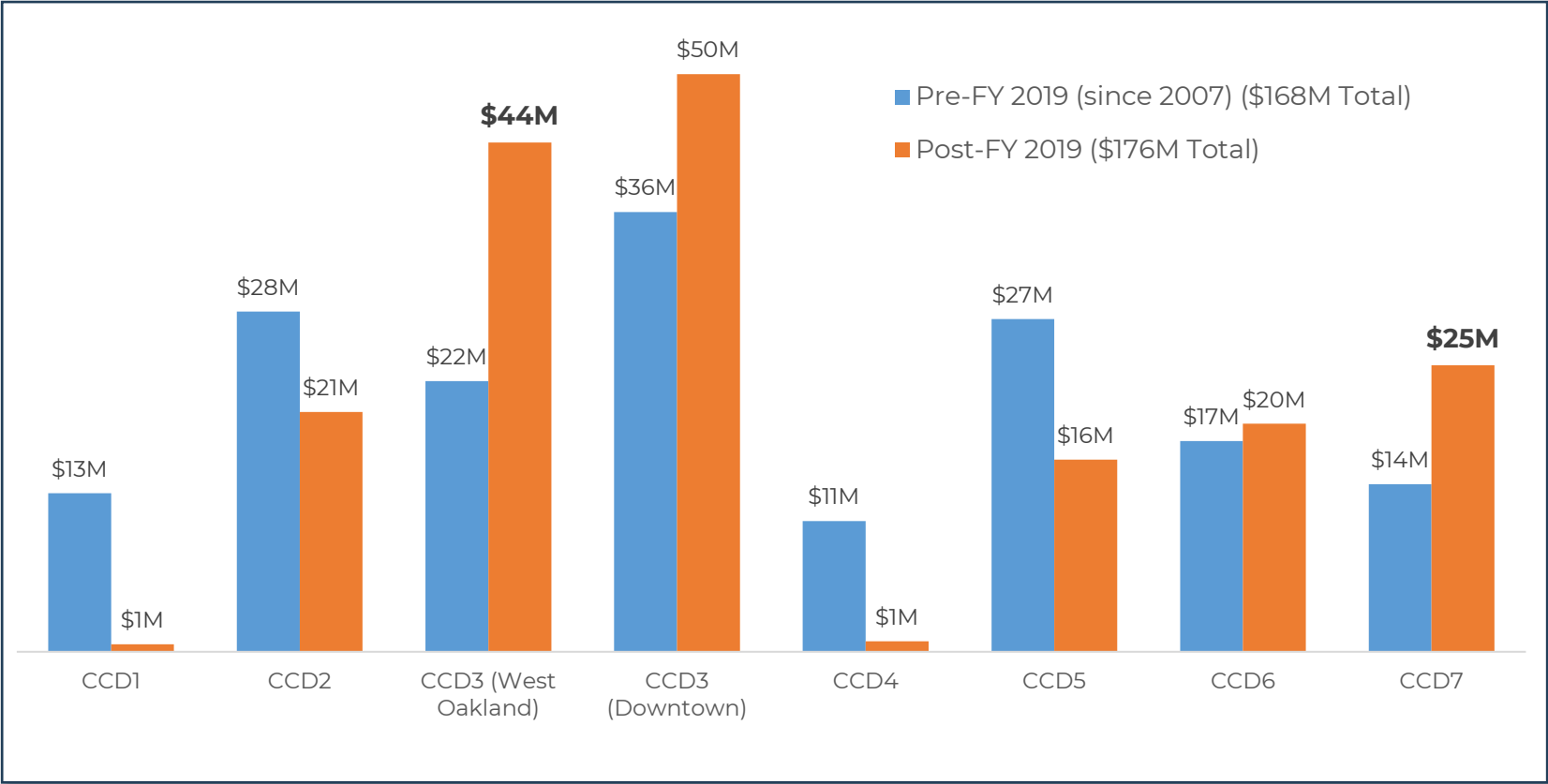


Implement/ Maintain



Our equity work shows in the data

Capital Grant Funding by Council District



Major issues related to Community-Led Traffic Safety Pilot

Demands on OakDOT staff time

- Transportation Engineers
- Potential delay/cancelling
 - Speed Bump Program
 - Rapid Response Program
 - Safe Routes to School Capital Program
 - Sideshow Prevention Pilot Program
 - Council Discretionary and Earmark projects
 - Speed Limit Management Program
 - Traffic Safety Requests Program

Race & Equity Impact

- Community-led programs inherently favor groups with more available time and financial resources.
- Compounded problem – Program with disparate outcomes draws resources from programs that prioritize disadvantaged neighborhoods
- Fairness in opportunity and outcome is created by the City taking action to eliminate longstanding differences

Option #1 – Refocus Council Discretionary Projects for Safety & Equity

- Existing funding within existing OakDOT workflow
- Council Discretionary projects generally arise from community concerns conveyed to Council offices
- OakDOT would work with Council offices to refocus funding and projects to ensure that we address:
 - The High Injury Network,
 - Priority Equity Neighborhoods,
 - Improving conditions for vulnerable populations (children, seniors, people with disabilities)
- Win/win – address community traffic safety priorities while avoiding funding and staff time tradeoffs

Option #2: Traffic Safety Pilot

Traffic Circle



Curb Extension



**Lane Reduction
Special Events**



**Eligible Road
Classifications**

Local Streets,
Minor Collectors

Local Streets,
Minor Collectors

Collectors,
Arterials

Permits per Year

4

4

2

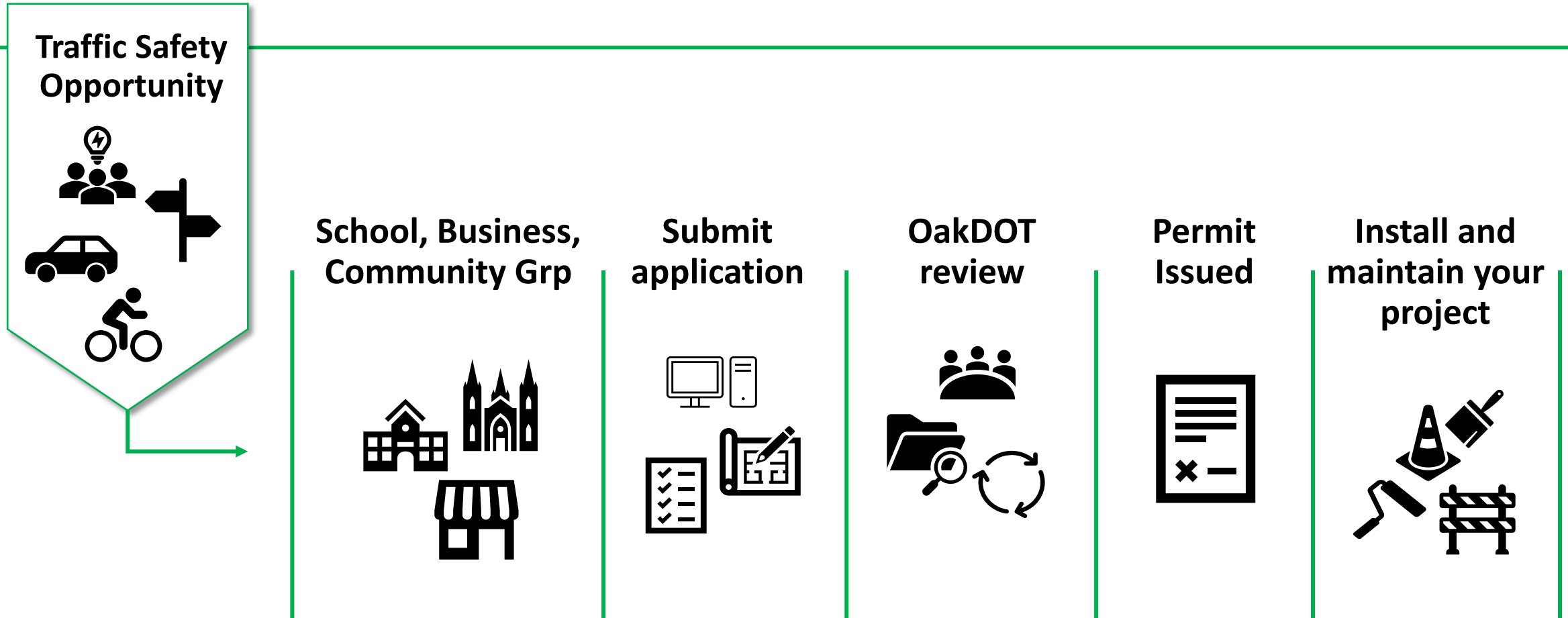
**Permit
Expiration**

3 months +
Renewal

3 months +
Renewal

2 Days

How would the pilot program work?



Option 2 requires tradeoffs

- Requires re-direction of at least \$200,000-250,000 for one-time start up costs (consultant support for design guidelines, materials for lending library, etc.)
- Diverted staff time would require pausing delivery of current programs with the following as potential candidates:
 - Sideshow Prevention Pilot Program
 - Projects impacted: International Boulevard/66th Avenue; International Boulevard/98th Avenue; International Boulevard/16th Avenue; Coliseum Way/66th Avenue
 - Violence Prevention Pilot Program
 - Projects impacted: E. 15th Street Human Trafficking Prevention

Summary

- OakDOT is committed to traffic safety approach that addresses pressing needs with a focus on race & equity
- Recognize community desire for faster, efficient projects to combat traffic violence
- We want to foster a sense of ownership and pride in the public right-of-way



END.

End

April 22, 2024

Oakland City Council
1 Frank Ogawa Plaza
Oakland, California 94612

Re: Urgent need to prioritize traffic calming installations to address Oakland's dangerous streets and increasing numbers of severe and fatal traffic collisions

Dear Councilmembers:

As members of Oakland's Bicyclist and Pedestrian Advisory Commission (BPAC), we urge you to take immediate action to implement traffic-calming measures throughout the city, particularly in areas that are already part of the High Injury Network and those which have experienced increasing rates of dangerous driving behaviors.¹

Oakland streets are unacceptably dangerous. In each of the past four years more than 30 people have died on Oakland roads - most due to "speeding, red-light running, and other dangerous driver behavior incited by poorly designed infrastructure."² In the most recent year for which the California Office of Traffic Safety (OTS) has provided rankings, 2021, Oakland had 1,963 crashes in which a person was killed or injured and was among the six cities with populations over 250,000 with the highest number of such incidents.³

The data on deaths, injuries, hit-and-runs, and collisions generally still fail to fully reflect how dangerous streets undermine quality of life - leading to people to less frequently walk or bike to destinations and causing anxiety for many people using public spaces. Older Oaklanders, young children and persons with disabilities are especially at risk in our city.

¹ Pursuant to Ordinance 13125, "(t)he purpose of the Bicyclist and Pedestrian Advisory Commission is to advise City Council and staff on bicyclist- and pedestrian-specific policies, projects, and programs, and on the accommodation of bicyclists and pedestrians in all transportation plans, policies, projects and programs."

² See ["33 people died on Oakland's dangerous roads in 2023"](#), Jose Feroso, Oaklandside, Feb. 8, 2024.

³ [California Office of Traffic Safety, OTS Crash Rankings \(2021\)](#).

We need to make traffic calming the top priority for OakDOT. Our Commission has been told repeatedly that the city does not have sufficient maintenance staff and systematic ways to install immediate traffic calming measures in locations that are known to be dangerous - the High Injury Network, locations with frequent street racing, red-light violations, and regular speeds surpassing set limits. Instead the city installs calming devices AFTER a death occurs.

The proposal to create a Community-Led Traffic Safety Pilot program, developed in response to the urging of advocates, could help provide some traffic calming at certain dangerous locations. We are concerned, however, that the program options outlined by OakDOT may be too limited, inequitable, and not sufficient to bring meaningful traffic calming to the areas that need it most. We urge the Council to be clear that the program should not have arbitrary limits in the number of applications that can be granted and should not contain requirements that favor more affluent communities. Additionally, installations allowed under the program include meaningful, physical devices intended to slow speeds in the targeted areas.

We further urge the Council to make significantly larger resource investments in immediate-term traffic calming and direct OakDOT to make traffic calming to reduce speeds and dangerous behaviors its top priority. This includes making the hiring of the engineering, maintenance and other staff needed to implement such programs a top priority for the Human Resources Department and OakDOT. We have repeatedly heard from residents who express concerns about the extremely dangerous conditions of our roadways and believe that more must be done to physically slow speeds and reduce dangerous driving.

We strongly urge support for strong traffic calming legislation and urge you to ensure that BPAC, community-based advocacy groups, and directly-impacted communities are fully consulted in the development and implementation of traffic calming programs to ensure that they are equitable and effective.

Respectfully,

Members of the Oakland Bicyclist and Pedestrian
Advisory Commission (BPAC)