

CITY OF OAKLAND



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

Bicyclist and Pedestrian Advisory Commission Meeting Agenda **Thursday, December 19, 2024; 6:00-8:00 pm** **City Hall, Hearing Room 4**

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

Commissioners

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

PUBLIC WEBCASTING

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

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

Remote participation including public comment via teleconferencing is not available at this time. All Commission meetings will include procedures to comply with the open meeting requirements of the City's [Sunshine Ordinance](#) and the State's [Brown Act](#).

PUBLIC PARTICIPATION

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

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

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

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

If you have any questions, please email Noel Pond-Danchik (NPond-Danchik@oaklandca.gov), staff liaison to the Commission.

Time	#	Topic
6:00	1	<p>Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes <i>Attachment</i> (10 minutes) – Chair Gardner will take roll call, determine quorum, and facilitate introductions. He will lead the commission in an acknowledgement of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians; for more information visit: oaklandca.gov/topics/traffic-fatality-tracking.</p> <ul style="list-style-type: none"> • At around 11:45am on June 6, 2024, a White, male bicyclist from Oakland in his 70's was involved in a solo bicyclist crash near Skyline Blvd and Evergreen Ave. He passed away on June 30th, 2024, as a result of his injuries. • At around 8pm on November 23, 2024, a Black male bicyclist from Oakland in his 50's was hit and killed near Baldwin St and Hegenberger Rd. The driver fled the scene.
6:10	2	<p>Open Forum / Public Comment / Announcements <i>Attachment</i> (10 minutes) – Members of the public may comment on any issue within BPAC's subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. The BPAC's Open Forum Liaisons track Open Forum issues raised by the public. (See 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.</p>
6:20	3	<p>Approval of Meeting Minutes <i>Attachment</i> (5 minutes) – Seek motion to adopt the November 2024 BPAC meeting minutes.</p>
6:25	4	<p>Committee Report Backs <i>Attachment</i> (5 minutes) – Committees of the BPAC will provide brief updates to the Commission. A list of active committees is included in the agenda packet and at oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons.</p> <ul style="list-style-type: none"> • Infrastructure Committee: The committee last met on November 7, 2024. They heard presentations on The Upper Telegraph Ave Complete Streets Design and Curbside Bike Lane Separation Opportunities. More info at: oaklandca.gov/meeting/november-2024-bicyclist-pedestrian-advisory-commission-bpac-infrastructure-committee-meeting Their next meeting is rescheduled from January 2, 2025 to Thursday, January 9, 2025, from 3:30-5:30 PM at 250 Frank Ogawa Plaza in the Broadway Conference Room, Suite 4304. • Policy and Legislative Committee: The committee met on November 12th, 2024. They discussed committee goals and heard presentations on the Oakland General Plan Update and the Pedestrian Plan Update. More info at: oaklandca.gov/meeting/november-2024-bicyclist-pedestrian-advisory-commission-bpac-policy-and-legislative-committee-meeting Their next meeting is planned for February 10, 2025 at 5:30PM.
6:30	5	<p>MTC Complete Streets Checklists for 38th Ave, MLK JR Way, and LAMMPS Grant Applications <i>Attachment</i> (5 minutes) – Announcement and opportunity for comment or action on the three funding applications OakDOT is submitting before the end of 2024. OakDOT is requesting BPAC review of the respective Metropolitan Transportation Commission (MTC) Complete Streets Checklists for the proposed projects:</p> <ul style="list-style-type: none"> • MTC Climate Program Implementation Grant (abag.ca.gov/technical-assistance/2024-climate-program-implementation-grants) (due 12/20/24): OakDOT proposes to submit a grant application for \$300,000 to fund a new project from 0-100% design of bicycle/pedestrian safety and traffic calming improvements on 38th Avenue from E 12th to MacArthur Blvd along with a traffic study on Lower High Street. • MTC Housing Incentive Pool Transportation Grant (mtc.ca.gov/funding/funding-opportunities/housing-incentive-pool-grants) (due 12/31/24): Oakland was awarded \$10 million based on the number of newly-built and preserved housing units in Oakland between 2018-2022. OakDOT proposes to submit funding applications for the Martin Luther King Jr Way Complete Streets Paving Project from 47th Street to the Berkeley border (oaklandca.gov/projects/mlk-paving) which was last heard at the September 19, 2024 BPAC and September 5, 2024 BPAC Infrastructure Committee meetings (oaklandbpac.org/2024/09/18/actc-cip-grant-applications/) and a more detailed presentation was shared at the May 19, 2022 BPAC meeting oaklandbpac.org/2022/06/02/mlkjrway/) as well as the Laurel Access to Mills, Maxwell Park, and Seminary (LAMMPS) Phases 2 & 3 Project (oaklandca.gov/projects/lammeps2 and oaklandca.gov/projects/lammeps3) which was last heard at the March 2024 BPAC Infrastructure Committee meeting (oaklandbpac.org/2024/03/07/lammeps-phase3/).

- 6:35 6 **Hiring Process and Budget (30 minutes)** – Jamie Parks, OakDOT Assistant Director, will provide an update on the DOT implementation of the adopted FY25 budget, including hiring process and budget.
- 7:05 7 **Open Forum Liaison Report (5 minutes)** – Commissioner Jimmy Jessup will report back on the status of Open Forum comments presented by the public to the BPAC in 2024.
- 7:10 8 **BPAC Draft Chair’s Report to the Public Works and Transportation Committee Attachment (25 minutes)** – BPAC Chair Grey Gardner will present a draft 2024 BPAC Chair's Report to Oakland City Council’s Public Works Committee for the BPAC's review and approval.
- 7:35 9 **Agenda look-ahead, suggestions for meeting topics Attachment (10 minutes)**
- 7:45 10 **Acknowledging Commissioner Phoenix Mangrum and Commissioner Alex Frank for Their Service to BPAC and the City of Oakland (10 minutes)**
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Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete en español, Cantones, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a NPond-Danchik@oaklandca.gov / PGerard@oaklandca.gov o llame al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

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

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

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

- Robbery
- Assault
- Property Crimes
- Homicide
- Patrol Desk

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

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

Traffic Case **Information**

For Additional Information:

Act. Lt. Tim Dolan

Ext. 510-777-8707

RD # 24-057317

On June 6th, 2024, at about 1145 hrs. the Oakland Fire Department responded to the area of Skyline Blvd and Evergreen Ave. on a report of a solo bicyclist accident. The Oakland Fire Department and Falck arrived on scene and located the bicyclist who was suffered head trauma and abdominal injuries. Falck transported the bicyclist to Alameda Country Hospital for treatment.

On June 30th, 2024, at 0523 hours, the bicyclist succumbed to his injuries at Highland Hospital. The Oakland Police Department was later notified of the incident and a traffic investigation was launched.

The bicyclist was a male white in his 70's from Oakland.

It appears that drugs or alcohol were not a factor in the collision.

The identity of the bicyclist is being withheld at this time.

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

Officer Josh Dement
Traffic Enforcement Unit
Support Operations Division

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

- Robbery
- Assault
- Property Crimes
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- Support Operations Division
- Youth & Family Services
- Other:

- For Public Release
 - Not For Public

Traffic Case **Information**

For Additional Information:

Act. Lt. Tim Dolan

Ext. 510-777-8707

RD # 24-057978

On November 23rd, 2024, at about 2005 hrs, Oakland Police officers were dispatched to Baldwin St. and Hegenberger Rd. to investigate a report of an auto vs bicyclist collision. Officers arrived on scene and located a male bicyclist laying in an adjacent AC Transit bus stop. OFD and medical personnel arrived on scene and provided first aid. The pedestrian was transported to Highland Hospital where medical personnel listed him in critical but stable condition with two broken legs and a broken pelvis bone.

On November 25th, 2024, at 1045 hours, the bicyclist succumbed to his injuries at Highland Hospital. The Alameda County Coroner's Office notified the OPD Traffic Unit who then began the follow- up investigation.

Based on the preliminary investigation, it appears that the bicyclist was riding his bicycle W/B across Hegenberger Rd. A silver Honda sedan was traveling S/B on Hegenberger Rd. and struck the bicyclist, then fled S/B on Hegenberger Rd.

The bicyclist was a male black in his 50's from Oakland.

It is unknown if alcohol or drugs played a factor in this collision.

The identity of the bicyclist is being withheld pending next of kin notification.

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

Officer Tui Pollard (Primary)
Officer Josh Dement
Traffic Investigations Unit
Support Operations Division

Agenda Item 2. Announcements Attachment

Announcements

- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, or the Bike Oakland Newsletter, sign up at share.hsforms.com/1P5XTjDGyS7q6luFu76CgNQch6is
- **New Quick-Build Improvement Installed:** OakDOT installed quick build improvements at the intersection of E 34th St and Park Blvd after working with OUSD and specifically Oakland High School staff to identify concerns about safety for school children walking to and from school. The quick build improvement include a paint and post bulb out and posts installed adjacent to the bike lane in either direction leading up to the crosswalk crossing Park Blvd. oaklandca.gov/topics/school-traffic-safety-in-oakland
- **BayWheels Bike Share Expansion:** Where would you like to see more BayWheels bike share stations in Oakland? Eighteen new BayWheels stations are on their way, with funding from the Metropolitan Transportation Commission. We need your help to determine where the new stations should be located. Bike share works best when connecting people from where they live to where they work, shop, and play. The StoryMap (oaklandca.gov/BayWheelsExpansion) shows several important factors to consider when expanding upon the existing BayWheels network. After exploring these maps and considering what makes a station effective, scroll to the bottom of the page to enter another map that allows you to drag a pin on the map to show where you want to see a station.
- **Tidewater Expansion at Martin Luther King Jr Regional Shoreline:** The East Bay Regional Park District was awarded \$1,000,000 to develop an 8-acre park with diverse amenities in a historically underserved area as part of the MTC/ABAG grant opportunities. See more info on this and other projects at mtc.ca.gov/news/mtcabag-award-85-million-environmental-projects
- **Transportation Fund for Clean Air Program of Projects:** Several projects located in Oakland were awarded funding as part of the FY 2024-25 Transportation Fund for Clean Air Program including the Oakland Alameda Access Project, West Oakland Link, Calm East Oakland Streets, LAMMPS, Martin Luther King Jr Way, and an electric street sweeper with solar charger. To see the full list, see: legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2921342/6.5_COMM_FYE25_TFCA_CPM_Program_20241024.pdf
- **BPAC Year End Gathering:** We will adjourn to “Theory” a bar located at 1644 Telegraph Ave for some holiday cheer right after the meeting. All are welcome (whether or not you attend the meeting).



CITY OF OAKLAND

City of Oakland, Bicyclist & Pedestrian Advisory Commission

DRAFT Minutes from the November 21, 2024 Meeting

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

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

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

Item I. 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). Two commissioners arrived after roll call (x).

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

Introductions were made.

1. Oakland Department of Transportation (OakDOT) Staff: Jason Patton, Noel Pond-Danchik, Brian Sukkar, Joe Wang, Mandana Ashti
2. Other attendees: Kevin Dalley (BPAC Policy and Legislative Committee), Ross Parish, Ann Killebrew, Robert Prinz (Bike East Bay, Walk Oakland Bike Oakland, BPAC Infrastructure Committee), Rachel Osajima, George Spies (Traffic Violence Rapid Response), Anwar Baroudi (Mayor’s Commission on Peoples-Persons with Disabilities)

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: oaklandca.gov/topics/traffic-fatality-tracking. At around 5pm on October 28, 2024, Oakland Police responded to a fatal solo-bicycle crash involving a 44-year-old Emeryville resident near 3555 Dwight Way. The report was attached to this meeting’s agenda.

Summary of Discussion:

- A man was recently arrested in connection to a crash on October 25, 2023 involving a stolen vehicle that killed a 42-year-old Latino pedestrian on the 4200 block of International Boulevard.

For more info, see: mercurynews.com/2024/11/06/hayward-man-charged-in-oakland-fatal-hit-and-run-where-victims-leg-was-severed-by-stolen-car/

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. There is a liaison to Open Forum who follows up with members of the public and tracks Open Forum comments at docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/html

- Rachel Osajima provided an update on the replacement of a pedestrian overcrossing over HWY 13. At first, Caltrans ~~proposed~~ considered alternatives including replacing the outdated overcrossing. Caltrans later moved forward with an alternative that would include removing the pedestrian overcrossing and instead providing street level bike and pedestrian improvements which residents felt was not a sufficient replacement. After receiving feedback from members of the public and from the California Transportation Commission which said that their proposed alternative was not eligible for funding, Caltrans most recently said they will advance restarting a proposal to build a new pedestrian/bicyclist overcrossing. Rachel thanked the commissioners and others for their advocacy pushing for the newest proposal.
- Caltrans is receiving feedback on their Vision 980 project on what should happen to I-980. A cap over the freeway was recommended.
- Attendees of the last Oakland City Council meeting advocated during open forum for the ~~release the bond sales sale~~ of Measure U during open forum bonds. If Measure U Bonds are not released, it's possible that some Measure BB funding, which is used to pay for bike projects, would be reallocated to pay for paving.
- This is the third month of reinitiating the Top 10 Pothole List. Rain exacerbates potholes. Submit potholes reports to 311 and let Robert Prinz know if you want to recommend one for the list.

Speakers other than Commissioners: Rachel Osajima, George Spies, Kevin Dalley, Anwar Baroudi, Robert Prinz

Item 3. Approval of Meeting Minutes

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

→ A motion to adopt the Bicyclist & Pedestrian Advisory Commission October 2024 meeting minutes was made (Mangrum) and seconded (Gardner). The motion was approved unanimously by voice vote.

Adopted minutes online at www.oaklandbikes.info/BPAC

Speakers other than commissioners: none

Item 4. Committee Report Backs

Everyone is encouraged to attend committee meetings. A list of existing committees was provided in the agenda packet for this meeting. More information on committees at:

www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons

Infrastructure Committee:

- The committee met on November 7, 2024. They heard presentations on [The Upper Telegraph Ave Complete Streets Design](#) which will include a road diet and bike lanes but no bus lanes and [Curbside Bike Lane Separation Opportunities](#). More info at: oaklandca.gov/meeting/november-2024-bicyclist-pedestrian-advisory-commission-bpac-infrastructure-committee-meeting.
- At the September Infrastructure Committee meeting, Caltrans presented on a paving project on State Route 61, Doolittle Dr which crosses Oakland, Alameda, and San Leandro. Caltrans is not proposing building a protected bikeway which is recommended in multiple cities' Bike Plans including on the Oakland portion. The City of Alameda's Transportation Committee heard an item on the project. ~~The City of Alameda and is asking Alameda CTC for Caltrans to seek additional funds from the California Transportation Commission~~ to address additional improvements.

→ A motion to send a letter to the California Transportation Commission in support of additional improvements to the Caltrans State Route 61 Project was made (Frank) and seconded (Gardner). The motion was approved unanimously by voice vote.

- Commissioner Frank volunteered to draft the letter. Robert Prinz volunteered to share contacts and a draft letter he wrote.
- Their next meeting is rescheduled from January 2, 2025, to Thursday, January 9, 2025, from 3:30-5:30 PM at 250 Frank Ogawa Plaza in the Broadway Conference Room, Suite 4304. For more info, see: oaklandca.gov/meeting/january-2025-bpac-infrastructure-committee

Policy and Legislative Committee:

- The committee met on November 12th, 2024. They discussed committee goals and heard presentations on the [Oakland General Plan Update](#) and the [Pedestrian Plan Update](#). More info at: oaklandca.gov/meeting/november-2024-bicyclist-pedestrian-advisory-commission-bpac-policy-and-legislative-committee-meeting
- The General Plan team is kicking off Phase II of the update at the end of the year. Phase II includes the Land Use and Transportation Element. The working group may meet either December 5th or 9th to discuss preliminary comments to the General Plan team in early before responding to alternatives. Contact Vice-Chair Ralston to get involved.
- Their next meeting is planned for February 10, 2025, at 5:30PM in City Hall Hearing Room 3. They are planning to hear two items, one from OakDOT Director Josh Rowan on a resolution in the City of Berkeley that allows for less liability for Traffic Engineers for certain design decisions and one ~~from staff at about~~ the City of ~~Berkeley on the Berkeley's~~ creation of a position in the Berkeley Fire Department dedicated to Street Trauma Prevention. For more info, see: oaklandca.gov/meeting/feb-2025-bpac-policy-and-legislative ~~oaklandca.gov/meeting/jan-2025-bpac-policy-and-legislative~~

Ad Hoc 2024 Recruitment Committee:

- On November 12th, 2024, City Council voted to reappoint Commissioner Nick Whipps and appoint Kirsten Flagg and Alexander Perry to the BPAC for three-year terms beginning January 2025.

Liaison to Oakland Police Department (Commissioner Mangrum):

- On October 31, 2024, BPAC commissioners Mangrum, Altman, and Frank tabled at Trunk or Treat handing out candy ~~and at~~ Verdese Carter Park to over 1,500 attendees.
- They may also attend an Oakland Police Department (OPD) Toys for Tots holiday event. Details to come.

Speakers other than Commissioners: none

Item 5. Traffic Engineering Section Overview

Brian Sukkar, Mandana Ashti, and Joe Wang from the Traffic Engineering Section, Safe Streets Division of OakDOT provided an overview of their section's core programs: Traffic Safety Request, Safe Routes to School, Rapid Response, Speed Bumps, Sideshow Prevention Pilot, City Council Earmark and Discretionary Projects, Implementation of New Legislation, and Violence Prevention. A copy of the presentation is attached to these minutes.

Summary of Discussion:

- It would be better for Rapid Response type projects to be implemented before the crash happens.
- Efficient budget and policy changes should be made to significantly scale up the amount of the type of work done by the Traffic Engineering Section.
- Even if the section was fully staffed up, they would need more capacity on the traffic maintenance/implementation side to physically build the infrastructure the Traffic Engineering Section designs.
- There's now more alignment in terms of community and staff recommendations than in earlier years. Despite that, thorough community engagement takes significant staff time.
- Due to the budget crisis, the Traffic Engineering Section is likely to receive less funding dedicated to projects in the upcoming budget cycle.
- The best thing to do to expand the work that the Traffic Engineering Section works on will be to fill the four vacancies on the team. Then the next best thing would be to fully staff the Traffic Maintenance teams who are implementing the installation of much of their work, and which also has a number of vacancies.
- It would be great to hire more interns on as full-time staff, but it's difficult because of the long hiring process.
- Most of the work designed by the Traffic Engineering Section is installed through work orders, in-house (without contractors), by the Traffic Maintenance Section. Some larger projects like the Quick-Build project on International Blvd to install delineators is done by contractors.
- Most of the funding for the work this team does comes from Measure BB Sales Tax and Measure KK (to be Measure U) Bond funding.
- This team receives about \$3M per year (excluding council discretionary projects) for safety requests, school safety projects, and more. They do not receive as much funding as they request every year, but if they received a significant amount more money, they still couldn't do much more work without more staff on both their team and the Traffic Maintenance Team.
- Rapid Responses are much more likely to be activated if it's a fatality involving a bicyclist or pedestrian or a severe injury involving a youth or senior bicyclist or pedestrian. They also prioritize locations based on how many crashes of any kind have happened at that location. Rapid Responses are initiated by OPD callouts. The Traffic Engineering Section meets with OPD to learn more about the circumstances of the crash and if they can recommend quick-build safety treatments that would have prevented that type of crash.

- Traffic Engineering Section staff can ~~do~~ technically work overtime when charging to project funding, but not when charging to the operating budget. Given that, the team is judicious with their use of overtime so that project specific money is saved for other project needs. This same pot of project specific funds also goes to staff time for the Traffic Maintenance Team installing such projects. Staff on the Traffic Maintenance Team each work an average of about twelve hours per person per week of overtime.
- The Traffic ~~Maintenance-Engineering Section~~ does both proactive and reactive work. They often meet with Neighborhood Councils on proactive work and save time by working directly with requestors for proactive requests.
- 200 Traffic Safety Requests were investigated in the past year. However, investigation by the Traffic Engineering Section does not necessarily mean something is built.
- Traffic Service Requests are prioritized automatically based on demographic neighborhood equity factors, proximity to certain land use factors such as schools, and crash history. More information including the full report on how they are prioritized can be found at: oaklandca.gov/topics/traffic-safety-requests
- All Traffic Safety Requests made in areas where there is an existing traffic safety project are referred to project managers. Traffic Safety Requests on eligible streets that are not prioritized are still referred to the speed-hump request program.
- The scoring of Traffic Safety Requests is automatic, but every request that is investigated is done so manually by engineers in the Traffic Safety Section who look into the specifics of each location.
- Collision history over time at locations where they've installed improvements is monitored as a way of seeing if the projects succeeded in having a safety benefit.
- For the projects that work with OPD on violence prevention, ~~There's-there's~~ communication with OPD on projects feedback.
- For certain projects like The Speed Limit lowering and the Quick Build Project on International, before/after studies are being done.
- The Traffic Engineering Section revisits locations out in the field after they are built and review how well they are working.
- Traffic Signal timing is handled by the Major Corridors – Signals section. That section is understaffed as well.
- The Bay Place D3 Discretionary Earmark project cost about \$20,000-\$30,000.
- The last D3 discretionary \$100,000 was spent on Frontage Road putting up delineators where there were several fatalities.
- Sharrows should be added on International Blvd, Foothill Blvd, and other streets with bike lanes where many drivers are driving in the bike lane. However, efforts may be better used creating safer parallel routes for bicyclists than adding sharrows on major streets.
- Some 311 requests regarding active projects are being processed as new requests and not reaching the project managers.
- Maintenance requests for Rapid Response projects (along with all maintenance requests) go directly to the Traffic Maintenance Teams without needing engineering review.
- Damage to Rapid Response quick-build projects should be prioritized above other maintenance issues because of their clear safety benefit.
- The Bay Place/Montecito Ave delineators were installed in a way that is less secure but damages the street less because there is an upcoming project on that street.
- Safe Routes to School projects should come to BPAC Infrastructure Committee.
- The Lincoln School Safety Project is currently in construction.

- The Speed Hump program should install more speed humps than just on the block where they are requested if it's on a Neighborhood Bike Route.
- Coordination between the Traffic Engineering, Bike Ped, and Paving teams is going well.
- Bike channels should be included in diagonal diverters when they are upgraded to concrete.
- One idea to create more staff time for Traffic Engineering to work on other programs is to routinely install speed bumps on qualifying streets as part of paving and remove the public petition program.
- When submitting 311 requests, it's best to describe the location and explain the issue rather than suggest a type of infrastructure. Once received, the Traffic Engineering team will review the location for design solutions that fit best practice.
- If they could choose to magically improve one thing, it would be the hiring process.

Speakers other than Commissioners: Jason Patton, Robert Prinz, George Spies, Kevin Dalley

Item 6. City of Oakland Budget and Policy Priorities

BPAC Chair Gardner led the commission in a discussion of policy and budget recommendations for the next budget cycle. There is a \$90M projected shortfall this budget cycles. Given the dire situation, the best thing is to prevent OakDOT from losing funding or funded positions. In particular, the work of the Traffic Engineering and Maintenance teams should be prioritized and expanded.

Summary of Discussion:

- A letter should be written to City Council on priorities along with the annual report to the Public Works and Transportation Committee.
- Council is having a special meeting on December 3rd, 2024, and possibly a closed session on December 9th, 2024 to discuss this year's budget.
- The BPAC should send a letter this or next week to Oakland City Council, however there isn't sufficient time to write a draft letter and get commission agreement on it, so people are instead encouraged to send their own letters to their councilmember as well as the at-large councilmember.
- The BPAC should still make recommendations for the Fiscal Year ~~25-26-27~~ budget. That budget will not be finalized until June 30th, 2025.
- The Reimagining Public Safety Taskforce recommended creating positions for non-sworn staff deployed onto the streets dedicated to traffic safety and creating a public presence. Additional creative recommendations like this one are encouraged.
- A larger proportion of OakDOT funding comes from bond sales and grants in comparison to other departments. Many grants also require matching funds, making it even more important to pressure the Finance Department to release the recently voted bond sales including Measure U.
- The funding from the Measure KK Bond (the precursor to Measure U) freed up substantial funding from Sales Tax and Gas Tax to go toward bicyclist and pedestrian safety projects. If Measure U is not released, that funding may be reallocated back to paving funding.
- Hiring Department improvements should be recommended.
- The letter should push for additional safety improvements in business zones because it would both increase revenue through encouraging tourism and spending at local businesses as well as improve public safety.
- Ideas that generate revenue including extending parking fees to 8pm and on Sundays as well as raising the price should also be recommended to City Council. Changing parking fees would have the added benefit of improving traffic safety.

- Oakland should try to generate more revenue by attracting tourism through exceptional bike and pedestrian facilities.
- The focus of this discussion and the letter should be on priorities rather than ideas for generating revenue.
- The importance of traffic safety should be shared early with the three incoming councilmembers.
- Loosening up the contracting requirements would increase revenue and allow projects to be implemented more quickly.
- In addition to the hiring process, there are significant inefficiencies in the contracting and purchasing division of the City which is also understaffed. This creates bottlenecks making it so that contracts are not able to be executed and purchasing of things like delineators is delayed. Equipment Services also needs to fill vacancies so that necessary equipment for building traffic safety improvements can be purchased.

→ A motion to extend the meeting by twenty-one minutes was made (Gardner) and seconded (Jessup). The motion was approved unanimously by voice vote.

Speakers other than Commissioners: Anwar Baroudi, Jason Patton, George Spies, Kevin Dalley, Ann Killebrew, Robert Prinz

Item 7. BPAC By-Laws Update

Jason Patton, OakDOT staff to the commission, asked the Commission to ~~adopt~~ consider a proposed change to the by-laws (cao-94612.s3.us-west-2.amazonaws.com/documents/BPAC-By-Laws.pdf) that would allow community members or commissioners, as opposed to only commissioners, to act as liaisons of the BPAC to another body including committees, task forces, boards, and commissions. The impetus for this is that Commissioner Mangrum's last meeting as a commissioner is next month and he is interested in continuing to be the liaison to the Oakland Police Department after he is no longer a commissioner. A copy of the proposed by-laws shown in tracked changes was included in the agenda.

Summary of Discussion:

- It makes sense for someone to be able to report back from to the BPAC from another body, but liaisons could also represent the BPAC, which they may not want a non-commissioner doing. However, the specifics of the role and whether they would represent the BPAC at the other body would be designated by the BPAC at the time the role is created.
- Commissioner Mangrum vowed to continue working with OPD on traffic safety issues whether or not he is a liaison. He recently sat on the interview committee for new Oakland Police Officers as part of this mission. He has learned that some officers ride on their bike on their off time.
- Next month, the BPAC should vote on electing Commissioner Mangrum as Liaison to the Oakland Police Department.

→ A motion **to adopt the proposed drafted by-laws changes** was made (Gardner) and seconded (Ralston). The motion was approved unanimously by voice vote.

Speakers other than Commissioners: none

Item 8. ~~2024 Annual Agenda~~ Look-ahead, suggestions for meeting topics

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

- There will be a General Plan Update working group meeting the evening of Monday, December 9th. Contact Vice-Chair Ralston to get involved.
- There will be a holiday party right after the next meeting on December 19th.

Meeting adjourned at 8:16PM.

Attachments:

- Item 5. Traffic Engineering Section Overview Presentation

Minutes recorded by Noel Pond-Danchik, Bicycle & Pedestrian Program Transportation Planner, emailed to meeting attendees for review on November 27, 2024, with comments requested by December 11, 2024, to npond-danchik@oaklandca.gov. Revised minutes will be attached to the January 2025 meeting agenda and considered for adoption at that meeting.

Agenda Item 4. Committee Report Backs Attachment

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

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

2024 Active BPAC Committees and Liaisons

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

*Committee Chairs in **bold**

Complete Streets Checklist

Project sponsors must submit a [Complete Streets Checklist](#) to be eligible for the ATP. The checklist is not required for Planning or Non-Infrastructure only applications. **Please complete the checklist and upload a copy or screenshot of the submission confirmation.**

Contact Name*

Colin Piethe

Email Address*

cpiethe@Oaklandca.gov

Contact Phone Number *

510-238-6109

City/Jurisdiction/Agency (If your option is not listed, select "Other")*

City of Oakland

City/Jurisdiction/Agency (if Other is selected above, please provide name here)

Is your project seeking regional discretionary funds or an endorsement?*

Regional discretionary funding

Endorsement

Select funding source:

Please include the name of the regional discretionary funding program that this project is seeking.*

PROJECT INFORMATION

Project Name/Title*

Martin Luther King Jr Way Complete Streets Paving Project

Project Area/ Location*

The Project is located on Martin Luther King Jr Way (MLK Jr Way) from 47th to 61st street, which bisects Santa Fe and Bushrod neighborhoods in North Oakland.

Project Area Map (Attach if applicable)

Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then [Click Here](#) to upload your file.



Project Description (2000 character limit). - 1898

You may also attach additional project documents, cross sections, plan views or other supporting materials.*

The Martin Luther King Jr Way Complete Streets Paving Project (Project) will provide bicycle, pedestrian, transit, and traffic calming improvements on MLK Jr Way between 47th Street and the City border at 61st Street. Key components of the project include: reducing the street from 6 to 4 travel lanes, separated bike lanes between 52nd Street and 61st Street, 10 bus boarding islands at all AC Transit bus stops, new Pedestrian Hybrid Beacons (PHBs) at four intersections. These improvements respond to traffic collision patterns and feedback from residents for the City to prioritize pedestrian and bicycle safety throughout the corridor. The Project will calm speeding traffic upwards of 60mph (30mph speed limit) through a road diet, which in turn will provide the space to install a Class IV bike lane suitable for all ages and abilities. This Class IV bike lane will be constructed with concrete wheelstops, which dramatically reduces the cost of the Project compared to using concrete islands. The Project will also shorten crossing distances, reduce pedestrian exposure to vehicles, create a new crosswalk at 51st Street, and will install 4 PHBs at 51st Street, Arlington Street (Line 12 bus stop), 58th Street (connection to Sojourner Truth senior housing), and 61st Street (connection to Line 12 bus stop).

More broadly, this Project represents a small step towards remedying the historical legacy of racist planning decisions; the construction of aerial BART tracks and widened street in the late 1960s, which displaced black and brown North Oakland residents, and divided their neighborhoods with auto-oriented highway-like infrastructure. By right-sizing the street and providing more mobility options, the Project will allow for safe multimodal connections between adjacent neighborhoods, and will provide a more inviting streetscape for existing and future businesses to operate in.

Please choose the project phase(s).

*

Planning
PE
ENV
ROW
CON
O&M

Project Supporting Material (Upload if applicable)

Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then [Click Here](#) to upload your file.

In folder: FP-Plans_65%MLK-Streetscape_2024-08-19

Do you think your project qualifies for a Statement of Exception? *

Yes
No

Topic: Bicycle, Pedestrian and Transit Planning

The Complete Streets Policy states that projects that are funded all or in part with regional discretionary funding or receiving MTC endorsements must implement CS as recommended in recently adopted local or countywide plans, such as bicycle, pedestrian, active transportation, Vision Zero, or other systemic safety plan, Community Based Transportation Plans, or transit plan.

Plan examples include:

- City/County General + Area Plans
- Bicycle, Pedestrian & Transit Plan
- Community-Based Transportation Plan
- ADA Transition Plan
- Station Access Plan
- Short-Range Transit Plan
- Vision Zero/Systematic Safety Plan

Does the project implement relevant plans, or other locally adopted recommendations?*

Yes

No

Please provide details on plan recommendations affecting the project area, if any, with Plan adoption date.

If the project is inconsistent with adopted plans, please provide explanation.

The concept for this project was identified by the City's 2019 Bike Plan update, the "Let's Bike Oakland!" This street was also identified in the City's 5-Year Paving Plan in 2022, which prioritizes streets for repaving based on street condition, population density, and location in communities with greater shares of low income households and households of color.

This Project also meets the recommendations of Oakland's Local Road Safety Plan, the Safe Oakland Streets Initiative, which finds that severe and fatal crashes in the City disproportionately impact seniors, BIPOC groups, and people with disabilities. By reducing crossing distances, reducing exposure to motor vehicles, improving ADA accessibility with new curb ramps, and improved ADA parking spaces, this project will prioritize traffic safety for vulnerable populations which make up a greater share of residents in the Project area's high equity priority communities.

Topic: Active Transportation Network

Does the project area contain segments of the regional Active Transportation (AT) Network? [See MTC's AT Network map [here](#)]

*

Yes

No

If yes, describe the how project adheres to the National Association of City Transportation Official's (NATCO's) "[Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities](#)" and/or the Architectural and Transportation Barriers Compliance Board's "[Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way](#)."

This Project's bike lane design is based on guidance from NACTO's "Contextual Guidance for Selecting All Ages & Abilities Bikeways" on page 4 within their publication, "Designing for All Ages & Abilities

Contextual Guidance for High-Comfort Bicycle Facilities.” Staff selected Class IV bike lanes in alignment with two criteria within the table, in which a protected bike lane is recommended regardless of vehicle speeds or volumes: 1. Speeds greater than 25mph, and 2. Over 6,000 ADT. MLK Jr Way is a high-speed six to seven-lane street a small business community, and currently serves a main function of delivering people on and off of Highway 24 and I-580. Other criteria for this design choice includes much-needed traffic calming to reduce fatal and severe collisions (65 in 2015 – 2020), as well as one fatality at 60th Street in 2015), as well as improving bicycle network connectivity. The Project’s Class IV bike lanes would connect to future separated bike lanes connecting to the street on the other side of the City border in Berkeley through their Adeline Corridor Project, and would connect to a future road diet project on MLK Jr Way from 40th to 47th Street, which will likely be completed with scheduled repaving in 2025 or 2026. These connections will allow people to take their entire trip to or from neighborhoods surrounding Downtown by bike on separated facilities, which is not possible without the addition of this project.

Regarding the Project’s pedestrian improvements, the Project will fully comply with guidelines listed in the Architectural and Transportation Barriers Compliance Board's "Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way" as well as PROWAG and ADA requirements. The Project will shorten crossing distances through the 6 to 4 lane road diet, reduce pedestrian exposure to vehicles, create a new crosswalk at 51st Street, and will install 4 PHBs at 51st Street, Arlington Street (Line 12 bus stop), 58th Street (connection to Sojourner Truth senior housing), and 61st Street (connection to Line 12 bus stop). As well, the “protected intersection” treatments at each intersection will slow the speed of turning vehicles and providing greater visibility between vehicles and pedestrians at intersection crosswalks.

A. Topic: Safety and Comfort

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?

*

Yes

No

Please summarize the traffic safety conditions and describe the project’s traffic safety measures. The [Bay Area Vision Zero System](#) may be a helpful resource.

The Project is not located on the City’s 2024 High Injury Network, although there was a fatal collision on MLK Jr Way in 2015 at the intersection of 60th Street, which involved a broadside collision between two drivers where one failed to obey traffic signs. This and other traffic deaths in the City of Oakland are tragic and preventable. There were 65 collisions on MLK Jr Way from 47th Street to 61st Street from 2015-2020, and “disobeying traffic signals and signs” is the most common cause of crashes on the street, aligning with resident complaints to staff about drivers speeding through red lights and feeling unsafe when crossing the street on foot.

B. Topic: Safety and Comfort

Does the the project seek to improve conditions for people biking, walking and/or rolling? If the project includes a bikeway, was a [Level of Traffic Stress \(LTS\)](#), or similar user experience analysis conducted?

Yes

No

Describe how project seeks to provide low-stress transportation facilities or reduce a facility’s LTS.

According to guidance on “Bicycle Level of Traffic Stress” from Montgomery County, Maryland, which expands on research from UC Davis (2016), MLK Jr Way has a Level 4 for people bicycling. This is a level of stress in which approximately 1% of the population would feel comfortable riding (Montgomery County, 2017). People rarely bike on the street, but when they do, they must share a lane with vehicles often traveling over 35mph (85th percentile speeds are 38mph), sometimes vehicles travel at speeds up to 65mph. This is also evidenced by people biking being represented in 3% of all collisions.

The Project would reduce this level of stress by providing physically separated Class IV bike lanes, and concrete islands at intersections to slow down turning vehicles against bicycle through-movements. These bike lanes range from 6 to 7 feet wide, and will be separated from the parking aisle by concrete wheelstops in mid-block segments, which will provide sufficient space for side-by-side riding outside of the door zone of parked vehicles. This project will also reduce the number of travel lanes on Franklin from 6 to 4 which could reduce 85th percentile speeds by up to 5mph, according to a collection of road diet studies by FHWA (2014).

According to the University of Wisconsin-Milwaukee’s Center for Pedestrian and Bicyclist Safety’s “Pedestrian Level of Traffic Stress” (2024), MLK Jr Way has a Pedestrian Level of Stress 4 due to there being unsignalized crossings across more than 5 travel lanes, and because the street has more than 7,500 AADT (27,256 ADT). People walking on and across MLK Jr Way must cross seven travel lanes or 121’ including the median area, and have high levels of exposure to moving vehicles on the street. To improve these conditions, the Project will shorten crossing distances through the 6 to 4 lane road diet, create a new crosswalk at 51st Street, and will install 4 PHBs at 51st Street, Arlington Street (Line 12 bus stop), 58th Street (connection to Sojourner Truth senior housing), and 61st Street (connection to Line 12 bus stop). As well, the “protected intersection” treatments at each intersection will slow the speed of turning vehicles and providing greater visibility between vehicles and pedestrians at intersection crosswalks.

Topic: Transit Coordination

A. Are there existing public transit facilities (stop or station) in the project area?

Yes

No

If yes, list transit facilities (stop, station, or route) and all affected agencies.

Staff coordinated the design and placement of existing AC Transit Line 12 stops at 47th Street, 52nd Street, 55th Street, Aileen Street, Arlington Avenue, 59th Street, and 61st Street, and Line 18 stops also at 55th Street.

B. Have all potentially affected transit agencies had the opportunity to review this project? If yes, please save the email from transit operator(s) below.

Yes

No

Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then [Click Here](#) to upload your file.

C: Is there a [MTC Mobility Hub](#) (map) within the project area?

*

Yes

No

If yes, please describe outreach to mobility providers, and the project's Hub-supportive elements. Please view the [Mobility Hubs Playbook Play 1](#).

Topic: Design

If applicable, please describe the pedestrian focused improvements and cite the design standards used (links to standards are not needed).

Staff referenced MUTCD guidance regarding the placement of pedestrian hybrid beacons from the 2009 Edition, "Chapter 4F. Pedestrian Hybrid Beacons."

If applicable, please provide the class designation for bikeways included in the project and cite the design standards used.

When developing this design, OakDOT referenced guidance from NACTO's "Contextual Guidance for Selecting All Ages & Abilities Bikeways" on page 4 within their publication, "Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities," along with community feedback and compliance with the City's municipal code requirements related to roadway clearance for fire truck operations. The Project will also comply per PROWAG Guidelines and staff have incorporated feedback from the City's Accessibility Coordinator staff person.

Topic: Equity

Will the project improve active transportation in an [Equity Priority Community \(EPC\)](#)?

*

Yes

No

Please list census tracts that are designated as EPCs and affected by this project.

Census tract 4010, High Priority, from 47th to 52nd Street, and connection to census tract 4240, High Priority, at the Oakland/Berkeley Border.

Topic: Bicycle and Pedestrian Advisory Committee (BPAC) or Equivalent Committee Review (Requirement)

Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The Checklist will begin MTC review once the BPAC meeting has occurred.

*

Yes

No

The submission of this checklist will be reviewed by the BPAC.

Other:

Please provide the meeting date(s).

Please provide a summary of meeting comments. If meeting date hasn't occurred yet, [please share future meeting comments here](#).

Compliance and Exemption

Statement of Compliance

The proposed project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202).

Please check below if Yes. If no, complete the Statement of Exception. If Yes, this Checklist is complete and the rest of the form can be skipped. If No, please fill out the Statement of Exception section.

*

Yes

No

9/17/24 DRAFT FOR STAKEHOLDER REVIEW

MTC Complete Streets Checklist

Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects in the public right of way (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – submit a Complete Streets Checklist (Checklist) to MTC.

Please note that projects claiming exceptions to the CS Policy must complete the Exceptions section on the Checklist, including the BPAC review, and provide a Department Director-level signature. Please fill out Contact Information and Project Information and then move to Statement of Exception, which is the last section.

Additional information and guidance for completing this Checklist can be found at the MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493 at <https://mtc.ca.gov/planning/transportation/complete-streets>

PROJECT INFORMATION

Project Name/Title*

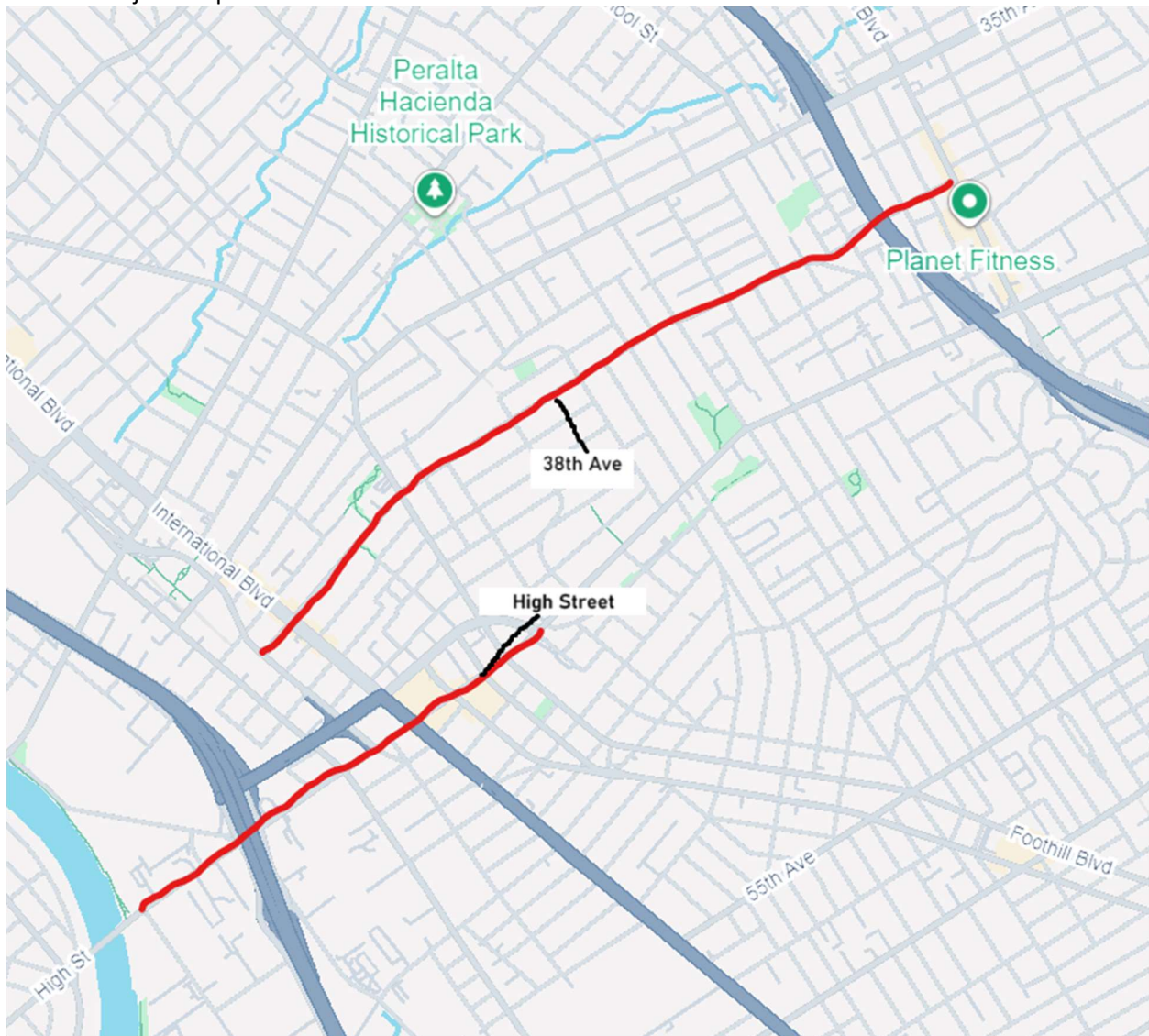
Fruitvale Connections

Project Area/ Location*

The Project is located in the City of Oakland, on 38th Avenue (E 12th Street to MacArthur Boulevard) and Lower High Street (Courtland Avenue to Tidewater Avenue), in the Fruitvale, Fremont, and Melrose neighborhoods.

Project Area Map (Attach if applicable)

ROUGH Project Map



Project Description (2000 character limit).

You may also attach additional project documents, cross sections, plan views or other supporting materials.*

The Fruitvale Connections Project will conduct public outreach and design for street safety improvements on 38th Avenue, and will conduct a traffic study for the feasibility of separated bike lanes on Lower High Street between Tidewater and Courtland Avenue. This project was requested by the High Street community in 2022 during community meetings for the High Street Paving Project. Because OakDOT and High Street residents decided against installing bike lanes on upper High Street North of Foothill Boulevard, residents requested alternative parallel bicycle routes on 38th Avenue, and Fremont High School stakeholders requested biking and walking improvements on High Street between E 12th Street and Courtland Avenue. Once complete, the Project will provide much needed traffic calming and separated bike lanes that will help students bike and walk safely to Fremont High School, and will also allow other nearby residents to reach Fruitvale BART Station, as well as businesses and local institutions in the Fruitvale and High Street neighborhoods.

Please choose the project phase(s).

*

Planning

PE

ENV

ROW

CON

O&M

Project Supporting Material (Upload if applicable)

Do you think your project qualifies for a Statement of Exception? *

Yes

No

Topic: Bicycle, Pedestrian and Transit Planning

The Complete Streets Policy states that projects that are funded all or in part with regional discretionary funding or receiving MTC endorsements must implement CS as recommended in recently adopted local or countywide plans, such as bicycle, pedestrian, active transportation, Vision Zero, or other systemic safety plan, Community Based Transportation Plans, or transit plan.

Plan examples include:

- City/County General + Area Plans
- Bicycle, Pedestrian & Transit Plan
- Community-Based Transportation Plan
- ADA Transition Plan
- Station Access Plan
- Short-Range Transit Plan

- Vision Zero/Systematic Safety Plan

Does the project implement relevant plans, or other locally adopted recommendations?*

Yes

No

Please provide details on plan recommendations affecting the project area, if any, with Plan adoption date.

If the project is inconsistent with adopted plans, please provide explanation.

[Let's Bike Oakland! 2019 Oakland Bike Plan \(2019 adoption\)](#)

38th Ave: Plan recommends Class III Neighborhood Bike Route

Lower High Street: Plan recommends Class II Buffered Bike Lanes

[Oakland Walks! 2017 Pedestrian Plan Update \(2017 adoption\)](#)

Implement the pedestrian safety toolkit, which includes pedestrian refuge islands, reducing corner radii, pedestrian hybrid beacons and rectangular rapid flashing beacons, curb extensions, road diets, and high-visibility crosswalks

Identify missing sidewalk connections and prioritize for improvement

Increase travel options between transit and major job, education, neighborhood retail, and neighborhood centers

Implement improvements to High Injury Corridors and Intersections

[Local Roadway Safety Plan](#) (2022)

Implement City of Oakland's Bicycle and Pedestrian Plans

Focus investment on the high injury network

Topic: Active Transportation Network

Does the project area contain segments of the regional Active Transportation (AT) Network? [See MTC's AT Network map [here](#)]

*

Yes

No

If yes, describe the how project adheres to the National Association of City Transportation Official's (NATCO's) "[Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities](#)" and/or the Architectural and

Transportation Barriers Compliance Board's "[Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way.](#)"

When developing concepts for designs on 38th Avenue and Lower High Street, OakDOT referenced guidance from NACTO's "Contextual Guidance for Selecting All Ages & Abilities Bikeways" on page 4 within their publication, "Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities," along with community feedback and compliance with the City's municipal code requirements related to roadway clearance for fire truck operations. On High Street, the target speed limit is 25mph near Fremont High School and volumes are around 16,000 ADT, so a Class IV bike lane would be recommended. 38th Avenue has lower traffic volumes; ~7,000 ADT, and a 30mph speed limit, but only has one lane in each direction, so a wider variety of bicycle facilities are recommended by NACTO. Staff will engage residents and stakeholders to understand which type of facility and other traffic calming improvements would work best on this street.

All pedestrian elements of these projects will comply with PROWAG. Staff also referenced NACTO's "Urban Street Design Guide" when developing pedestrian improvements for corridor and other roadway projects. Pending community outreach results, staff may implement traffic calming improvements at intersections such as a raised intersection, traffic circles, and gateway treatments from major to minor streets.

A. Topic: Safety and Comfort

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?

*

Yes

No

Please summarize the traffic safety conditions and describe the project's traffic safety measures. The [Bay Area Vision Zero System](#) may be a helpful resource.

High Street is on the City's High Injury Network between International Boulevard and Suter Street. Currently High Street South of Foothill Boulevard is a wide arterial street. Four unobstructed travel lanes allow for speeding and reckless driving behavior. There were 139 crashes from 2019 to 2023 between Tidewater Street and Courtland Avenue, with 22% of those crashes being level 2 and 3 severity out of a scale of 4 where 1 = fatality and 4 = minor injury (source: UC Berkeley SafeTREC TIMS). 19% of collisions involved pedestrians, and 4% involved people biking, which suggests that there is a latent demand for bicycle infrastructure here.

During this same time period there were 54 crashes on 38th Avenue between E 12th Street and MacArthur Boulevard. 14% of those collisions were of level 2 and 3 severity, and 9% of crashes involved people biking, which also suggests that there is a latent demand for improved bicycle infrastructure.

B. Topic: Safety and Comfort

Does the project seek to improve conditions for people biking, walking and/or rolling? If the project includes a bikeway, was a [Level of Traffic Stress \(LTS\)](#), or similar user experience analysis conducted?

Yes

No

Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS.

Lower High Street is currently a level of stress 4 for people biking given its four unobstructed lanes ~16,000 ADT. If the traffic study finds that separated bike lanes are feasible, the Project would reduce this to level of stress 2 by adding separated bike lanes to High Street between E12th Street and Courtland Avenue, which would lower speeds through a potentially road diet on the street, reducing the number of lanes from 4 to 2 (one in each direction).

38th Avenue is likely between levels of stress 2 and 3 because it has one lane in each direction, but has a posted speed limit of 30mph, and is on a relatively steep downhill North of International Boulevard. The Project will reduce the level stress to 2, which is characterized by streets with lower streets and traffic volumes. The Project will install traffic circles, speed cushions, narrowing lanes, and other improvements to calm traffic to reach level 2 conditions.

Topic: Transit Coordination

A. Are there existing public transit facilities (stop or station) in the project area?

Yes

No

If yes, list transit facilities (stop, station, or route) and all affected agencies.

Bus stops for AC Transit Route 14 and 648 along Lower High Street segment.

B. Have all potentially affected transit agencies had the opportunity to review this project? If yes, please save the email from transit operator(s) below.

Yes

No

Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then [Click Here](#) to upload your file.

AC Transit contacted – awaiting review

C: Is there a [MTC Mobility Hub](#) (map) within the project area?

*

Yes

No

If yes, please describe outreach to mobility providers, and the project's Hub-supportive elements. Please view the [Mobility Hubs Playbook Play 1](#).

There are three Urban District mobility hubs on 38th Ave: Two at International Boulevard and one at Redding Street, with several more nearby along both International and MacArthur Boulevard. There are two Urban District mobility hubs along High Street near the intersections with Bond Street and International Boulevard. The improvements along 38th Ave & High Street will create safer walking and biking connections between these transportation nodes, neighborhoods, and commercial districts in the area. Road users will have enhanced multimodal access to transit connections like AC Transit bus routes on High Street, MacArthur Boulevard, and International Boulevard (TEMPO BRT), as well as Fruitvale BART station.

Topic: Design

If applicable, please describe the pedestrian focused improvements and cite the design standards used (links to standards are not needed).

Staff reference NACTO's "Urban Street Design Guide" when developing pedestrian improvements for corridor and other roadway projects. Pending community outreach results, staff may implement traffic calming improvements at intersections such as a raised intersection, traffic circles, and gateway treatments from major to minor streets.

If applicable, please provide the class designation for bikeways included in the project and cite the design standards used.

When developing concepts for designs on 38th Avenue and Lower High Street, OakDOT referenced guidance from NACTO's "Contextual Guidance for Selecting All Ages & Abilities Bikeways" on page 4 within their publication, "Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities," along with community feedback and compliance with the City's municipal code requirements related to roadway clearance for fire truck operations. On High Street, the target speed limit is 25mph near Fremont High School and volumes are around 16,000 ADT, so a Class IV bike lane would be recommended. 38th Avenue has lower traffic volumes; ~7,000 ADT, and a 30mph speed limit, but only has one lane in each direction, so a wider variety of bicycle facilities are recommended by NACTO. Staff will engage residents and stakeholders to understand which type of facility and other traffic calming improvements would work best on this street.

Topic: Equity

Will the project improve active transportation in an [Equity Priority Community \(EPC\)](#)?

*

Yes

No

Please list census tracts that are designated as EPCs and affected by this project.

38th Avenue

- 4061
- 4072
- 407101
- 407102
- 4070
- 4066

Lower High Street

- 4061
- 4073
- 4074
- 4072
- 4076
- 4071

Topic: Bicycle and Pedestrian Advisory Committee (BPAC) or Equivalent Committee Review (Requirement)

Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The Checklist will begin MTC review once the BPAC meeting has occurred.

*

Yes

No

The submission of this checklist will be reviewed by the BPAC.

Other:

Please provide the meeting date(s).

Please provide a summary of meeting comments.

-

Compliance and Exemption

Statement of Compliance

The proposed project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202).

Please check below if Yes. If no, complete the Statement of Exception. If Yes, this Checklist is complete and the rest of the form can be skipped. If No, please fill out the Statement of Exception section.

*

Yes

No

X/XX/XX DRAFT FOR BPAC REVIEW

MTC Complete Streets Checklist

Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects in the public right of way (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – submit a Complete Streets Checklist (Checklist) to MTC.

Please note that projects claiming exceptions to the CS Policy must complete the Exceptions section on the Checklist, including the BPAC review, and provide a Department Director-level signature. Please fill out Contact Information and Project Information and then move to Statement of Exception, which is the last section.

Additional information and guidance for completing this Checklist can be found at the MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493 at <https://mtc.ca.gov/planning/transportation/complete-streets>

PROJECT INFORMATION

Project Name/Title*

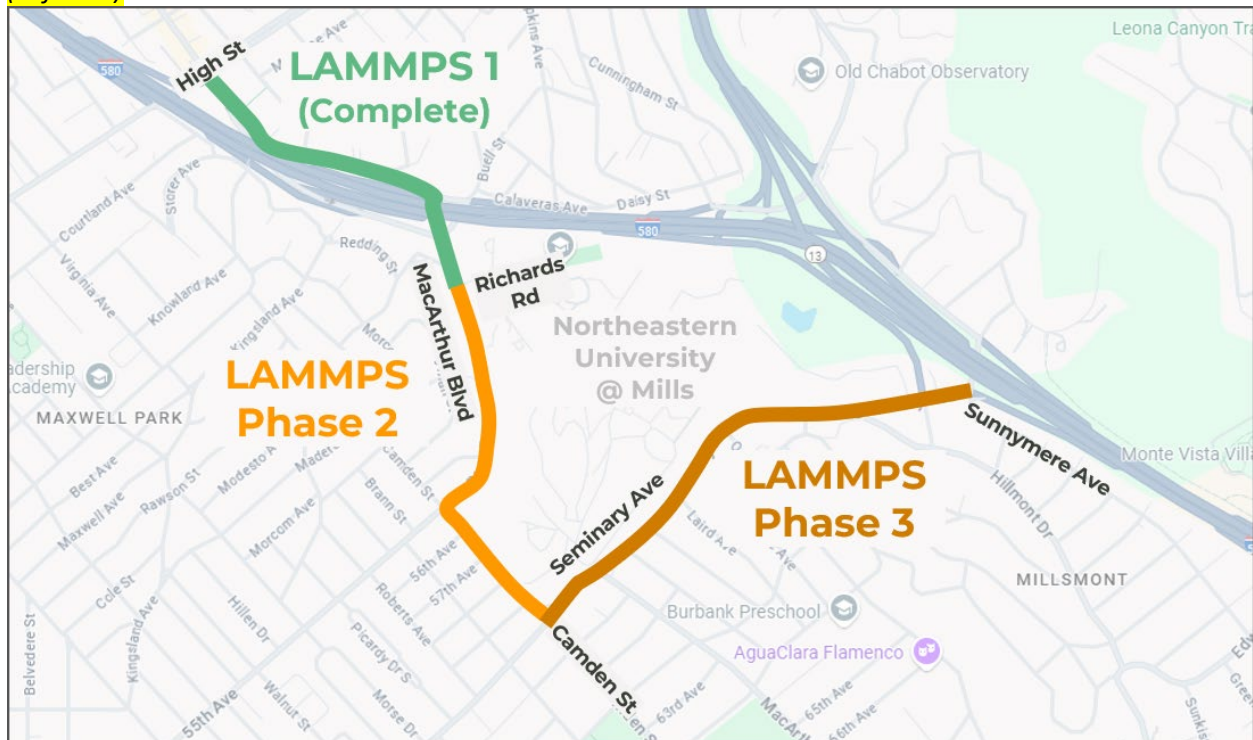
Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Phases 2 & 3

Project Area/ Location*

The Project is in the City of Oakland. It will be implemented on MacArthur Boulevard (Richards Road to Seminary Avenue) and Seminary Avenue (from Camden Street to Sunnymere Avenue). The Project corridors wrap around the campus of Northeastern University, which is bounded by high-speed arterial roadways and has long served as a historical barrier in Oakland's multimodal transportation network between High Priority Equity neighborhoods to the southeast, the Laurel District commercial center, and high-frequency transit to Downtown Oakland.

Project Area Map (Attach if applicable)

(in folder)



Project Description (2000 character limit).

You may also attach additional project documents, cross sections, plan views or other supporting materials.*

The Laurel Access to Mills, Maxwell Park, and Seminary (LAMMPS) Phase 2 and 3 Project in East Oakland will build 1.4 miles of comprehensive safety and multimodal improvements on two major arterials. Approximately half the Project is located directly on Oakland's High-Injury Network (using data from 2017-2021). The other portion, while not on the current Network, has seen two fatal crashes since September 2023. The Project will continue the implementation of the 2011 Laurel

Access to Mills, Maxwell Park, and Seminary (LAMMPS) Community-Based Transportation Plan, a community-driven planning process aimed at creating safe connections on MacArthur Boulevard between Mills College (now Northeastern University), nearby commercial districts, and Downtown Oakland. Phase 1 of the LAMMPS Project, completed in 2020, built an off-street Class 1 shared-use path along MacArthur Boulevard, along with other safety improvements.

The Project corridors, MacArthur Boulevard and Seminary Avenue, wrap around the Northeastern University Campus. These two major streets, along with Interstate 580 north of the campus, are barriers to mobility between Deep East Oakland neighborhoods, the Laurel District, and Downtown. Residents have long expressed concerns about traffic safety on these streets, citing speeding and reckless driving, which are major crash factors. In addition, these streets feature major gaps in the bicycle and pedestrian networks.

This Project would address the gaps in the bicycle and pedestrian networks by continuing Phase 1's off-street shared-use path along MacArthur Boulevard, taking it from Richards Road to Seminary Avenue (Phase 2), and then up Seminary Avenue from MacArthur Boulevard to Sunnymere Avenue (Phase 3). The result would be 1.4 new miles of off-street Class 1 pathway (1.7 miles including Phase 1). The Project will also close sidewalk gaps on the residential side of both corridors, close slip lanes, install transit amenities, remove one vehicle lane on northbound Seminary, reduce corner radii, upgrade curb ramps, and install pedestrian refuge islands, high-visibility crosswalks, and new traffic signals (3 new Rectangular Rapid Flashing Beacons and 3 new Pedestrian Hybrid Beacons).

Please choose the project phase(s).

*

- Planning
- PE
- ENV
- ROW
- CON**
- O&M

Project Supporting Material (Upload if applicable)

In folder: LAMMPS Phase 2 Concept Plans, LAMMPS Phase 3 35% Plans

Do you think your project qualifies for a Statement of Exception? *

- Yes
- No**

Topic: Bicycle, Pedestrian and Transit Planning

The Complete Streets Policy states that projects that are funded all or in part with regional discretionary funding or receiving MTC endorsements must implement CS as recommended in recently adopted local or countywide plans, such as bicycle, pedestrian, active transportation, Vision Zero, or other systemic safety plan, Community Based Transportation Plans, or transit plan.

Plan examples include:

- City/County General + Area Plans
- Bicycle, Pedestrian & Transit Plan
- Community-Based Transportation Plan
- ADA Transition Plan
- Station Access Plan
- Short-Range Transit Plan
- Vision Zero/Systematic Safety Plan

Does the project implement relevant plans, or other locally adopted recommendations?*

Yes

No

Please provide details on plan recommendations affecting the project area, if any, with Plan adoption date.

If the project is inconsistent with adopted plans, please provide explanation.

[Let's Bike Oakland! 2019 Oakland Bike Plan \(2019 adoption\)](#)

MacArthur Blvd, Richards Rd to Seminary Avenue: Plan recommends a Class 1 path

MacArthur Blvd, 58th to Seminary: Plan recommends an on-street Class 4 separated bike lane. This portion of the Project (Phase 2) is only in the conceptual design phase and will explore separated bike lanes on MacArthur Boulevard.

Seminary Ave: Plan recommends a buffered bike lane. Project is building a lower-stress facility – a Class 1 bike path.

[Oakland Walks! 2017 Pedestrian Plan Update \(2017 adoption\)](#)

Implement the pedestrian safety toolkit, which includes pedestrian refuge islands, reducing corner radii, pedestrian hybrid beacons and rectangular rapid flashing beacons, curb extensions, road diets, and high-visibility crosswalks

Identify missing sidewalk connections and prioritize for improvement

Increase travel options between transit and major job, education, neighborhood retail, and neighborhood centers

Implement improvements to High Injury Corridors and Intersections

[LAMMPS Community-Based Transportation Plan \(adopted 2011\)](#)

Manage traffic and control speeds by reducing the number of lanes where practical and by modifying intersection layouts to minimize conflicts.

Improve the pedestrian environment by building accessible sidewalks on both sides of MacArthur Boulevard and by adding crosswalks where they are most useful

Provide bicycle facilities on the entire segment of MacArthur Boulevard

Comply with American with Disabilities Act (ADA) to provide access for senior citizens and people with disabilities

[Local Roadway Safety Plan](#) (2022)

Implement City of Oakland's Bicycle and Pedestrian Plans

Focus investment on the high injury network

Topic: Active Transportation Network

Does the project area contain segments of the regional Active Transportation (AT) Network? [See MTC's AT Network map [here](#)]

*

Yes

No

If yes, describe the how project adheres to the National Association of City Transportation Official's (NATCO's) "[Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities](#)" and/or the Architectural and Transportation Barriers Compliance Board's "[Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way](#)."

Consistent with NACTO's "Contextual Guidance for Selecting All Ages & Abilities Bikeways," this Project's construction of a shared-use path will create an "All Ages and Abilities" bikeway. The border of Northeastern University along MacArthur Boulevard and Seminary Avenue provides a geographic edge with limited conflicts. The main entrance to the University is at Richards Road. On Seminary Avenue, there is another entrance that is used one time a year, if it is used at all. Besides that, there are no other entrances to the University for students, faculty, and residents. With such few entryways, pedestrian usage of the path will never reach high volumes, except near entry points.

The Project adheres to the Architectural and Transportation Barriers Compliance Board's "Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way" by creating a continuous, accessible sidewalk facility on the Project corridors, via the closure of three significant sidewalk gaps. The Project will also upgrade curb ramps and install new ADA compliant curb ramps as needed.

A. Topic: Safety and Comfort

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?

*

Yes

No

Please summarize the traffic safety conditions and describe the project's traffic safety measures. The [Bay Area Vision Zero System](#) may be a helpful resource.

Approximately 50% of the Project is located on Oakland's 2024 Multimodal High Injury Network (data from 2017-2021). The portion not on the Network has seen two fatal crashes since 2023. Speed is the primary crash factor in 27% of all collisions and 65% of severe collisions on the Project corridors, making it the most common crash factor.

On Seminary Avenue, traffic will be calmed via a road diet that will result in a single lane in each direction. Corners at intersections along the project will be extended, resulting in shorter crossing distances and reduced turning radii that will require vehicles to slow. The Project will include 3 new Rectangular Rapid Flashing Beacons and 3 new Pedestrian Hybrid Beacons, which will calm traffic at regular intervals along the corridors. The Project will also feature new pedestrian refuge islands, which both slow traffic and provide comfort to pedestrians who cannot make it across the street in one signal cycle.

The Project corridors are lacking vital infrastructure for walking and biking. Currently, the corridors only have a sidewalk on the residential side, and that sidewalk contains three large gaps, creating an accessibility and safety challenge. The Project will close these sidewalk gaps, creating a continuous pedestrian facility. The shared-use path will double the pedestrian facilities on the Project corridors. It will also close a major gap in Oakland's bicycle network. For those who are not confident cyclists, the Project's off-street shared-use path will offer a biking facility that is completely separated from traffic.

B. Topic: Safety and Comfort

Does the project seek to improve conditions for people biking, walking and/or rolling? If the project includes a bikeway, was a [Level of Traffic Stress \(LTS\)](#), or similar user experience analysis conducted?

Yes

No

Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS.

The Project will build a new Class 1 off-street shared-use path along the full project length (1.4 miles). Off-street paths are the lowest-stress type of bicycle facility because they are completely separated from vehicle traffic. Currently, bicyclists on MacArthur Boulevard use a Class 2 bike lane (which has a painted buffer along some portions),

and bicyclists on Seminary Avenue have no bicycle facility to use. The path will connect to an existing path on MacArthur, resulting in 1.7 miles of a low-stress bikeway.

As discussed previously, the Project will close three gaps in the sidewalk along the Project corridors, creating a continuous pedestrian facility. Pedestrian comfort and safety will also be increased by the addition of pedestrian refuge islands, shorter crossing distances, high visibility crossings, and new crossing signals.

The Project's upgraded curb ramps will increase accessibility and comfort for users of wheelchairs, other mobility aids, and wheeled carriers like strollers and pushcarts.

Topic: Transit Coordination

A. Are there existing public transit facilities (stop or station) in the project area?

Yes

No

If yes, list transit facilities (stop, station, or route) and all affected agencies.

AC Transit runs multiple bus lines on MacArthur Boulevard and Seminary Avenue. On Seminary Avenue, Line 45 stops at 9 bus stops (northbound and southbound). On MacArthur Boulevard, there are 6 bus stops (northbound and southbound) for Lines 57, NL, NX, NX3, 638, 657, 680, and 805.

B. Have all potentially affected transit agencies had the opportunity to review this project? If yes, please save the email from transit operator(s) below.

Yes

No

Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then [Click Here](#) to upload your file.

In folder: LAMMPS Phase 3_AC Transit Review_35% Plans, LAMMPS Phase 2_AC Transit_Plan Review, 2022_06_29 LAMMPS Phase II - AC Transit Letter of Support

C: Is there a [MTC Mobility Hub](#) (map) within the project area?

*

Yes

No

If yes, please describe outreach to mobility providers, and the project's Hub-supportive elements. Please view the [Mobility Hubs Playbook Play 1](#).

One of the main goals of the LAMMPS projects is to build a multimodal corridor that enables residents, students, and University staff to safely and conveniently travel between the neighborhoods, nearby commercial districts, the University, and to Downtown via connections to frequent and high-capacity transit.

Northeastern University, which the Project borders, is a Pulse Hub. OakDOT staff has collaborated extensively with University staff on the design of LAMMPS Phases 2 and 3 to ensure the Project builds a multimodal network that can serve students, staff, and other community members coming to and from campus.

There are two Mobility Hubs along High Street. AC Transit runs multiple bus lines on High Street, and High Street connects to the LAMMPS Phase 1 project, which will connect to Phases 2 and 3. As mentioned above, OakDOT staff has been closely collaborating with AC Transit during all phases of the LAMMPS projects.

Topic: Design

If applicable, please describe the pedestrian focused improvements and cite the design standards used (links to standards are not needed).

The Project will significantly improve pedestrian crossings. Elements will include high-visibility crosswalks, bulb-outs, upgraded curb ramps, shorter crossing distances, at least four new crossing locations, three new Rectangular Rapid Flashing Beacons, and three new Pedestrian Hybrid Beacons.

Design standards include American Association of State Highway and Transportation Officials (AASHTO) - A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG).

If applicable, please provide the class designation for bikeways included in the project and cite the design standards used.

The Project will include a Class 1 shared-use off-street path. Future design work and community collaboration will determine the type of on-street facility the Project will include on MacArthur Boulevard (either a Class 2 bikeway with a painted buffer or a Class 4 facility).

Design standards include American Association of State Highway and Transportation Officials (AASHTO) - A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities; National Association of City Transportation Officials (NACT); Manual on Uniform Traffic Control Devices (MUTCD); Public Right-of-Way Accessibility Guide (PROWAG).

Topic: Equity

Will the project improve active transportation in an [Equity Priority Community \(EPC\)](#)?

*

Yes

No

Please list census tracts that are designated as EPCs and affected by this project.

- 408200
- 408700
- 408600

Topic: Bicycle and Pedestrian Advisory Committee (BPAC) or Equivalent Committee Review (Requirement)

Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The Checklist will begin MTC review once the BPAC meeting has occurred.

*

Yes

No

The submission of this checklist will be reviewed by the BPAC.

Other:

Please provide the meeting date(s).

Please provide a summary of meeting comments.

-

Compliance and Exemption

Statement of Compliance

The proposed project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202).

Please check below if Yes. If no, complete the Statement of Exception. If Yes, this Checklist is complete and the rest of the form can be skipped. If No, please fill out the Statement of Exception section.

*

Agenda Item 8. BPAC Draft Chair’s Report to the Public Works and Transportation Committee Attachment

DRAFT Introductory cover letter to the 2024 BPAC Annual Report; the full report is forthcoming.

Oakland Bicyclist and Pedestrian Advisory Commission (BPAC)
2024 BPAC Chair’s Report to the Public Works Committee of the Oakland City Council

December 20, 2024

To the Honorable Chair of the Oakland Public Works Committee and Members of the Council,

We are pleased to present the Oakland Bicyclist and Pedestrian Advisory Commission (BPAC) Annual Report to the Council. Pursuant to Ordinance 13125 this report provides a summary of the Commission’s work in 2024 and offers recommendations relating to policies, programs and projects that impact the safety and accommodation of those who walk and bike in the City of Oakland.¹

Since its establishment in 2014, the Department of Transportation has made significant progress in addressing the historically poor condition of Oakland streets, developing stronger plans for expanding bike and pedestrian-focused infrastructure, advancing equity-driven transportation planning, and building a staff of talented transportation professionals. The Commission recognizes the demonstrated commitment of Department staff to building mobility systems that are safe, equitable and welcoming to bicyclists and pedestrians. However, to truly accommodate those who walk or bike in Oakland and encourage more people of all ages, backgrounds and abilities to choose sustainable modes of transportation, we believe that far more must be done to improve the safety of our streets and develop bike-ped facilities that are realistically low-stress for those not riding in cars or trucks.

The city continues to experience unacceptably dangerous street conditions. For years Oakland has recorded high rates of severe and fatal traffic collisions. During the past 10 years, 132 pedestrian and bicyclists have been killed in Oakland, while 619 have been severely injured. In just the past two years (from 2023-November 2024) 37 pedestrians and bicyclists have been killed on our streets. Those crashes involving fatalities are only a fraction of the thousands of collisions that have occurred. In the most recent 12-month period of data available (June 2023 through May 2024,) there were 1,911 crashes reported that resulted in some form of injury. Most fatality and severe injury collisions have involved speeding, red-light running, and other dangerous driver behavior incited by poorly designed infrastructure.

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, children and people with disabilities are especially at risk in our city. In every Commission

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.”

DRAFT Introductory cover letter to the 2024 BPAC Annual Report; the full report is forthcoming.

meeting, we recognize and often discuss the circumstances of fatalities that occurred on Oakland's streets in the preceding month. We also often hear concerns from members of the public about high speeds, red-light violations, reckless driving, and "sideshow" style activities throughout the city.

In this report we offer recommendations that principally urge the city to focus more resources on traffic-calming work. (See page ___ for a full list of recommendations.) The Council should make clear that traffic calming is the highest priority for the Department of Transportation and ensure that the Department has the resources necessary to significantly expand such work, including greater investments in "quick-build" infrastructure projects and programs designed to physically slow streets. However, such work depends on having sufficient staff to design and install such facilities. The persistently high vacancy rates in the Department, which have been identified as a problem for more than 5 years, not only risk the loss of previously awarded grant funds for major long-term street design and resurfacing projects, but also inhibit the delivery of critically-necessary near-term installations that would slow our streets and save lives.

While the city's financial situation may necessitate some changes in city services, we urge the Council to recognize the essential role that transportation safety plays in the health and wellbeing of Oakland residents, the vitality of business districts and the economic growth of the city. Increasing the city's commitment to safety on its roadways not only protects residents, but it will generate economic benefits. As such, it is critical that the Council avoid budget adjustments that cut or freeze positions or programs within the Department of Transportation.

The Commission's work in 2024 focused largely on examining many of the programs and projects that impact safety on Oakland's streets, particularly for our most vulnerable street users:

- the speed bump program,
- the automated speed enforcement pilot project,
- violence prevention work conducted by OakDOT,
- an overview of the work by the traffic engineering section,
- review of the Capital Improvement Program (CIP),
- An update on state legislation passed in 2023 impacting transportation,
- discussion of proposed community-driven traffic calming legislation,
- updates on the International Boulevard Oakland-AC Transit quick-build project,
- a review of the newly revised high-injury network,
- an overview of the San Francisco Municipal Transportation Agency's quick-build program,
- update on the "Safe Oakland Streets" program, and
- a status report on the implementation of the paving plan (Measure KK).

The Commission also reviewed project proposals for many grant applications prepared by Department staff, both in the full BPAC and in the Commission's standing Infrastructure Committee, and provided feedback as well as letters of support for many grant applications.

DRAFT Introductory cover letter to the 2024 BPAC Annual Report; the full report is forthcoming.

BPAC also serves as a key point of community engagement on transportation issues. Public participants at Commission meetings often provide valuable insights and feedback on agenda items and during the open-forum portion of the agenda, and through involvement with the Commission's standing and ad-hoc committees. The Commission has two standing committees, the Infrastructure Committee and the Legislative and Policy Committee, which each meet regularly.

We are deeply grateful to Department staff who have supported and facilitated the Commission's work, particularly Jason Patton and Noel Pond-Danchik, who have provided exceptional support and advice in all aspects of BPAC's work.

We appreciate your consideration of this report and our recommendations, and urge you to reach out to the Commission for further exploration of specific transportation issues. We look forward to working with you as we strive to make the City of Oakland a great place to walk and bike for everyone.

Respectfully,

Commissioner Grey Gardner (District 2) 2024 Chair
Commissioner David Ralston (District 2) 2024 Vice Chair
Commissioner Phoenix Mangrum (District 5)
Commissioner Patricia Schader, (District 7)
Commissioner Dianne Yee (District 3)
Commissioner Nick Whipps (District 6)
Commissioner Alex Frank (District 4)
Commissioner Priyanka Altman (District 1)
Commissioner Jimmy Jessup (District

2023 Chair's Report
Public Works Committee
Oakland City Council

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

For the full list of requested items and other details on upcoming meeting planning, see the BPAC Scheduler at:
https://docs.google.com/spreadsheets/d/1PmvGuKNg3lBspg7WwnqB7_MaQumB6BCpA_7Sbvuf8Q8

3 Month Look Ahead Tentative Agenda Items

- BPAC Officer Elections & Committee Assignments
- Long Term Visioning Discussion
- Transportation Development Act Article 3 Grant Proposed Projects
- Undercrossing Improvements Project (oaklandca.gov/projects/undercrossing-improvements)
- Bike to Work Day Planning
- General Plan Update

City of Oakland Bicyclist & Pedestrian Advisory Commission Strategic Plan

April 2023

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

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

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

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

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

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

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

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