



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**DRAFT Minutes from the October 20<sup>th</sup>, 2022 meeting**  
**Teleconference**

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

Meeting called to order at 6:02 pm by BPAC Chair Patricia Schader.

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

At roll call, quorum was established with six commissioners present (X) and one commissioner excused (-) (provided notice of absence as specified in by-laws). One commissioner arrived shortly after roll call (x).

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

Introductions were made.

- Other attendees: Dave Campbell, Bryan Culbertson, Kevin Dalley, Max Davis, Tom Holub, Deepak Jagannath, Cathy Leonard, Alexandra McKeever, George Naylor, Robert Prinz, Robert Sanlis, George Spies, [Thach](#), [Jeremy Medina](#), [Derek Sagehorn](#)
- Staff: Maya Amichai, Mandana Ashti, Gregory Bellusa, Celina Chan, Veronica Cummings, Nicole Ferrara, Sean Fleming, Pierre Gerard, Audrey Harris, Ofurhe Igbiniedion, Ruth Meza, Jason Patton, Noel Pond-Danchik, Brian Sukkar, Joe Wang, Megan Wier, KTOP, [Mike Munson, 17812676929](#)

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

- Kevin Dalley noted that Oakland's Fire Code is up for renewal this year and it is an opportunity to change the code to allow narrower streets. He is working to schedule a presentation at the BPAC Legislative Committee's meeting on 11/7/22. The adoption of the new Fire Code is being scheduled for City Council approval in late November and December.
- Max Davis spoke on the challenge of delivery vans parking in bike lanes. A practical strategy is needed, especially for package deliveries and for restaurants with food service deliveries. Vice-Chair Yee noted a recent presentation from Kerby Olsen (OakDOT) on this topic.
- Commissioner Campbell described a pedestrian safety issue on Piedmont Ave at Pleasant Valley Ave. There are frequent near misses of drivers turning from Piedmont Ave onto Pleasant Valley Ave and not seeing pedestrians crossing Pleasant Valley Ave.
- George Spies seconded Kevin Dalley's public comment on the Fire Code, noting that the Fire Code's lane width requirements are problematic for designing safer streets.

### Item 3. Approval of meeting minutes

- A motion to ***adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from September 15<sup>th</sup>, 2022*** was made (Ralston), seconded (Lok), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Gardner, Lok, Ralston, Schader, Whipps, Yee. Adopted minutes are available online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

### Item 4. Renewal of Resolution to Continue Teleconference Meetings

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

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

The resolution is attached to these meeting minutes.

#### Summary of Discussion:

- Jason Patton, OakDOT staff to the BPAC, noted that Governor Newsom announced his plans to end the COVID-19 State of Emergency on February 28th, 2023. The State of Emergency is a necessary condition under AB 361 that modifies the Brown Act to allow teleconference meetings in the format currently used by the BPAC. Staff are awaiting instruction from the City Administration on the transition to in-person public meetings anticipated no later than March 2023.

Speakers other than commissioners: Jason Patton

### Item 5. Recognizing Dave Campbell

The Commission recognized and thanked outgoing Bike East Bay Advocacy Director Dave Campbell for his work in this role promoting better bicycling in Oakland. Dave's contributions to bicycling and safe streets advocacy in the East Bay over the years are incalculable.

Summary of Discussion: Commissioners and members of the public shared how Dave Campbell had made positive impacts on them and their communities.

- Commissioner Campbell recounted how Dave's work on the Grand Ave road diet in the mid-2010s brought him into bicyclist and pedestrian advocacy.
- David Ralston shared Dave's impact on public agencies – that when agency staff knew Dave was coming to a meeting they had to prepare and get ready for his penetrating questions.

- Commissioner Whipps thanked Dave for his equity work and his contributions to the Reimagining Public Safety Task Force.
- Commissioner Yee recounted meeting Dave through volunteer work for Bike East Bay doing valet parking and a bike parking occupancy study, and how she was so inspired by Dave's work that she got him to write her a letter of recommendation for admission to graduate school.
- Commissioner Gardner thanked Dave for speaking his mind forcefully on important issues and for being incredibly welcoming in bringing people into the advocacy community.
- On behalf of Midori Tabata, former BPAC Chair, OakDOT staff shared Midori's appreciation for Dave's efforts to orient new Commissioners to their roles on the BPAC. Dave developed and conducted new Commissioner orientation trainings each year starting in 2014.
- Robert Prinz noted that he will carry on Dave's work as the Advocacy Director of Bike East Bay and thanked Dave for setting a high bar with his successes.
- George Spies thanked Dave for bringing him into bicycle advocacy.
- Chair Patricia Schader recounted how Dave had brought RB to a BPAC meeting; then how RB met Patricia at a neighborhood meeting and subsequently brought Patricia to a BPAC meeting. RB went on to serve six years as a BPAC Commissioner with Patricia subsequently joining the Commission and becoming its Chair.
- Cathy Leonard thanked Dave for making BART accessible by bike during all its hours of operation.
- Dave Campbell recounted his first BPAC meeting in 1998 or 1999. Iris Starr was chairing the meeting and she got people fired up. Dave knew he was in the right place.
- Dave Campbell shared another memory of getting nectarines at the farmers market and bringing them to the BPAC to share. After sharing nectarines with participants and staff, he proceeded to "rip into" Jason Patton and Jennifer Stanley on the inadequacy of a sharrow project they were presenting. [Editor's note: The nectarine was sweet and the feedback was true.]
- Please join the bicyclist and pedestrian advocacy community from the East Bay and beyond in celebrating Dave Campbell at Dave's Going Away Party, Wednesday, November 16, 5-8pm, 7th West Oakland (1255 7th Street). See <https://bikeeastbay.org/civCRM/event/info?reset=1&id=2097>.

Speakers other than commissioners: Jason Patton, Robert Prinz, George Spies, Cathy Leonard

## **Item 6. Recent Bicyclist and Pedestrian Fatal Traffic Crashes**

Chair Schader led the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.

- Around 9:49 pm on Monday, October 3, 2022, a Black, female, approximately 30 to 40-year-old pedestrian was killed by a vehicle driver while crossing Hegenberger Rd near Hamilton St. The driver fled the scene.

Chair Schader thanked the Rapid Revolt team and Robert Prinz for the vigil that was held to raise awareness of this fatal traffic crash.

### **Summary of Discussion:**

- The intersection of Hegenberger Rd at Hamilton St has a reputation with neighbors for being unsafe.
- One neighbor no longer uses his backyard because of the number of drivers who have crashed into his fence from Hegenberger Rd.
- The vigils are profound because of the emotional firsthand discussions with neighbors about the speeding and traffic crashes in their neighborhoods.

- There is no street in Oakland where the need for multiple lanes justifies the risk created by them.
- Hegenberger Rd looks like I-880 and allows very fast speeds that feel “normal”.
- Martin Luther King Jr Wy is also very wide – the widest street in District 1.
- People are speeding and running red lights all over Oakland, and we can’t put speed humps on every street in Oakland. What can we do?
- The vigils are attracting elected officials, staff to the elected officials, and department staff. This is important to have officials attending these vigils.
- Many recent fatalities have been on streets with projects under development. We need to find ways to construct improvements more quickly.
- OakDOT’s new traffic fatalities map (announced in this meeting’s agenda packet) is very helpful. The more information the better for raising awareness and developing solutions.
- Information on the vigils is being shared on Twitter (@rapidrevolt) and the ad hoc group organizing the vigils is working to build an email list for sharing information more broadly.

Speakers other than commissioners: Bryan Culbertson, George Spies, Cathy Leonard, Robert Prinz

### **Item 7. OakDOT Rapid Responses to Fatal Crashes**

OakDOT’s Safe Streets Division Manager Megan Wier, Supervising Transportation Engineer Joe Wang, and Transportation Engineers Mandana Ashti and Brian Sukkar provided an overview of OakDOT’s Rapid Response to fatal traffic crashes. Oakland Police Department’s Lieutenant Fleming and Sergeant Bellusa shared information regarding OPD’s crash investigations, which inform OakDOT rapid responses. OakDOT staff shared two case studies of rapid responses to recent crashes involving people walking and biking. **The presentation is attached to these minutes.**

#### **Summary of Discussion:**

- OakDOT should work to do more preventive quick build safety improvements, with interventions similar to the Rapid Responses, but not needing a fatality to trigger the improvement.
- Thanks to the OakDOT-OPD partnership, OakDOT is now getting fatality data very quickly which is enabling OakDOT to act quickly.
- Rapid Response is by definition a reactive program. OakDOT’s preventive and proactive work is happening in many other areas like major capital projects and paving projects, as well as implementing policy advances like Lead Pedestrian Interval (LPI) timing.
- Approximately one-quarter of Oakland’s traffic fatalities are occurring on International Blvd. Oakland is partnering with AC Transit to work proactively to develop more systemic solutions for the BRT line on International Blvd.
- Currently OPD does not have the staffing to put out real-time data on the traffic crashes resulting in severe injuries. The recent work with fatality data is a success to build on.
- The vacancy issue is important but saving lives shouldn’t depend on the public sector hiring process. Get consultants to do the work.
- The timeline for a quick build implementation will depend on the details, but three months may be a rough average. Currently the Traffic Engineering Section is working on 11 rapid responses simultaneously.
- At commute hours it is very challenging to make left turns from Shattuck Ave onto 55<sup>th</sup> St, even for drivers, let alone bicyclists. There were previous investigations to adding left turn pockets on Shattuck Ave to deter drivers from cutting through the Idora Park neighborhood. But after the

fatality, the decision was made that improving safety at the intersection was more important than improving capacity.

- Identify lessons learned from the rapid responses that could be implemented systematically through the Paving Program.
- The work underway with AC Transit for International Blvd is one example of applying lessons learned from rapid responses in a proactive manner.

→ A motion to ***extend the meeting by 45 minutes*** was made (Gardner), seconded (Lok), and approved by all Commissioners present.

- On Shattuck Ave at 55<sup>th</sup> St, left-turning drivers cause other drivers to go around on the right which may be in conflict with the locations of the two-stage turn boxes.
- 16<sup>th</sup> Ave at International Blvd is a proposed neighborhood bike route. Consider a diverter that would prohibit turns and support the bike route. Drivers turning at this location likely know they are not supposed to do so.
- The traffic signal on Shattuck Ave at 55<sup>th</sup> St may not provide both directions of Shattuck Ave with the same signal indication (i.e., red, or green). The rapid response investigation determined that this was not occurring at this location at the time of the crash.
- The speed of the driver in Shattuck Ave/55<sup>th</sup> St crash should be investigated.
- The Paving Program should do more with lessons learned from rapid responses. Miles of streets paved should not be Oakland's metric for success. Success should be measured with respect to safety.
- Refer to the recent Safe Oakland Streets Annual Report for safety-oriented metrics on OakDOT's work.
- Chair Schader requested updates from OakDOT on the work with AC Transit to prevent fatal traffic crashes on International Blvd.

Speakers other than commissioners: Cathy Leonard, Dave Campbell, Robert Prinz, Bryan Culbertson, George Spies

## Item 8. Transforming Oakland's Waterfront Neighborhoods (TOWN) Project

OakDOT Senior Transportation Planner Audrey Harris provided an overview of the TOWN projects, a suite of infrastructure improvements that will provide safer, more sustainable and more equitable access between Downtown, Chinatown, and West Oakland and the waterfront while protecting and enhancing goods movement in and out of the nearby Port of Oakland. The TOWN projects have also been designed to facilitate access to and from the proposed Waterfront Ballpark District at Howard Terminal which if approved, would deliver an urban infill project that proposes to build a new ballpark, up to 3,000 new housing units, 1.7 million square feet of commercial space, a 400-room hotel, a 3,500-seat performance venue, and 18 acres of open space, including an extension to the Bay Trail. The presentation was included in the meeting's agenda packet.

Summary of Discussion. The following comments were made by individuals:

- The projects included are City projects that would generally be advanced with or without the ballpark. However, the vehicular bridge and the bicyclist/pedestrian bridge would be advanced in conjunction with the ballpark.
- The work on Broadway and Martin Luther King Jr Wy is funded by a RAISE grant, and the work on 7<sup>th</sup> St in West Oakland is funded by an Active Transportation Program grant.

- The project raises questions about Oakland's other waterfront neighborhoods outside the project area. The project name has changed from "TOWN for All" to "TOWN", which may be a more appropriate.
- The work would benefit from an equity analysis on the level of effort put into the Howard Terminal vicinity versus all other Oakland waterfront neighborhoods in need of investment.
- The project does not include improvements on 3<sup>rd</sup> St between West Oakland BART and Washington St in Jack London Square. The project should include improvements on 3<sup>rd</sup> St, as well as on Washington St to improve the connection between Jack London Square and downtown.
- The 11<sup>th</sup> St and 12<sup>th</sup> St overcrossings of I-980 are especially problematic and should receive attention.
- On game days, 3<sup>rd</sup> St would be closed to through traffic to avoid conflicts between Port activities and the public. Improvements on 7<sup>th</sup> St are intended as an alternative.
- The equity analysis was presented in multiple public meetings. A request was made to make this analysis available to Commissioners and BPAC attendees.
- The Scraper Bike Team runs waterfront programs for youth in Deep East Oakland, and the waterfront access is woefully inadequate when compared to the Howard Terminal vicinity. This area has multiple streets with bike lanes providing access to the waterfront, whereas East Oakland has none.
- The RAISE grant application had little outreach before it was submitted. The project is very frustrating. The best way to solve the problems with this project is to expand the scope of the TOWN project to include access to all Oakland waterfront neighborhoods.
- Pay attention to the residents and neighborhoods who have been ignored for so many years, not the real estate developers and the sports teams, some of whom owe the City millions of dollars from past deals.

Speakers other than commissioners: Bryan Culbertson, Dave Campbell, Tom Holub, Robert Prinz, Cathy Leonard

## Item 9. Committee Report Back

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

### Summary of Discussion:

- Legislative Committee: Commissioner Gardner reported that the Committee met on 10/3/22 to discuss crash data, State legislation passed in the last session, and proactive legislative planning for next year. The next Committee meeting will be on 11/7/22 at 5:00pm and the meeting will include a discussion of possible revisions to the Fire Code.
- Bicyclist Pedestrian Police Relations Committee: Noel Pond-Danchik, OakDOT staff to the BPAC, shared an update from Commissioner Mangrum. He has been working with Judith Christopher, a Neighborhood Services Coordinator in East Oakland, on the rides with OPD. Commissioner Mangrum has been invited to table on behalf of the Police Relations Committee at a Halloween event planned for next week.

Speakers other than commissioners: None.

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

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

### *Suggestions for meeting topics*

- De-brief on what fell through on the recent ATP applications for East Oakland (Whipps)
- Presentation on the planned update to the Fire Code (Gardner)

### *Announcements*

- See the announcements included in the meeting's agenda packet.

Meeting adjourned at 8:46 pm.

### **Attachments**

- Resolution to Continue Teleconference Meetings
- Presentation - OakDOT Rapid Responses to Fatal Crashes

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on October 21, 2022, with comments requested by November 4, 2022, to [PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov). Revised minutes will be attached to the November 2022 meeting agenda and considered for adoption at that meeting.

# **OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION**

## **Meeting of October 20<sup>th</sup>, 2022, Item #4**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

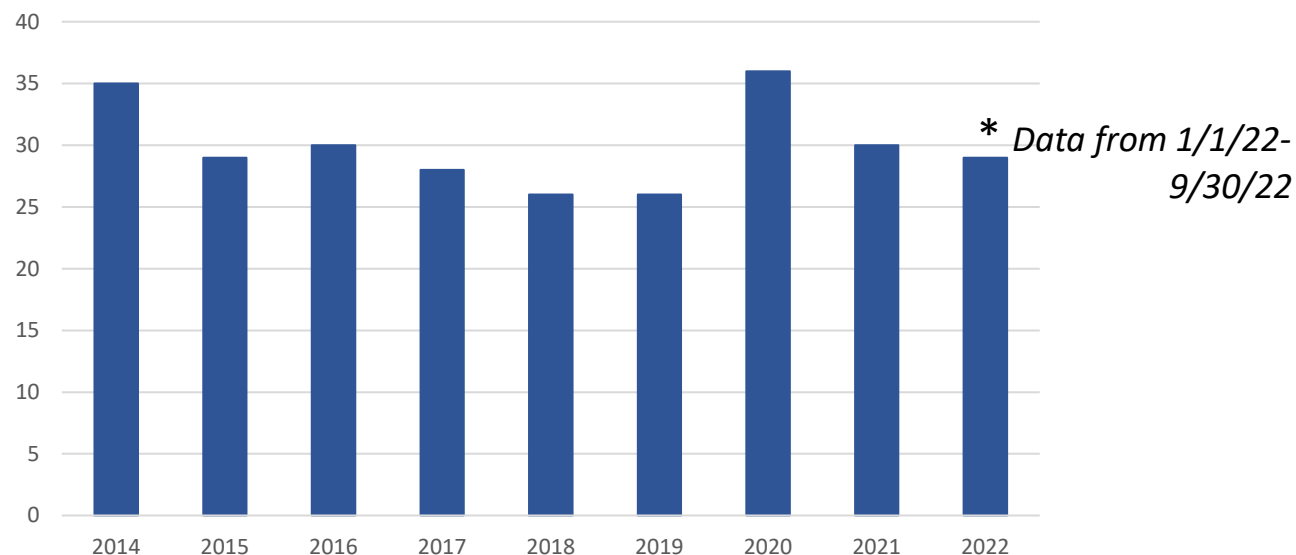
# OakDOT Safe Streets Division: Rapid Response



# Too Many People Are Dying in Traffic Crashes



Traffic Fatalities: Oakland, CA



2014-2018 data extracted from SWITRS  
2019-2022 data from OPD, SOS Fatality Monitoring  
\*Data from 1/1/22 – 9/30/22

**Oakland Traffic Deaths: Recent high**  
of 36 in 2020; 29 deaths at the end of September 2022.

**Nationally, traffic deaths reached a 16 year high in 2021 – *speeding, DUI***

NHTSA, May 2022: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813298>

OakDOT/OPD Launched Webpage to Monitor Traffic Deaths:  
<https://www.oaklandca.gov/topics/traffic-fatality-tracking>



# Safe Oakland Streets Launched in 2021



SOS Core Team Began Analysis in  
2020

SOS Initiative  
launched in 2021

First Annual Report in  
2022

- Preventing serious and fatal traffic crashes
- Eliminating crash inequities on Oakland's streets

Department of  
Transportation

Police Department

Department of  
Race and Equity

City  
Administrator's  
Office

SOS Annual Report (June 2022):

<https://www.oaklandca.gov/documents/year-one-safe-oakland-streets-sos-report-to-city-council>

# Safe Oakland Streets: Engineering



## Engineering Improvements Delivered Through:

- Major Capital Projects
- Paving Program
- Traffic Signal Improvements
- **Rapid Response Program**
- Speed Limit Lowering: Schools, Business Activity Districts
- Traffic Safety Service Request Program
- Speed Bump Program
- Sideshow Prevention Program



# Rapid Response: Purpose



OakDOT seeks to eliminate traffic fatalities and severe injuries while promoting safe, healthy, equitable mobility for all. OakDOT's efforts to make streets safe include rapid responses to fatal and severe crashes involving the most vulnerable users of Oakland's roadways.

A Rapid Response is a coordinated effort in the days and weeks following a traffic tragedy that may include investigations, targeted maintenance, near-term improvements, and the identification and prioritization of longer-term capital needs.



# Rapid Response Activation



## Activation:

A **Rapid Response** may be activated for traffic crashes resulting in pedestrian or bicyclist fatalities, or severe injuries to pedestrians or bicyclists who are youth or seniors. A **Rapid Response** may be activated for additional crashes based on the individual circumstances of a crash.

**Investigation:** Engineering staff will conduct site visits and review already available data, plans, and policies to make **recommendations** in one or more of the following **four categories**:

1. Maintenance Treatment
2. Quick-Build Improvement
3. Current Capital Project to coordinate with
4. New Capital Improvement

# Recommendation Categories:



## 1. Maintenance Treatment

If the crash location has a **maintenance issue** that may be related to traffic safety (e.g., pavement defect, faded striping, missing sign), the maintenance issue will be rectified by field staff.



## 2. Quick-Build Improvement:

If there are design treatments that could be implemented **quickly at low cost**, engineering staff will prepare the design and issue a work order for field staff to construct.

- For treatments that involve non-standard equipment or materials not off-the-shelf, implementation may take months.



# Recommendation Categories:



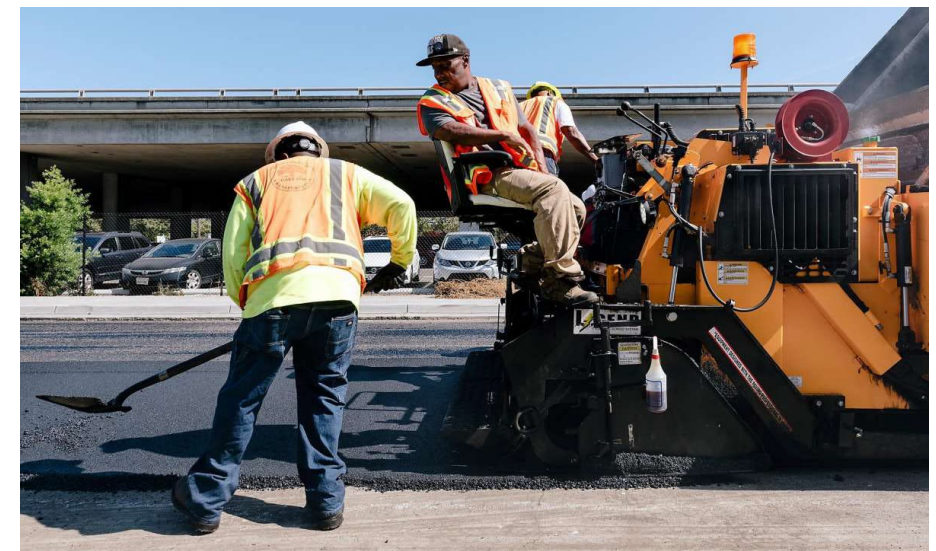
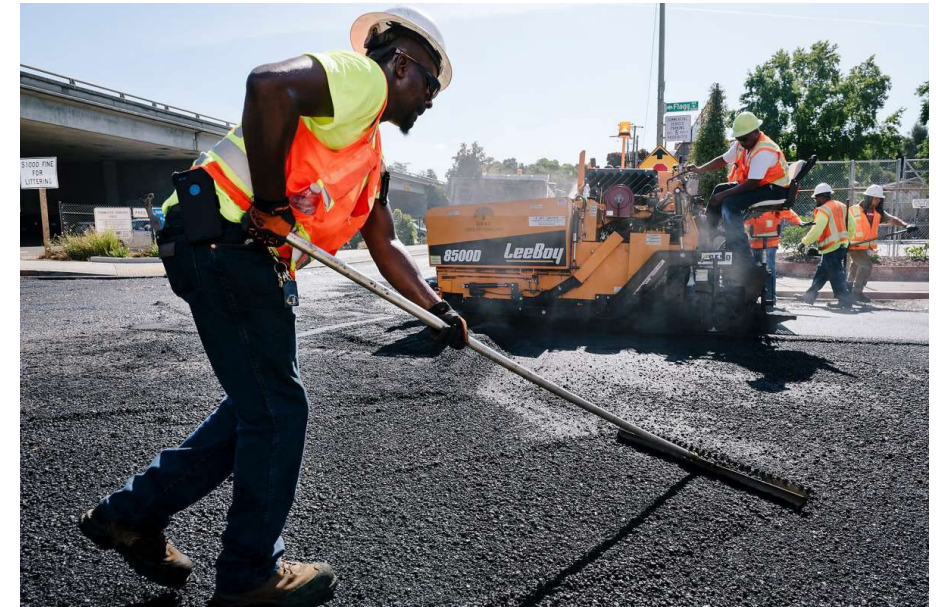
## 3. Current Capital Project

If a design treatment is recommended, and a **capital project is forthcoming** at that location, staff may recommend that the improvement be implemented as part of the current capital project. Key considerations include the **timeliness of the capital project** and the practicality of **modifying the current project's scope**.

## 4. New Capital Improvement

In some instances, a design treatment may be beneficial but **beyond the scope of a Rapid Response** due to the complexity or expense of that design (e.g., new traffic signal, concrete bulb-outs).

- Staff will document the possible improvement and forward the recommendation to **Strategic Planning & Administration for prioritization** as part of the City's CIP.



\* Picture source: SF Chronicle article August 22, 2019

# Recent Rapid Responses



## Project Examples:

### 1. Shattuck Ave and 55<sup>th</sup> Street



### 2. International Blvd and 16<sup>th</sup> Ave



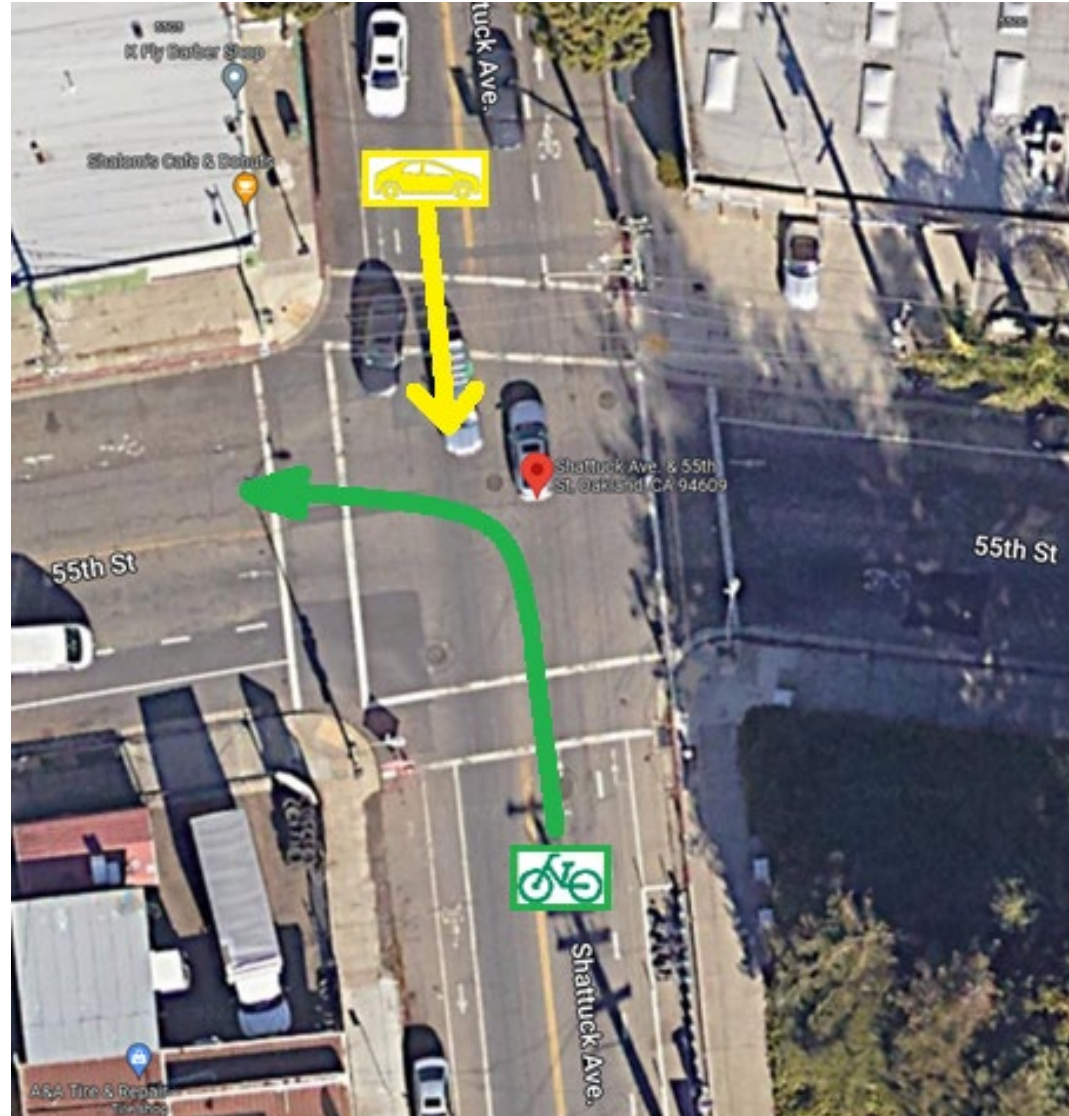
# Example 1: Shattuck Ave & 55<sup>th</sup> Street



## Investigation:

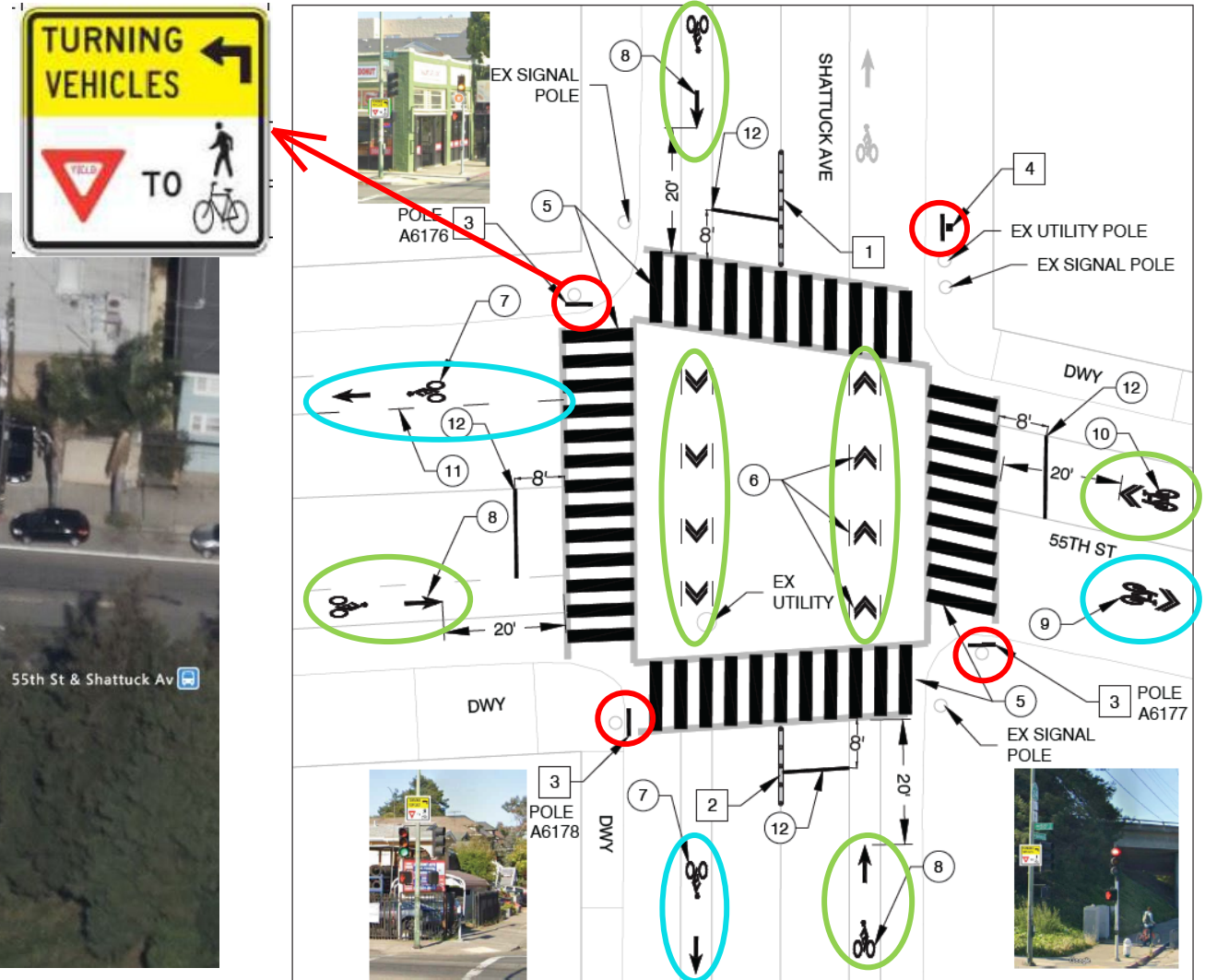
### Possible Crash Factors:

- Visibility
- Right of way violation





### Phase 1:



# Example 1: Shattuck Ave & 55<sup>th</sup> Street



## Completed installation:

### Phase 1:



**After:** View from Shattuck Ave



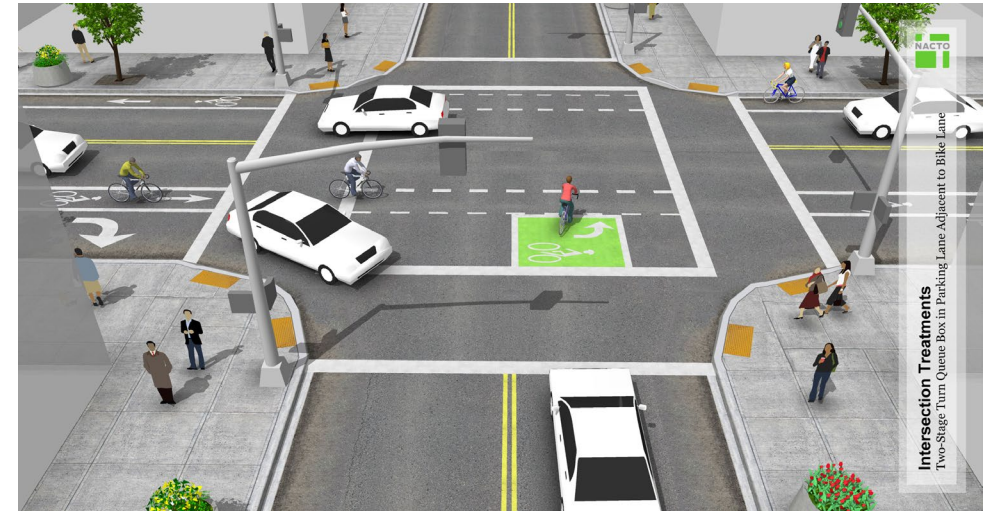
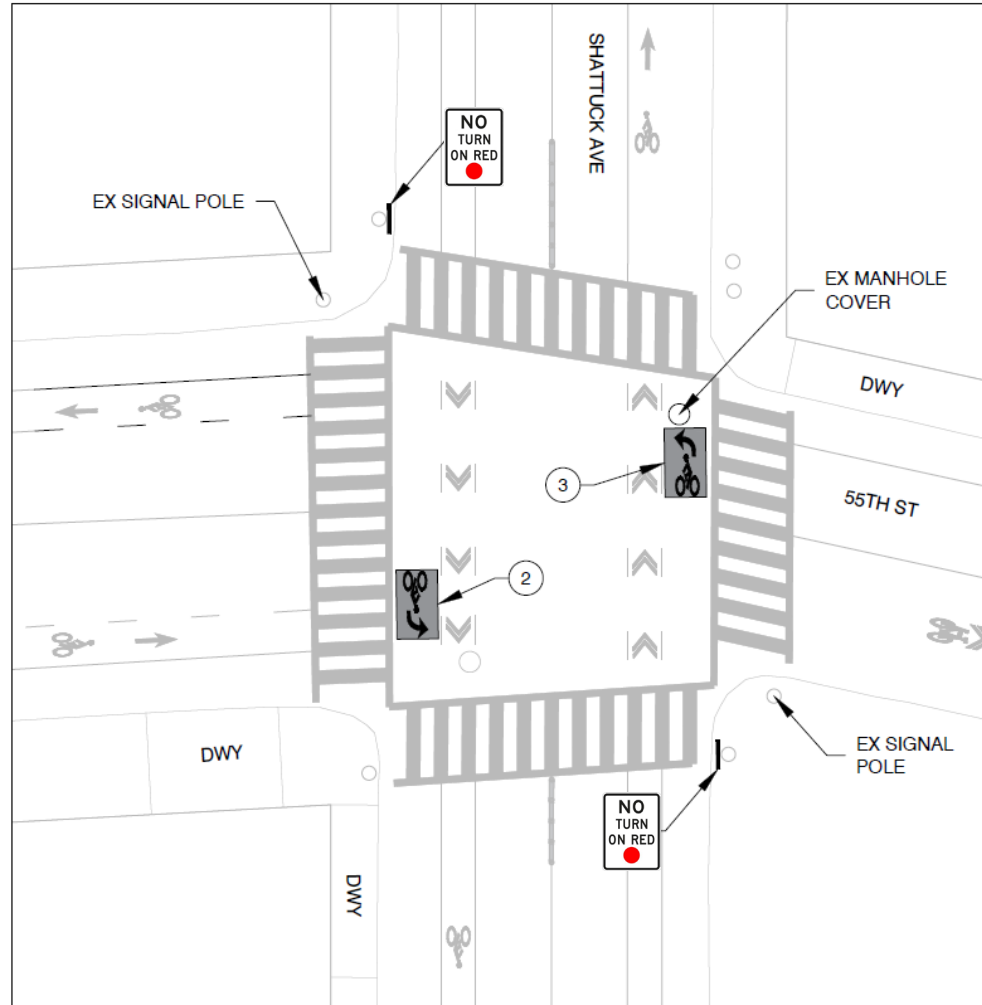
**After:** View from 55<sup>th</sup> Street

# Example 1: Shattuck Ave & 55<sup>th</sup> Street



## Recommended actions and Design:

### Phase 2:

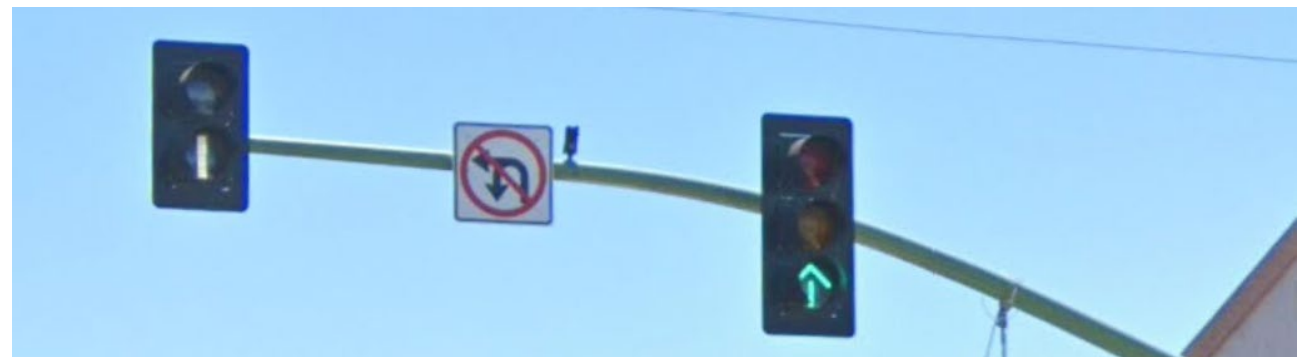


# Example 2: International Blvd & 16<sup>th</sup> Ave



## Investigation

- Cause of fatal collision
  - Right of way violation:
    - Vehicle failing to yield to a pedestrian in the crosswalk
    - Vehicle disregarding no left turn restriction
    - Vehicle disregarding bus only lane
- Site Visit
- Collision history
- Other project coordination



# Example 2: International Blvd & 16<sup>th</sup> Ave



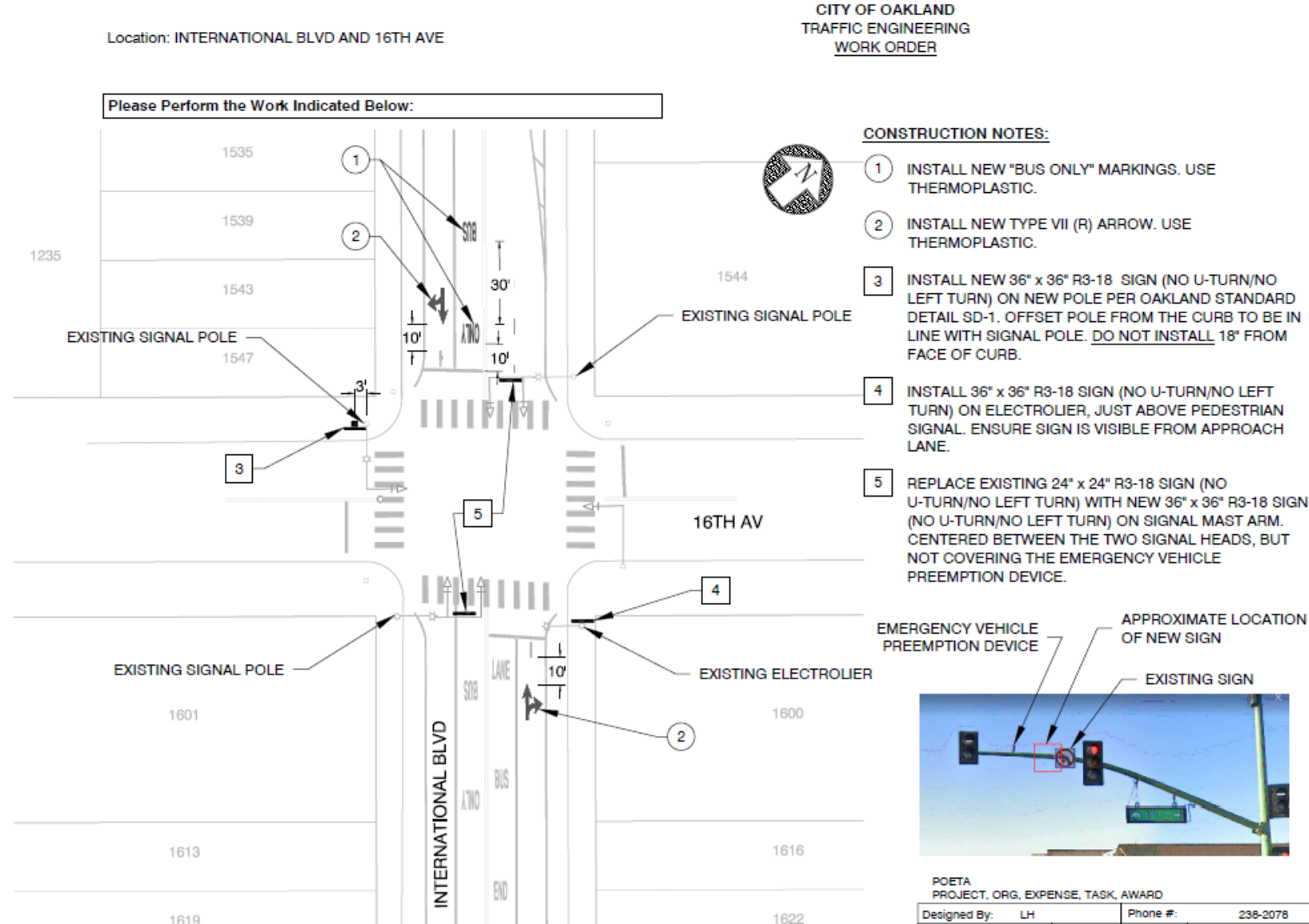
## Proposed improvements:

### 1. Emphasize left turn restriction:

- Increase the size of the left turn restriction sign on the existing mast arm
- Install supplemental left turn restriction sign on left side of road
- Install through/right arrow pavement marking added to mixed-use lane

### 2. Emphasize bus only lane:

- Supplemental “BUS LANE ONLY” pavement marking at intersection



## Example 2: International Blvd & 16<sup>th</sup> Ave



Photos after construction:



# Example 2: International Blvd & 16<sup>th</sup> Ave



## Photos after construction:





## **Safe Streets Division**

**Megan Wier, Division Manager**  
**Joe Wang, Traffic Engineering**  
**Brian Sukkar, Traffic Engineering**  
**Mandana Ashti, Traffic Engineering**