



**City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the May 23, 2024 Special 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 6:03 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 6 Commissioners present (X). Two Commissioners arrived after roll call (x).

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

Introductions were made.

1. Staff: Jason Patton (Oakland Department of Transportation – OakDOT), Pierre Gerard (OakDOT), Joe Wang (OakDOT), Brian Sukkar (OakDOT), Jamie Parks (OakDOT), Charlie Ream (OakDOT), Ofurhe Ogbinedion (OakDOT).
2. Other attendees: Bryan Culbertson (Traffic Violence Rapid Response), Kevin Dalley, Anwar Baroudi (Chair of Mayor’s Commission on Persons with Disabilities (MCPD)), Koushik Roy, Alice Chen (Transport Oakland), George Spies.

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>.

Summary of Discussion:

- No new crashes reported to OakDOT by OPD since the agenda publication (at which time no fatal crashes were reported).
- Within the past month, an Oakland resident was killed in a crash involving a driver in Fremont; the victim was a Tesla employee on their work break.

Speakers other than Commissioners: Robert Prinz.

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

- Commissioner Schader requested that BPAC Commissioners submit comment to Caltrans as soon as possible on the 66th Avenue BART to Bay Trail project regarding East Oakland access to the waterfront, stating that a Caltrans representative claimed that not many comments have been received yet.
- Chair Gardner recognized former Chair Dianne Yee for developing and presenting the 2023 BPAC Chair's Report to the City Council Public Works Committee at a meeting in May; several OakDOT staff were in attendance.
- Robert Prinz is interested in receiving an update from OakDOT staff about the possibility of creating metered vehicle loading zones (for activities like curbside delivery pickup) to decrease bike lane blockages.
- Kevin Dalley reported that City Council has directed the Police Commission to review the Oakland Police Department's vehicle chase policy, keeping in mind concern about the danger to bicyclists, pedestrians, and other drivers created by high-speed police chases.
- George Spies congratulated [East Bay Kidical Mass](#) for hosting a great Bike Month event! Koushik Roy and Commissioner Frank added that it was great to see so many people out riding their bike on Bike to Wherever Day.
- Commissioner Schader thanked Jason Patton for joining the Pedal Pool that rode to Frank Ogawa Plaza from 81st Avenue Branch Library on Bike to Wherever Day. She also noted the City Councilmembers who spoke at the plaza about their fear while riding their bike at times during the Pedal Pool.

Speakers other than Commissioners: Kevin Dalley, George Spies, Koushik Roy.

Item 3. Approval of Meeting Minutes

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

→ A motion to adopt the meeting minutes from the April 2024 Bicyclist & Pedestrian Advisory Commission meeting was made (Gardner), seconded (Frank), 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 Infrastructure Committee 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 minutes from the meeting are available here: <https://docs.google.com/document/d/1Q2o6NJK57JZsDeEPM9L7cenCNcciQk-wWHvdCZDg1s/edit?usp=sharing>.

- The next meeting will be a Special Meeting (rescheduled from July 4th) held on the *second* Thursday of July (July 11th, 2024), from 3:30 PM to 5:30 PM in the Broadway Conference Room (4th floor) at 250 Frank Ogawa Plaza. To receive BPAC committee and commission agendas, subscribe at <https://share.hsforms.com/1P5XTjDGyS7q61uFu76CgNQch6is>
- **Policy and Legislative Committee:** The next meeting is a Special Meeting (rescheduled from May 13th) on Monday, June 10th, from 5:30 PM to 7:00 PM in City Hall, Hearing Room 2 but ad-hoc groups may meet earlier, and members of the public are encouraged to reach out if they are interested. Minutes from the last meeting are available at: <https://www.oaklandca.gov/meeting/february-2024-bicyclist-pedestrian-advisory-commission-bpac-policy-and-legislative-committee-meeting>

Summary of Discussion:

- A letter of support for an application to Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) regarding the Embarcadero West Rail Safety and Access Improvements project had been requested at the Infrastructure Committee meeting with a grant due date including the letter of support of May 24, 2024.
 - There was a discussion about details of the project that deserve further scrutiny.

→ A motion to send a letter of support for an application to Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) regarding the Embarcadero West Rail Safety and Access Improvements project was made (Gardner), seconded (Yee), and approved unanimously by voice vote.

Speakers other than Commissioners: Kevin Dalley, Anwar Baroudi, Bryan Culbertson, Robert Prinz.

Item 5. International Boulevard Quick Build Project Updates

Brian Sukkar and Joe Wang from OakDOT's Safe Streets Division and Traffic Engineering Section provided brief updates on the AC Transit International Boulevard Quick Build Project which will be constructed this summer. To deter unauthorized driving in Tempo's bus only lanes and enhance safety for passengers, Bus Operators, motorists, and pedestrians, AC Transit secured a \$400,000 "Quick Strike" grant. This funding spearheaded the Quick Build preliminary study and the implementation of safety measures along an eight-block section of International Boulevard from 14th to 42nd Avenues. The City of Oakland has contributed an additional \$1.7 million to expand the project to 107th Avenue, with a focus on locations that have been identified by the city as being prone to severe and fatal crashes. This will lead to roadway improvements that will cover 75% of the corridor.

Summary of Discussion:

- The project extent is a little over 5 miles long.
- One third of the fatal collisions in Oakland are occurring on International Boulevard.
- The work is scheduled to be complete in August 2024.
- Improvements include roadway lane line delineators and centerline delineators, "BUS ONLY" lane markings, new speed limit signs, and speed cushions.
- Commissioner Whipps asked whether OakDOT staff has done any outreach with businesses in the corridor. Staff have met with City Council offices, hosted a virtual Town Hall meeting, attended Neighborhood Crime Prevention Council meetings, and working through the

construction management firm to contact business owners along the corridor for construction coordination regarding vehicular parking access to businesses.

- Commissioner Schader asked about the timeline for speed cushions. Staff are committed to working with other agency stakeholders to brainstorm locations and total number of speed cushions along the corridor. Commissioner Schader also asked about whether automated speed cameras will be added to locations along this extent. Jamie Parks responded that A.B. 645 will be implemented where possible, but the speed cameras cannot be located on State highways, including on International Boulevard from 42nd Avenue to the City limit at San Leandro. All three enforcement agencies with jurisdiction in this area are included in consultations for speed camera placement.
- Commissioner Yee asked whether AC Transit will use their cameras to enforce moving violations in the bus-only lane; Jamie Parks responded that AC Transit is not allowed to do so (by State law) but is allowed to use them to enforce parking violations.
- Commissioner Frank asked whether a framework for evaluation has been set up for the Quick Build program. Staff are looking at the types of past fatal and severe injury collisions to inform the quick build design; there will be a study of conditions before and after the quick build to understand the project's effectiveness.
- The delineator posts are spaced farther apart on the lane lines than on the centerline so that wider vehicles (like garbage collection trucks and fire trucks) can more easily maneuver through the travel lane.
- George Spies said that he saw a press release stating that speed cushions would be a part of the quick build, or that there would at least be a pilot period for the speed cushions included with the project. Joe Wang responded that the pilot may be possible through negotiation with Caltrans and AC Transit.
- George Spies asked who has veto power for the project.
- Koushik Roy asked whether there's a timeline for the project. Joe Wang responded that the construction period is between June and August 2024.
- Robert Prinz stated that more responsive walk signal timing should be included with the quick build project, or otherwise be considered on International Boulevard. Bike East Bay would be supportive of speed cushions along both the bus lanes and the travel lanes on the corridor.
- The delineators will be maintained by City staff via a stock of replacement delineators to be ordered 3-6 months after the installation.
- There may be media events to educate the public about the quick build project.
- Concrete pre-cast blocks are common in other countries as delineators on the lane line between the bus-only lane and the travel lane.
- The block-by-block design may not be currently published online on the project webpage by AC Transit; OakDOT staff may be able to share it with the public.
- A post-installation study will be conducted along the corridor 3-6 months after the installation.

Speakers other than Commissioners: George Spies, Koushik Roy, Bryan Culbertson, Robert Prinz.

Item 6. High Injury Network Update

Charlie Ream (cream@oaklandca.gov) and Ofurhe Igbiniedion, PhD (oigbiniedion@oaklandca.gov) from OakDOT's Planning and Project Development Team provided an update on Oakland's recently updated

High Injury Network (HIN). The 2018 HIN used data from 2012-2016 and the 2024 HIN uses 2017-2021 data with some adjustments for recent fatalities.

Summary of Discussion:

- OPD keeps a record of “working collisions” that are not uploaded to the State database (SWITRS)
- State “safety corridors” are required by the 2023 MUTCD to include at least 25% of the fatalities and severe injuries in a municipality.
- There has generally been a shift in traffic-involved fatal and serious injuries away from District 2 (Downtown Oakland) and towards East Oakland (especially Districts 6 and 7).
- The HIN will be published online within the next few weeks.
- Equity priority populations typically hold most of the burden of fatal and serious traffic injuries, though census tracts where these populations are in higher proportion may not always demonstrate this burden. In Oakland’s case, City Council Districts show the burden better.
- The 2012-2016 data generally shows a HIN pre-OakDOT; this data shows the HIN after OakDOT’s creation.
- OakDOT staff will be expanding project evaluations to topics like protected bike lanes and arterial speed cushions to understand how effective the related projects are.
- The 20% threshold for this updated High Injury Network will not capture all streets with fatal and serious injury traffic collisions. The High Injury Network is not the only measure used to prioritize streets for traffic safety project development.
- Underlying conditions for crashes – second layer of analysis.
- Ongoing data evaluation on more of a rolling basis – the High Injury Network could be updated more frequently but will depend on opportunities to do so through other OakDOT policy updates.

Speakers other than Commissioners: Robert Prinz, George Spies.

Item 7. OakDOT Organizational Update and Mid-Cycle Budget Update

An overview of the budget was heard at the May BPAC meeting.

Summary of Discussion:

- OakDOT has 421 total full-time employees, with a 25% vacancy rate for budgeted permanent full-time positions.
- 90% of OakDOT’s budget is sourced from dedicated transportation funds, like competitive grants, bonds, State gas tax, etc.
- OakDOT receives funding via the General Purpose Fund primarily from parking enforcement revenue via the Parking and Mobility Division.
- Roughly \$4 million of Measure BB funds will be shifted to budget for OakDOT’s Abandoned Vehicle Unit.
- The demand-responsive parking program will be expanded.
- Oakland currently has over \$55 million of unpaid parking fines; OakDOT will increase collection efforts to move towards pre-pandemic level of effort.
- OakDOT is proposing to allocate more funding towards, but not limited to: 1) future improvements to International Boulevard, 2) the purchase of new fleet vehicles for construction

inspectors and other DOT/OPW staff, 3) sidewalk repair, 4) the “\$5 after 5” Franklin Plaza garage parking program, 5) staff time for interagency projects, 6) parking sign replacements.

→ A motion **to extend the meeting by 30 minutes** was made (Whipps), seconded (Gardner), and approved unanimously by voice vote.

- The City’s budgeting process will not end until June 26th.
- A large purchase that OakDOT would like to prioritize in the future: paving machines.
- New budgeted positions are added to OakDOT every year, so the vacancy rate hovers around the same percentage despite an increase (i.e., hiring) of over 100 employees between 2017 and 2023.
- When the Abandoned Auto Unit was moved to DOT, it came with the General Fund budget that was associated with it at the Oakland Police Department.
- The additional OakDOT funding for parking signs includes work and materials for fabrication and staffing. The existing staff are project funded.
- 311 is a major source for issues relating to paths and stairways.
- DOT and OPW partnered to buy the mini sweeper that DOT now owns, and OPW is working towards operating the mini sweeper in separated bike lanes in Oakland.
- Commissioner Gardner would like to see more funding allocation for quick-build traffic safety improvements.
- One-time funding from unspent funds from unfilled budgeted positions may not be used to fund new permanent positions.
- Sidewalk repair is generally managed by fronting property owners, unless the related damage is caused by a City-owned tree. Horizontal saw-cutting is a more cost-effective method of sidewalk repair.
- Salary savings from Measure BB funds are typically shifted to fund capital projects.
- Providing vehicle parking enforcement staff with bicycles to perform duties is an idea OakDOT is considering based on similar programs in other cities.
- Commissioner Schader is interested in OakDOT exploring opportunities for one-time General Purpose Fund re-allocation to purchase materials useful to the public library system.

Speakers other than Commissioners: Kevin Dalley, George Spies, Bryan Culbertson.

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

- Follow-up on International Quick-Build Project (Chair Gardner)
- BPAC meeting in East Oakland (Chair Gardner)
- E-bike Library Update (Commissioner Frank)
- Grand Avenue Repaving Project Update (Commissioner Altman)

Meeting adjourned at 8:23 PM.

Attachments:

- Letter of Support for an application to the Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) regarding the Embarcadero West Rail Safety and Access Improvements project
- Presentation for OakDOT Mid-Cycle Budget Update

Minutes recorded by Pierre Gerard (Transportation Planner II with OakDOT's Safe Streets Division, Bicycle & Pedestrian Program), emailed to meeting attendees for review on May 28, 2024 with comments requested by June 11, 2024 to pgerard@oaklandca.gov and npond-danchik@oaklandca.gov. Revised minutes will be attached to the June 2024 BPAC meeting agenda and considered for adoption at that meeting.



May 22, 2024

The Honorable Amit Bose
Administrator of the Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Bose,

The Oakland Bicyclist and Pedestrian Advisory Commission (BPAC) supports the City of Oakland's application for the Consolidated Rail Infrastructure and Safety Improvements Program (CRISI). **The Embarcadero West Rail Safety and Access Improvements** project consists of corridor-long improvements on Embarcadero West and will significantly enhance the safety, efficiency, and reliability of intercity passenger and freight rail systems, reduce greenhouse gas emissions, and provide benefits to transportation-disadvantaged neighborhoods.

The proposed Embarcadero West project is critically needed to address the high number of incidents that cause freight and passenger rail delays in the Jack London District area, a historic produce district near the waterfront in walking distance to Downtown Oakland and Chinatown. The current street design provides no separation between freight and passenger rail trains and people walking, bicycling, and driving along Embarcadero West in a dense, mixed-use area with residential, industrial, entertainment, and waterfront recreational uses.

The grant proposal would make **improvements to six at-grade crossings** on Embarcadero West from Clay Street to Oak Street. These improvements include new railroad and pedestrian crossing arms, traffic signals with preemption, fencing between intersections to separate trains and all other road users, a multi-use path, and high visibility crosswalks to enhance pedestrian safety and improve the historical environmental impacts of port and commercial operations.

OakDOT staff presented the proposed project at the BPAC Infrastructure Committee on May 2, 2024, and BPAC agrees with the project benefits to improve transportation safety along and across the Embarcadero West rail corridor. Oakland BPAC is pleased to offer enthusiastic support for the City of Oakland's CRISI application. Thank you for your consideration.


Sincerely,

Grey Gardner

Grey Gardner, Oakland BPAC, Chair

Dianne Yee

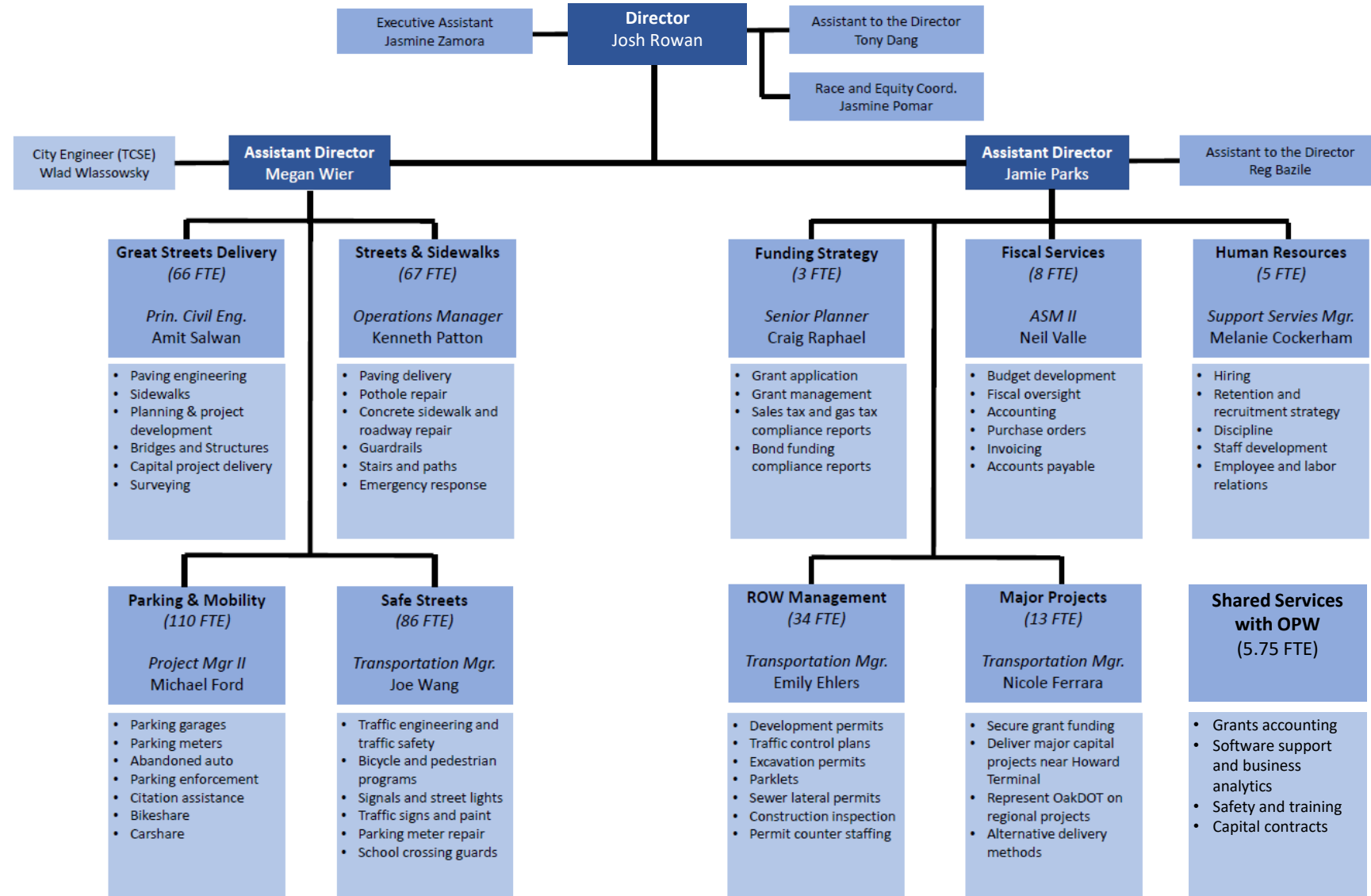
Dianne Yee, Oakland BPAC, Chair of Infrastructure Committee



OakDOT Organizational Update & Fiscal Year (FY) 2024-25 Midcycle Budget Update

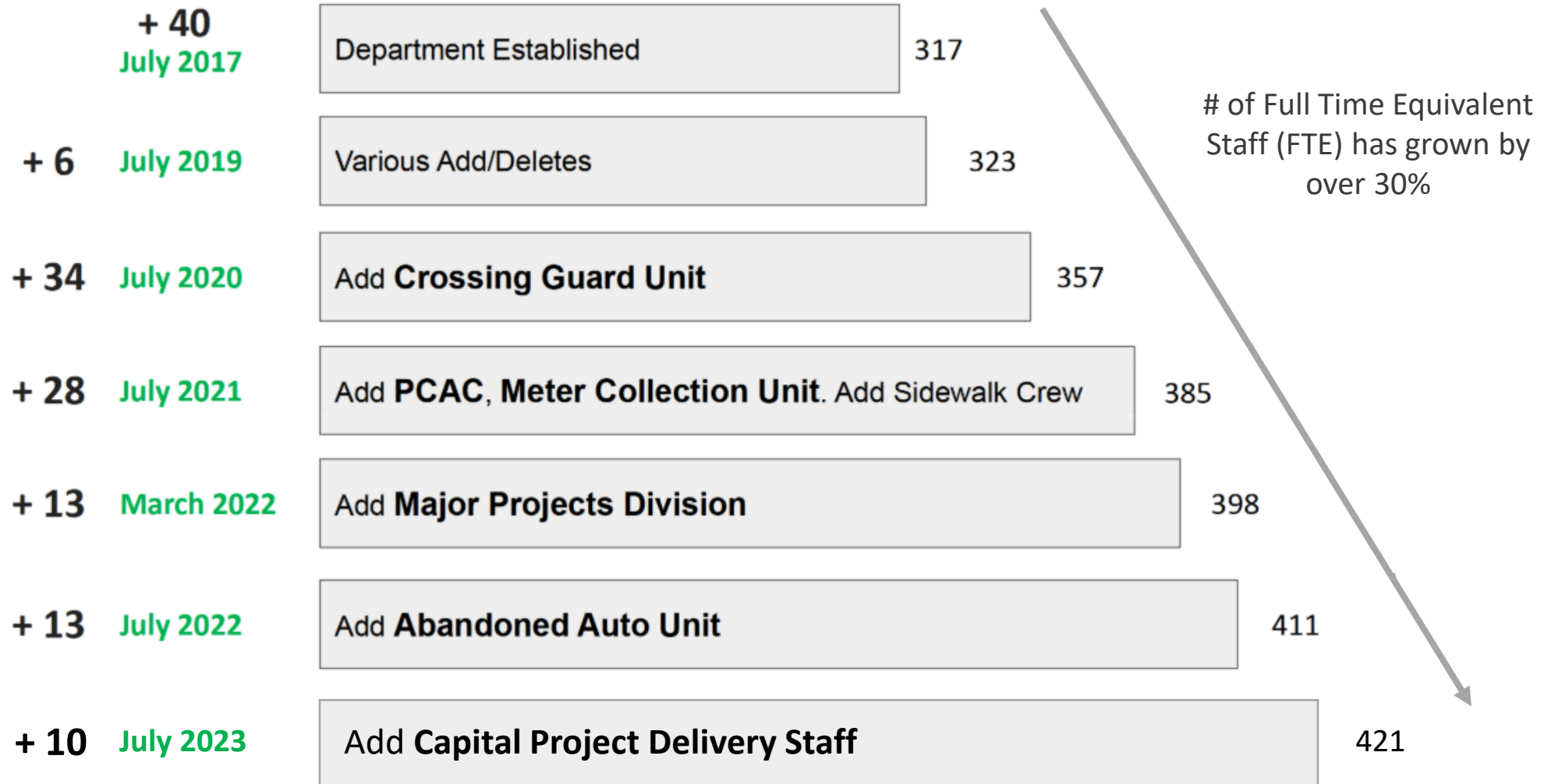
Key Leadership Updates

- **421** total FTE in OakDOT
- **25%** vacancy rate for permanent full-time positions



OakDOT Responsibilities Continue to Grow

Number of Budgeted Full Time Equivalent Staff (FTE) in Department by Year



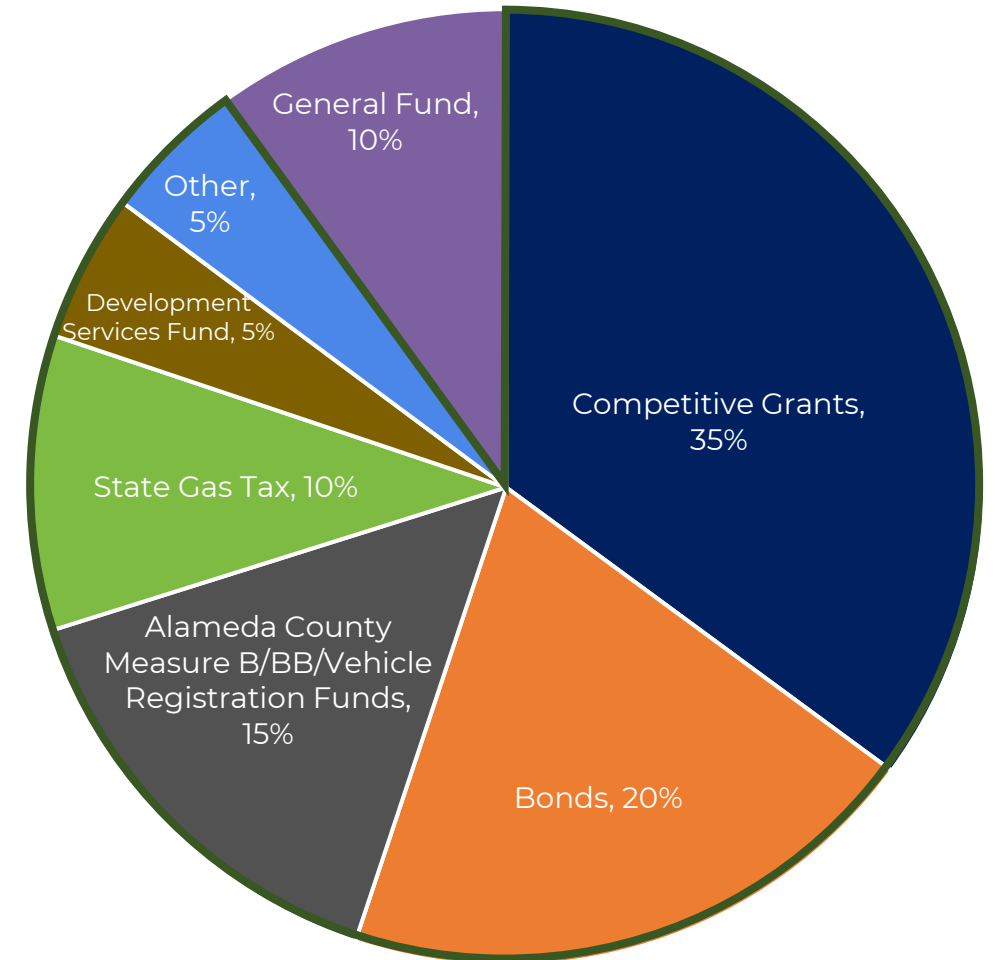
Budget Overview

Annual transportation budget: approximately \$250 million

- 90% from dedicated transportation fund sources

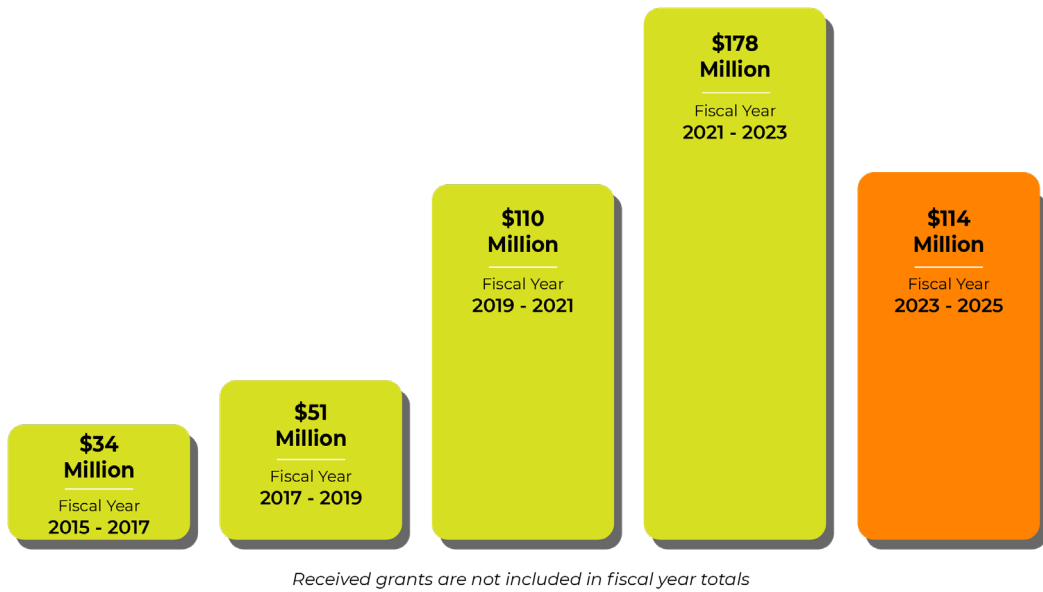
Funding sources include:

- Competitive grants
- Bonds
- Measure B/BB and vehicle registration fees
- State gas tax
- Development services fund
- Other (lighting, sewer, etc.)
- General fund

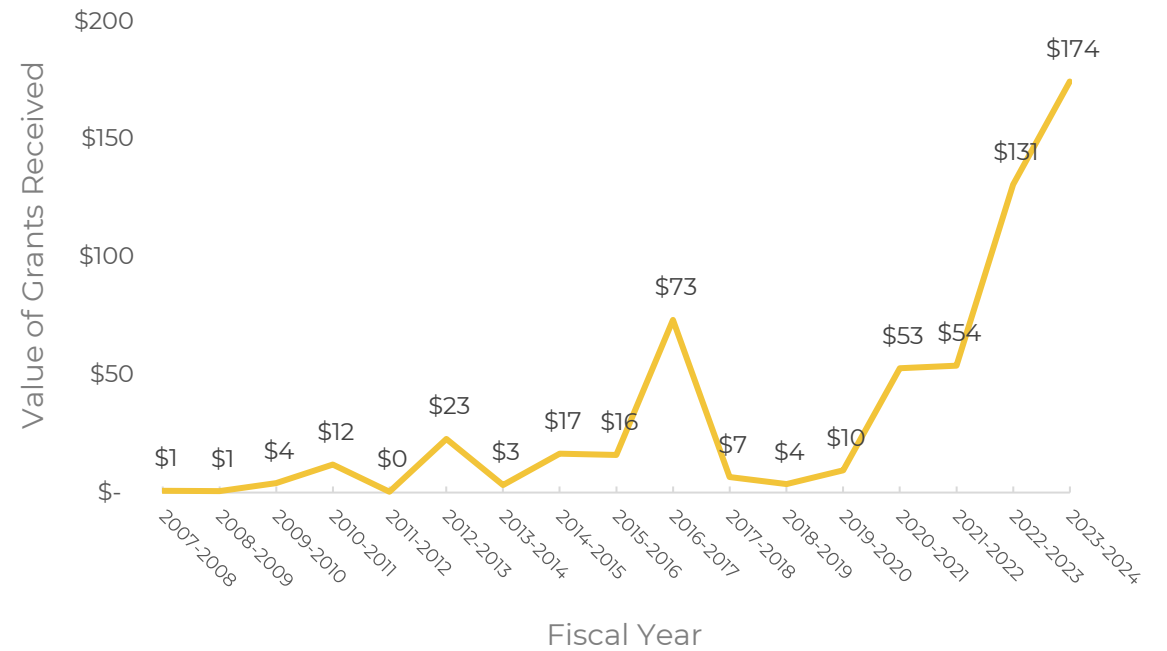


Budget Growth

OakDOT Capital Improvement Program(CIP) by Cycle



Transportation Grants Received (Millions \$)



OakDOT Draft FY 2024-25 Midcycle Budget Adjustment Proposals

Lookahead

5/24 – Publish Mayor's Proposed Budget

5/28 – Finance and Management Committee Presentation

5/29 – City Council Work Session

6/26 – Adopt FY 2024-25 Midcycle Budget

Fall 2024 – FY 2025-27 CIP Development



Questions/Discussion
