



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, July 18th, 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. Hybrid meetings may commence once the City of Oakland has established meeting procedures and allocated resources for simultaneously supporting in-person and remote participation. All Commission meetings will include procedures to comply with the open meeting requirements of the City's [Sunshine Ordinance](#) and the State's [Brown Act](#). A survey has been created to gather feedback from the public regarding board and commission meetings in the City of Oakland: <https://us.openforms.com/Form/d98a20d5-72e7-4d23-8fc3-be13f6cd32bb>.

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

PARTICIPATION INSTRUCTIONS

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

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

To request security escort services anywhere within Frank Ogawa Plaza and locations outside the Plaza within a two- to three-block radius, please visit the City Hall security station. The escort can assist visitors to the 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.

Time	#	Topic
6:00	1	Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes Attachment (15 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: https://www.oaklandca.gov/topics/traffic-fatality-tracking . <ul style="list-style-type: none"> At around 11:56 PM on June 20th, 2024, a 51-year-old Black male bicyclist was killed by a motorist on 105th Ave near Nattress Way in a hit-and-run crash involving two vehicles.
6:15	2	Open Forum / Public Comment / Announcements Attachment (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 www.oaklandca.gov/services/oak311 .
6:25	3	Approval of Meeting Minutes Attachment (5 minutes) – Seek motion to adopt the June 2024 BPAC meeting minutes.
6:30	4	Committee Report Backs Attachment (10 minutes) – Committees of the BPAC will provide brief updates to the Commission. A list of active committees is included in the agenda packet and at https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons . <p>Infrastructure Committee: The next meeting is scheduled for July 11, 2024, from 3:30-5:30 in the Broadway Conference Room at 250 Frank Ogawa Plaza Suite 4314. The agenda includes items on the 14th Street Corridor Safety Project and the San Pablo Ave Bus & Bike Lanes Project. For more information, visit https://www.oaklandca.gov/meeting/july-2024-bicyclist-pedestrian-advisory-commission-bpac-infrastructure-committee-special-meeting.</p> <p>Policy and Legislative Committee: The next meeting is scheduled for Monday, August 12, 2024, 5:30-7:30 PM in City Hall, Hearing Room 2.</p>
6:40	5	Speed Safety Camera Update Attachment (35 minutes) Craig Raphael, Speed Safety Camera Program Manager at OakDOT, will present an update on implementation of speed safety cameras under Assembly Bill 645, which authorized a five-year speed camera pilot in six California cities.
7:15	6	Mid-Cycle Budget Discussion Attachment (15 minutes) BPAC leadership will lead the BPAC in a discussion of OakDOT’s Fiscal Year 2024-2025 mid-cycle budget.
7:30	7	BPAC Commissioner Recruitment & Outreach Attachment (10 minutes) Staff and commissioners will discuss the BPAC recruitment process, seek volunteers, and consider a motion to create an Ad-Hoc recruitment committee. A document detailing the status of current commissioners’ terms and the recruitment process is attached.
7:40	8	BPAC Logo Design Attachment (10 minutes) Noel Pond-Danchik from the OakDOT Safe Streets Division, Bicycle and Pedestrian Program (npond-danchik@oaklandca.gov), will present on the BPAC logo design presented to the BPAC at the November 2023 meeting and discuss hat or other swag options for commissioners.
7:50	9	Three-month agenda look-ahead, suggestions for meeting topics Attachment (10 minutes)



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

Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete en español, 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 Field Operations
- ☐ D/C Services
- ☐ Robbery

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

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

- ☐ For Public Release
 - ☐ Not For Public

Traffic Case **Information**

For Additional Information:
A/Lt. G Bellusa
Ext. 510-777-8707

RD# 24-030749

On June 21st, 2024, at approx. 12:01 AM, the Oakland Police Department was dispatched to the 500 blk of 105th Ave to investigate a report of a serious injury collision involving a bicyclist. Upon arrival, officers located an unresponsive male within the roadway who was ejected from his bicycle. Emergency medical personnel responded and the bicyclist passed on scene. The causing driver fled the scene within the vehicle prior to officers arriving. The suspect vehicle is described as a silver Saturn sedan.

Per witnesses, it appears the driver of the Saturn was operating the vehicle at a high rate of speed and collided with the bicyclist while traveling Southbound on 105th Ave near Nattress Way. The driver stopped the vehicle within the roadway after the collision and removed the victim's bicycle from under the vehicle, then fled Southbound from the collision scene. The driver did not provide his information at the collision scene as required by the California Vehicle Code.

The deceased bicyclist is an adult male Oakland resident. The decedent's identity is being withheld pending notification of next of kin.

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

Based on witnesses and evidence at the scene, it appears speed is a factor for the collision.

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

UPDATE as of 22 Jun 24:

Upon an extensive video canvass review, it was determined the bicyclist was struck by a silver sedan driving Northbound in the 400 blk of 105th Ave at a high rate of speed at approximately 11:56 PM on 20 Jun 24. The bicyclist was ejected from the bicycle and laying within the roadway when ran over by a second vehicle which was traveling Southbound in the 500 blk of 105th Ave.

Both vehicle drivers fled the scene without providing required information and the second vehicle that struck the victim has since been recovered. The initial collision will be documented under OPD collision report number 24-030978.

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

Sergeant Tim Dolan
Acting Sergeant James Hammonds
Traffic Investigations Unit
Support Operations Division

July 2024 BPAC Meeting Agenda Item 2. Announcements

Announcements

- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, or the Bike Oakland Newsletter, sign up at <https://share.hsforms.com/1P5XTjDGyS7q61uFu76CgNQch6is>
- **2023 Safe Oakland Streets (SOS) Initiative Annual Report:** The City of Oakland Department of Transportation, in coordination with the Oakland Police Department, the Department of Race and Equity, and the City Administrator's Office, will present the 2023 SOS Annual Informational Report to the City Council Public Works and Transportation Committee on July 23, 2024 at 11:30am in City Hall, City Council Chamber, 3rd Floor. Read the report and attachments at: <https://oakland.legistar.com/LegislationDetail.aspx?ID=6771140&GUID=B5E827EC-A572-48ED-AE82-DF536F565A9C>.
- **Oakland Alameda Water Shuttle (OAWS) Pilot Service:** The City of Alameda, Alameda Transportation Management Association (ATMA), Port of Oakland, and San Francisco Bay Ferry are launching the free Oakland Alameda Water Shuttle (OAWS) pilot service on Wednesday, July 17. The 45-foot yellow pontoon vessel named Woodstock will operate Wednesday through Sunday, offering 37 trips per day between Alameda's Bohol Circle Immigrant Park and Oakland's Jack London Square, accommodating bicyclists and pedestrians. This two-year pilot is funded by \$1 million in grants and over \$1.7 million from local partners. The first ride departs Oakland at 7:00 AM on July 17, with the full schedule available at watershuttle.org.
- **Caltrans Bike Plan Update:** Caltrans Bay Area has developed a story map that identifies bicycle needs on and across the state highway system. These bike needs are prioritized using the bike plan goals: safety, mobility, and equity. The story map details these identified needs for people biking, as well as the tiered ranking of these needs. This helps assess which needs might be best suited to move into project development over time. To see the map and provide input, see: <https://storymaps.arcgis.com/stories/3d67ec0ec2bf44528ee42d44b7faf0be>
- **Caltrans Bicycle Best Practices Guide:** Caltrans Bay Area has developed a Draft Bicycle Best Practices Guide. These Best Practices can be used to fill in gaps in existing design guidance, obtain consensus and feedback from the public, stakeholders, and partner agencies on preferred designs; and be used as a resource for staff when bicycle projects are being developed. The Best Practices detail preferred designs for interchanges, intersections and corridors. To view or make comments on the report, see: <https://storymaps.arcgis.com/stories/a9aa574f59ed4af9abd73704dacf0e6a>
- **TIMS Bicyclist & Pedestrian Crash Data & Maps:** Injury or fatality involved crash data & maps are available to the public through the UC Berkeley's Transportation Injury Mapping System (TIMS) at <https://tims.berkeley.edu/>.
- **Embarcadero West Rail Safety & Access Improvements Outreach Events:** OakDOT's Major Project Division is doing outreach at a series of events in July and August for the Embarcadero West Rail Safety & Access Improvements Project. For more info, see: <https://www.oaklandca.gov/projects/embarcadero-railroad-safety-project>
- **Project Updates:** To sign up for email updates on projects by OakDOT's Major Projects Division, see: <https://www.oaklandca.gov/topics/sign-up-for-email-updates>
- **Paving:** OakDOT paved over 45 miles this fiscal year (July 2023-June 2024).
- **Universal Basic Mobility Pilot:** OakDOT staff launched its West Oakland Universal Basic Mobility Pilot. Funded by ACTC, this program allows up to 1,000 eligible individuals in West Oakland to receive \$320 for transportation services on a pre-paid debit card.
- **West Oakland Bikeshare Station:** A small but important part of all the improvements made in West Oakland in preparation for the launch of the Oakland Baller's season was a new bikeshare station, which was installed in early June at the corner of 18th and Campbell. Later this summer, staff will start community outreach as part of a major network expansion that will result in as many as eighteen additional bike stations.

- **Sideshow Deterrence:** OakDOT and Public Works staff implemented sideshow deterrence measures at Foothill & Seminary on June 14th. OakDOT staff installed quick build sideshow deterrence measures at Redwood/Skyline in late June.



AGENDA REPORT

TO: Jestin D. Johnson
City Administrator

FROM: Josh Rowan, Director
Oakland Department of
Transportation

Floyd Mitchell, Chief,
Oakland Police Department


Darlene Flynn, Director
Department of Race and
Equity

Joe DeVries, Deputy City
Administrator
City Administrator's Office

SUBJECT: 2023 Safe Oakland Streets (SOS)
Initiative Annual Report

DATE: June 24, 2024

City Administrator Approval


Jestin Johnson (Jul 11, 2024 20:17 PDT)

Date: Jul 11, 2024

RECOMMENDATION

Staff Recommends That The City Council Receive The 2023 Safe Oakland Streets (SOS) Annual Informational Report From The Department Of Transportation, In Coordination With The Oakland Police Department, The Department Of Race And Equity, And The City Administrator's Office

EXECUTIVE SUMMARY

To address this continued public safety epidemic of severe and fatal traffic crashes in Oakland, the City launched an interdepartmental partnership, the Safe Oakland Streets (SOS) initiative, in 2021. This report serves as the annual SOS status update on activities for calendar year 2023.

The SOS Initiative recognizes that life-changing and life-ending collisions on roadways are preventable with prioritized, targeted, and comprehensive strategies. Accordingly, the SOS initiative prioritized and made tangible progress in the six strategic areas of work: 1) Coordination and Collaboration; 2) Engineering; 3) Policy; 4) Planning and Evaluation; 5) Engagement, Education, and Programs; and 6) Enforcement. The SOS approach is to focus available resources on the solutions with the most impact to save lives at locations that are

disproportionately impacted by traffic violence. For this reason, the City prioritizes traffic safety investments in High Priority Equity Communities¹ and on the High Injury Network (HIN),² and traffic safety enforcement operations to address the most dangerous driving behaviors. The SOS initiative's novel approach and targeted solutions require the support of elected officials and City departments in the form of concrete actions to increase the delivery of traffic safety improvement projects, policies, programs, and partnerships.

BACKGROUND / LEGISLATIVE HISTORY

Severe and fatal traffic crashes in Oakland remain unacceptably high. In 2023, 33 people were killed by traffic violence – slightly lower than the recent high of 36 fatalities in 2022 (see **Table 1** below). Fatalities involving people walking and biking in 2023, however, were the highest they have been in the last five years, accounting for over 60% of all traffic fatalities.³ The most common causes of fatal and severe crashes in the City continue to be unsafe turning, speeding, failure to yield, and driving under the influence of drugs and/or alcohol. Crashes continue to disproportionately occur in Oakland's Priority Equity communities and on the 2018 HIN.

Table 1. Traffic Fatalities 2019-2023¹

	2019 Fatalities	2020 Fatalities	2021 Fatalities	2022 Fatalities	2023 Fatalities
Total Fatalities:	26	36	30	36	33
Pedestrian	10	14	8	12	15
Bicyclist	3	1	2	3	5
Driver	8	15	14	10	7
Passenger	0	3	1	5	3
Motorcyclist	4	3	2	6	2
Other Motorized User ²	1	0	3	0	1
Other Non-Motorized User	0	0	0	2	0
Other	1	0	0	0	0

Source: City of Oakland. Traffic Fatality Monitoring. <https://www.oaklandca.gov/topics/traffic-fatality-tracking>

1. 2022 and 2023 data are provisional and may be incomplete or subject to change.

¹ Oakland Equity Map, OakDOT Geographic Equity Tool: <https://www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox>

² City of Oakland, Department of Transportation, [Citywide Crash Analysis](#) and [High Injury Network](#), 2018.

³ Please note that these relatively small numbers of fatalities are subject to some random variability year to year.

2. The 2019 death in this category was a person riding an e-scooter. The 2021 deaths in this category were 2 people riding an e-scooter and 1 person riding an ATV. The 2023 death in this category was a person riding a minibike.

The SOS team presented an informational report on the SOS initiative ([File# 21-0167](#)) to the Public Works and Transportation Committee on March 23, 2021, and to the full City Council on April 20, 2021. Since that initial report, the SOS team prepared annual reports on the status of the initiative to the Public Works and Transportation Committee on June 28, 2022 ([File# 22-0236](#)) and May 23, 2023 ([File# 23-0251](#)). This report serves as the annual SOS status update for calendar year 2023.

ANALYSIS AND POLICY ALTERNATIVES

The SOS initiative focuses on six areas of strategic implementation to eliminate traffic fatalities and prevent severe injuries while advancing equity: 1) Coordination and collaboration; 2) Engineering; 3) Policy; 4) Planning and evaluation; 5) Engagement, education, and programs; and 6) Enforcement. These six strategy areas are in alignment with the recommendations of the Reimagining Public Safety Taskforce and support the Citywide priority to create **vibrant and sustainable infrastructure**. Progress on SOS strategies and activities in 2023 include:

1. Coordination and Collaboration: Department of Transportation (OakDOT) and Oakland Fire Department (OFD) Agreements

In 2023, OakDOT and OFD strengthened coordination on street design considerations, including conducting two site visits, vehicle tests, and detailed measurements, as well as hosting monthly meetings to discuss project design recommendations and forge agreements on key points. Key accomplishments in 2023 include the approval of an interdepartmental agreement related to the placement of flexible plastic delineator posts in the public right-of-way. This agreement facilitates a shared understanding between agencies to enable OakDOT to install critical safety improvements that are also supportive of OFD operations and aligned with the Oakland Fire Code. OakDOT and OFD will utilize the once-every-three-years update to the Fire Code as a future prompt for reviewing the memo and making updates as needed to reflect lessons learned and potential changes to the Fire Code. OakDOT and OFD will continue to work together to move projects forward, understand each department's operational needs, and forge agreements to streamline project review.

2. Engineering: Implementing data-driven engineering improvements:

Re-designing streets to be safer for all users remains a central pillar of the SOS initiative. OakDOT continues to prioritize the delivery of safety upgrades and improvements, focusing on the 2018 HIN and in the Highest and High Priority Equity Communities. All OakDOT Paving projects include safety enhancements, such as curb ramps, high-visibility crosswalks, and other intersection safety upgrades, as a cost-effective, efficient, and routine approach to achieving multiple City objectives. In particular, complex paving projects may involve road diets, bulb-outs, and other more extensive geometric roadway design changes to improve safety. One major example from 2023 of OakDOT's approach in leveraging the Paving program is the [High Street Paving Project](#). This paving project delivered holistic improvements to 21 blocks of High Street between Foothill Boulevard and Tompkins Street, including speed cushions to

slow drivers; concrete medians at intersections and other key locations to prevent drivers from unsafely passing in the turning lane; providing pedestrian safety islands, beacons, and curb ramps at numerous crosswalks to help people cross the street safely; and providing ADA accessible bus stops.

In 2023, OakDOT initiated construction on a total of 100 Traffic Safety Improvement Projects (**Attachment A**) where the primary purpose is to substantially enhance pedestrian and bicyclist safety and/or to implement safe routes to schools. To evaluate the effectiveness of OakDOT's prioritization processes with regard to safety and equity, the following analysis examines whether projects were implemented on the 2018 HIN and in the Highest and High Priority Equity Communities. Projects are considered to be on the HIN if over 50% of the project is within 500 feet of the HIN. The 500-foot buffer from the HIN accounts for schools and other sensitive land uses that may not always be directly located on a major street. Using OakDOT's Geographic Equity Toolbox,¹ projects are considered located within a Priority Equity Community if a majority of the project (over 50%) is in a Highest or High Priority Community. For the purposes of this analysis, projects are divided into Capital Improvement projects and Near-Term Improvement projects. Capital Improvements are large-scale and longer-term, generally incorporating whole corridors and including substantial community engagement to inform a project's design. Near-Term projects are much smaller in scope and scale, and generally include improvements delivered in-house such as signage, striping, and other surface-mounted materials. The analysis includes Capital Improvement projects that began construction in 2023 and Near-Term Improvement projects where a Work Order has been completed and improvements installed in 2023.

In 2023, 14 Capital Improvement projects began construction, and 86 Near-Term Improvement projects were completed, for a total of 100 traffic safety improvement projects. Of the 14 2023 Capital Improvement projects,⁴ 36% are on the HIN (**Chart 1**), and 50% are in High and Highest Priority Equity Communities (**Chart 2**). While it may appear that 2023 Capital Improvement Projects were overall less focused on the HIN and Priority Equity Communities, further analysis shows that 80% of the non-paving capital projects and larger paving projects (East Bay Greenway - Segment II; International Pedestrian Lighting and Sidewalk Repair Project; 8th Street West Oakland Traffic Calming Project; High Street Paving Project; and West Grand Avenue Repaving & Pedestrian Safety Improvement Project) were focused on improvements to the HIN and 83% of these projects will deliver improvements to High and Highest Priority Equity Communities.

⁴ For all capital improvement project development, OakDOT advances an equity framework to address transportation disparities. This equity framework involves:

- 1) Analyzing data to measure existing health, safety, and racial disparities in transportation outcomes for Oaklanders;
- 2) Engaging community members in developing the City's Capital Improvement Program (CIP) and in developing projects; and
- 3) Addressing disparities by centering equity in the City's CIP project selection process to deliver equity-focused infrastructure to Oaklanders.

Chart 1: 2023 Capital Improvement Projects, HIN Analysis

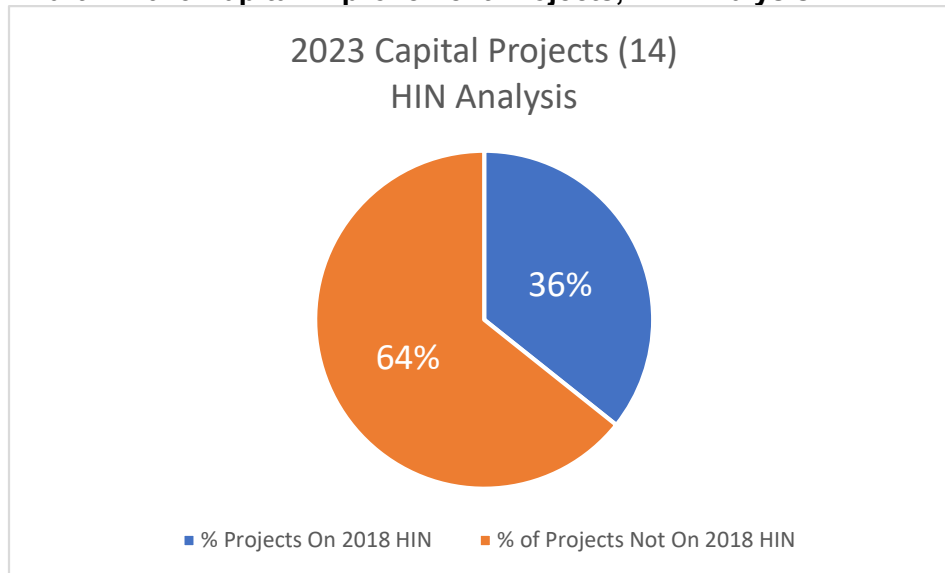
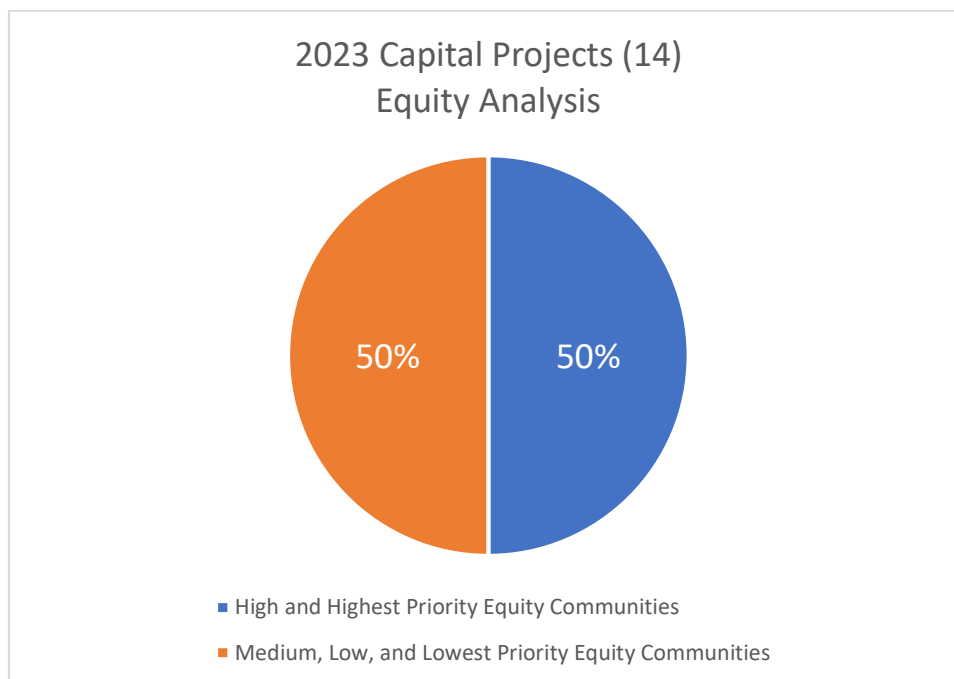


Chart 2: 2023 Capital Improvement Projects, Priority Equity Community Analysis



Near-Term Improvement projects include school safety improvements, rapid response, violence prevention, City Council Discretionary and Earmark projects, Oak311 traffic safety requests, speed bump requests, and speed limit reduction projects (**Table 2**). All

Public Works and Transportation Committee
July 23, 2024

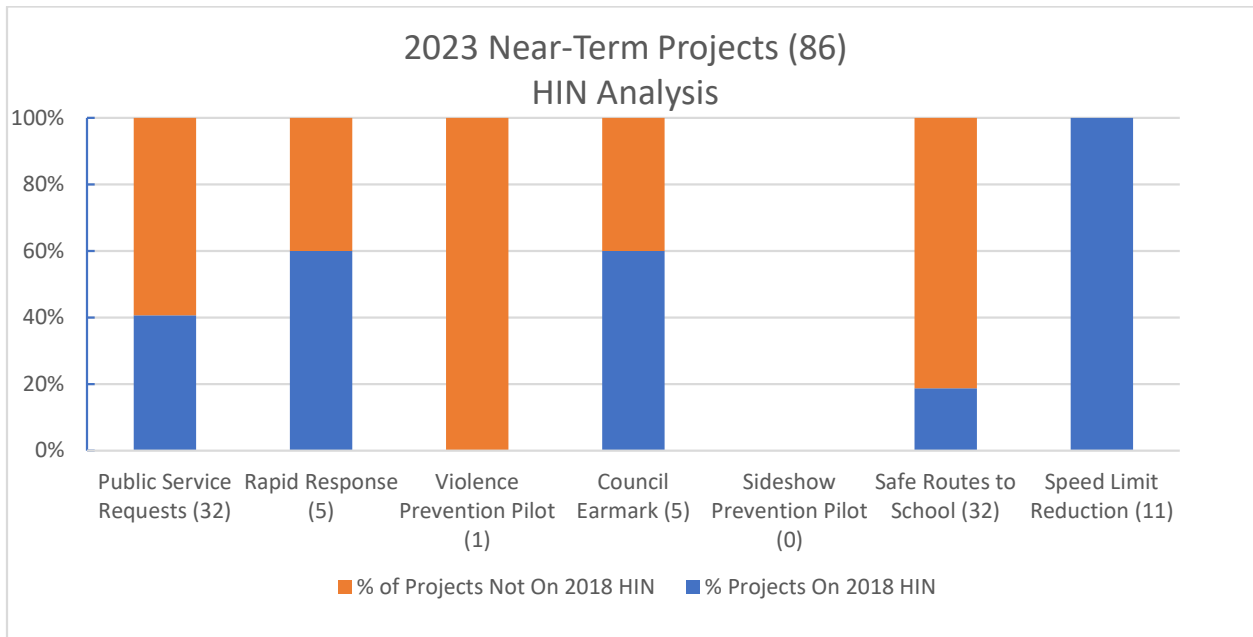
projects on the Near-Term list have been constructed in 2023 (**Attachment B**). Due to contracting challenges, speed bumps were only completed at 4 locations. All approved 2023 speed bump requests will be constructed in 2024 (anticipated total of 79 locations). A significant amount of staff time in 2023 was also dedicated to working with AC Transit and Caltrans on the planning and design of the International Boulevard safety improvements, which will be implemented in 2024.

Table 2: Near-Term Improvement Project by Program Type and Prioritization Approach

Program	Prioritization Criteria	2023 (N)
Oak311 (Public) Service Request	Crashes, Equity, Land Use	32
Rapid Response to Traffic Fatality	Traffic Death Locations	5
Speed Bumps	Resident Petition	4
Violence Prevention Pilot Locations	OPD Police Beats with High Violence	1
Council Earmark Locations	Council Discretion	5
Sideshow Prevention Pilot Locations	OPD-identified Locations with Large, Violent, Persistent Sideshows	0
Safe Routes to School	By Request of School Staff	32
Speed Limit Reduction	AB 43 Eligibility, 2018 High Injury Network, Equity	11

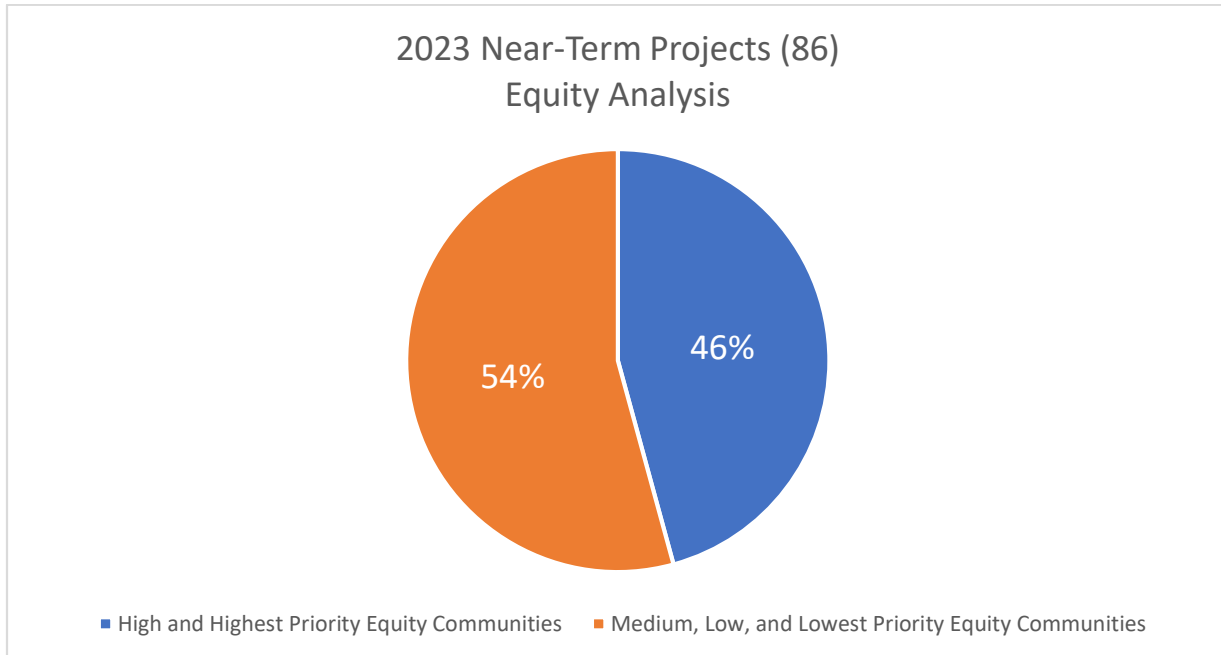
Because speed bumps are only implemented on residential streets, they are not located on the 2018 HIN. Accordingly, the following analysis excludes speed bump projects. Of the remaining 86 Near-Term Improvement projects, 42% are on the HIN (**Chart 3**), and 46% are in the Highest and High Priority Equity Communities (**Chart 4**).

Chart 3: 2023 Near-Term Improvement Projects*, HIN Analysis



*Excludes speed bumps

Chart 4: 2023 Near-Term Improvement Projects*, Priority Equity Community Analysis



*Excludes speed bumps

While it is important to monitor performance on an annual basis, year-to-year variations may skew overall progress. Accordingly, OakDOT has conducted a HIN and Priority Equity Community Analysis for the entire set of projects since the launch of the SOS Initiative (2021-2023). Of the 2021-2023 Capital Improvement projects that began construction, 69% are on the HIN (**Chart 5**), and 56% are in High and Highest Priority Equity Communities (**Chart 6**). Of the completed 2021-2023 Near-Term Improvement projects, 53% are on the HIN (**Chart 7**), and 68% are in the Highest and High Priority Equity Communities (**Chart 8**).

Chart 5: 2021-2023 Capital Improvement Projects, HIN Analysis

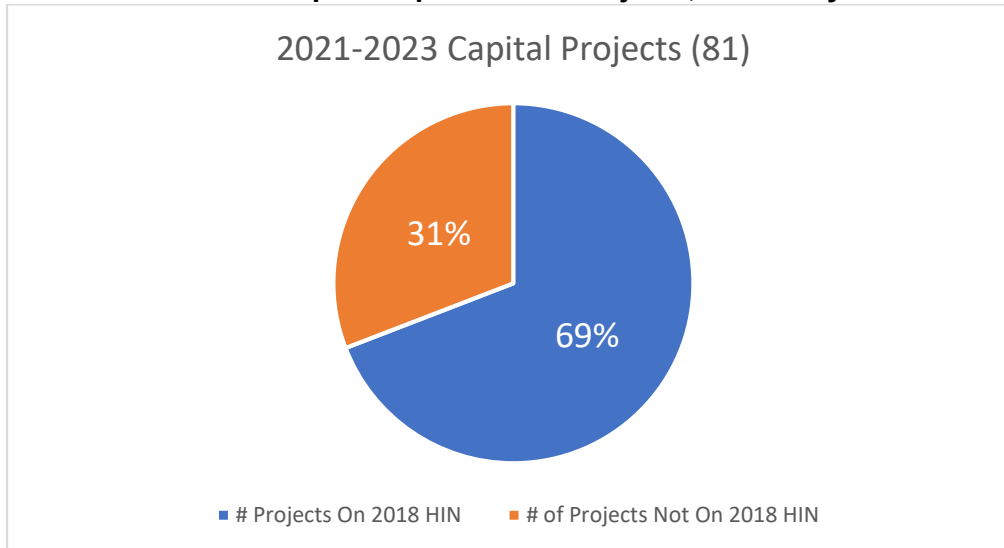


Chart 6: 2021-2023 Capital Improvement Projects, Priority Equity Community Analysis

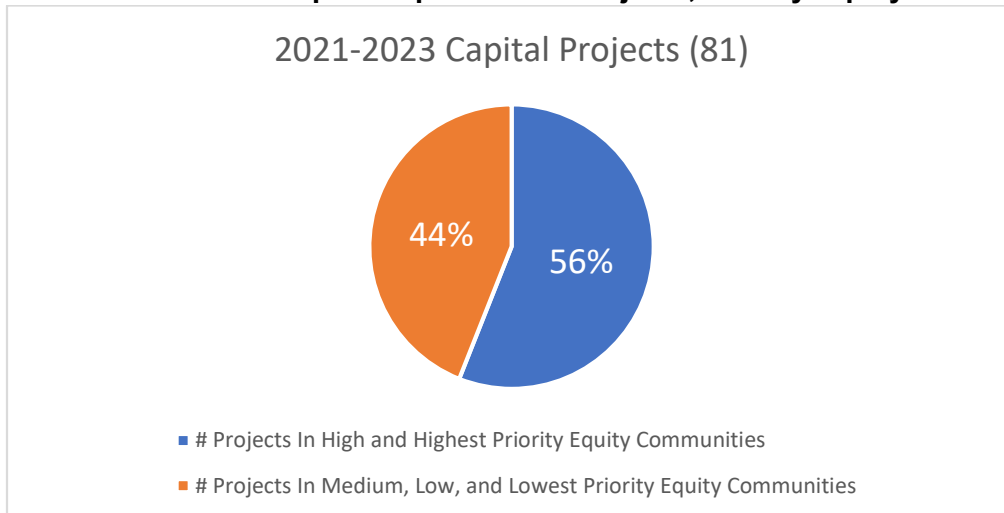
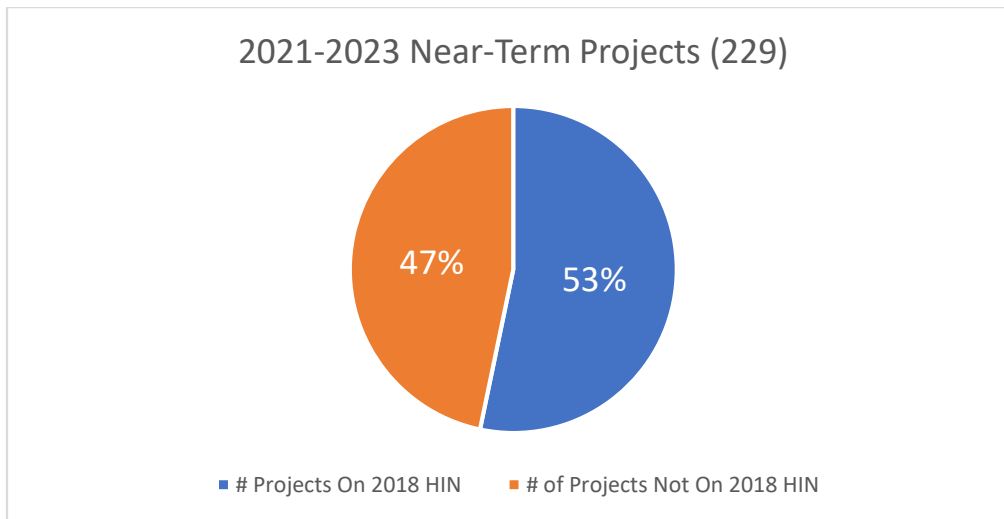
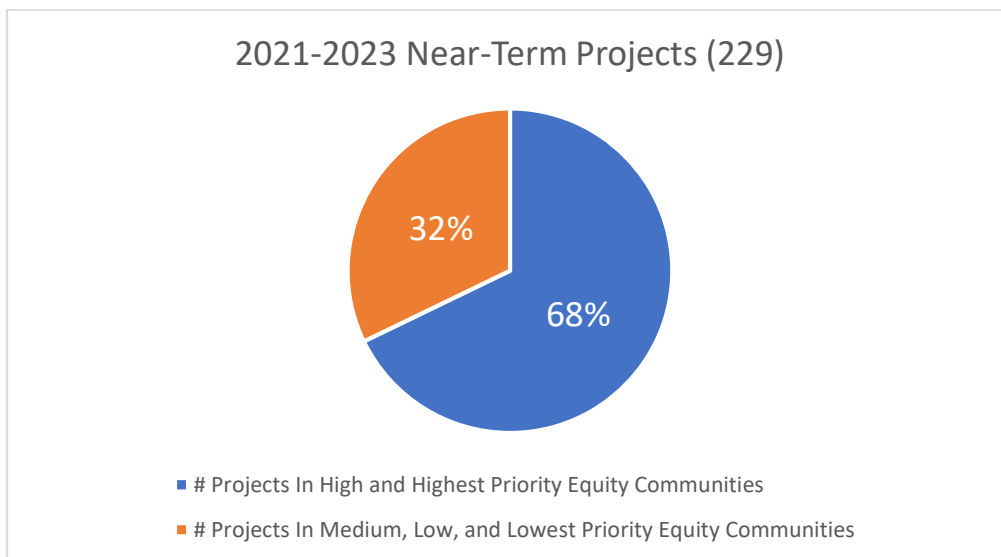


Chart 7: 2021-2023 Near-Term Improvement Projects*, HIN Analysis



*Excludes speed bumps

Chart 8: 2021-2023 Near-Term Improvement Projects*, Priority Equity Community Analysis



*Excludes speed bumps

Lastly, **Attachment B** summarizes the current status of all Rapid Response investigations activated in response to 2023 fatalities or collisions.

3. Policy: Automated Speed Enforcement

In 2023, the City of Oakland supported and played a pivotal role in collaborative efforts with other cities and non-governmental organizations across the state to advocate for and achieve state authorization to utilize automated enforcement systems (or speed

Public Works and Transportation Committee
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safety cameras). This was the culmination of a years-long effort with partners from across the state. Mayor Sheng Thao, the Bicycle and Pedestrian Advisory Commission (BPAC), and the Privacy Advisory Commission (PAC) adopted support positions for [AB 645 \(Friedman\)](#) that authorizes a pilot speed safety camera program with appropriate impact mitigation measures for low-income residents of equity priority communities, such as reduced fines and penalty alternatives, and strong privacy protections—in alignment with the recommendations from the Reimagining Public Safety Task Force. The PAC motion declared that the PAC did not find significant privacy intrusion sufficient to oppose AB 645. Additionally, OakDOT provided witness testimony at the July 11, 2023, California Senate Judiciary Committee in support of AB 645. AB 645 was ultimately signed into law by Governor Newsom on October 10, 2023, and Oakland is included as one of six cities authorized to pilot the use of speed safety cameras. OakDOT is in the process of setting up the pilot program and anticipates providing an update to the City Council in Summer 2024, as well as engaging and educating the broader public in late Summer/Fall 2024.

4. Planning and Evaluation: West Street Project Evaluation

Completed in 2022, the [West Street Road Diet Project](#) included the construction of six pedestrian safety islands, two raised intersections, five speed cushions plus one speed hump. It removed the two-way center turn lane to add buffers to bike lanes originally installed in 1997. Work was completed on West Street from West Grand Ave to 52nd Street. A project evaluation is underway that will compare before/after data on traffic speeds, traffic volumes, and stop sign compliance to inform future OakDOT projects and traffic calming strategies. OakDOT has completed a before study of the corridor that is available online.⁵

5. Enforcement: Data-Driven Traffic Safety Enforcement

Under the SOS initiative, OPD's approach to traffic safety enforcement operations leverages data to prioritize the Traffic Enforcement Unit's resources at locations on the 2018 HIN and to address the most dangerous driving behaviors: unsafe turning, speeding, driving or bicycling under the influence of alcohol or drugs, failure to yield, and disobeying traffic signals (including red light/stop sign running).

Non-dispatch, non-intel led traffic stops are the stops that OPD officers make for traffic enforcement (in contrast to stops that are the result of a dispatched call for service or are intelligence-led) and, thus, have the most discretion. This subset of OPD stops is the focus of SOS reporting and analysis. Detailed information regarding all OPD stops is also publicly available here: <https://www.oaklandca.gov/resources/stop-data>.

Attachment C includes summary statistics for these non-dispatch, non-intel-led traffic stops for 2023.

Key findings for non-dispatch, non-intel led traffic stops include:

- In 2023, 63% of stops were within 500 feet of the HIN compared to 61% in 2019.

⁵ Oakland Department of Transportation. Road Diet Feasibility Study: West Street, San Pablo Avenue to 52nd Street. 2020. Available at https://cao-94612.s3.us-west-2.amazonaws.com/documents/WestSt_Road-Diet-Study.pdf

- In 2023, 79% of stops were for the most dangerous driving behaviors contributing to severe and fatal crashes, compared to only 40% in 2019.
- In 2023, 83% of stops were in high priority equity neighborhoods; 68% of the 2018 HIN is in high priority equity neighborhoods.
- The return of the Traffic Enforcement Unit in 2022 Quarter 3 has increased the number of non-dispatch, non-intel led traffic stops in Oakland.
- Racial disparities in traffic stops persist, with more stops conducted on Black and Latiné drivers than crashes involving Black and Latiné drivers (the best proxy for who is driving on local streets). Black and Latiné drivers comprise 73% of traffic stops in 2023 compared to 66% of drivers involved in crashes.

OPD regularly assesses traffic violation stops and holds monthly risk management meetings, focusing on stop data and other risk data. Supervisors and Commanders are expected to ensure that officers' actions are lawful, effective and responsive. Where disparity is evident, supervisors and command work to determine causes and potential mitigations.

SOS Initiative Look Ahead

Collaboration across participating City departments – the CAO, OPD, DRE, and OakDOT – has achieved a remarkable amount of progress that staff are excited to continue building upon, leveraging partnerships that help address other challenges facing Oakland (e.g., community violence, the housing crisis) and despite persistent personnel vacancy challenges. The SOS initiative will focus its efforts over the next year on the following activities, in addition to continual refinement of the key strategies reported above:

- Continue to focus resources on the HIN and Oakland's High Priority Equity Communities**, the areas most impacted by severe and fatal crashes and historic under-investment in transportation infrastructure that saves lives and creates safer, healthier communities.
- Implementation of Updated HIN**: The HIN identifies the most dangerous streets in Oakland, which is then utilized to prioritize locations for SOS activities. OakDOT completed and publicly released the updated 2024 HIN in June 2024⁶ utilizing the most recent finalized set of severe and fatal crash data covering 2017-2021. Additional activities stemming from the 2024 HIN include updating the 2018 Citywide Crash Analysis to examine crash outcome patterns affecting different groups. Next year's SOS Annual Report will utilize the 2024 HIN for analysis and reporting purposes and will discuss how the updated HIN affects SOS activities moving forward.
- International Boulevard Safety Improvements and Speed Cushion Pilot**: International Boulevard continues to be a focus corridor from both the HIN and

⁶ Oakland Department of Transportation. 2024 High Injury Network.
<https://www.oaklandca.gov/resources/high-injury-network-2024>

Priority Equity Community perspective for the City, with severe and fatal crashes persisting despite significant safety investments that accompanied the Bus Rapid Transit project in 2020. Funded and delivered in partnership between the City of Oakland (over \$1.8 million) and AC Transit (\$400,000), the planned safety treatments aim to enhance adherence to the bus-only lane and reduce speeding, red light violations, and other moving violations in the corridor between 14th Avenue and 107th Avenue. The project is now expected to break ground in Summer 2024. The project will include an evaluation of the effectiveness of these treatments, which will then inform a future phase of more permanent improvements to the corridor. In May 2024, AC Transit secured an additional \$3.9 million from the Metropolitan Transportation Commission (MTC) Bus Accelerated Infrastructure Delivery (BusAID) Program to commit to future investments in the International Boulevard corridor. The Mayor's Proposed Budget for Fiscal Year 2024-25 also identifies an additional \$1.28 million in one-time funding to support further safety improvements to International Boulevard and is subject to Council approval.

Additionally, in Spring 2024, the City of Oakland and AC Transit agreed to implement a parallel pilot of speed cushions on International Boulevard. Next year's SOS Annual Report will include a discussion of the evaluation results of both the safety improvements and speed cushion pilot projects.

- d. **Speed Safety Camera Pilot Program:** With the passage of AB 645, OakDOT is leading efforts to establish a Speed Safety Camera Pilot Program as quickly as possible. AB 645 authorized Oakland to establish a pilot at no more than 18 locations citywide and includes many complex state requirements that must be satisfied. Next year's SOS Annual Report will include a progress update on the establishment of the Speed Safety Camera Pilot program.
- e. **Continued OakDOT/OFD Collaboration:** Building on the successful collaboration between departments in 2023, OakDOT and OFD anticipate completing an additional inter-departmental memo in 2024 that will memorialize design approaches for pedestrian safety islands for traffic calming that also balance emergency vehicle access needs.

FISCAL IMPACT

This item is for informational purposes only and does not have a direct fiscal impact or cost.

PUBLIC OUTREACH / INTEREST

In addition to public engagement on safety-focused Capital or Near-term Improvement projects, SOS staff presented at the following public meetings in 2023:

- Bicycle and Pedestrian Advisory Commission (BPAC)
- Privacy Advisory Commission (PAC)
- Mayor's Commission on Aging
- Public Works and Transportation Committee

Public Works and Transportation Committee
July 23, 2024

COORDINATION

The City departments listed below worked together to advance the SOS strategies to save lives and prevent severe injuries:

- City Administrator's Office
- Oakland Department of Transportation
- Oakland Police Department
- Department of Race & Equity
- Oakland Fire Department

PAST PERFORMANCE, EVALUATION AND FOLLOW-UP

This report is the third Annual Report on the SOS Initiative and provides updates and follow-up on the goals set forth in the launching of the Initiative and subsequent annual reports. Thorough evaluation for equity and efficacy was performed at the launch of SOS, when determining the strategies and actions.

SUSTAINABLE OPPORTUNITIES

Economic: The 2018 Citywide Crash Analysis² analyzed nearly 2,000 injury collisions from 2012-2016 to understand the impacts on Oaklanders and how to effectively focus safety efforts. During that period, there was a 76% increase in severe or fatal injuries, which accounted for \$900 million in yearly costs of traffic crashes.

Environmental: With the transportation sector accounting for nearly two-thirds of local greenhouse gas (GHG) emissions, the City's Equitable Climate Action Plan recognized that encouraging and increasing the use of more sustainable modes of transportation (walking, rolling, biking, or taking transit) is key to achieving the City's climate goals. Creating safer streets for our most vulnerable road users—pedestrians, bicyclists, children, people with disabilities, and older adults—is a prerequisite in the City's efforts to encourage more sustainable transportation choices. The SOS Initiative is squarely focused on improving traffic safety on Oakland streets, making walking, rolling, biking, and taking transit more viable and attractive as daily transportation options for Oaklanders.

Race & Equity: The 6% of City streets that account for the majority (60%) of crashes (i.e., the High Injury Network or HIN) also has high overlap with OakDOT's Priority Equity Communities (as identified in the OakDOT Geographic Equity Toolbox¹). Almost 95% of the 2018 HIN is located in medium to highest priority neighborhoods, despite these same neighborhoods representing only about 40% of the City's total area. In analyzing crash data from 2012-2016,² OakDOT found that as compared to all Oaklanders, Black Oaklanders are two times more likely to be killed or severely injured in traffic crashes and three times as likely to be killed or severely injured while walking.

It is through this data analysis and identification of disparities that the SOS initiative was established with an explicit goal of eliminating severe and fatal injury inequities, including racial disparities impacting BIPOC communities that exist today in Oakland. Each SOS Annual Report includes an equity analysis of OakDOT projects that began construction or were delivered in that calendar year to track OakDOT's progress in integrating equity prioritization in project planning, development, and delivery. Due to year-to-year variabilities in crash data, a race and equity analysis of crash outcomes is not completed annually. Still, it will instead be timed with updates to the HIN—this should provide insight into whether the City is making progress on reducing crash outcome disparities.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Receive The 2023 Safe Oakland Streets (SOS) Annual Informational Report From The Department Of Transportation, In Coordination With The Oakland Police Department, The Department Of Race And Equity, And The City Administrator's Office

For questions regarding this report, please contact Mica Amichai, Safe Oakland Streets (SOS) Coordinator, at (510) 238-6653.

Respectfully submitted,


Josh Rowan (Jul 10, 2024 15:28 PDT)

JOSH ROWAN
Director, Department of Transportation


FLOYD MITCHELL
Chief, Oakland Police Department


Darlene Flynn (Jul 10, 2024 17:13 PDT)

DARLENE FLYNN
Director, Department of Race and Equity


Joe DeVries (Jul 10, 2024 17:16 PDT)

JOE DEVRIES
Deputy City Administrator

Public Works and Transportation Committee
July 23, 2024

Reviewed by:

Megan Wier, Assistant Director
Department of Transportation

Gregory Bellusa, Acting Lieutenant
Oakland Police Department

Kristin Burgess, Police Program & Performance
Audit Supervisor
Oakland Police Department

Jacque Larrainzar, Program Analyst III
Department of Race and Equity

Prepared by:

Tony Dang, Chief of Staff
Department of Transportation

Mica Amichai, Transportation Planner II
Safe Oakland Streets
Department of Transportation

Attachments (3):

Attachment A: 2023 Engineering Safety Improvement Projects
Attachment B: 2023 Rapid Response Investigations and Status
Attachment C: 2023 OPD Stop Data Analysis



City of Oakland, Bicyclist & Pedestrian Advisory Commission

DRAFT Minutes from the June 20, 2024 Meeting

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

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

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

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

At roll call, quorum was established with seven Commissioners present (X). Commissioners Yee and Whipps arrived just 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	x
Dianne Yee	x

Introductions were made.

1. Staff: Jason Patton (Oakland Department of Transportation – OakDOT), Noel Pond-Danchik (OakDOT), Josh Rowan (OakDOT), Colin Piethe (OakDOT)
2. Other attendees: Kevin Dalley (Transport Oakland), Paul Phelan, Justin Hu-Nguyen (Bike East Bay), Tom Holub (Scraper Bike Team), George Spies (Traffic Violence Rapid Response (TVRR)), Chris Hwang (Walk Oakland Bike Oakland (WOBO)), Bryan Culbertson (TVRR), Andre Sandford (CA Assembly Candidate D18)

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

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

- On June 14th, 2024, at approximately 8:17 PM, a pedestrian was killed in a hit-and-run crash with a vehicle on International Blvd at 102nd Ave.

Summary of Discussion:

- Members of Traffic Violence Rapid Response visited the location of the crash on International Blvd and 102nd Ave and spoke to two people who knew the victim and the owner of a restaurant who noted seeing other crashes at the location.
- The Quick Build Project on International Blvd cannot come soon enough.
- On June 2nd at 98th Ave and Bancroft Ave, a pedestrian was hit but it was not a fatality, so no report was received.
- On June 6th, a bicyclist crashed after hitting a pothole on Skyline Blvd. He is in critical condition. Other crashes have occurred on Skyline Blvd because of potholes.
- There is a lawsuit by the family of a man who died as a result of his injuries in a crash at Virginia St and San Pablo Ave in Berkeley against the City of Berkeley. The crash was not considered a fatality because he died months later as a result of his injuries.
- The Oakland Police Department (OPD) sends OakDOT a memo every time they respond to a severe or fatality related crash. OPD responds to roughly 500 pedestrian or bicyclist involved crashes per year. OPD does not share information with OakDOT at the time of every crash, but that information does become available to OakDOT through the Statewide Integrated Traffic Records System (SWITRS) within two years but often sooner.
- All injury or fatality involved crashes are available to the public through the UC Berkeley's Transportation Injury Mapping System (TIMS) at <https://tims.berkeley.edu/> from SWITRS data, though data from the past two years is not considered finalized.

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

Item 2. Open Forum / Public Comment / Announcements

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

- There was a request for maintenance of the unofficial path/bike lane on the median of Skyline Blvd on the BPAC Blog. Maintenance to the median has been done since the request was made by Oakland Public Works staff.
- It is required to provide alternatives while blocking bike lanes or sidewalks for construction. The construction for the 14th Street Project has made the street very uncomfortable for bicyclists and pedestrians. DOT has strong policies on this subject though policies are not always followed. Specifics should be sent to OakDOT staff to review if procedures are being met.
- There are other construction related blockages at Hegenberger Rd and Edes Ave and at San Leandro Ave between 40th Ave and High St.
- Decommissioned railroad tracks in West Oakland should be filled so as not to pose a danger to bicyclists.

Speakers other than Commissioners: Noel Pond-Danchik (OakDOT), Justin Hu-Nguyen (Bike East Bay)

Item 3. Approval of Meeting Minutes

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

→ A motion to adopt the Bicyclist & Pedestrian Advisory Commission May 23, 2024 Special Meeting minutes was made (Gardner), seconded (Ralston), and approved unanimously by voice vote.

Adopted minutes online at www.oaklandbikes.info/BPAC

Item 4. Committee Report Backs

Everyone is encouraged to attend committee meetings.

- Infrastructure Committee:
 - The next meeting will be July 11, 2024, from 3:30-5:30 (rescheduled from to July 4) in the Broadway Conference Room at 250 Frank Ogawa Plaza Suite 4314. See: <https://www.oaklandca.gov/meeting/july-2024-bicyclist-pedestrian-advisory-commission-bpac-infrastructure-committee-special-meeting>. They will hear items on 14th St, various bikeway projects by OakDOT's Major Projects Division, and San Pablo Ave.
 - The Infrastructure Committee last met on May 2, 2024, and heard items on the Link21 project, the Embarcadero West Rail Safety and Access Improvements project, an update on AC Transit's Transit-Supportive Design Guidelines, and an update on AC Transit Board Policy 501. The notes from the meeting can be found at: <https://docs.google.com/document/d/1OM1wpLN-nG3XWYB5HmJMT09CPeYLqx5vEf6La97X5c/>
- Policy and Legislative Committee: The last meeting was cancelled. The next meeting is scheduled for Monday, August 12, 2024, from 5:30-7:30 PM in City Hall, Hearing Room 2.
- Open Forum liaison Commissioner Jessup is tracking all open forum comments. The tracking form can be found at: https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/htmlview

Speakers other than Commissioners: none

Item 5. OakDOT Director Josh Rowan

New Oakland Department of Transportation (OakDOT) Director, Josh Rowan, shared his vision for OakDOT and answered questions from the BPAC.

Summary of Discussion:

- Director Rowan has been with OakDOT for three months.
- Oakland's streets have long been ignored, but as of the creation of OakDOT in 2017, in the past 6 years, the City has paved the equivalent mileage of what took 20 years before that (paving ¼ of all Oakland streets) and tripled the number of potholes filled.
- BPAC should help identify OakDOT's priorities and determine what meaningful improvements can be made in the near term.
- E 14th/International Blvd will receive a concentrated effort beyond that of the Quick-Build project.

- Director Rowan has been holding office hours in District 7 and doing community engagement every Friday. Director Rowan was thanked for spending time in East Oakland and asked to invite the commissioners when doing outreach.
- Per the OakDOT Race & Equity Team requirement, Director Rowan has agreed to spend the majority of his outreach time in high priority equity areas.
- The top concerns Director Rowan has been hearing about are side shows, abandoned vehicles, and basic street cleaning (to be addressed in conjunction with the Department of Public Works).
- Reckless speeding is a top issues and quick action is needed to address it. Maintenance staff should implement physical treatments to intersections like centerline hardening.
- Bike Plan and Pedestrian Plan implementation should be prioritized.
- Considering the time and resource constrained team, OakDOT needs to prioritize and implement treatments that are long lasting and utilize in-house crews. OakDOT has about 200 people on the maintenance/construction teams and about 1000 intersections.
- Safety treatments were just added to the intersection of Seminary Blvd and Foothill Blvd. The intersection of Skyline Blvd and Redwood Rd is expected to receive a safety upgrade imminently.
- E 14th/International Blvd BRT has similarities to a project Director Rowan worked on during his previous work in Atlanta Georgia on Martin Luther King Blvd in that both projects were immediately rejected by the community.
- Many technical safety solutions like road diets are unpopular, especially in East Oakland. OakDOT's work is to both meet people where they're at and bring them along the way.
- Oakland is much more walkable than Atlanta and bus travel is more efficient. If pedestrian safety and vitality is prioritized, travel mode can be shifted toward more walking trips.
- Oakland has more reckless driving than most other cities and dramatic changes are needed.
- Transportation projects should be integrated with plans around economic development. Residents of neighborhoods like Deep East Oakland and West Oakland drive to access destinations outside their neighborhoods. Holistic thinking and complete streets design can reduce the need for driving. Improving walkability and activating the street for pedestrians improves economic vitality and development. This can be done through programs like the parklet program.
- Bicycling and pedestrian connections from East Oakland to the waterfront should be a priority and grant money should be sought out for these projects.
- Planning and design should be completed for projects before applying for grants so that Oakland's applications are competitive including projects improving East Oakland's access to the shoreline.
- Director Rowan is open to closing streets to through traffic to address issues like cut-through traffic.
- Much of the traffic and traffic congestion in Oakland is because of the Oakland Unified School District lottery system which means students often attend schools outside of their neighborhood and caregivers are driving students to school.
- School communities want to help to make streets safer in front of schools and are looking for direction on how.
- The Community Initiated Traffic Safety Pilot is moving through the process and OakDOT is working toward an easy tactical urbanism permitting process that allows community members to help address issues in a way that is not a pay-to-play program and keeps volunteers safe. A similar project in Atlanta never got off the ground because of insurance and liability issues.

- The Town for All/Major Projects Division has prioritized a suite of projects that have been grant funded all in the West Oakland/Jack London area because of the proposed A's Stadium that is now not going to get built. Resources should be reprioritized now that there is no stadium in the works and the area was rezoned for industrial uses.
- The Paving Plan should be used to implement the most aggressive traffic calming possible within their scope.
- Project prioritization and the wellness of staff should be taken into account in order to retain as many staff as possible because it's easier to retain than to recruit.
- Director Rowan was asked to return to the commission to discuss the OakDOT vacancy issues.

Speakers other than Commissioners: Chris Hwang (WOBO), Justin Hu-Nguyen (Bike East Bay), George Spies (TVRR)

Item 6. San Pablo Ave Bus & Bike Lanes Project

Colin Dentel-Post and Aleida Andrino-Chavez from the Alameda County Transportation Commission (ACTC) presented on the San Pablo Avenue Bus and Bike Lanes Project. The Project would create dedicated bus lanes, new curb-protected bike lanes, and safer street crossings for people walking and biking along San Pablo Avenue between Heinz Avenue in South Berkeley and Downtown Oakland. A copy of the presentation was included in the agenda. Reach out to sanpabloave@alamedactc.org with comments.

Summary of Discussion:

- For complicated intersections, roundabouts should be considered rather than signalization.
- Intersections have been made less complex by removing certain turning movements.
- Business owners' opinions of the project vary greatly but can often be negative because of the proposed parking removal on San Pablo Ave.
- Complete Streets projects can change the future of a neighborhood and the impacts on residents should be considered and mitigated.
- Neighbors on adjacent streets have differing opinions. They are often happy about the safety improvements and concerned about the parking being moved off of San Pablo and onto their streets.
- The San Pablo Ave project is different from International Blvd's project because the bus lanes are curbside rather than center running lanes which will hopefully lead to less issues. They are considering treatments like physical separation (on up to ~~20%~~30% of the length of the bus lanes) and speed cushions from the International Blvd BRT Quick-Build Project.
- This project has about \$10M of the estimated \$75M needed for funding and the success of the project is dependent on funding availability.
- Drivers are highly likely to swerve around other vehicles into the bus lane to skip traffic whenever possible, so as much physical separation between the bus and vehicle lanes should be included as possible.
- Loading zones are likely to always be full and policy should be changed to allow for the ticketing of vehicles blocking loading zones.
- Tactile paving for people with visual impairments should be added when entering a sidewalk area that pedestrians will share with bicyclists.
- Bike sharrows in the intersection should be included for bicyclists coming from 20th St onto Martin Luther King Jr. Way.

- Improvements should be made to the bus stop on 20th at San Pablo, which is heavily used.
- Bus shelter designs are yet to be determined.
- Pedestrian scale lighting and lighting coming from the street rather than coming from above helps drivers to see pedestrians.

Speakers other than Commissioners: Andre Sanford (CA Assembly Candidate D18), George Spies (TVRR), Kevin Dalley (TVRR), Bryan Culbertson (TVRR)

→ A motion **to extend the meeting by 20 minutes** was made (Schader), seconded (Frank), and approved unanimously by voice vote.

Item 7. Bike to Wherever Day Report Back

Chris Hwang (chris@wobo.org) from Walk Oakland Bike Oakland (WOBO) reported back on the May 2024 Bike to Wherever Day (BTWD) celebrations in Oakland. Photos of the celebration taken by Carmen Veronica of Malcolm Wallace Images are available at <https://malcolmwallacephotography.pixieset.com/biketowhereverday2024/>. Commissioners were thanked for their participation in BTWD. A presentation is included as an attachment to these minutes.

Summary of Discussion:

- Oakland has the best BTWD of any City.
- Chris was thanked for her work organizing the event.
- Attendance at BTWD was the largest since before the pandemic.
- The Pedal Pools have a great energy that should be leaned into in future years.

Speakers other than Commissioners: Justin Hu-Nguyen (Bike East Bay), George Spies (TVRR)

Item 7. Mid-Cycle Budget Discussion

Chair Gardner removed this item from the agenda citing that the budget will be finalized soon.

Item 8. Three-month agenda look-ahead, suggestions for meeting topics

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

Suggestions for Meeting Topics

- Bicyclist and Pedestrian Related Crash Data
- Oakland E-Bike Library
- BPAC Meeting in East Oakland
- OakDOT Rapid Response to Fatal Crashes
- Written Update on the OakDOT Speed Bump Program (Check the status on the webpage: <https://www.oaklandca.gov/services/apply-for-a-speed-bump>)
- Adding the Infrastructure and Capital Facilities Element to the Presentation on the Land Use and Transportation Element (LUTE) of the General Plan Update
- Written Update on Community Outreach on Grand Ave in Adam's Point Project: <https://www.oaklandca.gov/projects/grand>

Announcements

- A photo of commissioners will be taken right after the meeting.
- The Capital Corridor South Bay Connects Project will impact the San Leandro Creek Path and access to Sobrante Park which is not noted in the plans. Vice-Chair Ralston recommended commenting about this issue on the Draft Environmental Impact Report which is currently open for comments at <https://www.southbayconnect.com/resources.html>.

Meeting adjourned at 8:09 PM.

Attachments:

- OPD Fatality Call-Out
- Item 7. Bike to Wherever Day Report Back

Minutes recorded by Noel Pond-Danchik, Bicycle & Pedestrian Program Transportation Planner II, emailed to meeting attendees for review on June 24, 2024 with comments requested by July 8, 2024 to npond-danchik@oaklandca.gov. Revised minutes will be attached to the July 2024 meeting agenda and considered for adoption at that meeting.

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

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

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

☐ For Public Release

☐ Not For Public

Traffic Case Information

For Additional Information:

Lt. Greg Bellusa

Ext. 510-777-8552

24-029656

On June 14th, 2024, at approximately 8:17 pm, Oakland Police Officers were dispatched to 102nd Ave and International Blvd to investigate a report of a vehicle versus pedestrian collision.

Upon arrival, officers discovered that a pedestrian appeared to be in the westbound bus lane, when he was struck by a 2011 BMW 535i, which was traveling westbound in the bus lane at a high rate of speed. Upon being struck by the vehicle, the pedestrian was thrown into the eastbound lanes of traffic.

Oakland Fire Department and Falck ambulance services arrived at the scene and provided medical treatment to the pedestrian. The pedestrian was pronounced deceased on scene.

The occupant of the BMW fled the scene. The vehicle was later located by officers. The pedestrian has not been positively identified as this time.

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

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

Officer Kaitlin Hoyle
Officer Hiep Pham
Traffic Investigations Unit
Support Operations Division

Bike To Wherever Day

Re-Cap 2024

Bicyclist and Pedestrian Advisory Commission
June 2024

Presented By:
Chris Hwang

BTWD Goals

Oakland's 31st Bike To Work Day



Resources

Connecting our communities to bicycling resources and organizations that make bicycling safer and more accessible



Fun

Producing a full day of joyfulness and celebrations around the humble yet impactful act of bicycling



Community

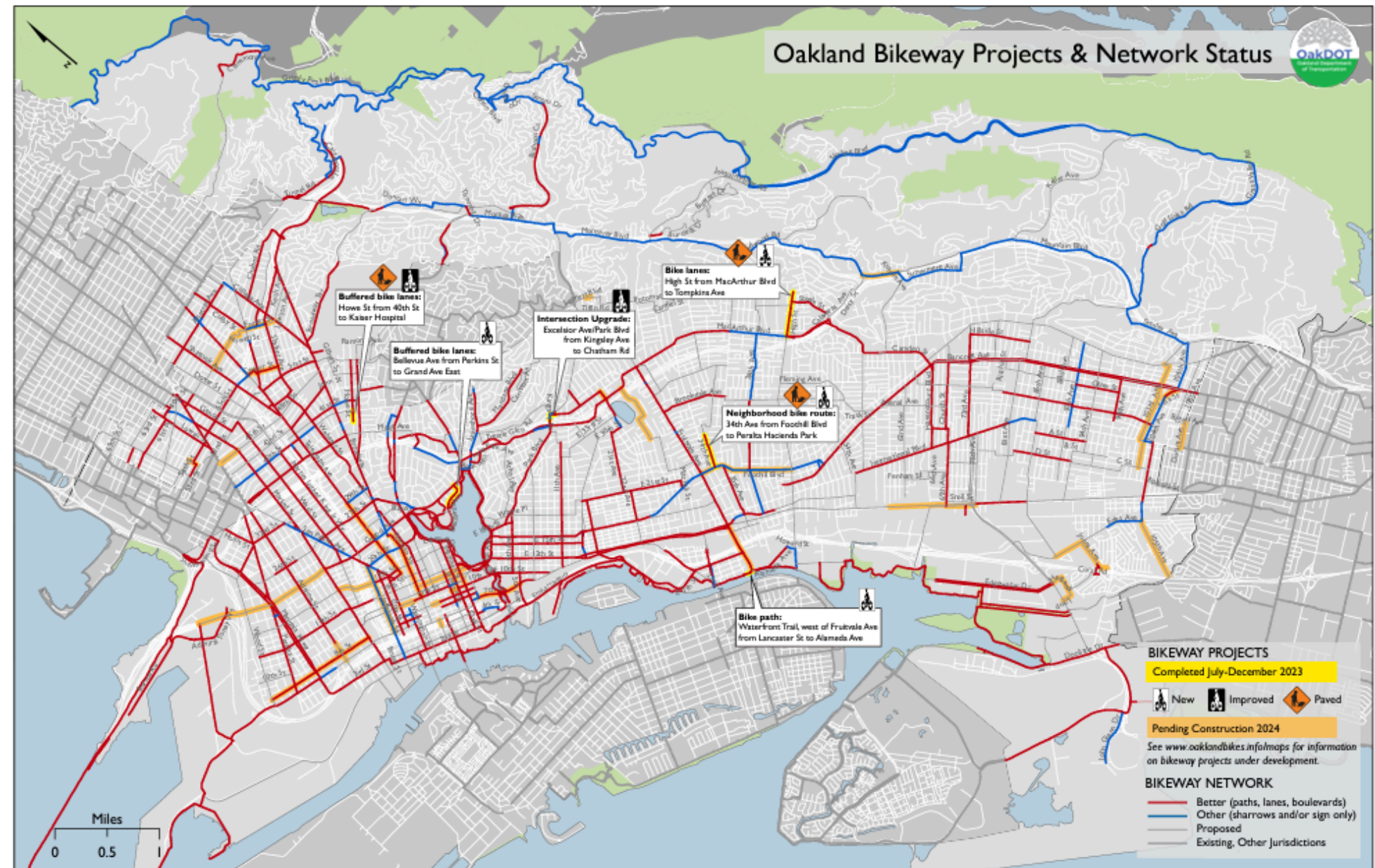
Providing visibility and connections with each other

Celebrating

from this
in 2010



to this
in 2024



Pedal Pools

1. Mayor
2. Five Councilmembers
3. BPAC Commissioners
4. Neighborhood Leaders
5. Coffee at Frank Ogawa Plaza
6. Commitment to Bicycling Infrastructure



PEDAL POOLS		Save the date! MAY 16
Starting Location	Meet Up Time	
81 st Ave Library	7:15am	
Fruitvale BART	7:45am	
West Oakland BART	8:00am	
Grand Lake Theater	8:00am	
Rockridge BART	7:50am	
The New Wheel at Leimert	7:45am	
END POINT: Frank Ogawa Plaza	8:30am	

With support from:
Metropolitan Transportation Commission
Bay Wheels





Bike Programs Highlight

Bringing visibility to amazing groups
that make bicycling in Oakland joyful
and accessible



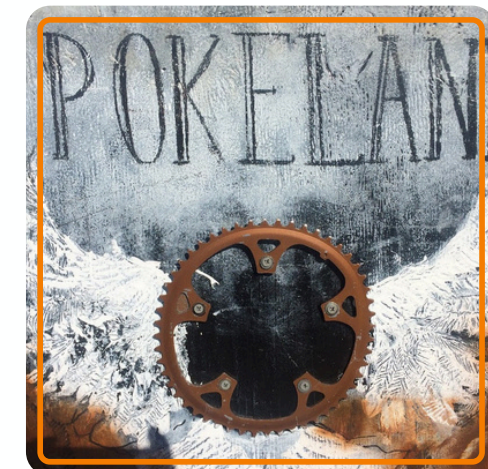
The Bike Fix



Bay Area Bike
Rescue



Scraper Bike
Team



Spokeland

Happy Hour

1. OakDOT
2. BPAC
3. AC Transit
4. Oakland Public Library
5. Bay Wheels
6. Bike Parking
7. Beer and Music



Next Steps

01



Grow Awareness of
Bicycling Community

02

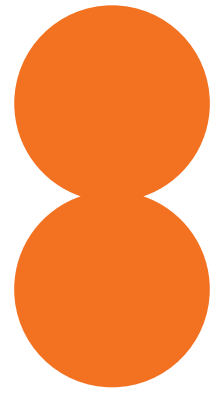


Respond Boldly to
Safety Issues

03



Keep Celebrating Wins



THANK YOU



July 2024 BPAC Meeting Agenda Item 4. Committee Report Backs Attachment

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

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

2024 Active BPAC Committees and Liaisons

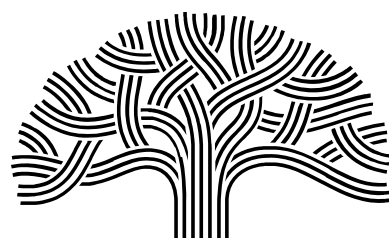
Committee Name / Liaison Role	Date Created	Purpose	Commissioners	Community Members	Meeting Time	Agendas, Notes, and Minutes
Infrastructure Committee	2/16/17	Review and comment on the design of projects	Altman, Gardner, Schader, Yee	George Naylor, Robert Prinz , Midori Tabata, Brendan Pittman, RB Burnette Jr,	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	Anwar Baroudi, Ajah Burts, Kevin Dalley, Caleb Jones, Alison Knowles, Robert Prinz	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	Campbell, Frank, Mangrum			
Ad Hoc Committee on Fire Code Amendments	7/20/23	Review the updates to Appendix D of the City of Oakland's Fire Code that are currently in discussion. This Committee is ad-hoc and will be disbanded once updates to the Oakland Fire Code are complete.	Frank, Gardner	Kevin Dalley		

*Committee Chairs in **bold**

Automated Speed Enforcement

Project Update, Locations & Timeline

Craig Raphael
Speed Safety Program Project Manager
Department of Transportation (OakDOT)



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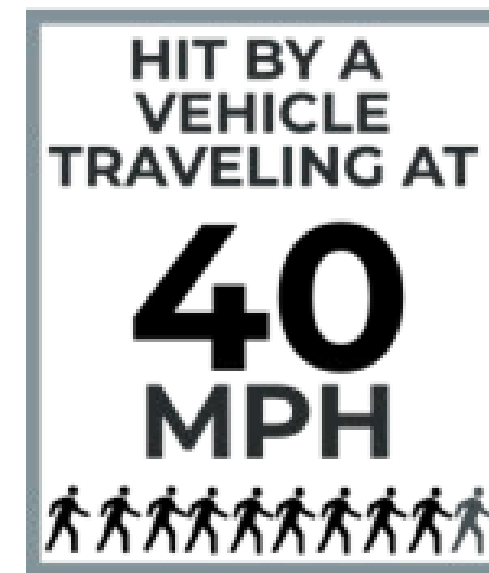
Higher speeds are more deadly

SPEEDING IS A PRIMARY FACTOR IN TRAFFIC VIOLENCE



1 in 4 Oaklanders killed are involved in a crash where speed is a primary factor

SPEED IS ESPECIALLY DEADLY FOR PEDESTRIANS



9 out of 10 pedestrians are killed



5 out of 10 pedestrians are killed



1 out of 10 pedestrians are killed

AB 645: Speed Safety Pilot Authorization

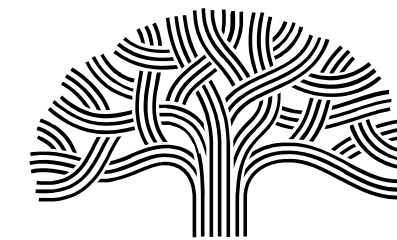
- Authorizes local departments of transportation (not police departments) in six cities to establish a speed safety program (Oakland, SF, LA, San Jose, Glendale, Long Beach)
- Establishes a 5-year pilot through 1/1/2032
- The number of cameras is limited based on the city's population: Oakland gets 18 camera systems
- Any excess revenue beyond cost of program operations must be reinvested into traffic calming and spent within 3 years of collection

AB 645 Establishes:	
Speed Penalties	11-15 MPH over: \$50 16-25 MPH over: \$100 26+ MPH over: \$200
Type of penalty	Civil penalty (not moving violation)
Penalty Issued to	Owner of vehicle (not driver)
Warning period	First 60 days: no-fee warnings



Equity Provisions in AB 645

- Citations are civil penalties (non-moving violations) – no impact to insurance or points on license
- Must offer a diversion program, ticket fee reductions between 50% to 80%, and payment plan options for low-income populations
- Flexibility & Warnings: 1-10 mph doesn't get a ticket; camera locations must have signs posted; 60-day warning period
- Must conduct racial and economic equity impact analysis as part of pilot program evaluation



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Speed Violation Fine Structure

Speed Violation AB 645	Fine	Indigent (according to state definition)	200% above poverty level
0-10 mph	\$0	\$0	\$0
11-15 mph	\$50	\$10	\$25
16-25 mph	\$100	\$20	\$50
26 mph and over	\$200	\$40	\$100
Speed greater than 100 mph	\$500	\$100	\$250

Speed Safety Systems Reduce Speeding & Injuries

Speed Reductions

Portland, OR

94%

Decrease in cars going >10MPH
over speed limit*

Washington DC

82%

Decrease in cars going >10MPH
over speed limit**

Montgomery County, MD

64%

Decrease in cars going >10MPH
over speed limit***

Injury Reductions

Edmonton, AB (Canada)

20%

Decrease in fatal and severe injury
crashes***

New York City

17%

Reduction in total injuries**

Chicago, IL

15%

Decrease in fatal and severe injury
crashes*



*PDOT study. Defined as 11 mph or more over the speed limit based on four corridors where PBOT had speed safety cameras installed. See https://www.portland.gov/transportation/news/2023/10/5/pbot-begins-installing-new-safety-cameras-across-portland-milestone?utm_medium=email&utm_source=govdelivery

**Transportation Research Board. As observed at seven sites selected randomly from 60 targeted enforcement zones in Washington DC. See <https://journals.sagepub.com/doi/abs/10.3141/1830-05?journalCode=trra>

***Hu, W., & McCartt, A. T. (2016). Effects of automated speed enforcement in Montgomery County, Maryland, on vehicle speeds, public opinion, and crashes. *Traffic Injury Prevention*, 17(sup1), 53–58. <https://doi.org/10.1080/15389588.2016.1189076>

*UIC Chicago. Translated into 36 fewer fatal and severe-injury crashes, 68 fewer moderate injury crashes, and 100 fewer minor-injury crashes over a two-year period. See https://www.chicago.gov/content/dam/city/depts/cdot/Red%20Light%20Cameras/2022/Sutton+Tilahun_Chicago-Camera-Ticket_Exec%20Summary-Final-Jan10.pdf

**USDOT, ITS Joint Program Office. See <https://www.itskrs.its.dot.gov/2021-b01580>

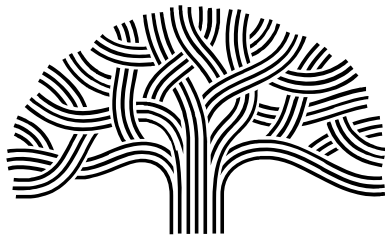
***Li, R., El-Basyouny, K., & Kim, A. (2015). Before-and-After Empirical Bayes Evaluation of Automated Mobile Speed Enforcement on Urban Arterial Roads. *Transportation Research Record*, 2516(1), 44–52. <https://doi-org.libproxy.berkeley.edu/10.3141/2516-07>

What types of cameras does Oakland utilize for public safety?

Camera Type	Purpose	Who owns/ Administers	Where/ How many	Status
Speed safety cameras authorized under AB 645	To slow speeding vehicles and improve traffic safety. Can only photograph rear license plates.	City of Oakland Department of Transportation (OakDOT)	18 locations, citywide	Not yet installed; anticipated second half of 2025
Automated license plate readers (ALPR) - Law Enforcement	To aid in criminal investigations related to stolen vehicles and violent crimes, including assault, human trafficking, robbery, and homicide	California Highway Patrol	290 at fixed locations only	New FLOCK system being installed soon. (OPD's older ALPR technology is currently deactivated due to outdated technology and non-conformance with the City's Surveillance Ordinance Policy)
ALPR – Parking Enforcement and Management	To aid in enforcement of parking rules and issuance of parking-related citations	OakDOT	Mounted to parking enforcement vehicles	Currently in use
Video detection for traffic signal operations (actuation)	To support traffic signal operations, i.e. to detect when a car is waiting to turn left on a dedicated phase	OakDOT	Many throughout Oakland at traffic signals	Currently in use
Cameras along International Boulevard at Tempo Bus Rapid Transit (BRT) Stations	Monitor public activity and crime at transit stations	AC Transit	At Tempo stations along International Boulevard	Currently in use
Illegal dumping cameras	To monitor illegal dumping at known hotspot locations	Oakland Public Works	10 cameras	Currently in use

Speed Camera Impact Report

State Law Specification	OakDOT Draft Impact Report
What is the purpose of the system?	To enforce speed limits 24/7 at 18 locations to slow vehicle speeds
How does the system work?	Fixed camera system with radar to detect speeding violations, mailed notices of violation with messaging and fines
How much will this cost, and where is the money coming from?	OakDOT Operating Budget will fund the program, the cost of staff labor and contract could be up to \$1.7 million annually
How will this program affect civil rights, and how will those rights be safeguarded?	Minimal (or positive) impacts to civil rights: <ul style="list-style-type: none">• Unbiased enforcement reduces exposure to discrimination; focus on license plate number minimizes the collection of personally identifiable information



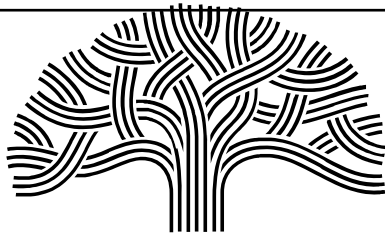
**CITY OF
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Privacy Provisions & System Use Policy

State Law Specification	OakDOT Draft System Use Policy
What data is collected?	Rear license plate images for speeding vehicles only. No video or facial recognition allowed.
Who can access the data?	Individuals in authorized City of Oakland job classifications
Who is the data shared with?	No one outside of OakDOT (without a court order)
Where is the data stored?	Locally & on SAAS platform
How will data be kept secure?	Logging access to ASE system data, requiring logins with MFA
How long will the data be retained?	Up to 120 days to comply with AB 645 requirements

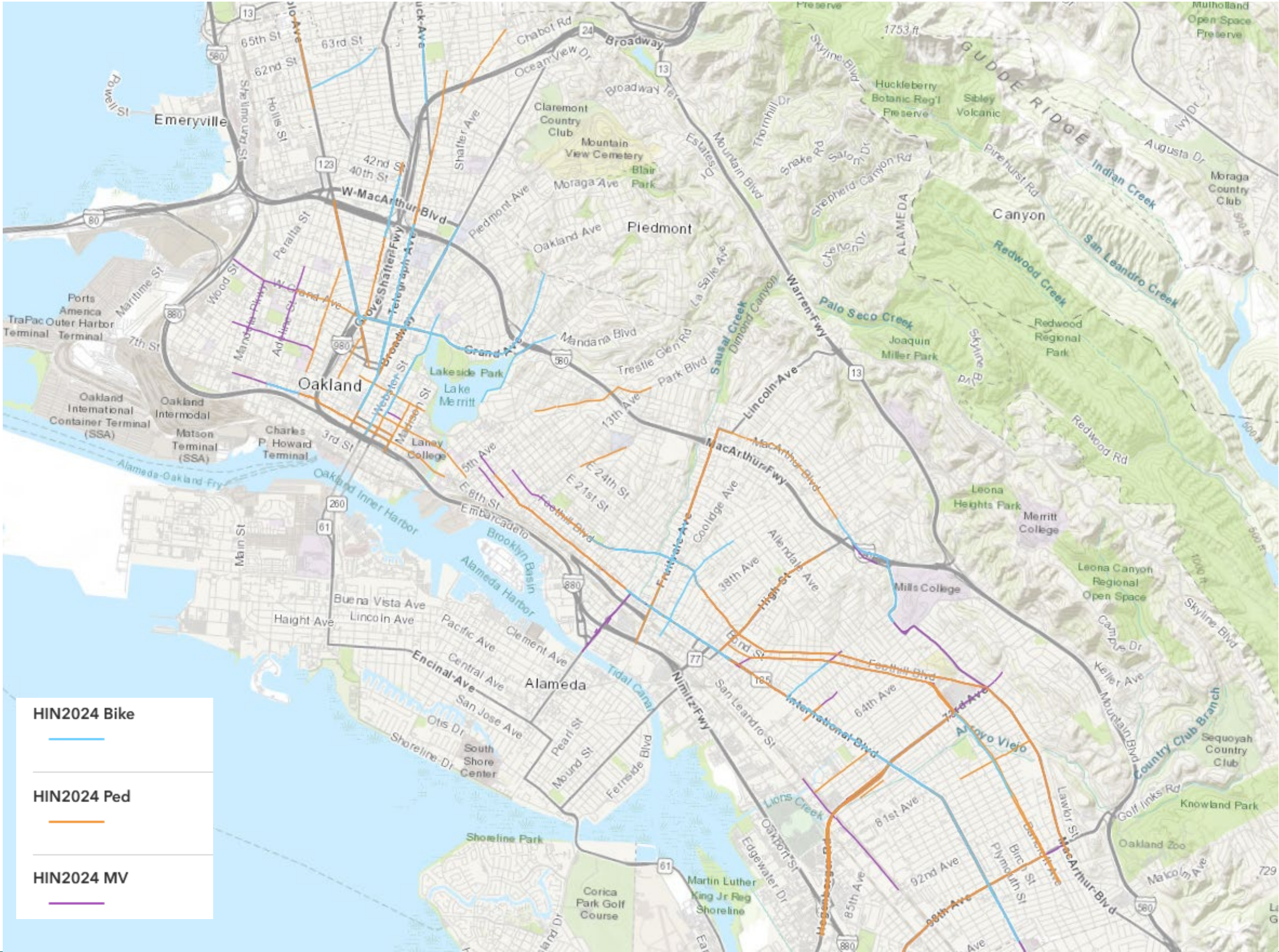
Where can the 18 Cameras Go?

State Law Specification	OakDOT's Response
Cameras shall be located on a high-injury street, a school zone street, or a street with documented speed racing	All cameras will be located on the high-injury network ; several will be adjacent to schools and in locations with speed-related collisions
Cameras cannot be located on state highways, freeways or expressways	All cameras will be located on city-owned streets (excludes freeways and segments of International and San Pablo Blvd owned by Caltrans)
Cameras should be located in areas that are “geographically and socioeconomically diverse”	Camera locations will be spread throughout Oakland , with at least 1 camera per City Council district
To keep a camera location after 18 months, there must be measurable reductions in speeding behavior	Camera locations will be prioritized in locations with vehicle speeds exceeding 10 MPH over the speed limit



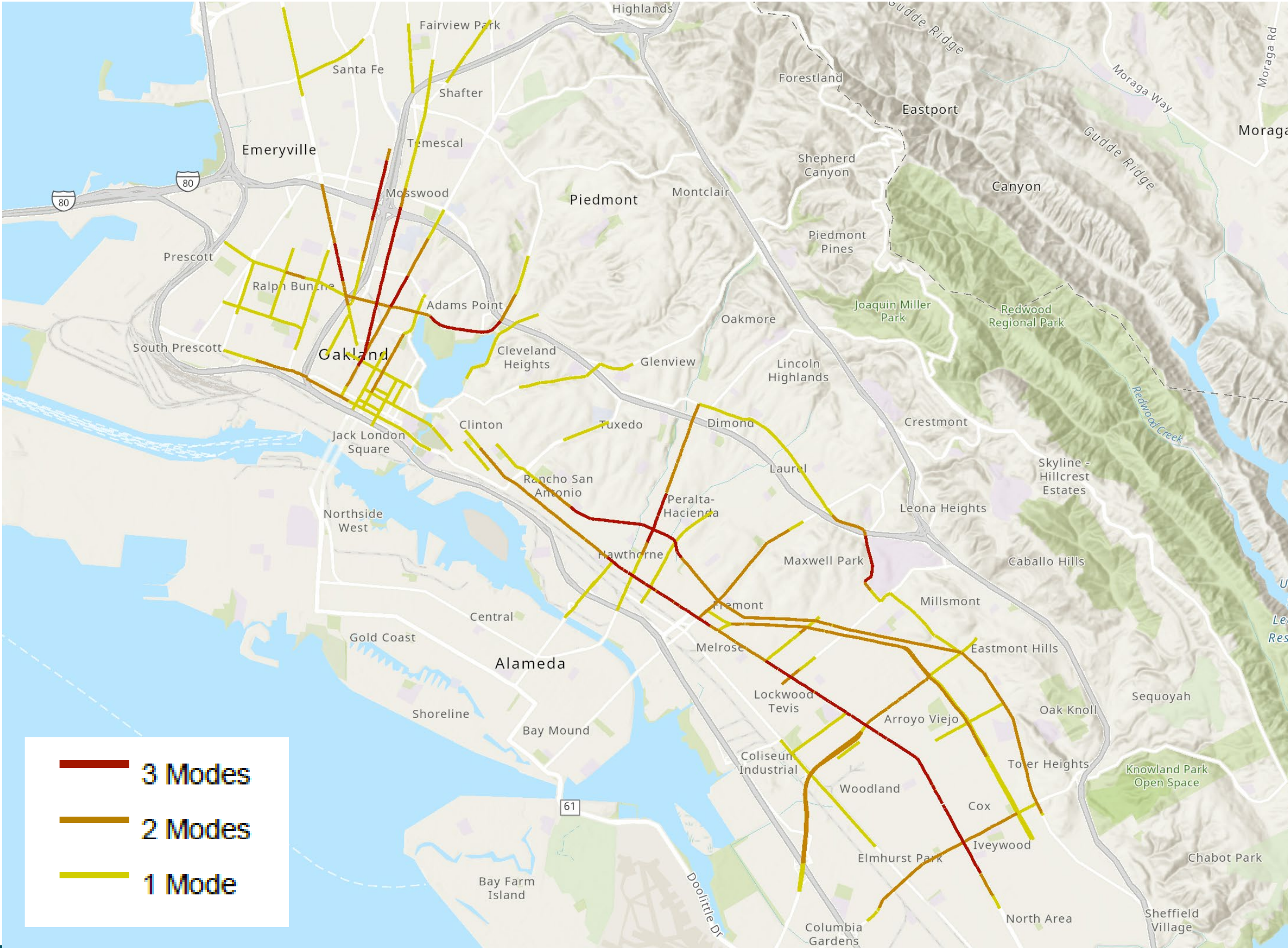
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OakDOT 2024 Updated High Injury Network

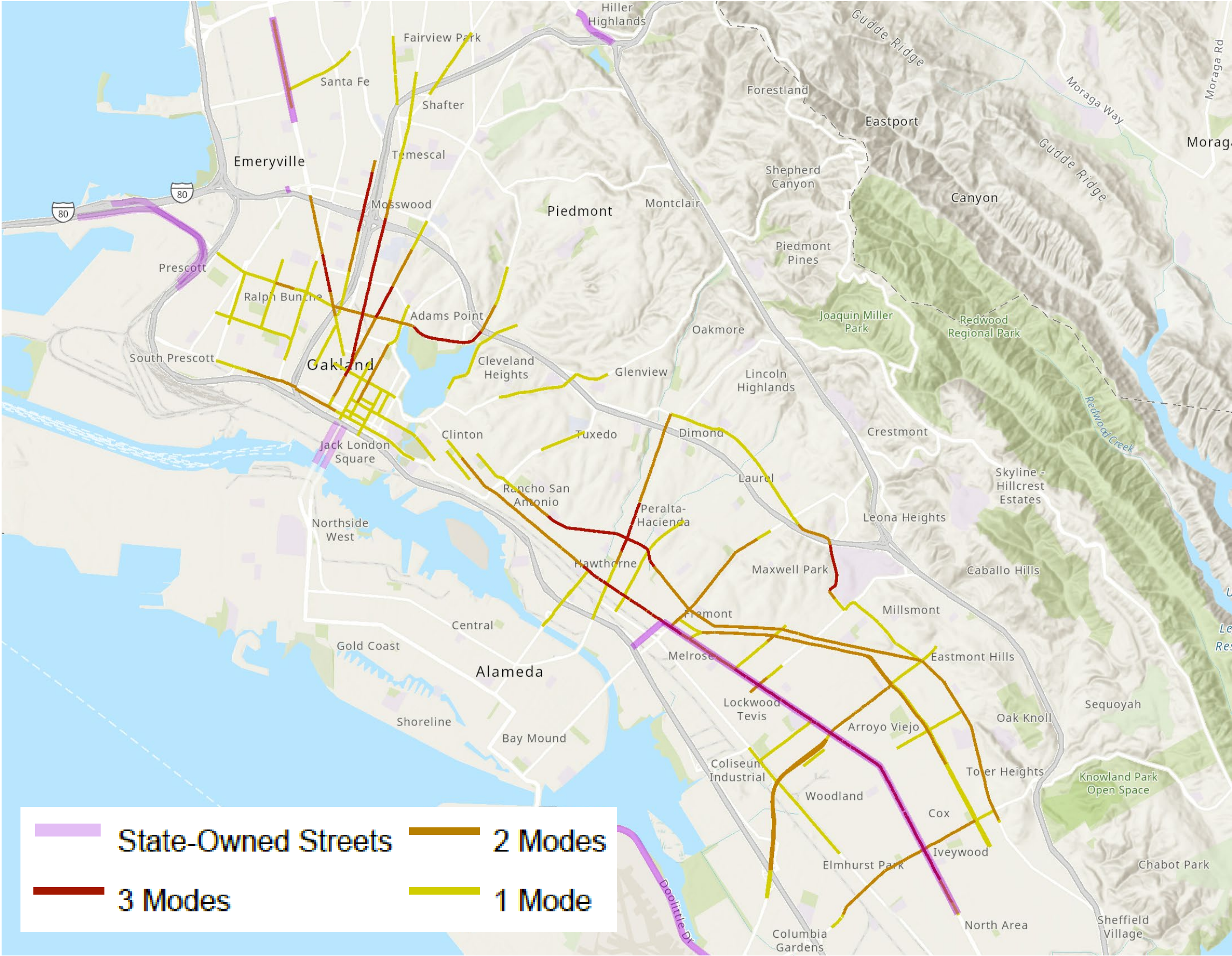


<https://www.oaklandca.gov/resources/high-injury-network-2024>

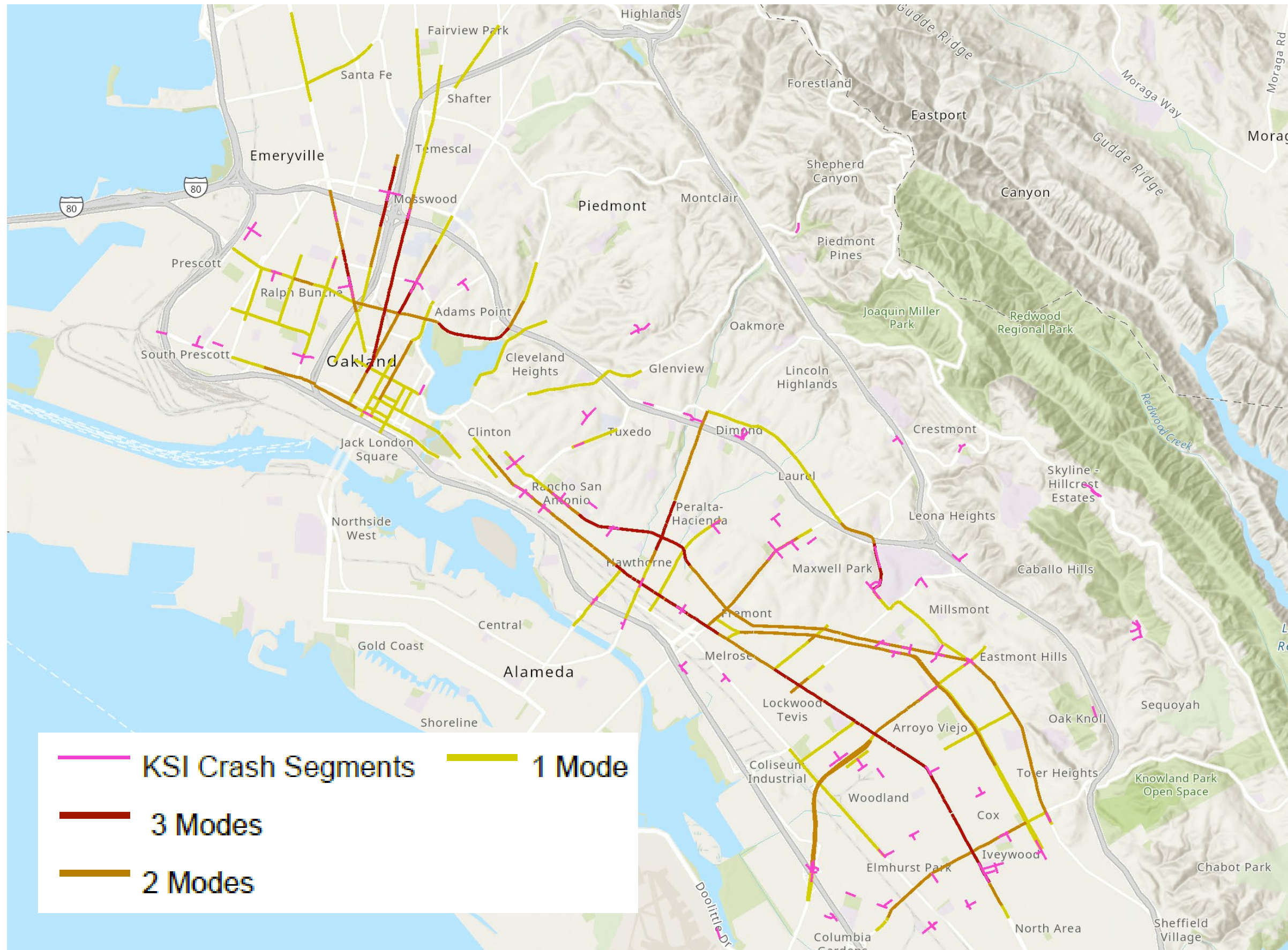
OakDOT 2024 Updated High Injury Network



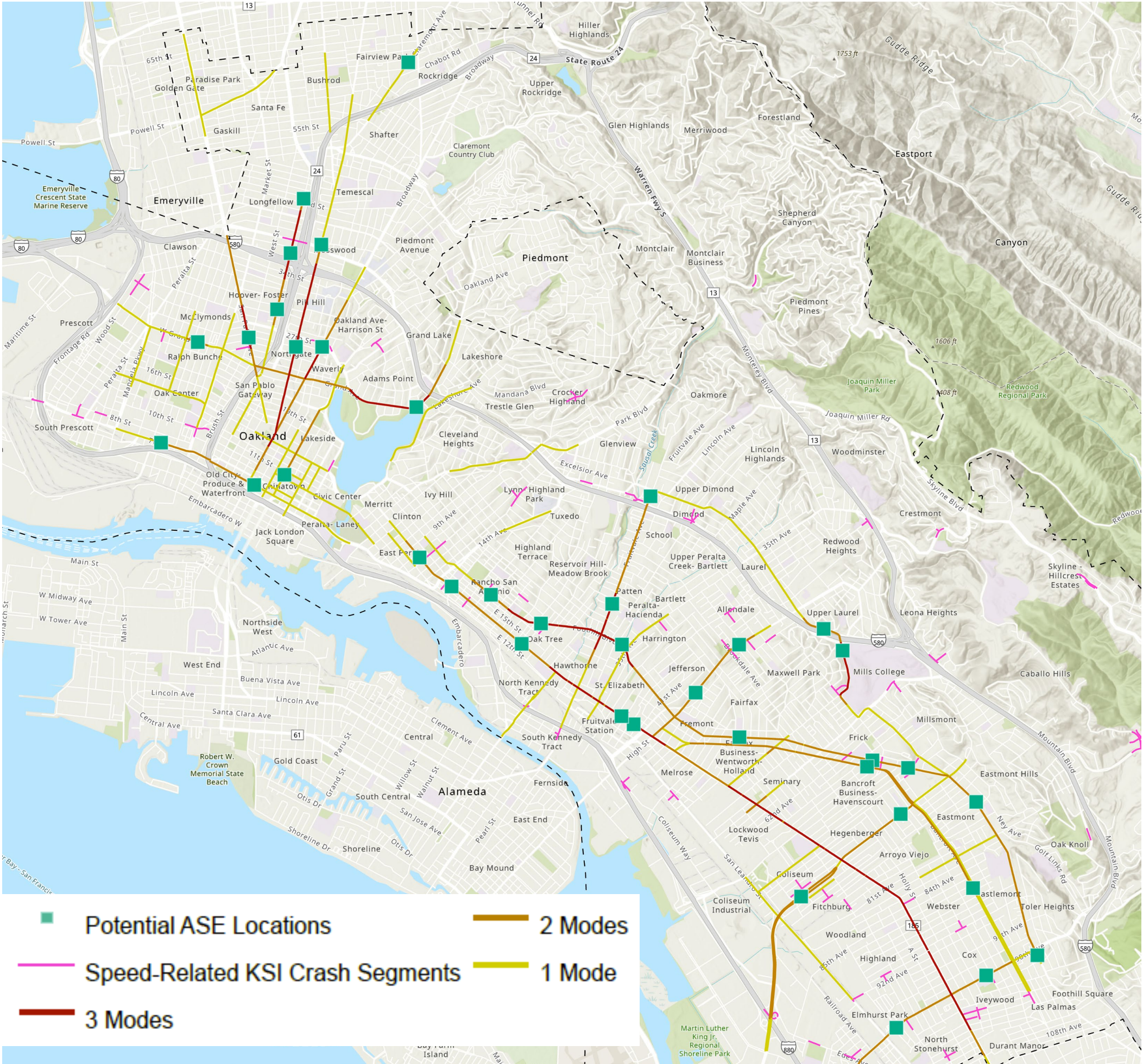
2024 HIN & State-Owned Streets



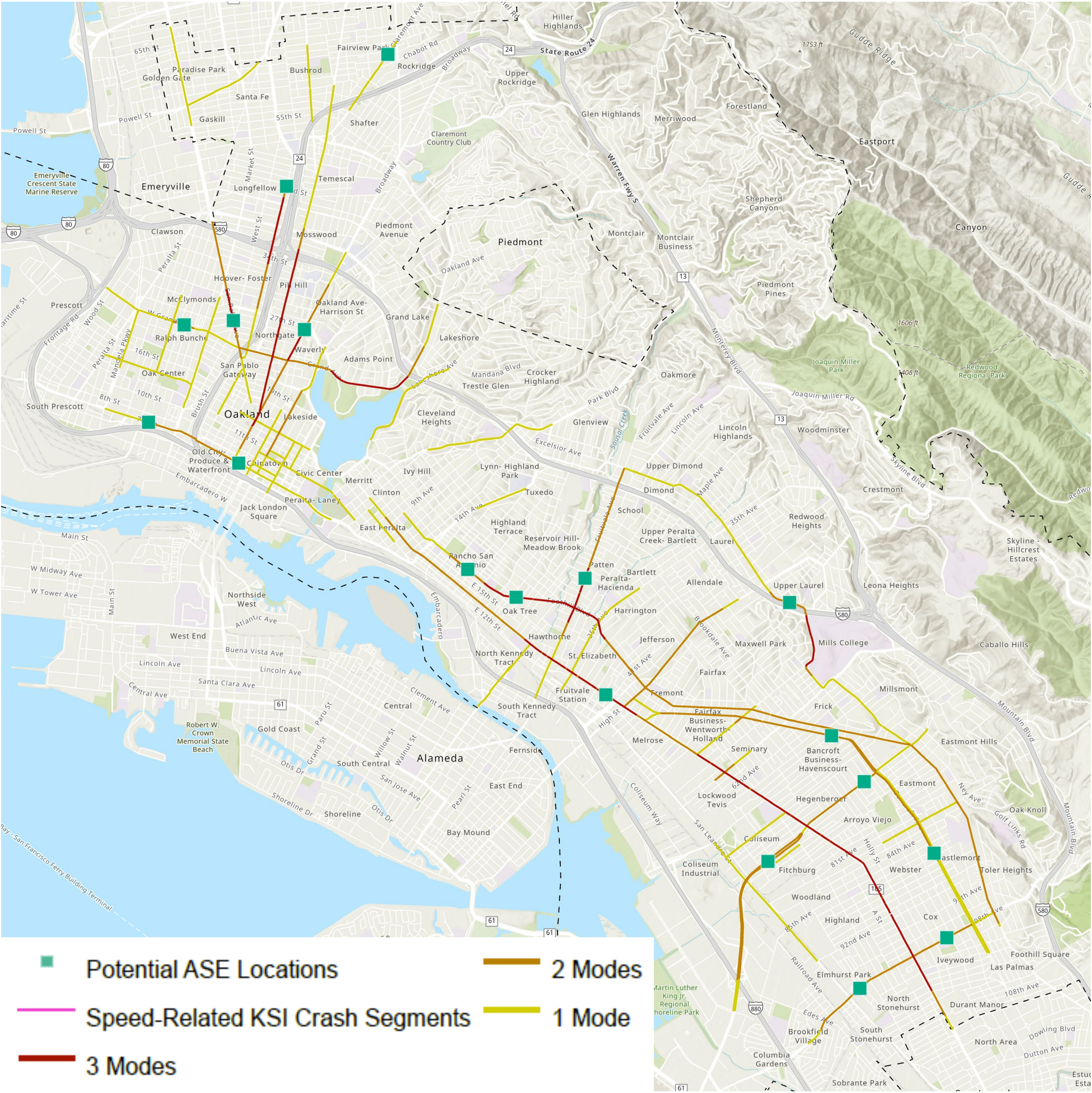
2024 Speed-Related KSI Crash Segments



Shortlist Speed Camera Locations (~40) & Speed-Related KSI Crash Segments



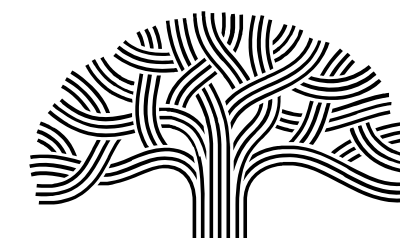
Proposed Speed Camera Locations (18) and HIN



Speed Camera Locations by Planning Area & Council District

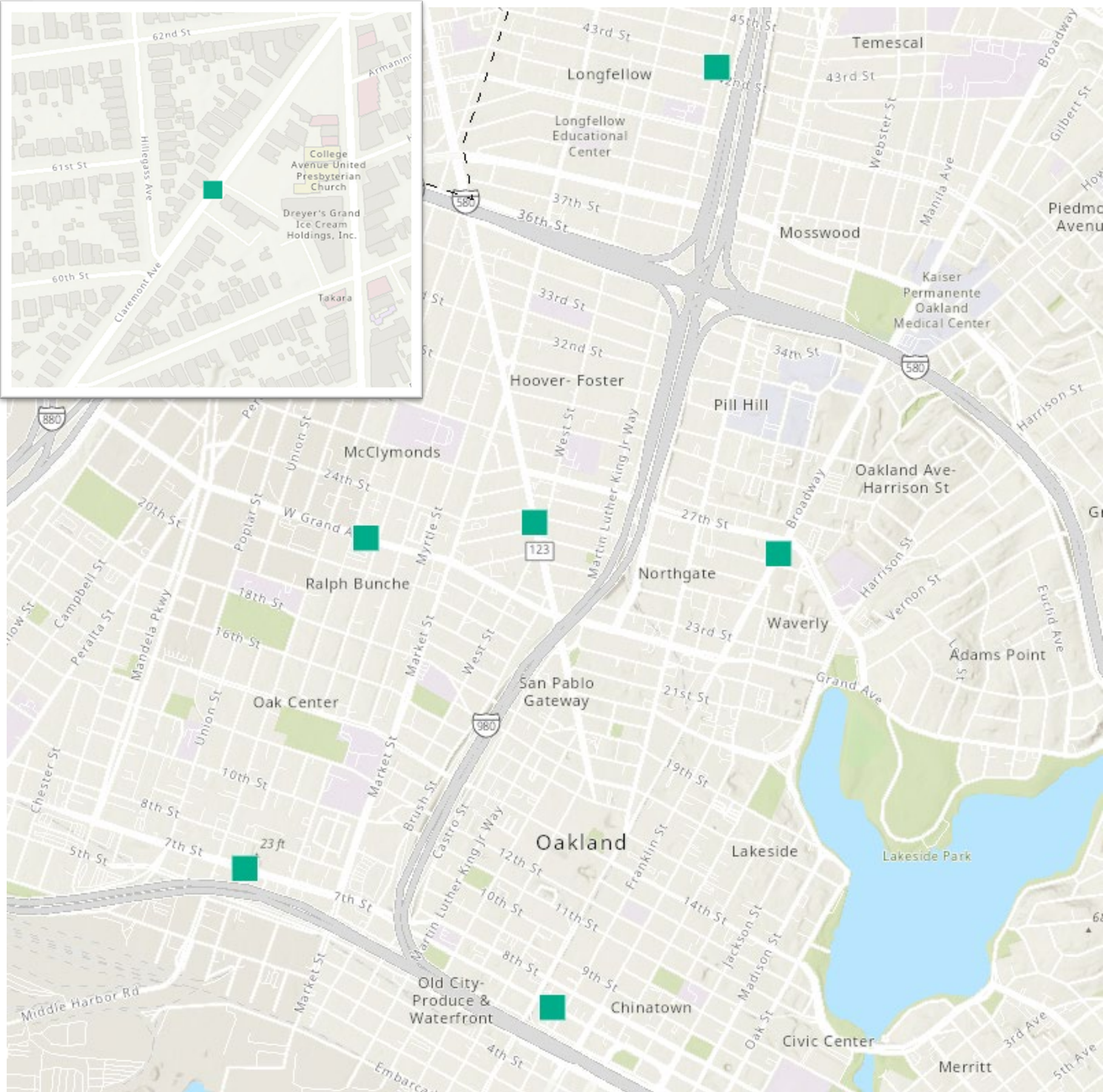
Planning Area	Number of Cameras
West Oakland	3
North Oakland/Adams Point	3
Downtown	1
Eastlake/Fruitvale	4
Glenview/Redwood Heights	1
Central East Oakland	6
East Oakland Hills	0
North Oakland Hills	0
Coliseum/Airport	0
Total	18

Council District	Number of Cameras
1	2
2	2
3	5
4	1
5	2
6	2
7	4
TOTAL	18



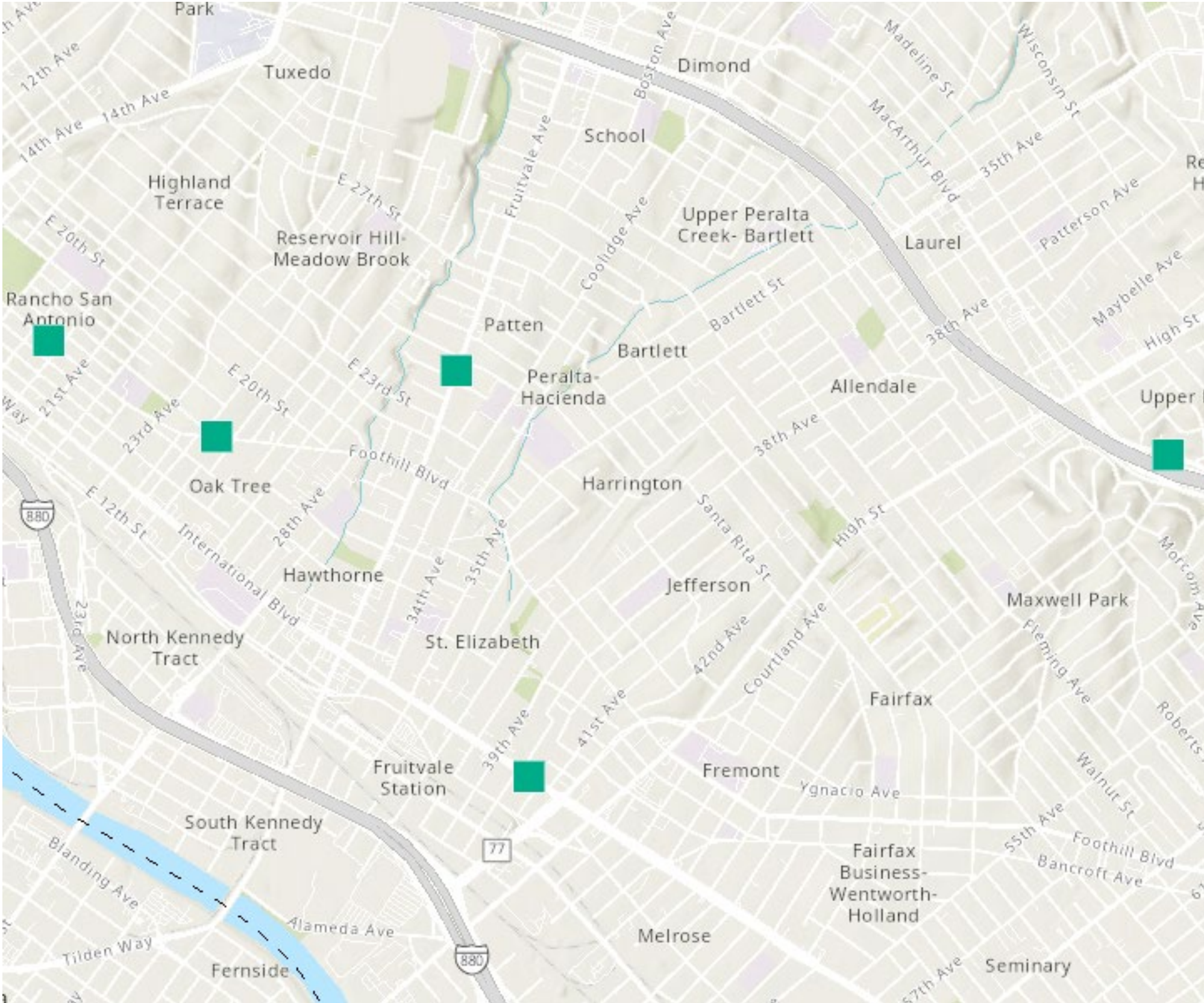
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Proposed Speed Camera Locations (Downtown, West and North Oakland)



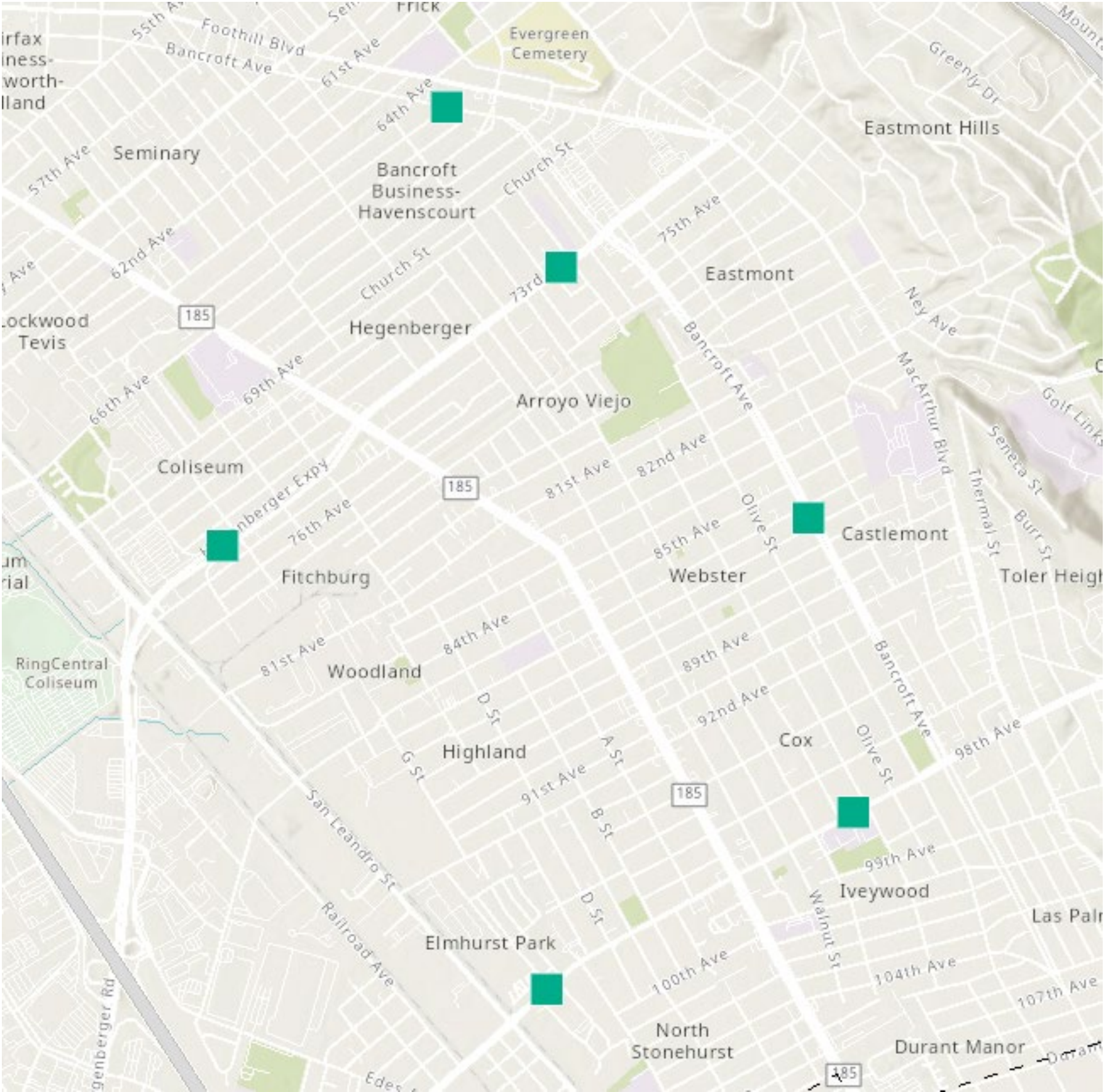
Location (Main Street)	Location (Cross Streets)	Speed Limit	85th Percentile Speed	Number of Daily Vehicles >10 MPH Over Posted Limit	% of Daily Vehicles > 10 MPH Over Posted Limit	Additional Reasoning for ASE
MLK Jr. Way	Between 42nd and 43rd	30 MPH	37 MPH	540	7.43%	High observed speeds with two travel lanes in each direction; uncontrolled crosswalks
Claremont Avenue	Between Hillegass Avenue and College Avenue	30 MPH	37 MPH	636	5.8%	Vehicles speeding to and from SR 24; new addition (2024) to High Injury Network
West Grand Avenue	Between Chestnut and Linden	30 MPH	39 MPH	1538	11.7%	High observed speeds from vehicles traveling to and from freeways; preschool on block
San Pablo Avenue	Between Athens and Sycamore	25 MPH	32 MPH	585	6.72%	Concentration of speed related injury collisions; uncontrolled crosswalks
Broadway	Between 26th and 27th St	20 MPH	27 MPH	1136	9.20%	Concentration of speed related injury collisions; concentration of pedestrians on Broadway commercial corridor
7th Street	Between Adeline St and Linden St	30 MPH	39 MPH	1760	14.6%	Speeding from vehicles traveling to and from freeways; uncontrolled crossings; proximity to As-Salam Mosque
7th Street	Between Broadway and Franklin Streets	20 MPH	27 MPH	662	5.2%	Concentration of seniors, children, pedestrians in Chinatown

Proposed Speed Camera Locations (Fruitvale, San Antonio, Laurel)



Location (Main Street)	Location (Cross Streets)	Speed Limit	85th Percentile Speed	Number of Daily Vehicles >10 MPH Over Posted Limit	% of Daily Vehicles > 10 MPH Over Posted Limit	Additional Reasoning for ASE
Foothill Boulevard	Between 19th and 20th	30 MPH	33 MPH	203	2.8%	Proximity to speed related collisions; uncontrolled crosswalks; proximity to San Antonio Recreation Area
Foothill Boulevard	Between Irving and 24th	25 MPH	29 MPH	252	2.87%	Proximity to speed related collisions; uncontrolled crosswalks
Fruitvale Avenue	Between Galindo Street and Logan Street	25 MPH	30 MPH	458	3.60%	Uncontrolled crosswalks; proximity to schools, churches
International Boulevard	Between 40th and 41st	25 MPH	29 MPH	767	8.0%	High observed speeding from vehicles illegally using the transit lane; concentration of speed-related injury collisions; upcoming capital project
MacArthur Boulevard	Between Green Acre Road and Enos Ave	30 MPH	Pending	Pending	Pending	High observed speeds from vehicles traveling to and from I-580; long section of MacArthur without a traffic signal

Shortlist Speed Camera Locations (East/Deep East Oakland)



Location (Main Street)	Location (Cross Streets)	Speed Limit	85th Percentile Speed	Number of Daily Vehicles >10 MPH Over Posted Limit	% of Daily Vehicles > 10 MPH Over Posted Limit	Additional Reasoning for ASE
Bancroft Avenue	Between 65th and 66th	30 MPH	34 MPH	266	2.90%	Uncontrolled crosswalks; proximity to schools, churches
73rd Avenue	Between Fresno and Krause	35 MPH	41 MPH	1514	6.2%	High observed speed from vehicles adjacent to Markham Elementary and Eastmont Transit Center
Hegenberger Road	Between Spencer and Hawley	40 MPH	57 MPH	10029	43%	Freeway-like segment with four travel lanes in each direction; proximity to speed-related injury collisions
Bancroft Avnuue	Between 86th Ave and Auseon Ave	30 MPH	38 MPH	1247	8.10%	Uncontrolled crosswalks; proximity to schools, churches
98th Avenue	Between Blake Drive and Gould Street	30 MPH	37 MPH	1340	6.6%	Proximity to speed related injury collisions; speeding observed from vehicles traveling to and from I-880
98th Avenue	Between Cherry and Birch	30 MPH	34 MPH	469	3.10%	Adjacent to Elmhurst United Middle School; proximity to speed related injury collisions



Timeline



THANK YOU! LEARN MORE:

[OAKLANDCA.GOV/speed-cameras](https://oaklandca.gov/speed-cameras)

SpeedCameras@oaklandca.gov



MEMORANDUM

TO: City of Oakland Bicyclist and
Pedestrian Advisory Commission
(BPAC)

FROM: Jamie Parks,
Assistant Director

Yvonne Chan,
Acting Funding Strategy
Lead

SUBJECT: Update on the Adopted Fiscal Year
2024-2025 Midcycle Budget

DATE: July 15, 2024

OVERVIEW

As requested by the BPAC, this memorandum provides an update on the City of Oakland Adopted Fiscal Year 2024-2025 Midcycle Budget as it pertains to the Department of Transportation (OakDOT).

While most of the adopted budget proposals affecting OakDOT are consistent with the draft proposals discussed at the BPAC meeting on May 23, 2024, the adopted budget includes several amendments impacting OakDOT. The following sections of this memorandum provide a summary of the amendments and adopted budget changes relevant to OakDOT. Please note this budget is contingent on revenue from the pending sale of Coliseum later this year.

BUDGET AMENDMENTS AFFECTING OAKDOT

The following is a high-level summary of City Council budget amendments affecting OakDOT. The full City Council budget materials are available via the following link:

<https://oakland.legistar.com/MeetingDetail.aspx?ID=1205749&GUID=F58C0D3B-000C-4F29-BF50-79617EE2B50C&Options=info|&Search=>

- No change to budgeted Parking Control Technicians (53.60 FTE). Mayor's proposed budget previously suggested freezing 2 Parking Control Technicians.
- Fund **\$100,000** for sideshow prevention in District 6.
- Fund **\$100,000** for sideshow prevention citywide at key intersections.
- Fund **\$500,000** for additional personnel costs (e.g., overtime) for abandoned auto enforcement.
- Fund **\$200,000** for additional personnel costs for hazard reduction parking enforcement, including focus on illegal parking on critical transit, bicycle, and emergency response routes.
- Unfreeze **1** Full-Time Equivalent (FTE) Concrete Finisher to support sidewalk repair.
- Unfreeze **1** FTE Public Works Maintenance Worker to support sidewalk repair.

OTHER ADOPTED OAKDOT BUDGET CHANGES

The following is a high-level summary of other key aspects of OakDOT's adopted budget.

- Shift approximately **\$3.2M** (14.6 FTE) of annual staff charges into Measure BB to reduce general fund deficits, most notably all 13 FTE within the Vehicle Enforcement Unit. For reference, OakDOT receives approximately \$30M per year in Measure BB formula funds to use for transportation operations. Historically, OakDOT has not fully spent this funding each year due to ongoing staff vacancies and project schedule delays, resulting in an accumulated fund balance. This proposed change relies on use of that fund balance and will need to be closely monitored to avoid creating a long-term deficit in Measure BB.
- Increase **hourly parking meter rates from \$2.00 to \$3.00**, which is projected to increase revenue by approximately \$6M annually. Oakland parking meter rates have not been increased since 2009, and the increase is in line with the 47% increase in CPI over the same time period.
- Resume "secondary citation debt collection" for parking citations to ensure payment of late citations. This program was halted in 2020 at the outset of COVID. OakDOT currently has over \$50M of outstanding, unpaid parking citations that are less than 5 years old.
- Add **6 new FTE** in the Complete Streets Paving and Sidewalk section of Great Streets Delivery, to allow creation of a standalone Paving and Sidewalks Division. Increased staffing is necessary for OakDOT to reach Paving Plan mileage targets and is supported by existing bond funding through Measures KK and U.
- Add funding for **2 new FTE** in Streets & Sidewalks, including equipment budget, to focus on bringing more sidewalk repairs in-house rather than use contractors.
- **Freeze 2 FTE** Parking Meter Collectors
- Use one-time savings on several specific high priority needs:
 - *International Blvd safety improvements (\$1,280,000)* – Funds additional pedestrian safety improvements on International Boulevard, given the on-going traffic safety crisis on the corridor.
 - *New vehicle purchases (\$1,445,000)* – Fund purchase of critical vehicles across several OakDOT divisions (Safe Streets, Streets & Sidewalks, Great Streets Delivery and ROW-Management), recognizing that the overall fleet need is much greater but that every bit helps.
 - *Speed safety cameras (\$700,000)* – Planning, design and outreach for speed safety cameras, as authorized in 2023 under AB645. Funding will ensure timely and equitable delivery of program. Additional sources of funding will be sought for construction.
 - *\$5 after 5pm Franklin Garage Parking Promotion (\$500,000)* – Extend \$5 flat rate evening and weekend parking at the Franklin Plaza Parking Garage to support downtown/uptown Oakland restaurants and entertainment through low-cost, secure parking for customers.
 - *Regional project coordination (\$470,000)* – Fund staff time to represent Oakland's interests on large transportation projects in Oakland led by outside agencies (e.g., San Pablo BRT, Oakland-Alameda Access Project, East Bay Greenway, etc). Participation in these projects is currently an unfunded mandate.
 - *Tow contract and increased staffing for abandoned auto (\$450,000)* - New tow management contract. This will increase the operational capacity of the OakDOT Vehicle Enforcement Unit (VEU) to provide quicker and increased services to tow vehicles, and overtime funding for existing staff.
 - *Parking sign modernization (\$270,000)* – Replace outdated and damaged parking signs throughout Oakland to provide accurate and legible information.

- Several targeted position Add/Deletes to better match budgeted positions with evolving needs of the department

CONCLUSION

This has been a challenging cycle for Oakland, with general fund revenues unfortunately falling well below projections. Fortunately, the majority of OakDOT's budget is not affected by the general fund, with most of our revenue coming from a combination of the Alameda County 1% transportation sales tax (Measure BB), state gas taxes, permit and inspection fees, Measure KK and Measure U capital infrastructure bonds, and competitive grants. While OakDOT was faced with many difficult choices this budget cycle, the department continues to center equity as the key decision-making metric and to advance our most critical initiatives even at a time of overall service cuts.

For any questions, please contact Yvonne Chan (ychan@oaklandca.gov).

July 2024 BPAC Meeting Agenda Item 7. BPAC Commissioner Recruitment & Outreach

Status of Current Commissioners

Name	Term	Current Term End Date
Phoenix Mangrum	2	Dec 31, 2024
Nick Whipps	1	Dec 31, 2024
Alex Frank	1	Dec 31, 2024
Dianne Yee	2	Dec 31, 2025
Patricia Schrader	2	Dec 31, 2025
Grey Gardner	2	Dec 31, 2025
David Ralston	2	Dec 31, 2026
Priyanka Altman	1	Dec 31, 2026
Jimmy Jessup	1	Dec 31, 2026

BPAC Appointment Process

1. **July BPAC Meeting** – Recruitment process begins. Process and recruitment is discussed with the BPAC. A Recruitment Committee is formed to organize outreach, evaluate applications and make advisory recommendations for the Mayor’s office.
2. **July BPAC Meeting through one week before September BPAC Meeting** – Applicants apply through <https://oakland.granicus.com/boards/w/8552f8c4c0e15460/boards/6669>
3. **One week before September BPAC Meeting, Application Due Date** – Applications are due by this date to be considered as part of BPAC’s review for this year’s application cycle. Staff retrieves applications from the Mayor’s office; staff compiles a table of applicants’ council district of residence and the nearest major intersection to their residence.
4. **September BPAC Meeting** – Staff provides the packet of applications to the Review Committee, allowing for a three-week review period.
5. **October BPAC Meeting Agenda Packet** – Staff redacts personal contact information from the applications so applications can be included in BPAC’s October agenda packet. If available, the Recruitment Committee’s recommendation is included in the agenda packet.
6. **October BPAC Meeting** – Recruitment Committee makes a recommendation to the Commission and the Commission adopts a recommendation.
7. **After October BPAC Meeting** – Staff submits the BPAC’s recommendation to the Mayor’s Office.
8. **Sometime in November or December** – The Mayor recommends candidates to City Council and City Council appoints the candidates by resolution.
9. **January** – The new commissioners are sworn in and take office.



CITY OF
OAKLAND

**BICYCLIST AND PEDESTRIAN
ADVISORY COMMISSION**





July 2024 BPAC Meeting Agenda Item 9. Three-month agenda look-ahead, suggestions for meeting topics

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

Three-month agenda look-ahead

- SFMTA Quick Build Program (confirmed for August)
- Highway Safety Improvement Program (HSIP) Grant Application Projects (tentative)
- Electric Bike Lending Pilot Program (tentative)
- Paving Plan & Measure KK Update (tentative)
- Safe Oakland Streets Annual Report (tentative)
- Grand Ave Repaving Project (tentative)
- Alameda County Transportation Commission (ACTC) Grant Application Projects (tentative)
- Pedestrian Plan Update (tentative)
- Bike Plan Progress (tentative)
- Land Use Transportation Element of the General Plan Update (tentative)
- Major Development Projects Update (tentative)

City of Oakland Bicyclist & Pedestrian Advisory Commission Strategic Plan

April 2023

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

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

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

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

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

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

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

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