



**City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the April 17, 2025 Meeting**

City Hall, 2nd Floor, Sergeant Daniel Sakai Hearing Room (A.K.A. Hearing Room 4)

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

Meeting called to order at 6:01 PM by BPAC Chair Ralston.

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 5 Commissioners present (X). 1 Commissioner arrived after roll call (x). 2 Commissioners were excused (-).

Commissioners	Present
Priyanka Altman	-
Kirsten Flagg	x
Grey Gardner	X
Jimmy Jessup	X
Alexander Perry	-
David Ralston (Chair)	X
Patricia Schader	X
Nick Whipps (Vice-Chair)	X
Dianne Yee	X

Introductions were made.

1. Oakland Department of Transportation (OakDOT) Staff: Jason Patton, Noel Pond-Danchik, Jasmine Pomar, Rachel Strangeway, Enyi Emuka, Natalie Mall, Jamie Parks, Megan Wier, Andre Soucy, Yvonne Chan
2. Other attendees: Robert Prinz (Bike East Bay, WOBO, BPAC Infrastructure Committee Chair), Kevin Dalley (Policy and Legislative Committee Chair), Tom Holub (Scraper Bike Team), Phoenix Mangrum (BPAC Liaison to the Police Department), Anwar Baroudi (Mayor's Commission on Peoples with Disabilities Chair), Bryan Culbertson, Anthony Campana (Traffic Violence Rapid Response)

Chair Ralston 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: oaklandca.gov/topics/traffic-fatality-tracking. No new fatal pedestrian or bicyclist crashes were included in the agenda.

Speakers other than Commissioners: none

Item 2. Open Forum / Public Comment / Announcements

A list of announcements and attachments were included in the meeting's agenda packet. 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 tinyurl.com/Oakland-BPAC-OpenForumTracking.) 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 oaklandca.gov/services/oak311.

Summary of Discussion:

- April 26th is the City of Alameda Bike Festival (www.alamedaca.gov/Departments/Planning-Building-and-Transportation/Transportation/Bike-Festival) – Noel Pond-Danchik
- April 26th there is a free adult bike safety class in Fruitvale (www.eventbrite.com/e/free-adult-bike-safety-class-tickets-1321666162069) – Noel Pond-Danchik
- The BPAC should schedule an item from City of Oakland staff on the Encampment Management Team to discuss the Encampment Management Plan and its impacts on bike and pedestrian access including the use of concrete blocks and fences. – Robert Prinz
- There is a going away happy hour for Nicole Ferrara on Thursday April 24 from 5-8 at Two Pitchers Brewing Company. – Jason Patton
- The Bike/Pedestrian Section at OakDOT is expecting to release a Request for Proposals soon to contract with Community-Based Organizations (CBOs) on an existing on-call CBO list for educational, engagement, and promotional events related to bicyclist and pedestrian programming. Reach out to Noel Pond-Danchik or Jason Patton for more info. – Jason Patton
- The Scraper Bike Team is in transition. Good things are in the works including receiving a big grant recently. – Tom Holub
- BPAC Liaison to the Oakland Police Department (OPD), Phoenix Mangrum, has been attending interviews with OPD to hire OPD staff. – Phoenix Mangrum

Speakers other than commissioners: Noel Pond-Danchik, Jason Patton, Tom Holub, Phoenix Mangrum

Item 3. Approval of Meeting Minutes

The draft meeting minutes from the March 2025 BPAC meeting were considered for adoption.

→ A motion to **adopt the Bicyclist & Pedestrian Advisory Commission March meeting minutes** was made (Whipps) and seconded (Yee). The motion was approved by unanimous voice vote.

Adopted minutes online at www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings

Speakers other than commissioners: none

Item 4. Committee & Liaison Overviews and Report Backs

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

- Infrastructure Committee: The committee last met on March 6, 2025. Their next meeting is scheduled for May 1, 2025, from 3:30 to 5:30 PM at 250 Frank Ogawa Plaza in the Broadway Conference Room, Suite 4304. More info to come at: www.oaklandca.gov/meeting/may-2025-bpac-infrastructure-committee

- Policy and Legislative Committee: The committee met last on February 10, 2025. The next meeting is a special meeting on May 5th from 6:00 to 7:30 PM. They are planning on having a presentation from the Paving Division of OakDOT on multiple major policy proposals supportive of increasing pedestrian right-of-way construction and a discussion on the fire code with the Fire Marshall. More info to come at: www.oaklandca.gov/meeting/may-2025-bpac-policy-and-legislative

Speakers other than Commissioners: none

Item 5. Safe Oakland Streets Annual Report

Jasmine Pomar, OakDOT Chief of Staff, presented on the findings of the 2024 Safe Oakland Streets (SOS) Annual Informational Report. The report includes an analysis of 2024 roadway fatalities and rapid response, an analysis of 2024 safety improvement projects using the High Injury Network (HIN) and Equity Toolbox as metrics, an analysis of 2024 OPD Traffic Stops, and a summary of other strategy areas of the Safe Oakland Streets Interdepartmental Initiative as well as a look ahead to 2025 goals. A copy of the presentation is attached to these minutes.

Summary of Discussion:

- Vehicle speed reduction should be the number one priority for all projects and there should be goals set regarding the number of projects focused on speed reduction.
- How many quick-build safety projects were done and is that number going up over time?
- Staff are considering breaking projects down by dollars invested as well as number of projects in future iterations of the report to capture different scopes of projects.
- OPD should do public speed stings to send out the message to not speed.
- OakDOT shares the HIN with the Traffic Enforcement group of OPD and OPD targets their traffic enforcement on the HIN.
- OPD quickly provides information to OakDOT on traffic fatalities. This information is vital for OakDOT's Rapid Response Program.
- Highly publicized enforcement is shown to be effective. More information on efficacy is available in the Efficacy and Equity Impact Assessment available on the SOS webpage: www.oaklandca.gov/topics/safe-oakland-streets
- SOS is working on publicized enforcement with the Speed Camera Program.
- Educational campaigns are shown to be effective, though not highest impact on their own.
- Safe Oakland Streets is Oakland's safe systems approach to reach our goal of zero traffic fatalities by 2042.
- The term "Failure to Yield" was clarified to refer to any instance in which a driver fails to yield as required to a pedestrian, bicyclist, or another vehicle.
- While there are often multiple factors that contribute to a crash, only the "Primary Crash Factor" is shown in Police Reports.
- Concerns were raised regarding traffic stop data, with a recommendation to disaggregate by type of stop i.e. stops, detentions, and arrests, by race.
- It was stated that strong privacy protections are in place for data collected through the Speed Camera Program, including statutory requirements for local data storage, limited data access (not shared with OPD), and routine data deletion. More details are available in the program's use policy and on the program webpage: www.oaklandca.gov/projects/assembly-bill-645-friedman-speed-safety-systems-pilot-program

- The report is scheduled to be presented to the Public Works and Transportation Committee (PWTC) on May 13, 2025 at the 11:30 meeting. More info will become available at: <https://oakland.legistar.com/calendar.aspx>

Speakers other than Commissioners: Megan Wier, Phoenix Mangrum, Tom Holub, Kevin Dalley

Item 6. Measure U

The OakDOT Funding Strategy team provided a presentation on Measure U funding for transportation, including the impacts of a delayed bond sale on OakDOT's capital budget and project delivery. For additional information, a staff report is available at [this link](#). A copy of the presentation was included in the agenda for this meeting.

Summary of Discussion:

- It was noted that the issue of bond sales has received considerable media attention.
- Questions were raised regarding the delay in the bond issuance and the earliest possible timeline for release.
- It was explained that a report from the City Administrator's Office outlined that the bond issuance process requires approximately six months due to required analysis.
- The issue was recently considered by City Council.
- The City Council and administration are committed to moving forward, targeting a bond sale in either November 2025 or January 2026.
- OakDOT has been directed to resubmit a budget based on a bond issuance beginning January 2026.
- It was noted that the Finance Department may allow interim borrowing once a bond issuance is assured.
- Advocacy efforts have been acknowledged as instrumental in urging the City to accelerate bond issuance.
- OakDOT currently has approximately 90 vacant positions, with hiring dependent on the availability of bond funding. Additionally, the Finance Department's limited capacity for reviewing hires affects the process, even for positions not funded by bonds.
- Although Measure A is expected to pass, no funds are anticipated to be allocated to OakDOT.
- A City Administrator's policy mandates that all hiring be reviewed and approved by the Finance Department.
- The amount and timing of Measure U Bonds will not be confirmed before the City's budget is adopted.
- The item is expected to return to City Council by July, during budget deliberations.
- The first \$30 million of Measure U Bonds is designated for previously committed grant match obligations; remaining funds will be allocated to street paving.
- A quarterly oversight committee, which had not met for two consecutive quarters, is scheduled to reconvene on April 28, 2025, with this item on the agenda. More info on the committee is available at: www.oaklandca.gov/boards-commissions/affordable-housing-infrastructure-bond-public-oversight-committee
- The Commission discussed sending a letter urging timely issuance and allocation of funds.

→ A motion was made (Whipps) and seconded (Gardner) for BPAC to **send a letter to the Finance Department, the Mayor, and City Council requesting that \$100 million be made available**

to OakDOT by July 1, 2025, and that Measure U Bonds be issued in 2025 as early as possible. The motion was approved by unanimous voice vote.

Speakers other than Commissioners: Kevin Dalley, Jamie Parks, Anwar Baroudi

Item 7. Community Initiated Traffic Calming Pilot Guidelines

OakDOT convened a discussion and asked for feedback on draft guidelines for the Community Traffic Calming Program. Jesse Boudart, Transportation Engineer in the Traffic Capital Projects Section of OakDOT's Great Streets Delivery Division, presented the item. A copy of the presentation is included in these minutes.

Summary of Discussion:

- The program is expected to launch by July 2025.
- Transport Oakland collaborated with OakDOT staff on projects near Highland Elementary (East Oakland) and MLK Elementary (West Oakland), including community meetings and plan selection. These projects are expected to enter final design phases by May.
- Clear and accessible language for treatment descriptions was requested in the final guidelines.
- Liability concerns are being addressed through standard traffic control plans, oversight by engineering staff, and use of standardized treatments.
- Curb extensions will only be permitted where ADA-compliant curb ramps already exist, though temporary curb ramps may be included at curb extensions.
- The City will install thermoplastic markings, signage, and any items required to be drilled into the ground. Items like planters must be provided by community members.
- The program aims to empower residents while managing risk.
- It is estimated that between 6–12 projects could be implemented annually.
- Limitations on treatment types were acknowledged as a potential concern. Future expansions may be considered following initial evaluations.
- A typical project timeline may involve four months for installation and one year for evaluation.
- Community-installed materials, such as tires, were discussed. While affordable and accessible materials will be considered, materials must be reviewed and approved by OakDOT staff for visibility, stability, and safety.
- Lane closures were suggested as an important community option, especially in areas such as 12th St by MLK Elementary, which functions more like a Local street despite its federal roadway classification as a Collector street.
- Requests for treatments such as mid-block curb extensions will be considered.
- Jesse requested feedback on the guidelines within the next two weeks.

Speakers other than Commissioners: Jamie Parks (OakDOT), Anwar Baroudi, Andre Soucy (OakDOT), Bryan Culbertson

Item 8. Response to MTC and AC Transit on Policy Updates

Anthony Campana from Traffic Violence Rapid Response led a discussion providing feedback on two draft documents: AC Transit's [Transit-Supportive Design Guidelines](#) and Metropolitan Transportation Commission's [Bay Area Transit Priority Policy for Roadways](#).

Summary of Discussion:

- Public comments on AC Transit's guidelines are due by May 16, 2025.
- Interested individuals were informed of a coordination meeting scheduled for Monday at 5 PM.
- It was proposed that the BPAC Infrastructure Committee discuss the AC Transit guidelines and gather additional input at the Committee's meeting on May 1, 2025.
- The draft MTC policy had not yet been made publicly available.
- Commissioner authorship of BPAC's response letter was assigned to Commissioners Yee and Perry.

→ A motion was made (Jessup) and seconded (Whipps) for BPAC to **send a letter to AC Transit expressing concerns about how the proposed guidelines could impact the ability of jurisdictions to implement safety measures such as speed humps, raised crosswalks, removal of slip lanes, installation of bulb-outs, lane reductions, and bike infrastructure along bus routes.** The motion was approved by unanimous voice vote.

Speakers other than Commissioners: Anthony Campana, Robert Prinz, Jason Patton (OakDOT), Kevin Dalley

Item 9. Agenda look-ahead, suggestions for meeting topics

The three-month look-ahead was included in the meeting's agenda packet. The following suggestions were made for future meeting topics:

- Encampment Management Policy Impact on Bicyclist/Pedestrian Access – Robert Prinz
- Citywide Speed Survey – Gardner
- AC Transit Related Topics

Announcements:

- BPAC meetings this year should be held in East and West Oakland.
- The May BPAC Meeting will be rescheduled for Bike to Wherever Day. A poll was conducted of BPAC commissioners on what days and locations they were available. Once a decision is determined, more information will be provided at the BPAC webpage:
www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission
- There will be a Paint the Town mural painting event at 26th St and Chestnut St on April 26th and April 27th in collaboration with Yu Ming Charter School.

Speakers other than Commissioners: Noel Pond-Danchik, Jason Patton

Meeting adjourned at 8:00 PM.

Attachments

- Safe Oakland Streets Annual Report Presentation
- Community Initiated Traffic Calming Pilot Guidelines Presentation

Minutes recorded by Noel Pond-Danchik, OakDOT Bicycle & Pedestrian Program Transportation Planner, emailed to meeting attendees for review on April 23, 2025, with comments requested by May 6, 2025, to npond-danchik@oaklandca.gov. Revised minutes will be attached to the May 2025 BPAC meeting agenda and considered for adoption at that meeting.

Safe Oakland Streets (SOS) Initiative

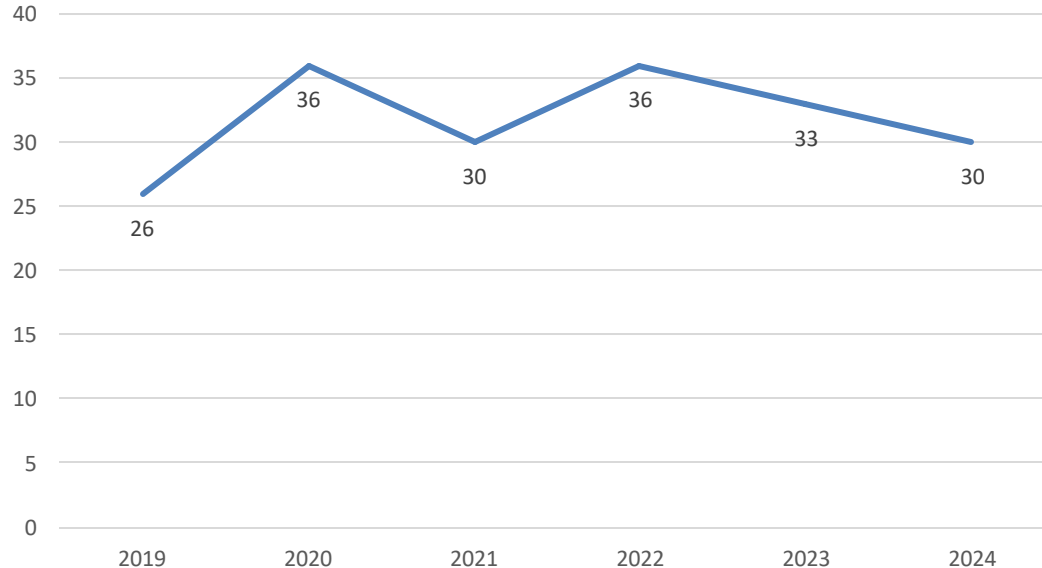


2024 Annual Report

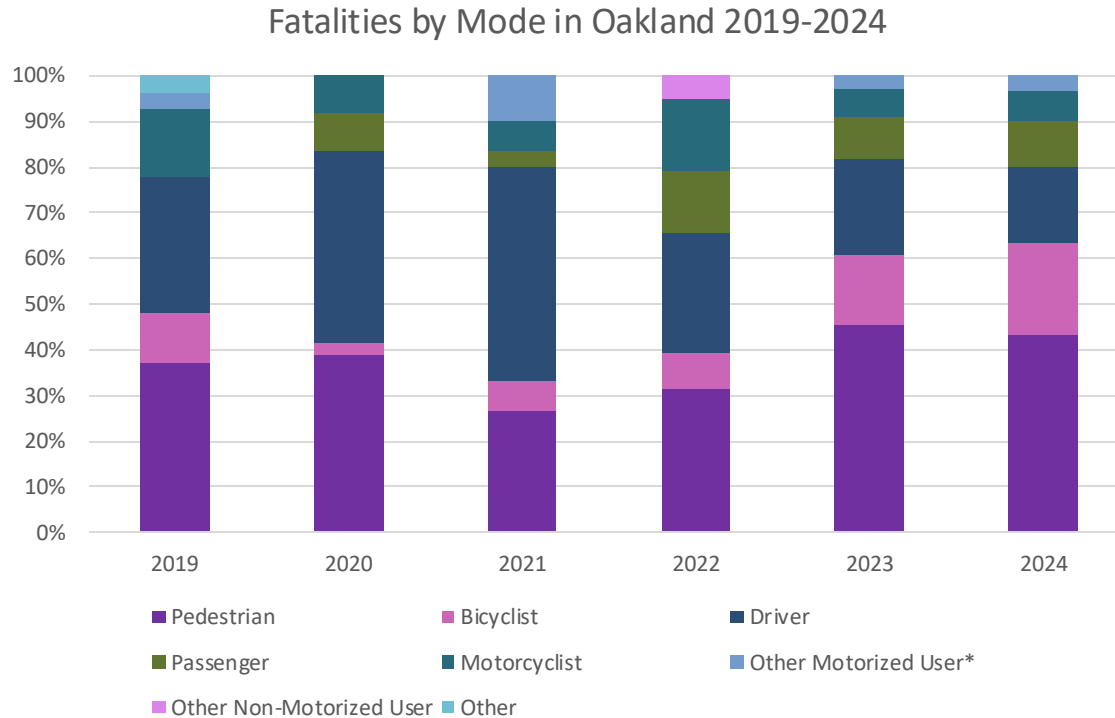
Too Many People are Dying

2024 was another deadly year on Oakland's Streets, with a total of 30 crash fatalities

Total Fatalities in Oakland 2019-2024



Too Many People are Dying



People walking, rolling, biking, or riding motorcycles are especially vulnerable to traffic violence- Making up over 70% of fatalities in 2024

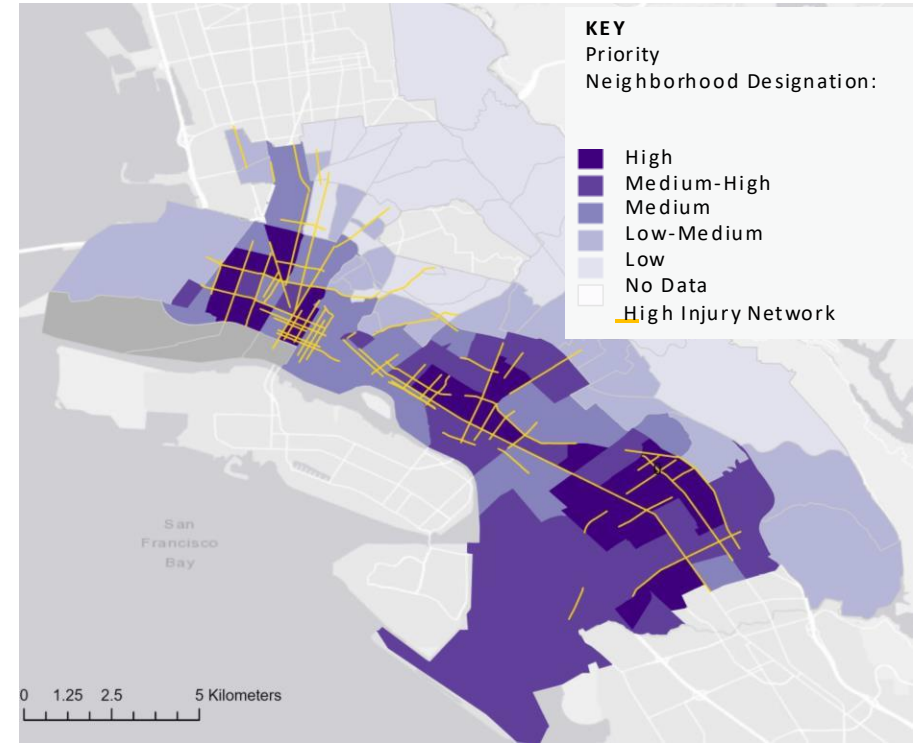
Source: Statewide Integrated Traffic Records System (SWITRS)

* 2022 and 2023 data are provisional and may be incomplete or subject to change.

2018 High Injury Network (HIN)

6% of Oakland's Streets
that account for
60% of severe and fatal
crashes





95% of the HIN is in
Medium to Highest
Equity Priority
Neighborhoods



Source: *High Injury Network: 2012-2016 Data from SWITRS (Statewide Integrated Traffic Records System) prepared by Fehr & Peers.*

Most Dangerous Driving Behaviors

These Factors Account for 90% of Severe and Fatal Crashes

Crashes Causes (Primary Collision Factors)	Percent of Crashes Resulting in People Being Killed or Severely Injured
 Failure to Yield	35%
 Unsafe Turning	29%
 Unsafe Speed	17%
 Disobeying Signs and Signals	9%

SWITRS 2023-2024*

**2023 and 2024 SWITRS data are considered provisional and subject to change*

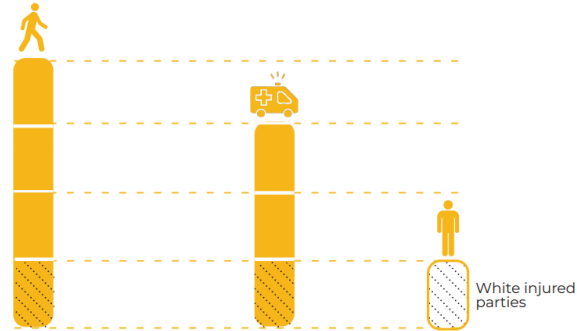
Severe and Fatal Crashes Disproportionately Impact Black Oaklanders and Seniors

Older Oaklanders
(65+)



2x more likely to be killed in
a crash compared to all
other Oaklanders

Compared to White injured parties,
Black injured parties in Oakland were:



4 times

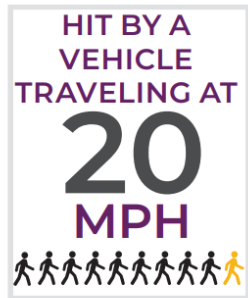
as likely to be
killed or severely
injured while
walking

3 times

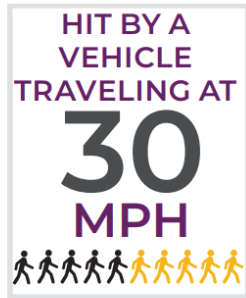
as likely to be
killed or severely
injured in a crash

Speed Kills

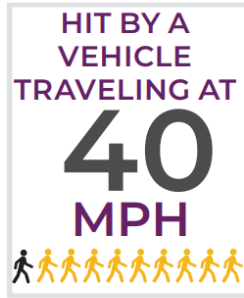
HIGH SPEEDS ARE MORE DEADLY



**9 out
of 10**
pedestrians
survive



**5 out
of 10**
pedestrians
survive



**1 out
of 10**
pedestrians
survive

AND SPEED MATTERS IN OAKLAND



Just over **1 in 5** Oaklanders killed are involved in a crash where **speed** is a primary factor

Safe Oakland Streets Goals

1. **Prevent severe and fatal crashes** and related disparities impacting Black, Indigenous, and People of Color (BIPOC) communities, seniors, people with disabilities and low-income populations
2. **Eliminate severe and fatal injury inequities** including racial disparities impacting BIPOC communities that exist today in Oakland
3. **Inform effective and equitable safety strategies** that prevent injury and injury inequities, and do not have adverse equity impacts on BIPOC communities, seniors, people with disabilities and low-income populations
4. **Eliminate crash fatalities on all of Oakland's roadways by 2042** through targeted and strategic prevention



Safe Oakland Streets History

SOS is an Interdepartmental Partnership between:

**Oakland
Department of
Transportation
(OakDOT)**

**Oakland
Police
Department
(OPD)**

**City
Administrator's
Office
(CAO)**

**Department
Of Race and
Equity
(DRE)**

Efficacy and Equity Assessment

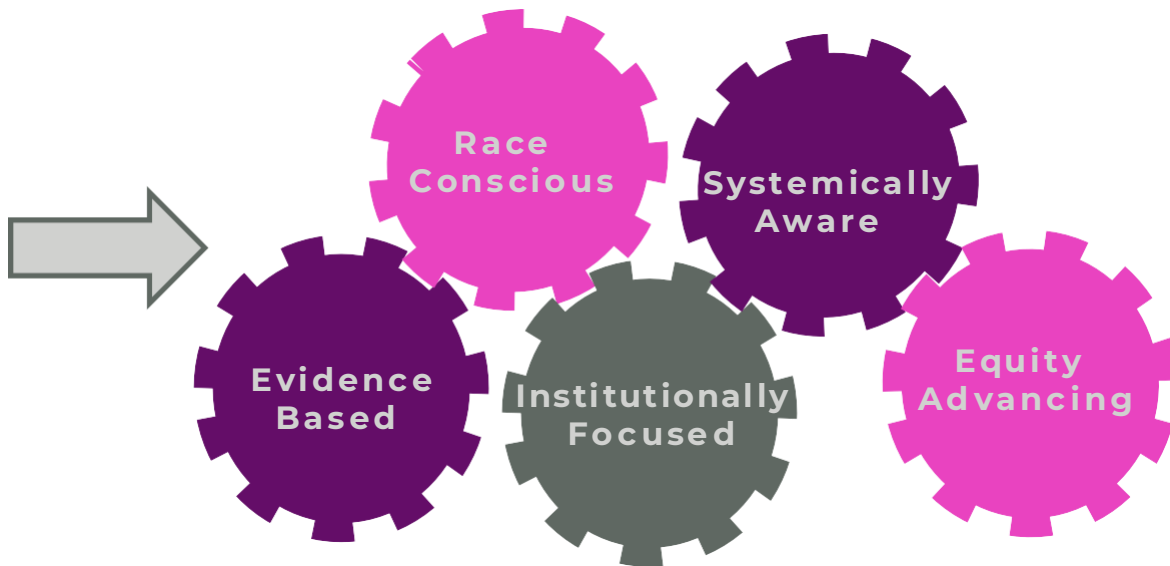
ENGINEERING

POLICY

PLANNING &
EVALUATION

ENGAGEMENT,
EDUCATION &
PROGRAMS

ENFORCEMENT



Strategy 1. Coordination & Collaboration

In 2024, key agreements were made between DOT and OFD on the placement of pedestrian safety islands and flexible plastic delineator posts in the public right-of-way while maintaining adequate clearance for emergency response



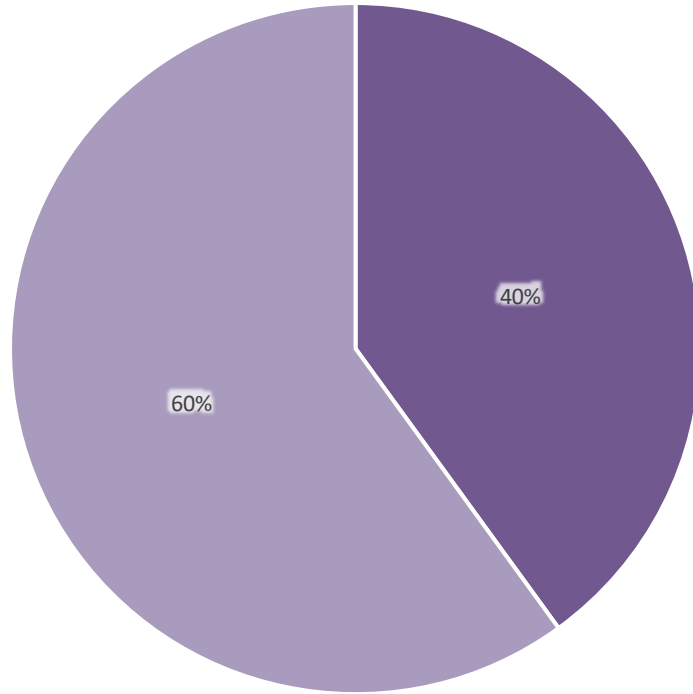
Strategy 2. Engineering

Traffic Safety Improvement Highlights (2024)



Strategy 2. Engineering

2024 Capital Improvement Program HIN Analysis (25 total)

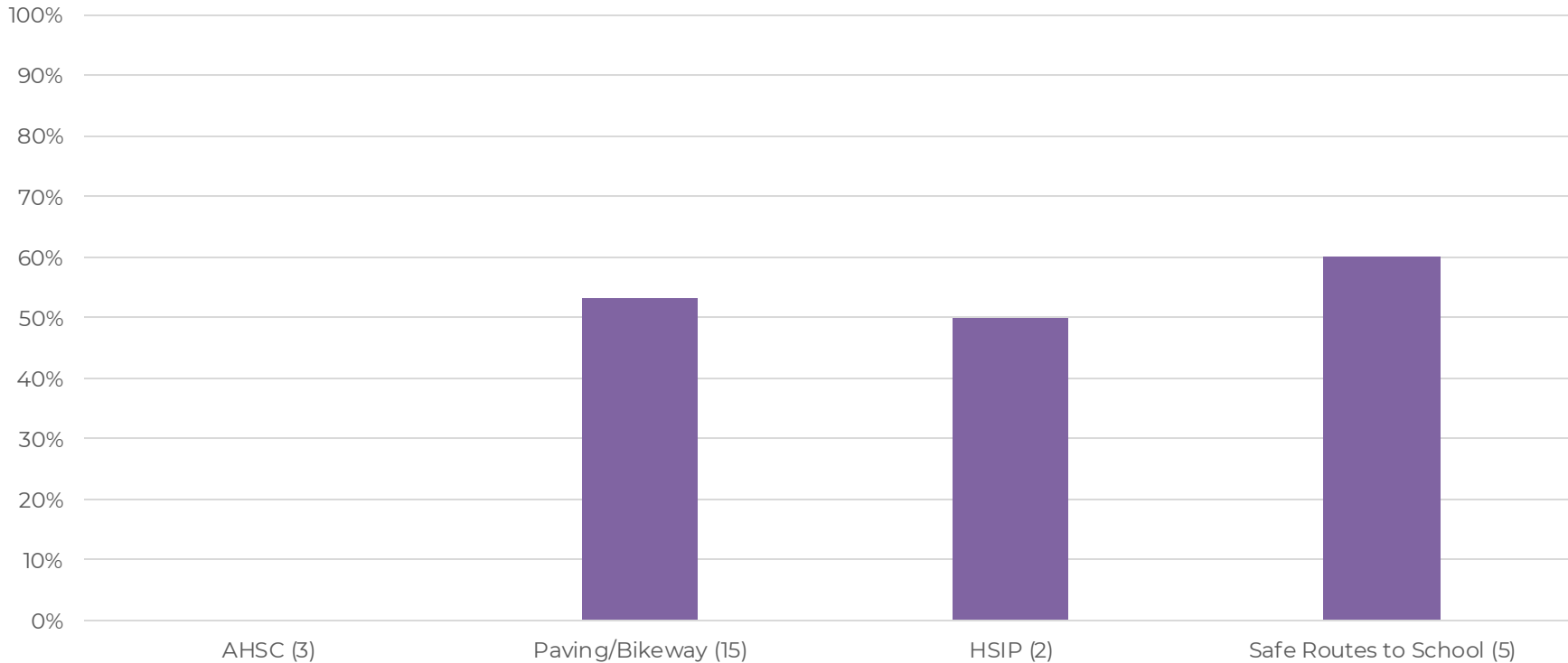


■ On HIN (10) ■ Not On HIN (15)

40% of CIP
Traffic Safety
Projects were
on the High
Injury Network

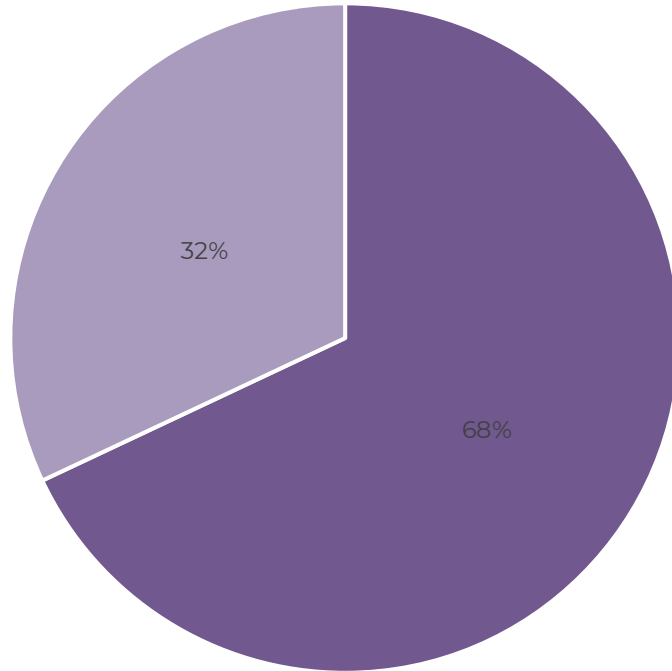
Strategy 2. Engineering

Percent of CIP Projects by Program on the HIN (25 Total)



Strategy 2. Engineering

2024 Capital Improvement Program
Equity Community Analysis (25 total)



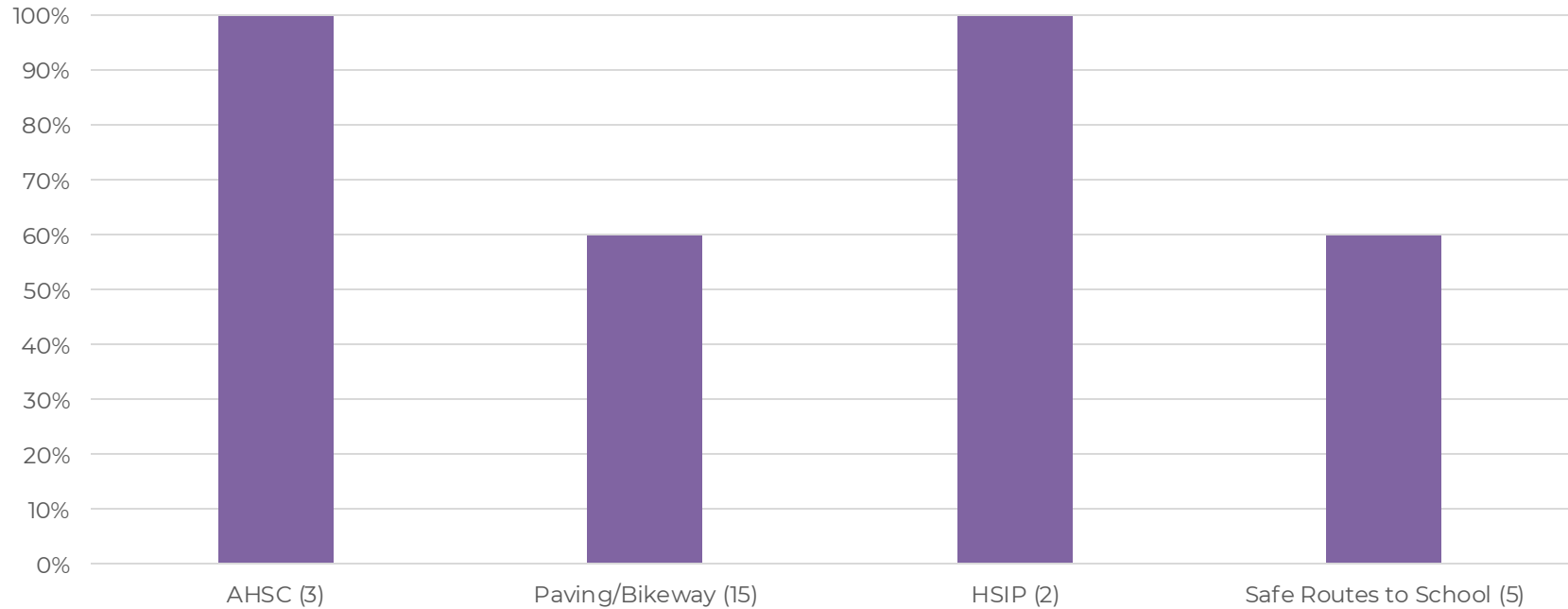
- In High and Highest Priority Communities (17)
- In Lowest, Low and Medium Priority Communities (8)



68% of CIP Traffic Safety Projects
were in High and Highest Priority
neighborhoods

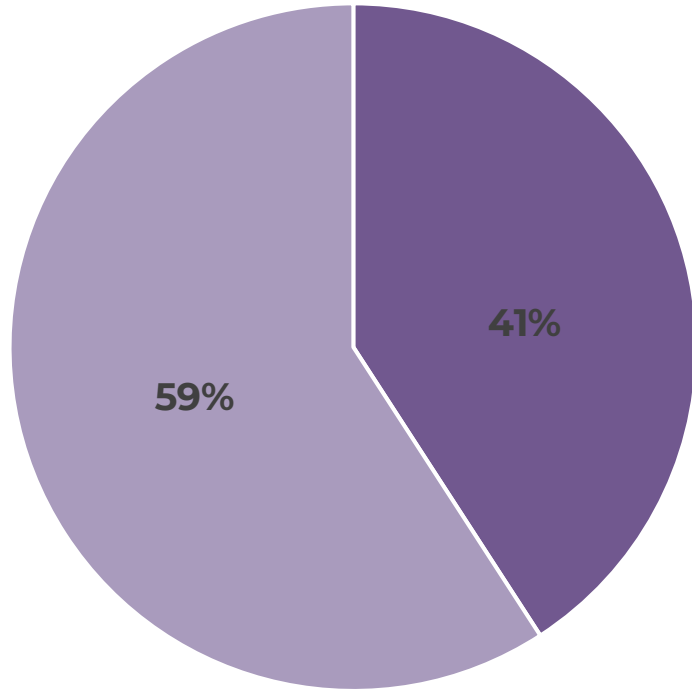
Strategy 2. Engineering

Percent of CIP Projects by Program in High and Highest Priority Equity Communities (25 Total)



Strategy 2. Engineering

2024 Near-Term Projects HIN Analysis (71 total)

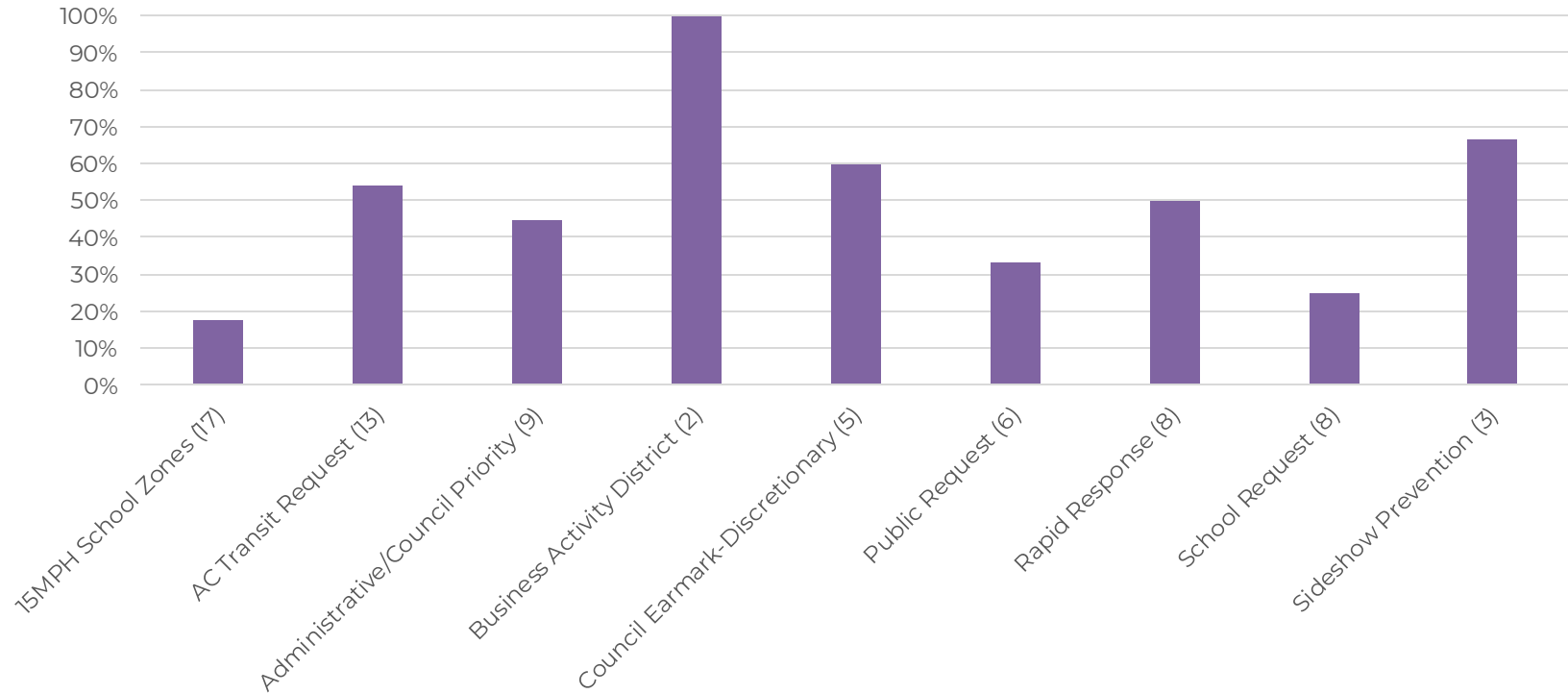


■ On HIN (29) ■ Not On HIN (42)

41% of Near-Term Projects were on the High Injury Network

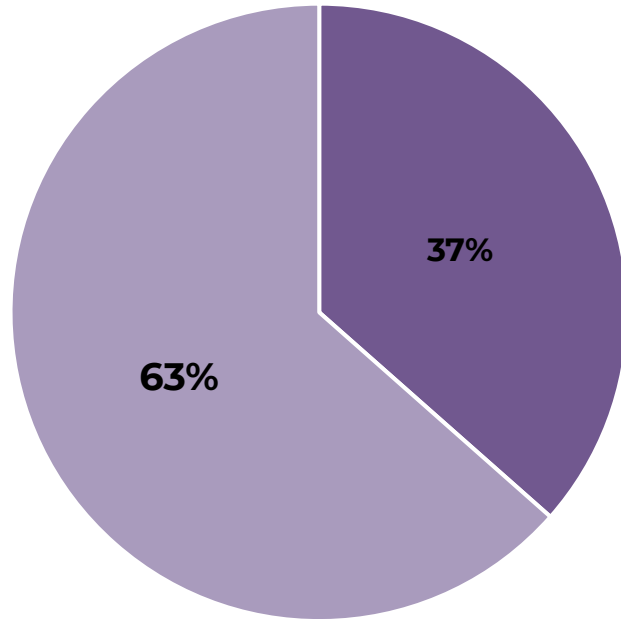
Strategy 2. Engineering

Percent of Near-Term Projects by Program on the High Injury Network (71 Total)



Strategy 2. Engineering

2024 Near-Term Projects Priority
Neighborhood Analysis (115 total,
Including Speed Bumps)



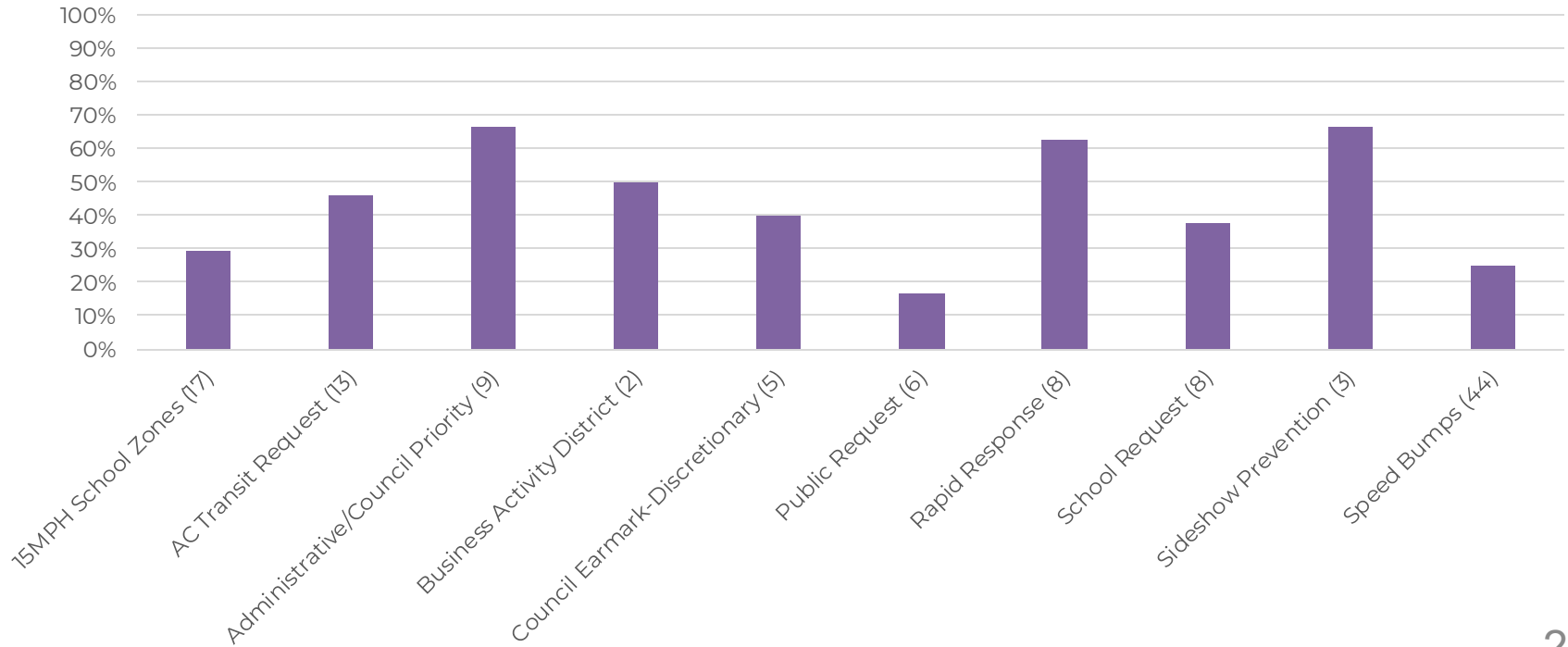
- In High and Highest Priority Communities (42)
- In Lowest, Low and Medium Priority Communities (73)

37% of Near-Term Projects
were in High and Highest
Priority neighborhoods



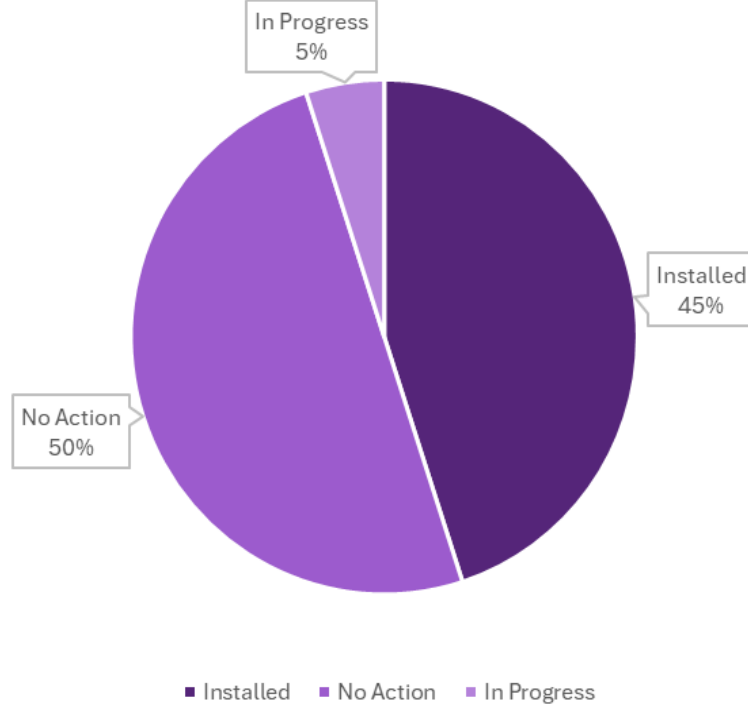
Strategy 2. Engineering

Percent of Near-Term Projects by Program in High and Highest Priority Equity Community (71 Total)



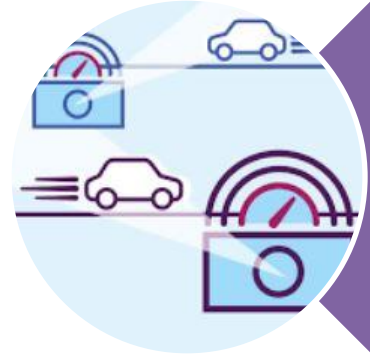
Strategy 2. Engineering

Status of 2024 Rapid Response Investigations (20 Total)



- When streets have projects in pre-construction, Rapid Response treatments are identified for inclusion in the larger project

Strategy 3. Policy



Significant progress was made in 2024 toward implementation of Speed Safety Cameras. Locations were selected and action was taken toward finding a vendor.*



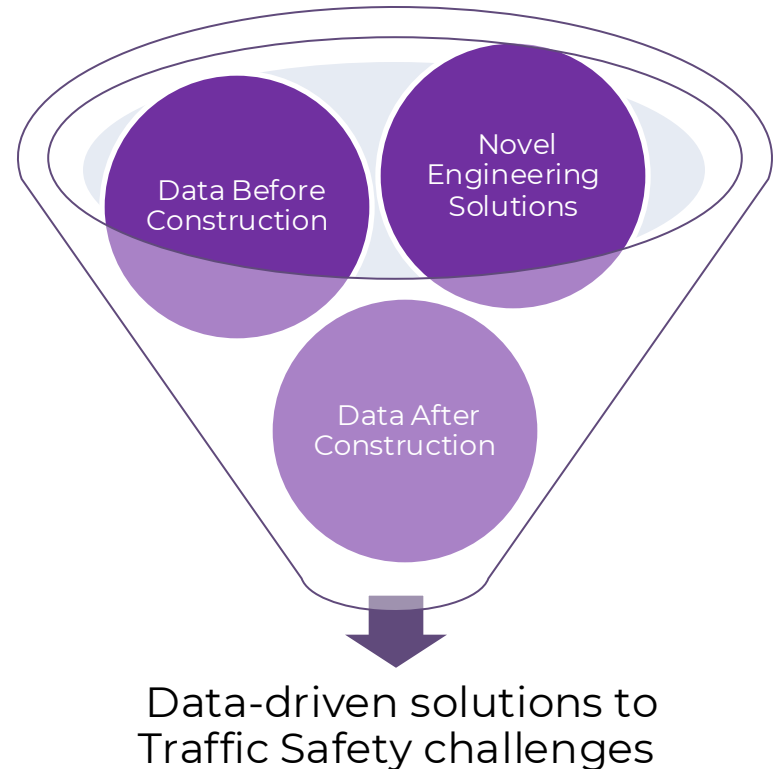
In 2024, OakDOT, in collaboration with the California City Transportation Initiative (CaCTI), successfully advocated for an appointed seat on the Task Force to represent City perspectives on establishing vehicle weight fees.

[*More information is available at: City of Oakland | AB 645 \(oaklandca.gov\)](https://www.oaklandca.gov/projects/assembly-bill-645-friedman-speed-safety-systems-pilot-program)

<https://www.oaklandca.gov/projects/assembly-bill-645-friedman-speed-safety-systems-pilot-program>

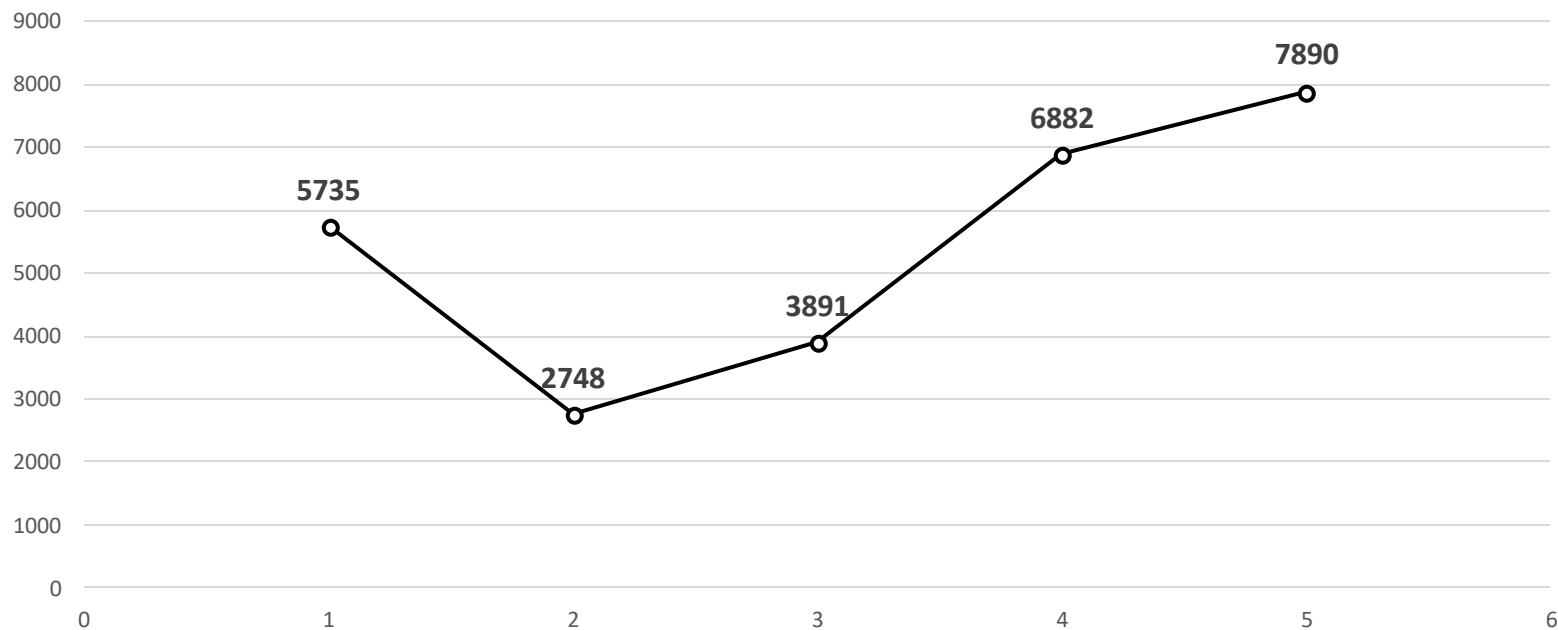
Strategy 4. Planning and Evaluation

- OakDOT completed a City Wide Crash Analysis using data from 2017-2021 to create a 2 pages of infographics which is publicly available.
- Project evaluation was completed for the West Street Road Diet. Improvements included removing lanes and adding pedestrian islands, raised intersections, bike buffers and speed humps.



Traffic Stops Have Increased with Return of Traffic Enforcement Units

Non-Dispatch, Non-Intel Led Traffic Stops
Over Time



*Traffic Enforcement Units were
reinstated October 2022

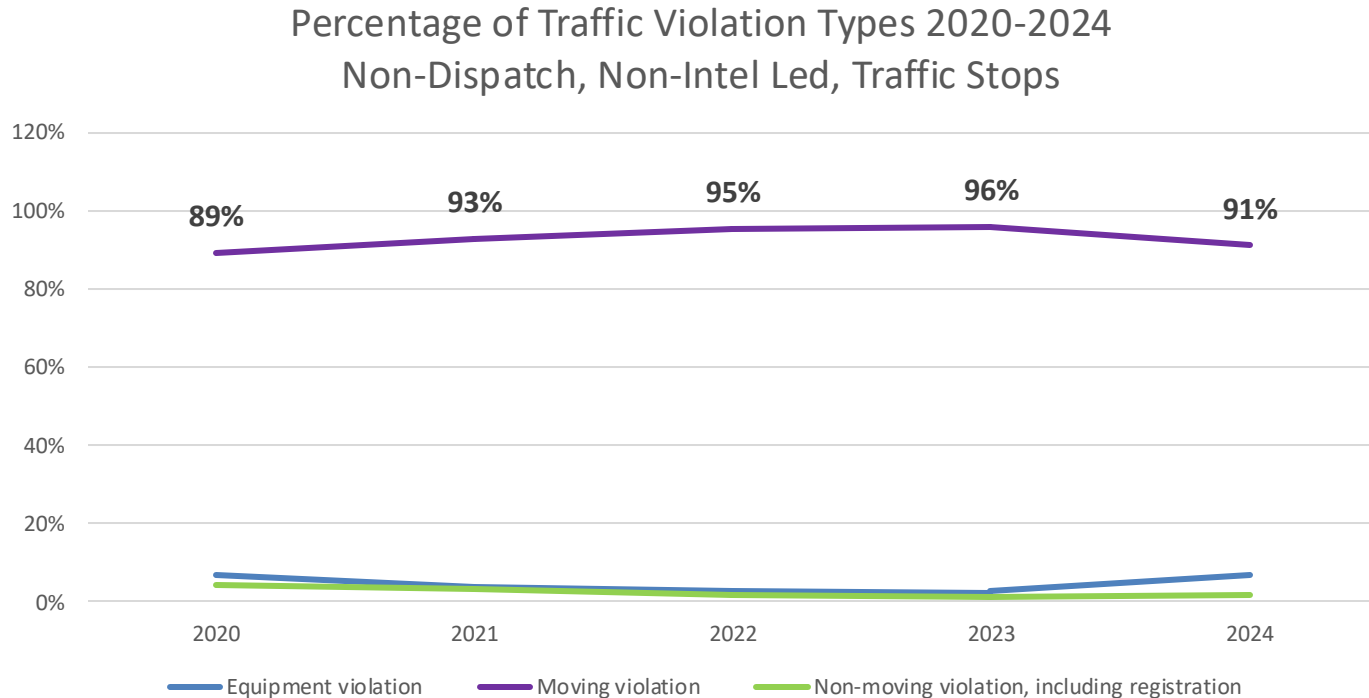
Traffic Stops Are More Focused on HIN and Most Dangerous Moving Violations

- Traffic Stops on the HIN*
 - 2019: 61%
 - 2024: 69%
- Traffic Stops in Equity Priority Areas
 - 2024: 73%
- Traffic Stops for Most Dangerous Behaviors**
 - 2019: 40%
 - 2024: 83%

**within 500 ft of HIN; Non-Dispatch, Non-Intelligence-Led Traffic Stops, 2019, 2023, 2024 OPD*

***SWITRS 2022-2024 (2022 and 2023 SWITRS data provisional and subject to change)*

Traffic Stops Continue to Focus on Moving Violations in 2024



Non-Dispatch, Non-Intelligence-Led Traffic Stops, 2020-2024, OPD

Monitoring Moving Violations by Race

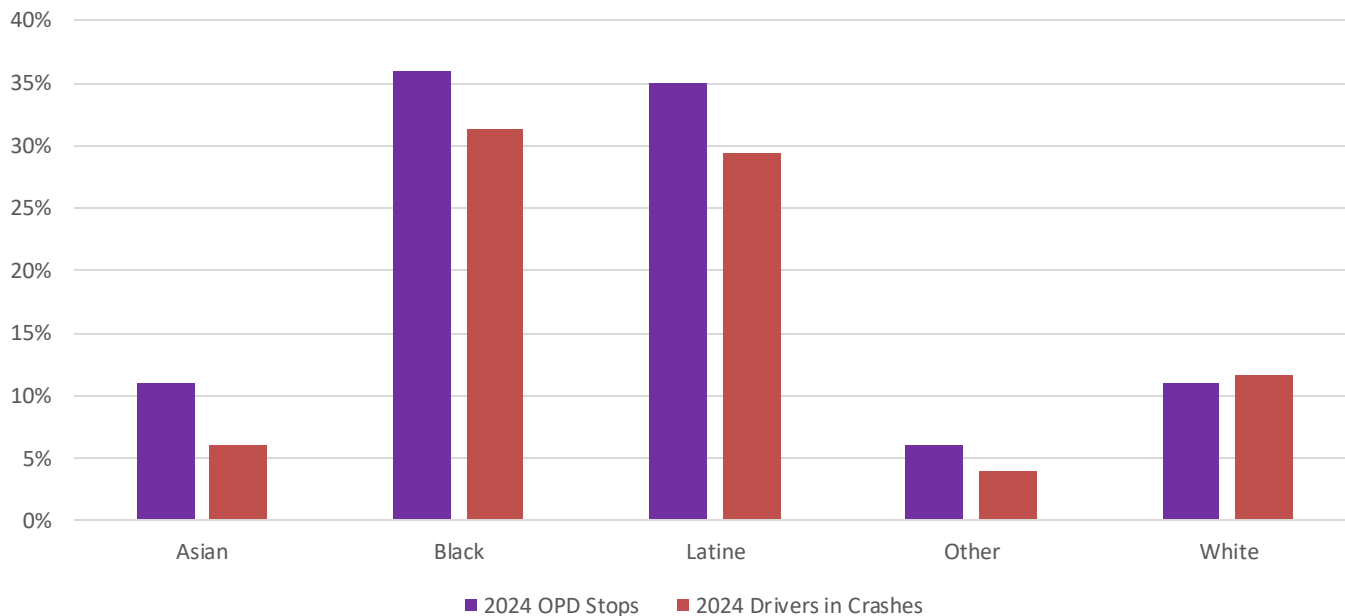
	2020	2021	2022	2023	2024
BLACK	87%	93%	95%	96%	90%
LATINE	92%	93%	96%	96%	92%
WHITE	91%	94%	96%	96%	89%
ASIAN	92%	96%	97%	98%	94%
OTHER	87%	92%	96%	96%	90%

- Higher proportion of moving violations
- The gap between racial groups increased slightly in 2024

Non-Dispatch, Non-Intelligence-Led Traffic Stops, 2020-2024
OPD

Racial Disparities in Traffic Stops

- **OPD has reduced racial disparities in stops** since 2016
- **Still, more stops are conducted on Black and Latine Drivers** than crashes involving Black and Latine drivers (*our best proxy for who is driving on local streets*)



Non-Dispatch, Non-Intelligence-Led Traffic Stops, 2024 OPD SWITRS 2024 (provisional and subject to change)

Looking Forward: 2025

- Speed Safety Camera Pilot Program:** OakDOT intends for the speed safety camera systems to be installed by the end of 2025
- Data Partnership with Alameda Public Health Department (ACPHD):** OakDOT will continue to work with the ACPHD on augmenting OPD's crash injury and fatality data with hospital and EMS data to more comprehensively capture crash outcomes to inform prioritization efforts
- Evaluate opportunities to improve internal processes to increase the proportion of projects delivered on the HIN and in High and Highest Priority Communities**

Resources

Safe Oakland Streets: www.oaklandca.gov/SOS

- OakDOT Major Projects Map: www.oaklandca.gov/resources/active-major-improvements-project
- 5-Year Paving Plan: www.oaklandca.gov/topics/paving
- OPD Stop Data: www.oaklandca.gov/resources/stop-data
- Sideshow Prevention: www.oaklandca.gov/topics/sideshow-prevention-efforts
- Geographic Equity Toolbox: www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox
- Speed Bump Application: www.oaklandca.gov/services/apply-for-a-speed-bump

Community Traffic Calming Guidelines

Draft

April 16th, 2025



City of Oakland
Department of Transportation



Acknowledgements

This public-facing guide intends to set expectations for community groups who desire to make their streets safer when the City does not have the resources to design and implement a project on its own.

This is a quick-build approach to changing street conditions to improve safety for Oaklanders.

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City of Oakland
Department of Transportation



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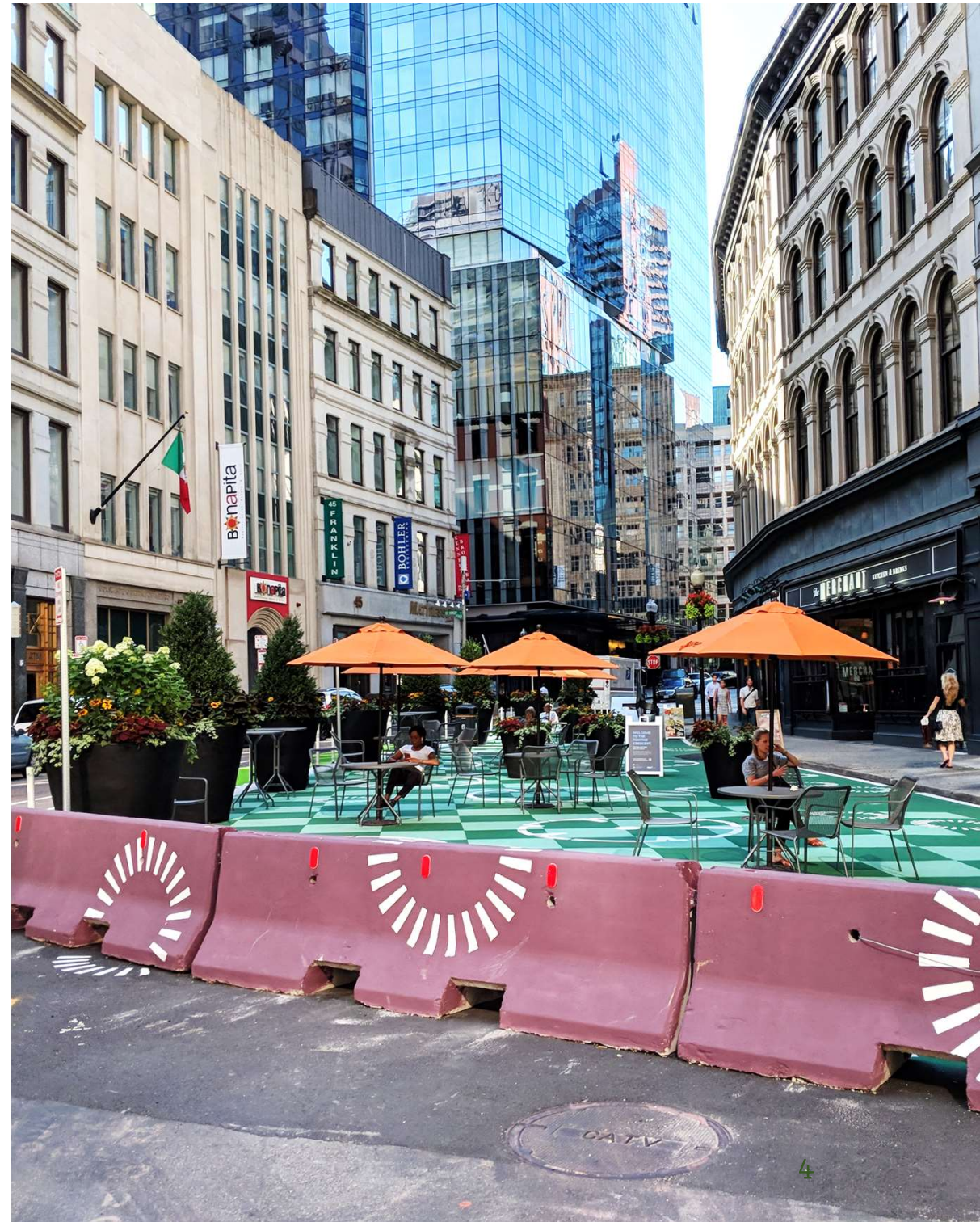
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Introduction

Street safety is a high priority for the City, but there are limited resources to implement all street safety-related requests by the community. This document sets guidelines to enable community groups to implement temporary street safety interventions that will demonstrate their effectiveness toward a permanent installation.



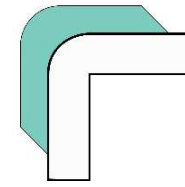
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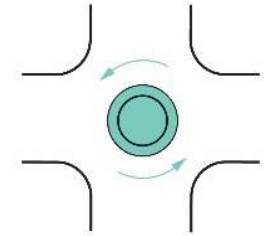
Types of Projects

Applicants will be able to apply for the following types of projects to enhance their neighborhood space: Curb Extensions/Public Space, Traffic Circles, Daylighting, and Street Painting (like Paint the Town). After the City advances several community-supported projects, additional project types like Slow Shared Streets, demonstration bike lanes, and lane narrowing may be considered.

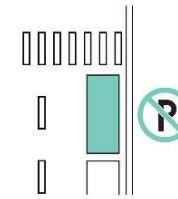
Curb Extension/
Public Space



Traffic Circle



Daylighting

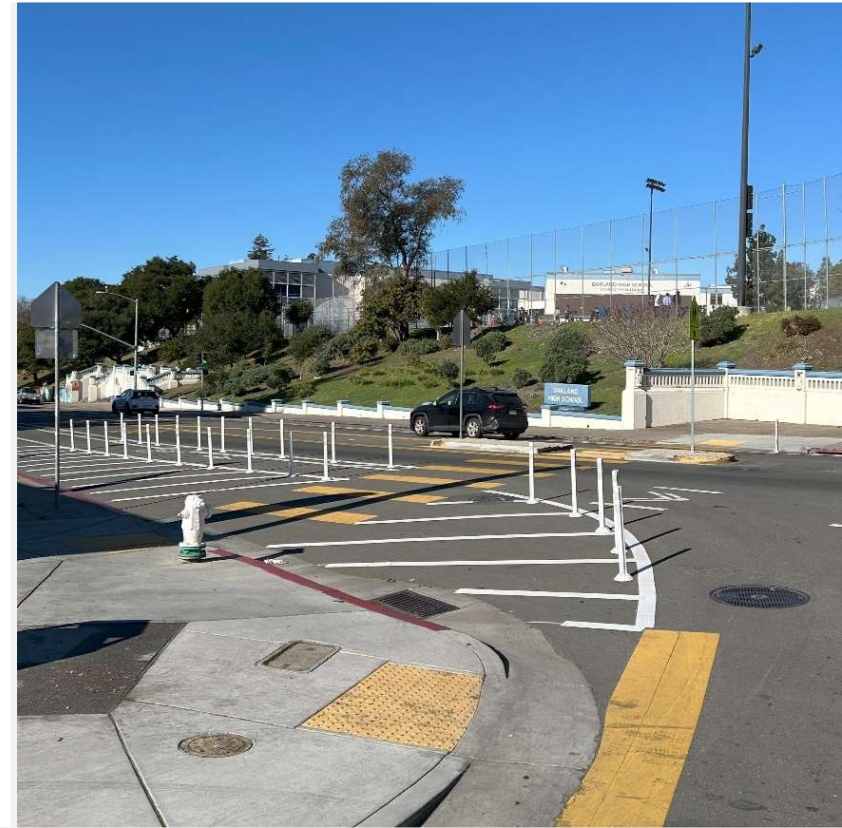
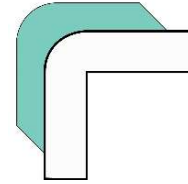


Street Painting

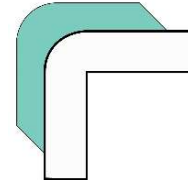


Curb Extension / Public Space

A curb extension increases the pedestrian space from a sidewalk into the street to enhance the visibility of pedestrians wishing to cross. When there is a generous amount of curb extension space, the area may be transformed into small pedestrian plazas or other pedestrian-friendly spaces.



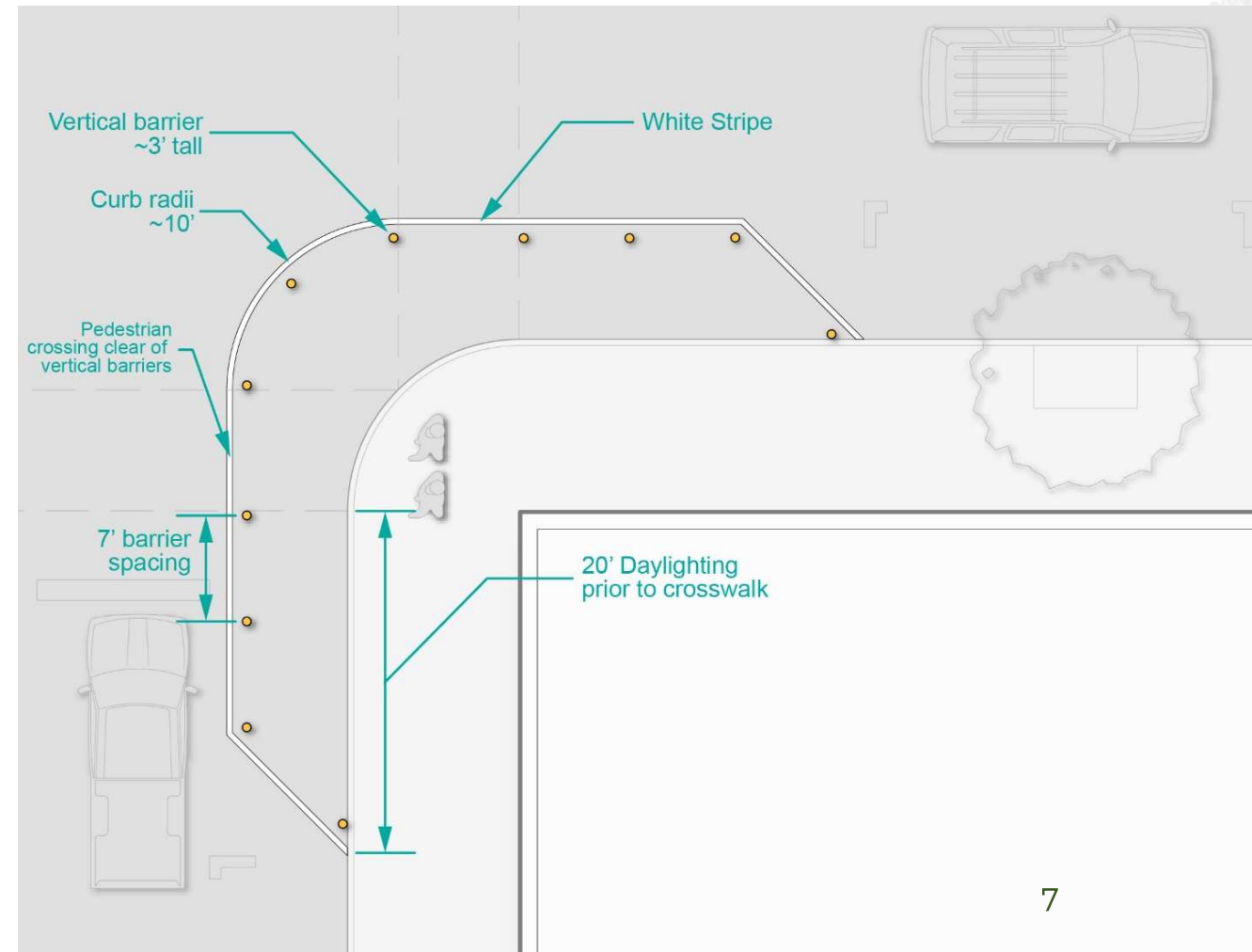
Curb Extension / Public Space



Community organizations may propose curb extensions that meet the following criteria:

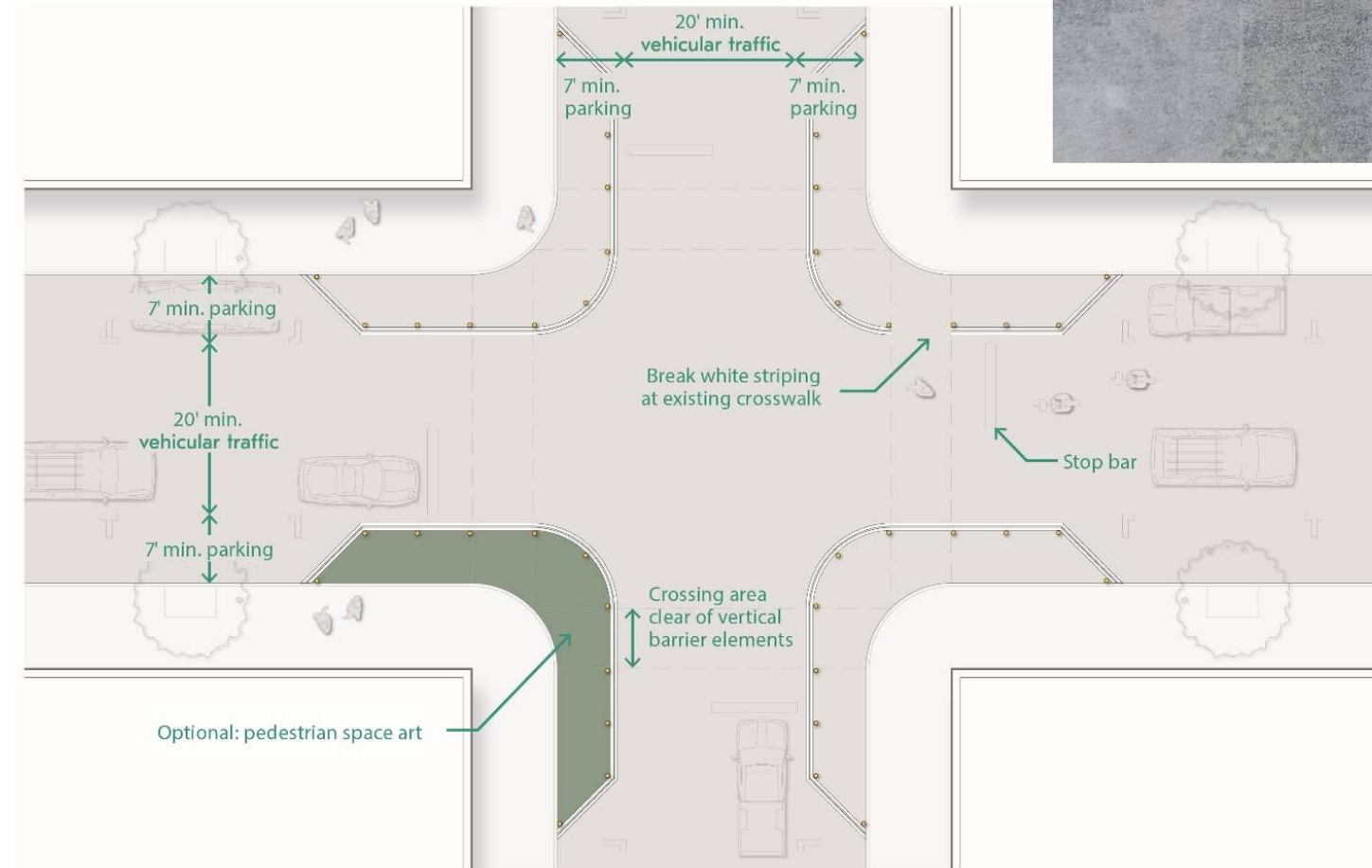
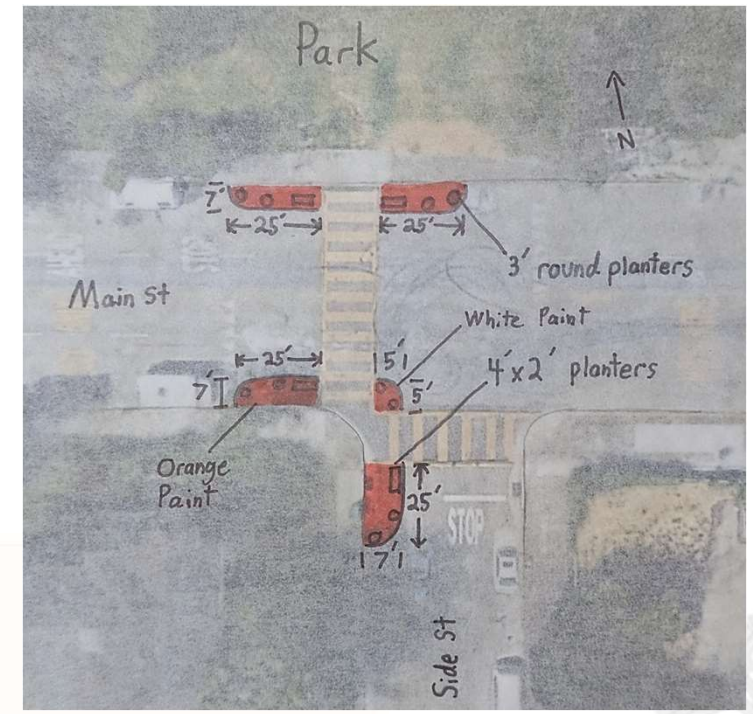
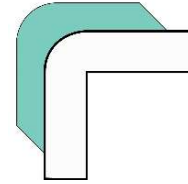
- On-street parking is present.
- Large vehicles, such as buses or trucks, can still perform turns.
- ADA-compliant sidewalks are present.

Here are some general dimensions that community groups should follow when generating their proposed improvement.

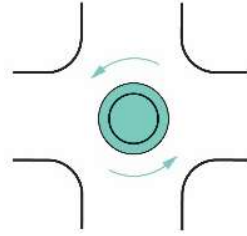


Curb Extension / Public Space

Here is another schematic of curb extensions, and an example sketch that community groups could produce to show their proposed project.



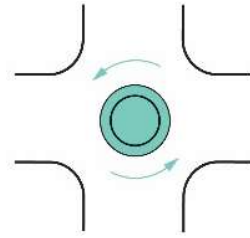
Traffic Circle



Traffic circles are objects located at intersections that force vehicles to slow down and navigate around them. Slower vehicle speeds generally improve safety for roadway users because slower speeds increase the amount of time to react to people walking, biking, or to other vehicles to avoid a collision.



Traffic Circle

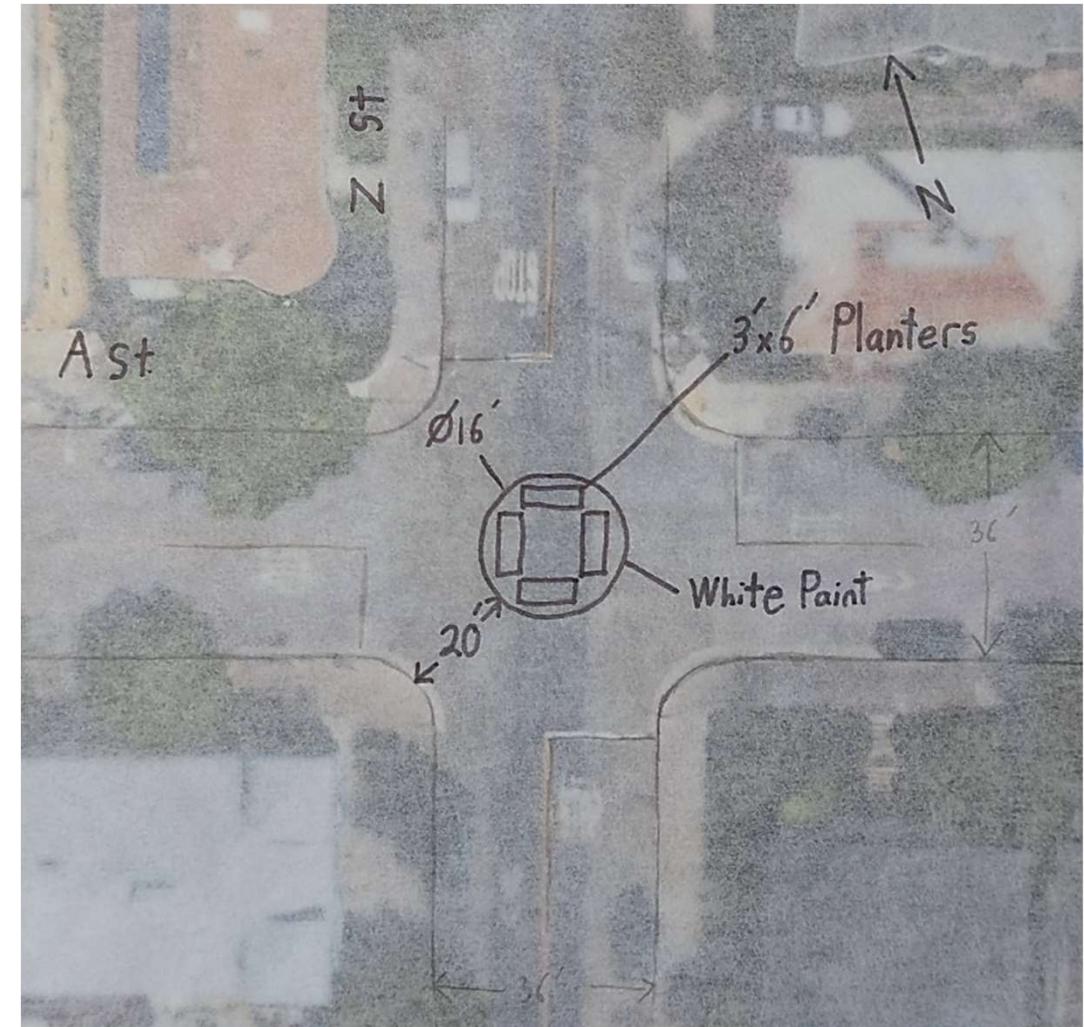


Community organizations may propose traffic circles that meet the following criteria:

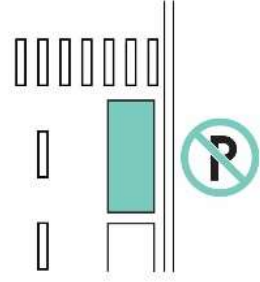
- The proposed location intersects local streets.
- There is 20' of clear distance between the traffic circle and the street curb, which is for Fire Department emergency response.

Other design constraints:

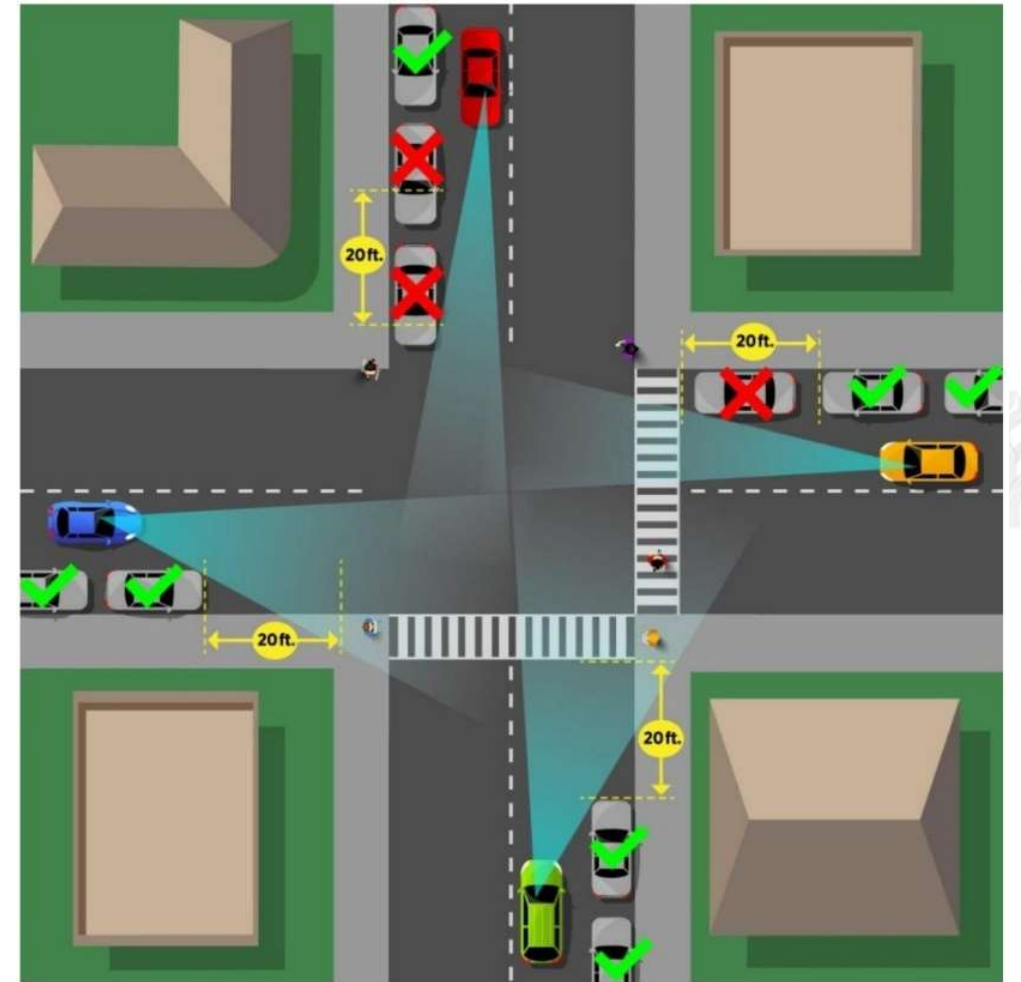
- The proposed traffic circle will need to become an All-Way Stop controlled intersection.
- Physical elements cannot be placed on top of utilities such as manholes.



Daylighting



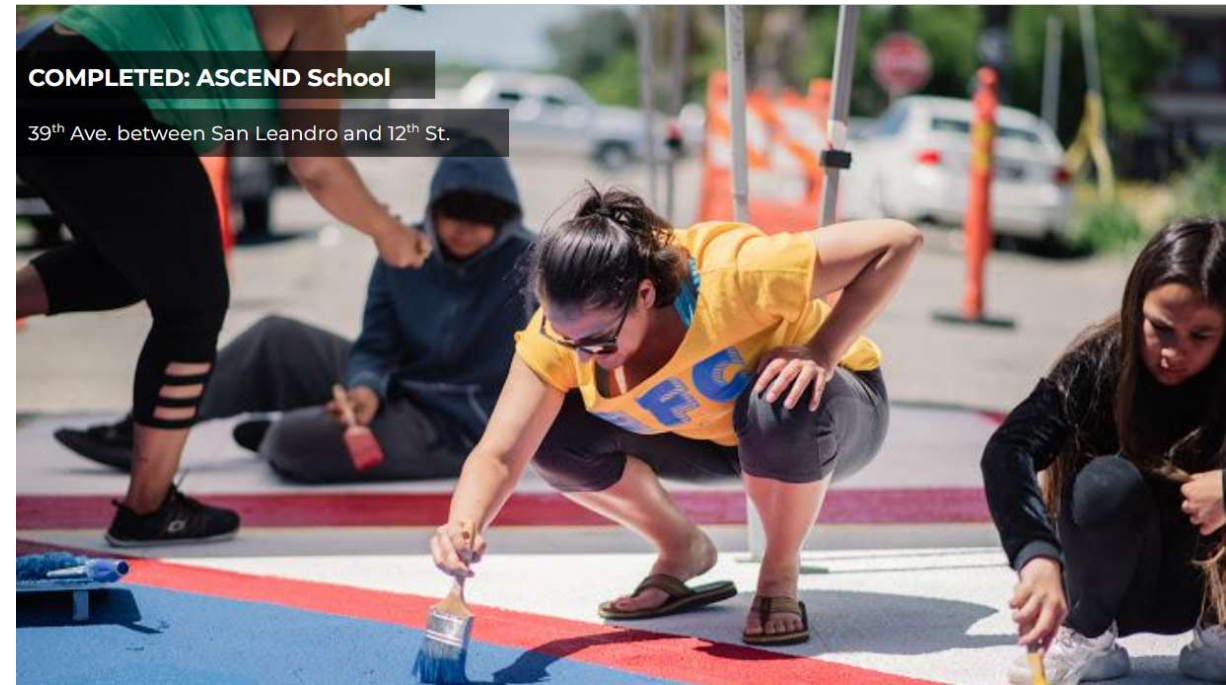
A clear distance between a marked crosswalk and parked cars “Daylights” the crosswalk and increases visibility for a crossing pedestrian. As of 2025, a 20-foot clearance to crosswalks is mandatory, but the City needs help identifying the most active and dangerous crosswalks. Therefore, community groups can help the City prioritize these locations.



Street Painting (Paint the Town)

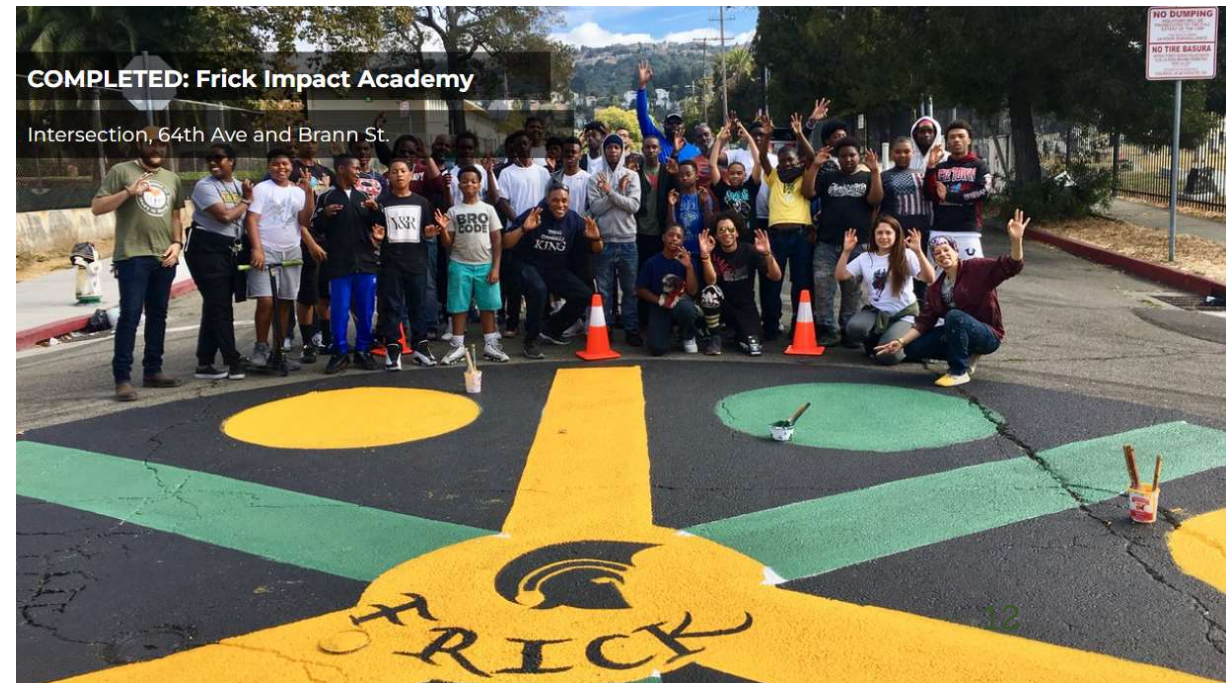


Decorating pavement is a way to add character to a neighborhood street. Similar to the City's "Paint the Town" program, community organizations may apply for permits to add a mural or other painted design to streets. Street paintings can foster community identity, improve the aesthetics of public spaces, and encourage traffic calming by visually narrowing the roadway.



COMPLETED: ASCEND School

39th Ave. between San Leandro and 12th St.



COMPLETED: Frick Impact Academy

Intersection, 64th Ave and Brann St.



Project Duration

Community-supported traffic calming projects can generally be separated into two time frames: Short (~1 month) & Long (~1 year).

Short projects would use distinctly low-cost and inexpensive materials and would require less maintenance by a community group.

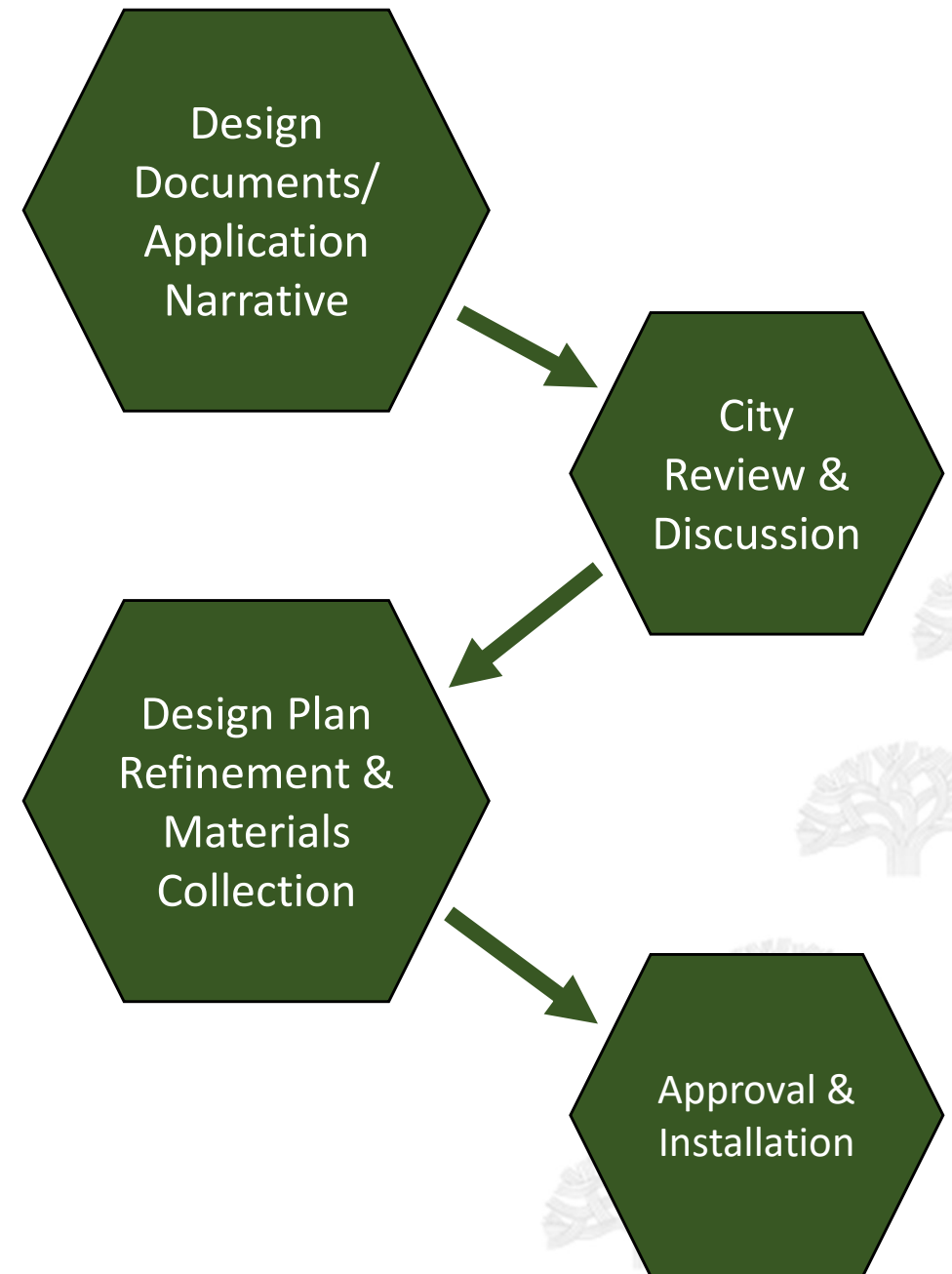
Longer-term projects would need to use materials that are durable and withstand weather, regular wear and tear, and tampering. Furthermore, community members would need to have a consistent maintenance plan to ensure the project does not create adverse conditions for daily use.



Project Application Process

To successfully implement a community traffic calming project, community organizations need to effectively communicate the vision of the project to the City. As a City, we want to implement projects that citizens want and that have meaningful safety benefits; however, we need to completely understand the project sketches, details, and support.

Your community organization will compile materials and submit them through the City's online portal. The following text will describe the initial and total materials needed for a successful project.



Project Application Process

Community organizations must submit the following materials:

1. **Project Type & Description** – A brief paragraph outlining the project, its purpose, and its necessity.
2. **Letters of Support** – Endorsements from local stakeholders and residents.
3. **Photos & Location Details** – Images and a Google Maps link to the proposed site.
4. **Design Sketch/Plan** – A visual representation of the proposed improvements.
5. **Materials List** – An inventory of materials required for implementation.
6. **Maintenance Plan** – A strategy for upkeep and addressing potential issues.

After the initial submission, City staff will review the proposal, meet with the community organization, and provide feedback for necessary revisions.

Second (Refined) Document Submission

Community organizations must refine and resubmit the following materials:

1. **Revised Documents** – Updated versions of all materials from the initial submission.
2. **Installation Safety Plan / Traffic Control Plan** – A sketched plan showing how community members will remain safe during installation. This should include a map detailing “Road Work” warning signs, cones, and methods to notify motorists of temporary traffic changes.
 - The City will provide traffic cones, road work signs, yellow vests, and other equipment to modify traffic temporarily for project implementation.
3. **Proposed Schedule** – The planned installation date and anticipated project duration.

Continued on next page...

Second (Refined) Document Submission (cont.)

4. **Evaluation Plan** – A framework for assessing the project's impact on the neighborhood, traffic flow, and safety. Evaluation methods may include:
 - Counting pedestrians, bicyclists, and vehicles.
 - Conducting perception surveys.
 - Interviewing local stakeholders.
 - Documenting site visits to monitor conditions and ensure the project remains intact.
 - Community representatives must visit the project site twice weekly for the first month to address any tampering issues. If minimal issues occur, visits can transition to a weekly basis.
 - Refer to the Example Plans section for a sample maintenance plan.
5. **Final Design Plan** – A comprehensive and refined version of the project plan, including:
 - A detailed sketch and layout.
 - Identification of any official signage or striping required, which the City will install.
 - An outline of the community's role in project implementation.

This process ensures that community traffic calming projects are well-planned, safe, and sustainable for long-term neighborhood benefit.



Prioritization

Projects will be reviewed based on the order of submission, socio-economic area, letters of support, safety importance, proximity to schools/institutions, and other considerations.

Applicants can expect an initial interview within approximately two weeks of submission.

The City aims to work with community groups to approve projects within approximately five months, considering the multiple levels of review and design revisions.

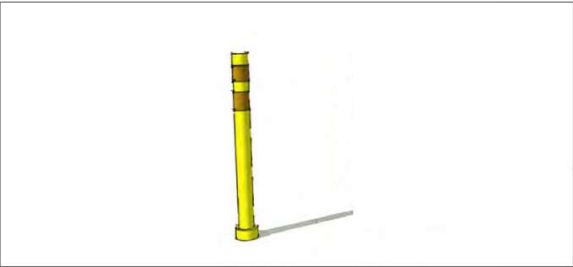
Submitting an application does not guarantee project approval. Projects may also be submitted through the Capital Improvement Project pipeline for potential future consideration.



Materials

Project materials should be durable, visible, and clear in their intended use. The City has identified a recommended palette of materials for applicants; however, applicants who have access to surplus materials should include those in their project proposal.

The following materials are permissible as barrier elements:

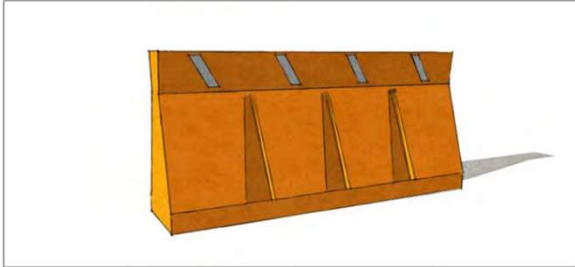


Flex Post
Typical Dimensions: 3"DIA. x 36"H (28"H for bike projects)
Estimated Cost: \$40
Overview:
Delineator posts, also known as flex posts, are low cost products that provide a visual barrier delineating the roadway from spaces for people.

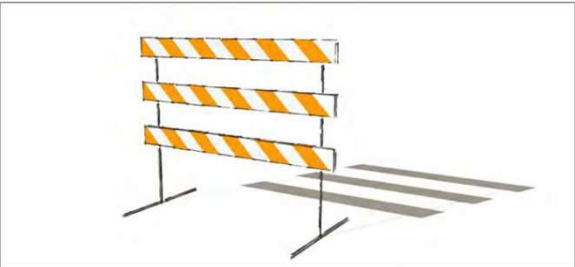


Wheel Stop
Typical Dimensions: 3'L x 6"W x 4"H (barrier height exception)
Estimated Cost: \$50
Overview:
Easily installed and removed, wheel stops are used as low barriers and to demarcate tactical interventions. They should allow gaps for curbside pedestrian access or for cyclists to cross through.

The following materials are permissible as barrier elements:



Empty or Sand-filled Plastic Jersey Barrier
Typical Dimensions: 74"L x 18"W x 36"H
Estimated Cost: \$500
Overview:
Using water-filled jersey barriers is a simple way to add heavy, substantial barriers that can be easily moved into place with two people prior to being filled with water or sand.



Type III Barricade
Typical Dimensions: 72"-96"L x 63"H
Estimated Cost: \$120
Overview:
Type III barricades are lightweight and include three reflective panels.

Materials (cont.)

The applicant should identify the prior materials and/or other materials it intends to use for their installation.



Traffic Barrel
Typical Dimensions: 18"-23.5"DIA. x 39.7"H
Estimated Cost: \$75
Overview:
Traffic barrels are easy to install and create a heavy and durable wall of separation. They should be spaced intermittently to allow curbside access.



Traffic Cone
Typical Dimensions: 14"DIA. x 28-36"H
Estimated Cost: \$30
Overview:
Traffic cones are an affordable and easily movable barrier with reflective bands.



Planter
Typical Dimensions: 48"L x 20"W x 24"H
Estimated Cost: \$300-\$1,000
Overview:
Planters are a vibrant way to create protective barriers between the roadway and spaces for people. This planter provides a self-watering reservoir for easier maintainability.



Concrete Barrier
Typical Dimensions: 18"L x 48"W x 30"H
Estimated Cost: \$300-\$1,000
Overview:
Concrete barriers are heavier than jersey barriers and add extra protection for projects on streets with higher speeds.

The following materials are permissible as furniture elements:



Bistro Set - Table and Chairs
Typical Chair Dimensions: 17"L x 2"W x 32"H
Typical Table Dimensions: 24"DIA x 29"H
Estimated Chair Cost: \$95
Estimated Table Cost: \$220
Overview:
Colorful seating creates inviting spaces and encourages use of tactical interventions.



Umbrella
Typical Dimensions: ~8'H
Estimated Cost: varies
Overview:
Typically paired with seating, umbrellas also create inviting spaces by providing shade to users.

Example Plans

Several examples of plans and supporting documents will be shown that describe the breadth of depth of work that needs to be completed by the community for a successful project. Technical software is not required to be used to create a plan, such as AutoCAD or Adobe Illustrator. However, sufficient clarity of the plan is required for City staff to be able to understand the vision for the project. Clarity can come in the form of neatly drawn hand sketches on photographs, aerials, and/or other exhibits that show the intention of the proposed design.

Sample Design Plan:
Design Plan

TBD

Engagement Plan

Sample page of survey questions to give to people to fill out.



CALM EAST OAKLAND STREETS PROJECT

Question 1:

How safe do you feel traveling throughout East Oakland?

- | | |
|--------------------------------------|------------------------------------|
| <input type="checkbox"/> Very unsafe | <input type="checkbox"/> Safe |
| <input type="checkbox"/> Unsafe | <input type="checkbox"/> Very safe |
| <input type="checkbox"/> Neutral | |

Question 2:

What are your biggest street safety issues in East Oakland? *(Select all that apply)*

- | | |
|--|---|
| <input type="checkbox"/> Aggressive drivers | <input type="checkbox"/> Not enough traffic enforcement |
| <input type="checkbox"/> Speeding drivers | <input type="checkbox"/> Cut-thru traffic |
| <input type="checkbox"/> Not enough speed humps, traffic circles, or traffic calming | <input type="checkbox"/> Streets are too wide-open |
| <input type="checkbox"/> Other (write here) | |

Question 3:

How do you usually travel in East Oakland? *(Select all that apply)*

- | | |
|--|--|
| <input type="checkbox"/> Car | <input type="checkbox"/> Bike |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Scooter/ Skateboard/big wheel, etc. |
| <input type="checkbox"/> Walk | |
| <input type="checkbox"/> Other (fill in) | |

INTRODUCTION/CONTEXT:

The Calm East Oakland Streets project aims to stop aggressive driving, fix broken streets, and create safe space for people to walk and bike to local destinations. We want your feedback to ensure this project works for the community. This survey should take less than 5 minutes.

Question 4:

We are planning to implement traffic calming devices, including speed humps, speed tables, raised intersections, gateway treatments, and traffic filters. These will decrease the ability to speed, drive aggressively, or cut-thru residential streets.

Which of the street elements below do you think will improve street safety the best? *(Select all that apply)*

- | | |
|---|---|
| <input type="checkbox"/> Speed humps | <input type="checkbox"/> Raised intersections |
| <input type="checkbox"/> Speed tables | <input type="checkbox"/> Bollards |
| <input type="checkbox"/> Gateway treatments | <input type="checkbox"/> Trees |
| <input type="checkbox"/> Stop signs | <input type="checkbox"/> Mini-medians |
| <input type="checkbox"/> Traffic filters | <input type="checkbox"/> Stamped asphalt |
| <input type="checkbox"/> Traffic circles | |

Question 5:

The Calm East Oakland Streets project aims to prevent cut-through traffic in the neighborhood. The project proposes some traffic filters which will block drivers taking shortcuts, but still allow neighbors walking and biking to pass through.

Do you want to see more traffic filters on other parts of this project?

- | | |
|------------------------------|-----------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|------------------------------|-----------------------------|

Question 6:

Anything else you want to tell us?



Maintenance Plan

The maintenance plan ensures the project continues functioning as intended. The community must actively monitor the project and report issues to prevent tampering or obstructions. If multiple reports indicate displaced project elements, the City may revoke the permit.

For a 24 week (6 month) pilot.

Week 1-2	Week 3-4	Weeks 5-8	Weeks 9-12	Weeks 13-24
~3 visits per week to reset installation	~2 visits per week to reset installation, assuming little-no tampering	1 visit weekly to check-in	1 visit every other week	1 visit every 4 weeks



Constraints

Streets are a public resource, and some services must be maintained for safety and accessibility. Key constraints include:

- **Emergency Response** – A 20-foot clearance between impassable objects (like metal bollards and curbs) is required to ensure access for fire trucks and first responders.
- **Utility Access** – Project elements cannot obstruct manholes or other utility access points.
- **Vehicle and Accessibility Needs** – Turning access and ADA requirements should be considered in the design.



Evaluation

Community-supported projects need to assess their effectiveness to determine if they should be made permanent.

- Speed counts should be collected if the project aims to reduce vehicle speeds.
- Perception data should be gathered from the community before and during implementation.
- After the pilot period, the community must produce a summary document (e.g., PowerPoint) evaluating the project's effectiveness.



How does the pilot become the permanent condition?

The City will determine whether a pilot project can be sustained permanently based on all evaluation factors. Safety is the top priority, and the project must demonstrate long-term feasibility to be adopted permanently.

Questions?

