



CITY OF OAKLAND

City of Oakland, Bicyclist & Pedestrian Advisory Commission

Minutes from the November 21, 2024 Meeting

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

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

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

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

At roll call, quorum was established with seven Commissioners present (X). Two commissioners arrived after roll call (x).

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

Introductions were made.

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

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

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

Summary of Discussion:

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

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

Speakers other than Commissioners: none

Item 2. Open Forum / Public Comment / Announcements

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

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

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

Item 3. Approval of Meeting Minutes

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

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

Adopted minutes online at www.oaklandbikes.info/BPAC

Speakers other than commissioners: none

Item 4. Committee Report Backs

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

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

Infrastructure Committee:

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

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

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

Policy and Legislative Committee:

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

Ad Hoc 2024 Recruitment Committee:

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

Liaison to Oakland Police Department (Commissioner Mangrum):

- On October 31, 2024, BPAC commissioners Mangrum, Altman, and Frank tabled at Trunk or Treat handing out candy at Verdese Carter Park to over 1,500 attendees.

- They may also attend an Oakland Police Department (OPD) Toys for Tots holiday event. Details to come.

Speakers other than Commissioners: none

Item 5. Traffic Engineering Section Overview

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

Summary of Discussion:

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

of overtime so that project specific money is saved other project needs. This same pot of project specific funds also goes to staff time for the Traffic Maintenance Team installing such projects. Staff on the Traffic Maintenance Team each work an average of about twelve hours per person per week of overtime.

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

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

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

Item 6. City of Oakland Budget and Policy Priorities

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

Summary of Discussion:

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

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

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

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

Item 7. BPAC By-Laws Update

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

Summary of Discussion:

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

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

Speakers other than Commissioners: none

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

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

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

Meeting adjourned at 8:16PM.

Attachments:

- Item 5. Traffic Engineering Section Overview Presentation

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

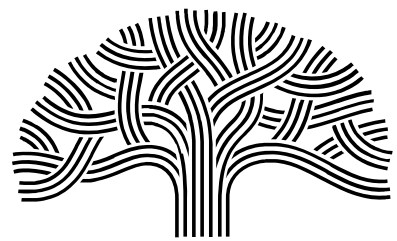
Traffic Engineering Section Overview

Brian Sukkar, Supervising Engineer

Joe Wang, Transportation Manager

Mandana Ashti, Transportation Engineer

Safe Street Division/Traffic Engineering Section



CITY OF
OAKLAND



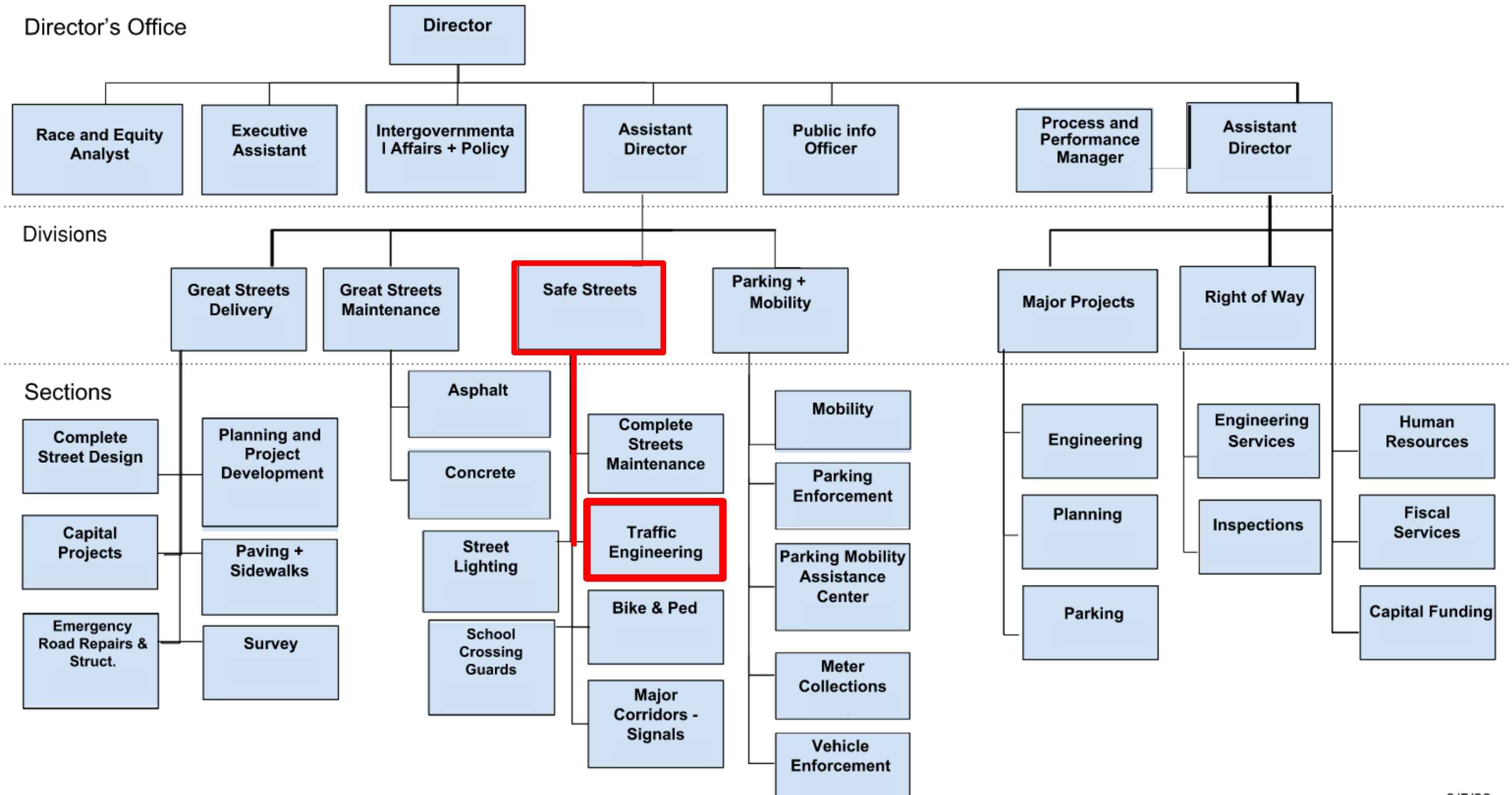
Traffic Engineering Section Core Programs

- Traffic Safety Request Program
- School Safety / Safe Routes to Schools Program
- Rapid Response Program
- Speed Bump Program
- Sideshows Prevention Pilot
- City Council Earmark/Discretionary Traffic Safety Projects
- Implementation of new legislation, e.g., AB43 (Speed Limit Laws)
- Violence Prevention Pilot

OakDOT Traffic Engineering Section Overview



OakDOT



OakDOT Traffic Engineering Section Overview



Traffic Engineering Team

When fully staffed, nine full time staff, and one part-time student intern. 4 positions are currently vacant.

We are looking to bring one more staff on board in January!

Team breakdown:

- One Supervising Transportation Engineer
- Three Transportation Engineers (**Two Vacant**)
- Five Assistant Engineers (**Two Vacant**)
- One Part Time Student Intern

OakDOT Traffic Engineering Section Overview



Supervising
Transportation Engineer

Transportation Engineer

Transportation Engineer
VACANT

Transportation Engineer
VACANT

Assistant Engineer

Assistant Engineer

Assistant Engineer

Assistant Engineer
VACANT

Assistant Engineer
VACANT

Part Time
Student Intern

OakDOT Traffic Engineering Section Overview



Traffic Safety Request Program

- We receive between 800 and 1,200 requests for new traffic safety improvements each year
- We continue to monitor and respond to every request we receive
- We try to find synergy pointing requests to existing projects, for example if a project is in the design stage or recently constructed, we connect residents to the project manager so their concerns can be addressed.
- We also connect residents with existing relevant programs, for example if they request speed bumps or cite concerns about speeding on their street, we perform an evaluation of whether the block may qualify and share an application with them from our Speed Bump program.
- While we continue to resolve numerous requests from the above effort, detailed investigations for requests not fitting into existing projects/programs have been limited due to staffing capacity constraints and prioritization of other programs and projects. For perspective looking one year back from Wednesday, 11/20/2024, we received 1,101 requests and investigated 217.
- Webpage: <https://www.oaklandca.gov/topics/traffic-safety-requests>

OakDOT Traffic Engineering Section Overview



School Safety / Safe Routes To School

-135 public and private schools in Oakland, 50,000 students

- Work Orders (Quick Build: Paint/Signage/Posts)
- Capital Projects
- Requests From School Officials
- Walk Audits
- Programmatic Improvements
- Major Project Coordination

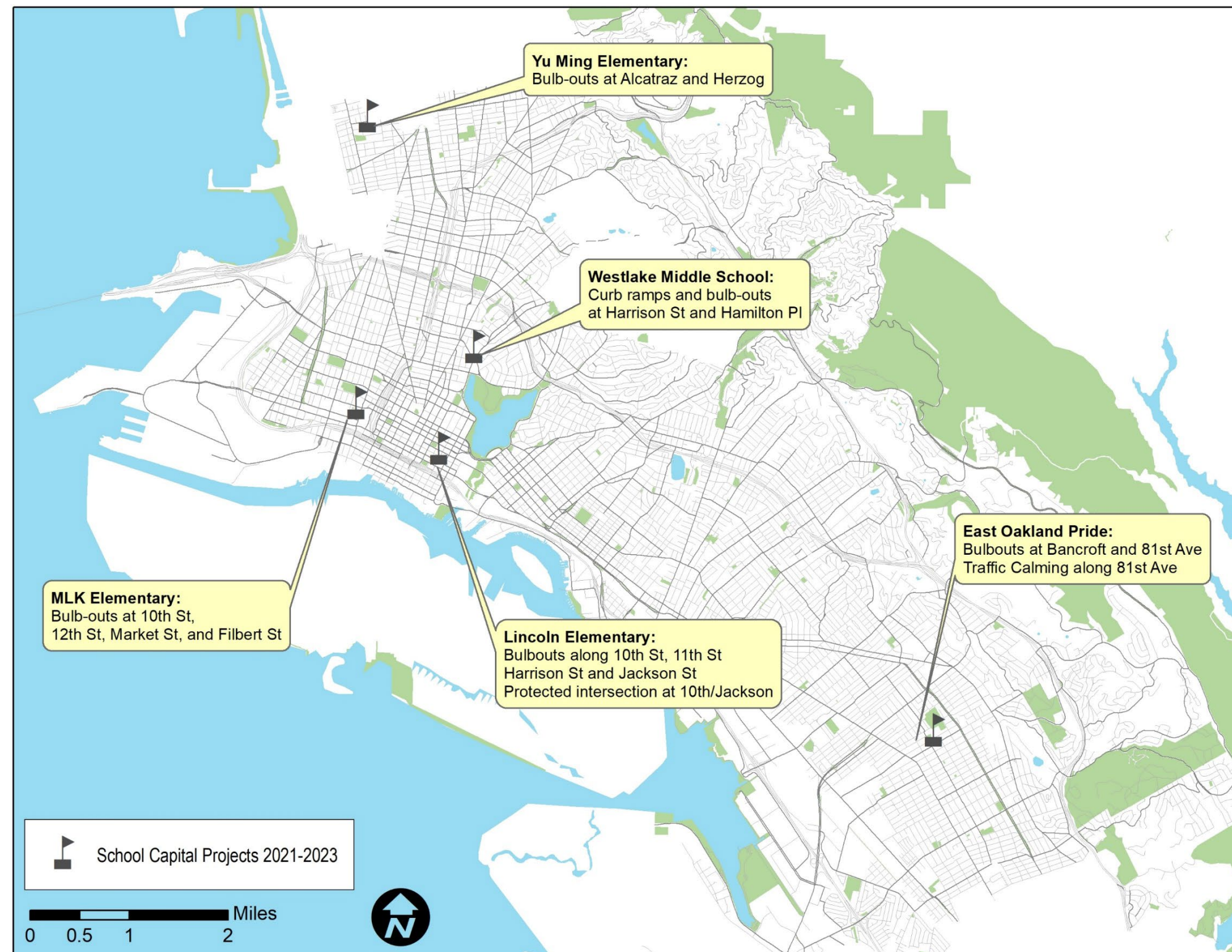


- School Traffic Safety in Oakland Webpage: <https://www.oaklandca.gov/topics/school-traffic-safety-in-oakland>

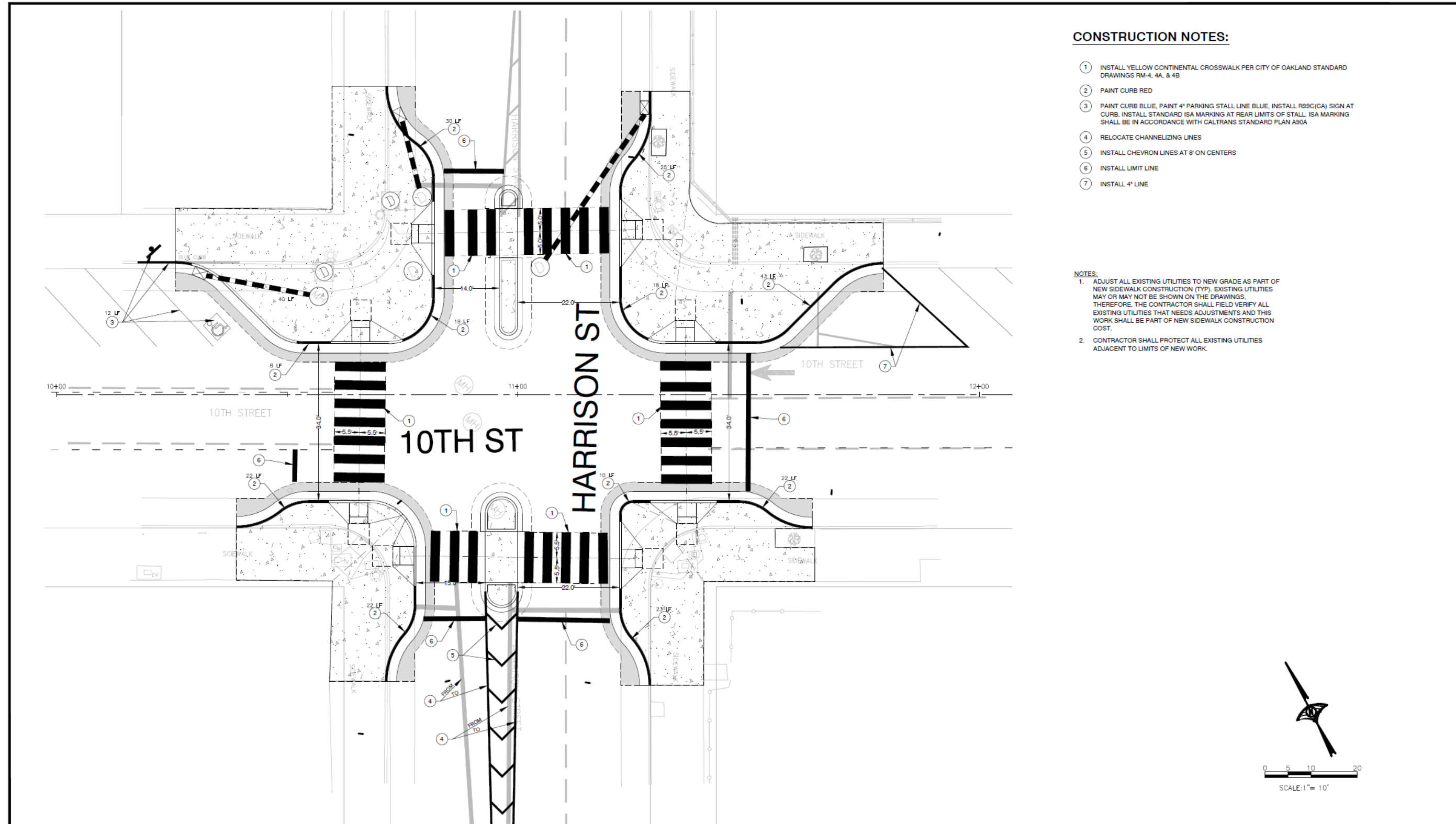
OakDOT Traffic Engineering Section Overview



School Capital Projects Currently under Construction



OakDOT Traffic Engineering Section Overview

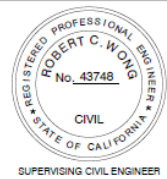
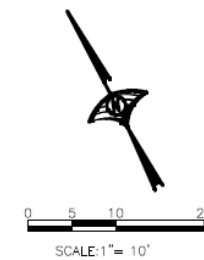


CONSTRUCTION NOTES:

- ① INSTALL YELLOW CONTINENTAL CROSSWALK PER CITY OF OAKLAND STANDARD DRAWINGS RM-4, 4A, & 4B
- ② PAINT CURB RED
- ③ PAINT CURB BLUE, PAINT 4" PARKING STALL LINE BLUE, INSTALL R59C(CA) SIGN AT CURB, INSTALL STANDARD ISA MARKING AT REAR LIMITS OF STALL, ISA MARKING SHALL BE IN ACCORDANCE WITH CALTRANS STANDARD PLAN A90A
- ④ RELOCATE CHANNELIZING LINES
- ⑤ INSTALL CHEVRON LINES AT 8' ON CENTERS
- ⑥ INSTALL LIMIT LINE
- ⑦ INSTALL 4" LINE

NOTES:

- 1. ADJUST ALL EXISTING UTILITIES TO NEW GRADE AS PART OF NEW SIDEWALK CONSTRUCTION (TYP). EXISTING UTILITIES MAY OR MAY NOT BE SHOWN ON THE DRAWINGS. THEREFORE, THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITIES THAT NEEDS ADJUSTMENTS AND THIS WORK SHALL BE PART OF NEW SIDEWALK CONSTRUCTION COST.
- 2. CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES ADJACENT TO LIMITS OF NEW WORK.



SAFE ROUTES TO SCHOOL
LINCOLN ELEMENTARY
SCHOOL
10TH ST AND HARRISON ST



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

CIVIL ENGINEER ROBERT C. WONG RCE NO. 43748	NO.	DATE	BY	REFERENCE
CHECKED BY RW				
DESIGNED BY AX, FC				
DRAWN BY AX, FC				

SIGNING AND STRIPING
PLAN

PROJECT NO. 1000638	
SCALE: AS SHOWN	SHEET 6.4
DATE: 10/4/2022	51 OF 83

DRAWING NAME: P:\2021\1000638\1000638.dwg; SHEET: 51 OF 83; DATE: 10/4/2022; PLOTTED BY: [Name]

OakDOT Traffic Engineering Section Overview



Locations Proposed For Next Cycle of Capital Improvements



OakDOT Traffic Engineering Section Overview



Rapid Response Program

- A **Rapid Response** may be activated for traffic crashes resulting in pedestrian or bicyclist fatalities, or severe injuries to pedestrians or bicyclists who are youth or seniors. A **Rapid Response** may be activated for additional crashes based on the individual circumstances of a crash.
- **Investigation:** Engineering staff will conduct site visits and review already available data, plans, and policies to make **recommendations** for improvements including maintenance treatments or new construction.
- In 2023 we had 26 rapid response investigations
- In 2024 to date, we have had 15 rapid response investigations underway or complete



Table 1. City of Oakland Traffic Fatalities: January 2019 - October 2024

	2019	2020	2021	2022	2023	2024
Total Fatalities	26	36	30	36	33	26
Pedestrian	10	14	8	12	15	11
Bicyclist	3	1	2	3	5	4
Driver	8	15	14	10	7	5
Passenger	0	3	1	5	3	3
Motorcyclist	4	3	2	6	2	2
Other Motorized User*	1	0	3	0	1	1
Other Non-motorized User	0	0	0	2	0	0
Other	0	0	0	0	0	0

OakDOT/OPD Launched Webpage to Monitor Traffic Deaths:

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

OakDOT Traffic Engineering Section Overview

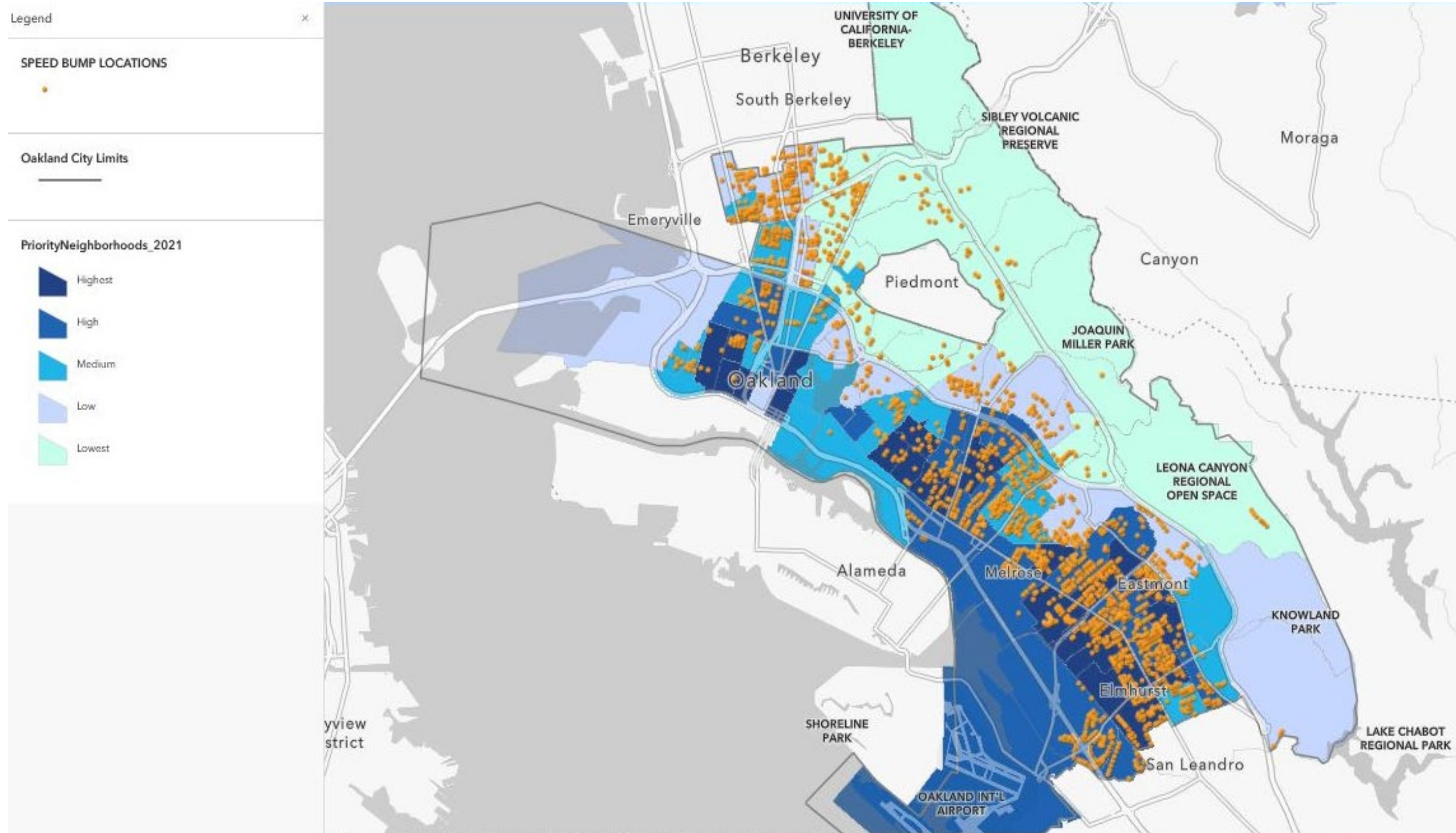


Speed Bump Program

- Resident petition driven program
- Installs speed bumps on residential streets to calm traffic
- Deliver approximately 60 to 100 speed bumps per year
- In 2024 we are constructing 77 speed bumps as a result of 52 separate resident applications
- Application and Status of Existing Applications can be found here:
<https://www.oaklandca.gov/services/apply-for-a-speed-bump>



Speed Bump Locations



- Program began in early 1990's
- There are approximately 1,850 speed bumps
- Installations are spread according to land use and topographic features

Residential Speed Bump Program

- Most popular
- Requires petition
- Responsive/pre-emptive



Residential Speed Bump Program



How to Apply for a Speed Bump & Status of Active Applications

Applicants must submit an application and official petition form with signatures from a minimum of 2/3 (67%) of the addresses on the block.

Download

SPEED BUMP APPLICATION

(510) 238-3466

SAFE STREETS TRAFFIC ENGINEERING

[Apply for a Speed Bump](#)
[Status of Active Applications](#)

Apply for a Speed Bump

Oakland installs speed bumps on residential streets to encourage motorists to travel at safe speeds. Residents can petition the City to have bumps installed on their street. Speed bump street criteria include:

OakDOT Traffic Engineering Section Overview



Sideshow Prevention Pilot

Sideways and related dangerous driving behaviors including “donuts” are a significant safety and quality of life concern for Oakland residents – as well as the region, they are impacting our streets, and are a vexing challenge for local governments. There is no established best practice or evidence of effective engineering treatments to prevent this type of dangerous driving behavior. OakDOT is continuing to innovate to pilot new treatments in the City. We look to pilot treatments with safety co-benefits.

- 14 pilot locations installed
- 8 additional locations on the list to be installed

Status and timeline of each installation can be found here: <https://www.oaklandca.gov/topics/sideshow-prevention-efforts>



OakDOT Traffic Engineering Section Overview



Sideshow Prevention Pilot



OakDOT Traffic Engineering Section Overview



City Council Earmark/Discretionary Traffic Safety Projects

- Discretionary Projects – Each Council Office has \$100K for FY 21-23 and FY 23-25 to identify specific expenditure priorities
- City Council Earmark Projects: In July 2021, City Council amended the 2021-23 Biennial Budget utilizing a one-time Measure BB Transportation Sales Tax fund balance to implement specific, identified traffic safety projects



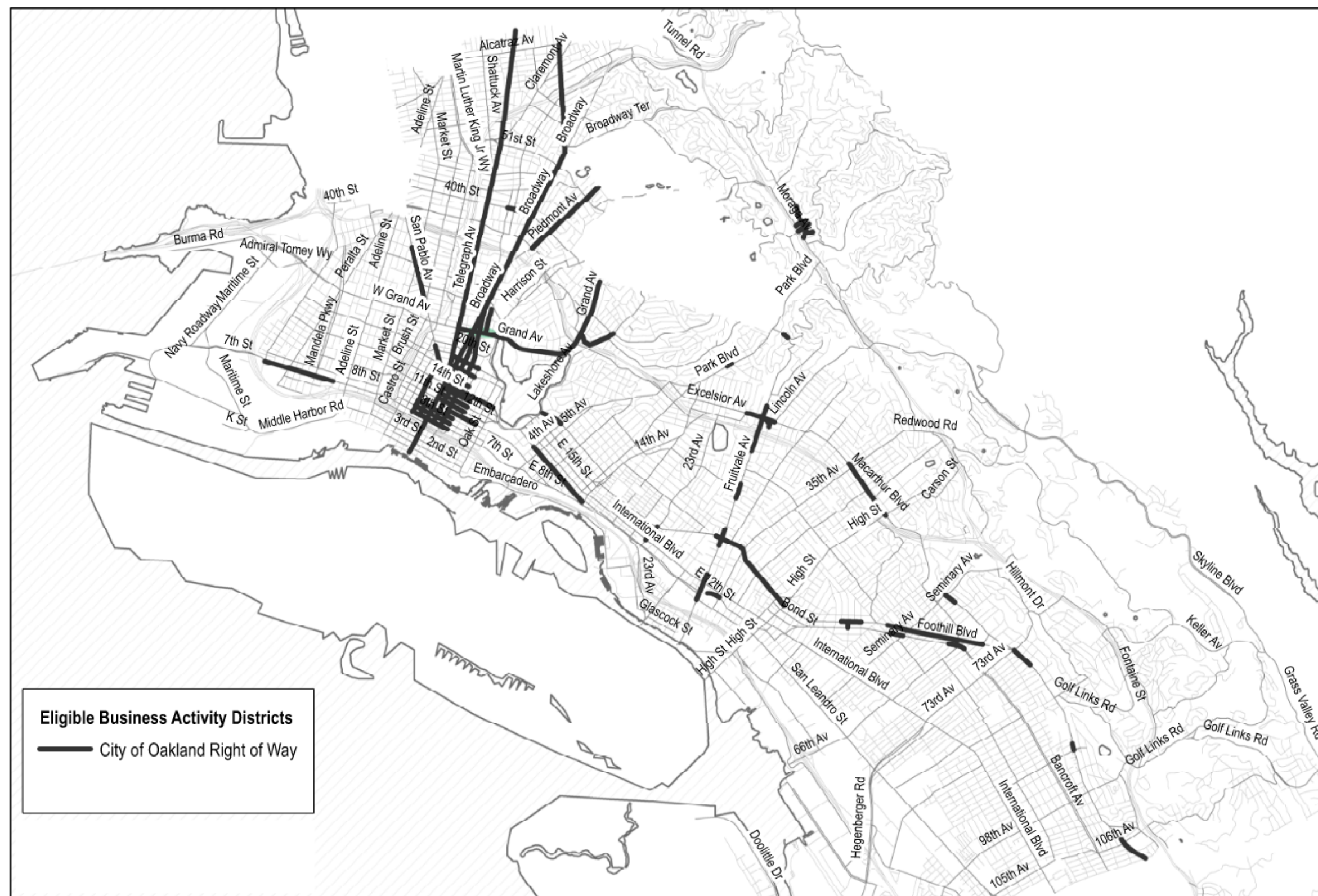
Status of City Council Earmark/Discretionary Projects can be found here;
<https://www.oaklandca.gov/projects/status-of-city-councils-traffic-safety-earmark-discretionary-projects>

OakDOT Traffic Engineering Section Overview



Implementation of new Legislation - AB 43 - Business Activity District Speed Limit Reductions

- Allows local jurisdictions to reduce speed limits by 5 mph if certain conditions are met to be considered a “Business Activity District”
- OakDOT has installed 13 Business Activity District speed limit reductions to date
- Plans to install an additional 21 Business Activity District speed limit reductions by summer of 2025



ATTACHMENT B: MAP OF THE ELIGIBLE BUSINESS ACTIVITY DISTRICTS

0 0.5 1 2 Miles




OakDOT Traffic Engineering Section Overview



Violence Prevention Pilot

Piloting Engineering Improvements to Support Community and Traffic Safety

- Previous to the Pilot, the Traffic Engineering team has installed engineering treatments to address community violence in response to community groups and Council offices who funded the improvements with their discretionary funds.
- OakDOT Strategic Plan: “Holistic Community Safety” 
- FY21-23 Budget allocated \$1M and FY23-25 Budget allocated ~\$400K to the Pilot.
- Address neighborhood-level community violence including violent driving, violent crime, human trafficking, etc., with a focus on areas where traffic safety concerns such as speeding co-occur.
- OakDOT plays a supporting role in this work, collaborating with the City Administrator’s Office, the Police Department, and the Department of Violence Prevention.

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OakDOT Violence Prevention Pilot Program



Human Trafficking and Dangerous Driving on East 15th Street

As of December 2023: Speed bumps, lighting upgrades, and temporary intersection diagonal diverters have been installed along East 15th St. A second phase where permanent fixtures replace the temporary diverters is currently targeted for 2024/25.



OakDOT Violence Prevention Pilot Program



Weekend Night-Time Crowd Management in Uptown Broadway



OakDOT Violence Prevention Pilot Program



Gun Violence and Reckless Driving on Ney Avenue



OakDOT Violence Prevention Pilot Program



Late Night Large Crowd Gatherings on Crest Avenue



before

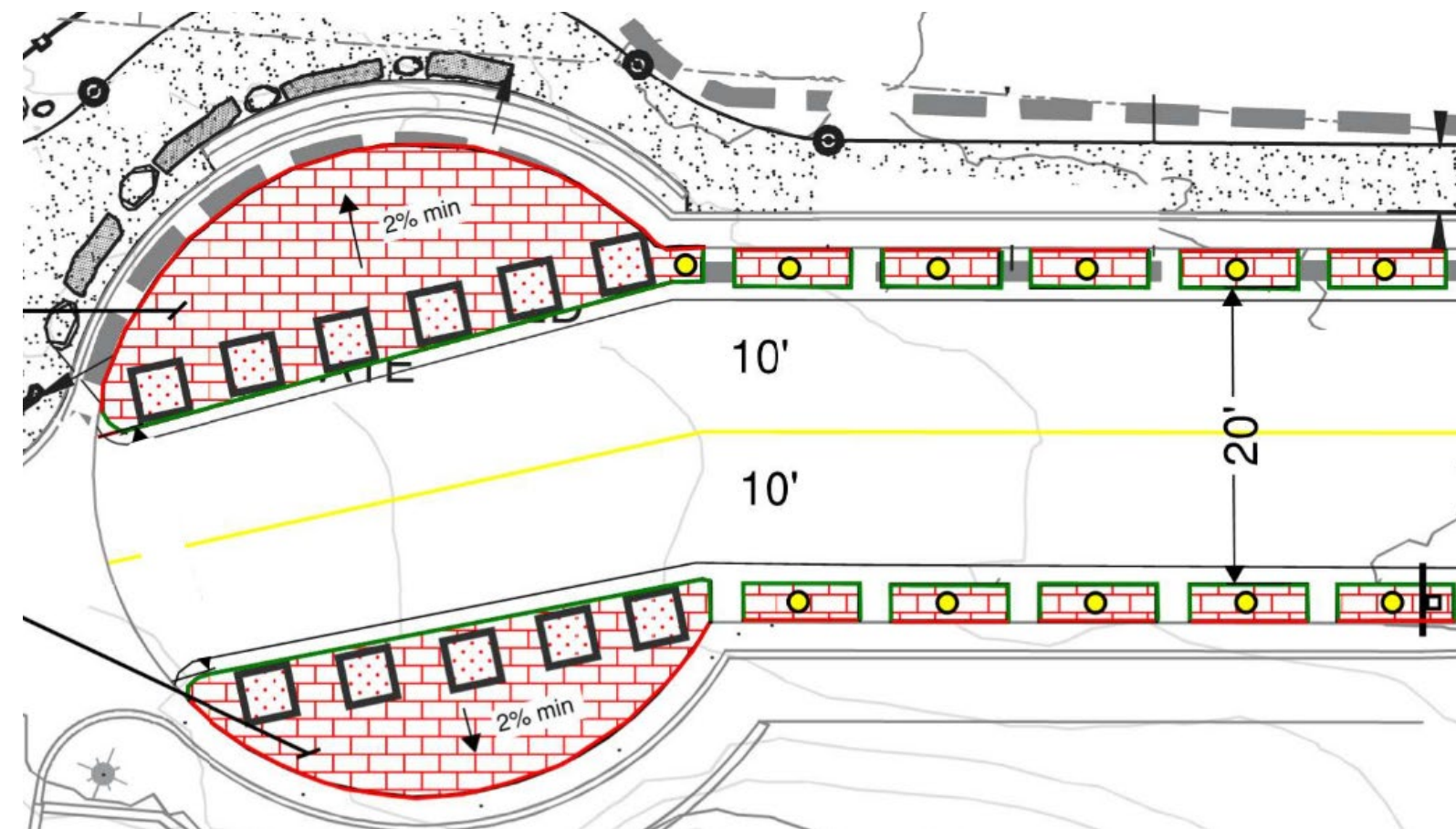


After

OakDOT Violence Prevention Pilot Program



Abandoned Vehicles and Illegal Dumping in the Courtland Avenue Cul-de-Sac



OakDOT Violence Prevention Pilot Program



Construction Substantially Complete October 2024



OakDOT Violence Prevention Pilot Program



Questions?

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