

**City of Oakland, Bicyclist & Pedestrian Advisory Commission**

**Minutes from the April 18, 2024 Meeting**

**City Hall, 2<sup>nd</sup> 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 6:04 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 Mangrum was excused (-).

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
One vacancy	

Introductions were made.

1. Staff: Jason Patton (Oakland Department of Transportation – OakDOT), Noel Pond-Danchik (OakDOT), Manuel Corona (OakDOT), Jane Mei (OakDOT), Colin Piethe (OakDOT), Reginald Brazile (OakDOT), Tony Dang (OakDOT), Jacque Larrainzar (Oakland Department of Race & Equity), Tonya Love (Oakland City Council District 3)
2. Other attendees: Anwar Baroudi (Transport Oakland/Mayor’s Commission on Persons with Disabilities), RB Burnette Jr. (East Oakland Bikelife), Kevin Dalley (Transport Oakland), Alice Chen (Transport Oakland), Reid Williamson (Sequoia Elementary Parent), Chris Hwang (Walk Oakland Bike Oakland), Natalie Mall (Community member D3), Ajah Burts (Transport Oakland), Micaela Morse, Phil Whitfield (Bike East Bay), Monique Tsang, Collin James, Kim Franchi, Brian Culbertson

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 April 1<sup>st</sup>, 2024, at approximately 5:42 AM, a Hispanic male pedestrian was killed in a hit-and-run crash with a vehicle at the intersection of 98<sup>th</sup> Ave and San Leandro St.
- On April 8<sup>th</sup>, 2024, at approximately 12:48 AM, a male pedestrian was killed in a hit-and-run crash with a vehicle at the intersection of 75<sup>th</sup> Ave and San Leandro St.

- On March 25<sup>th</sup>, 2024, at approximately 8:36 PM, a 78-year-old male pedestrian was struck in a hit-and-run crash with a vehicle at West Grand Ave and San Pablo Ave. He later succumbed to his injuries on April 12<sup>th</sup>, 2024.

Summary of Discussion:

- On Sunday, April 14, there was a crash involving a child at 69<sup>st</sup> Ave and Lion Way.
- There was another crash on 66<sup>th</sup> Ave near the Coliseum the same week.
- The lighting is poor quality in the neighborhood where the two crashes noted in the discussion occurred.
- San Leandro St has a speed limit of 35 MPH which is dangerously high for pedestrians.

Speakers other than Commissioners: RB Burnette Jr., Kevin Dalley

**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](https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/html)

- Left turns/protected left turns are a major contributor to crashes. The City of Oakland’s policy on left turns should be shared with the BPAC and protecting left turns could be considered as a future Highway Safety Improvement Program (HSIP) Grant application.
- Priyanka Altman was appointed to the BPAC at City Council earlier this week. Once she is sworn in and takes her oath of office, she will become a BPAC Commissioner.
- The International Blvd Quick Build project should break ground in the next month. Speed cushions will be included as a part of the quick build project. OakDOT and AC Transit are working together to determine locations for the speed cushions. An update on this project should be included at the next meeting.
- The sidewalk at 69<sup>th</sup> Ave and San Leandro St has been blocked with burnt car debris for about a year. This should be submitted through 311. 311 receives about 20,000 abandoned auto service requests per year. OakDOT has doubled the number of abandoned autos they can tow since receiving the team last year but is still unable to tow all the abandoned autos that are requested.
- For Bike to Wherever Day, on Thursday May 16<sup>th</sup>, Pedal Pools will begin at 81<sup>st</sup> Ave (7:15 AM), Fruitvale BART (7:45 AM), The New Wheel Electric Bikes on Leimert Ave (7:45 AM), Rockridge BART (7:50 AM) and West Oakland Bart (7:50) and will arrive at Frank H. Ogawa Plaza at 8:30. See <https://wobo.org/btwd24/> or reach out to [chris@wobo.org](mailto:chris@wobo.org) for more information.
- Saturday, June 8<sup>th</sup>, 2024, will be the third East Oakland Futures Fest, an Afrocentric street festival in Deep East Oakland. See <https://wobo.org/event/east-oakland-futures-fest-2024/> for more information.
- The May BPAC Meeting has been rescheduled to Thursday, May 23, 2024, from 6:00 to 8:00 PM to accommodate Bike to Wherever Day.

Speakers other than Commissioners: Jason Patton (OakDOT), Tony Dang (OakDOT), RB Burnette Jr., Chris Hwang (Walk Oakland Bike Oakland), Noel Pond-Danchik (OakDOT)

**Item 3. Approval of Meeting Minutes**

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

→ A motion to adopt the Bicyclist & Pedestrian Advisory Commission March 21<sup>st</sup>, 2024, Meeting minutes was made (Gardner), seconded (Whipps), and approved unanimously by voice vote with Commissioner Frank abstaining.

Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC)

#### Item 4. Committee Report Backs

Everyone is encouraged to attend committee meetings.

- **Infrastructure Committee:** The Infrastructure Committee met on March 7, 2024, and heard items on the Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Project and Lakeshore Ave Separated Bike Lanes Project. The minutes from the meeting are available here: <https://docs.google.com/document/d/1Q2o6NJK57JZsDeEPM9L7cenCNcciQlk-wWHvdCZDg1s/edit?usp=sharing>. The next meeting will be held on the first Thursday of May (May 2<sup>nd</sup>, 2024), from 3:30 PM to 5:30 PM in the Broadway Conference Room (4<sup>th</sup> 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 on Monday, May 13<sup>th</sup>, 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:

- Kevin Dalley provided an update on the Fire Code working group of the Policy and Legislative Committee that the CA Fire Code is going through State review now as it does every 3 years. Kevin is working to set up a meeting to talk to the CA State Fire Marshalls Office about traffic safety and fire code. Contact the BPAC Policy & Legislative Committee lead Commissioner Frank at [balexanderfrank@gmail.com](mailto:balexanderfrank@gmail.com) to get involved.
- The Oakland Fire Department has been quoting fire code that are not adopted as part of the Oakland Municipal Code when reviewing OakDOT plans.
- The Policy and Legislative Committee has an ad-hoc committee for an update on the General Plan Land Use and Transportation Element and encourages commissioners and members of the public to get involved.
- Commissioner Jessup is interested in exploring data analysis on crash data.
- 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](https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/htmlview)

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

#### Item 5. ATP Applications: Franklin St and 73rd Ave

OakDOT staff presented on the two Active Transportation Program (ATP) grant applications planned for submittal for this cycle due June 17, 2024, and requested letters of support.

- 73rd Avenue Active Routes to Transit – Manuel Corona ([mcorona@oaklandca.gov](mailto:mcorona@oaklandca.gov)) and Jane Mei ([jmei@oaklandca.gov](mailto:jmei@oaklandca.gov)) from OakDOT’s Planning and Project Development Team presented on the proposed design for 73<sup>rd</sup> Ave. In addition, they provided an overview of the outreach and engagement conducted to date which showed the most support for the median bike path option. OakDOT is finalizing the concept, including the median bike path, to submit for this year’s ATP grant application. If awarded, the earliest constructed date would be 2026. See <https://www.oaklandca.gov/projects/73rd-avenue-active-routes-to-transit> and the presentation attached to these minutes for more information.
- Franklin St Complete Streets – Colin Piethe ([cpiethe@oaklandca.gov](mailto:cpiethe@oaklandca.gov)) from OakDOT’s Planning and Project Development Team provided an update on the Franklin Street Complete Streets Project, which will repurpose one lane of vehicle traffic to install a two-way separated bike lane on Franklin Street between 11th Street and 22nd Street/Broadway, extended down 22nd Street to connect to Telegraph Avenue. See <https://www.oaklandca.gov/projects/franklin-complete-streets-project> and the presentation attached to these minutes for more details.

#### Summary of Discussion:

- 73rd Avenue Active Routes to Transit
  - The lane widths will be reduced from 15’ to 10’ or 11’ creating extra space for the bike path or other traffic calming measures.
  - 7% of respondents to the survey were bicyclists in the project area.
  - A demographic breakdown of who responded within the 0.25-mile area should be created and shared.
  - The decision to go with the median bike path was made by prioritizing feedback from on the ground engagement, feedback from Markham Elementary School, and the 279 respondents living within the project area.
  - OakDOT and AC Transit are negotiating between 10’ and 11’ lanes.
  - AC Transit prefers pull out stops rather than in-lane stops for this project.
  - This project does not have a specific plan to go City Council, however, District 6 Councilmember Jenkins has been briefed.
  - Creative ways to reduce speeds and thus reduce pedestrian risk should be included in the design particularly at intersections to allow safer crossings. Bulbouts, trees between parking spaces, speed humps, and curving, will all be considered in addition to the large median crossing island.
  - Dedicated bike phases at traffic signals, bike signals, and turning restrictions are being considered to help bicyclists enter and exit the median bike path.
  - OakDOT would like to present this project to the BPAC Infrastructure Committee when it gets to the 35% design stage.
  - The median path will be ten feet wide plus the existing width of the median.
  - Vertical separation elements should be included on both sides of the median bike path to prevent vehicles from coming into the median. Vegetation and bollards are being considered.
  - Bus lanes should be in-lane to improve transit speeds as well as help the grant application score better.
  - Most pedestrians cross mid-block. Consider adding mid-block crosswalks.

- The East Oakland Mobility Action Plan (EOMAP) recommendations should be considered in the planning process for 73<sup>rd</sup> Ave.
- Franklin St Complete Streets
  - Franklin St should be reduced to a single vehicle lane, but two lanes are preferred by the Fire Department to provide a minimum roadway clearance of 26’.
  - Engagement with the new developments along the street should be considered.
- The ATP applications asks for up to 10 letters of support.
- There are some opportunities to change the design if they are awarded and applications are written flexibly to allow more design changes.
- The grant applications are requesting \$13 million for construction of the Franklin St project and \$38 million for construction of the 73<sup>rd</sup> Ave project.
- Commissioner Gardner will circulate the draft letter of support making sure to avoid Sunshine Ordinance violations.
- Speeds are of major concern by the commission and that should be included in the letter.

Speakers other than Commissioners: Tonya Love (D3), Tony Dang, Brian Culbertson, Kevin Dalley

→ A motion to send letters of support for the proposed ATP applications for 73<sup>rd</sup> Ave and Franklin Ave was made (Gardner), seconded (Frank), and approved unanimously by voice vote.

#### **Item 6. Community Initiated Traffic Calming Project Pilot**

OakDOT Assistant Director Reg Brazile ([RBrazile@oaklandca.gov](mailto:RBrazile@oaklandca.gov)) discussed proposed Resolution 90051, City Council’s proposal for a three-year pilot program permitting community-led traffic safety projects on City streets. City Council District 3 staff, Tonya Love, Transport Oakland members, and City of Oakland Department of Race and Equity staff attended to answer questions. See the presentation attached to these minutes, as well as the agenda report at: <https://oakland.legistar.com/gateway.aspx?M=F&ID=b232b0c1-6d76-4e38-ab80-dbde643e2cbd.pdf> for more information.

#### Summary of Discussion:

- OakDOT and City Council District 3 will collaborate on what a program will look like.
- OakDOT will share this report at Public Works Committee on Tuesday, April 23<sup>rd</sup> at 11:30 AM. District 3 will attend that meeting as well. City Council District 3 is continuing outreach in East Oakland.
- Attachment D of the agenda report (<https://oakland.legistar.com/gateway.aspx?M=F&ID=f369a458-4793-4a1a-bf79-e891946dcc41.pdf>) provides important information on what projects the engineering team at OakDOT that would be assigned to this program currently works on.
- OakDOT currently has 5 filled out of 9 total engineering positions on this team.
- The initial proposal came out of a 2-day demonstration of a lane-reduction created by Walk Oakland Bike Oakland and Oakland Tech after a student pedestrian was hit.
- OakDOT’s proposal does not meet the expectations of members of the public.
- The proposed pilot program was compared in its similarities and differences to the parklet program. Parklets do require an additional insurance fee the same way this pilot would. A different engineering team would work on the parklet program and the proposed community-initiated traffic calming pilot.

- Insurance is legally required for an encroachment permit and OakDOT will not take liability for infrastructure designed and owned by others.
- The number of hours of OakDOT staff time the pilot project would need was discussed. OakDOT staff time would be needed to provide customer service to applicants, reviewing proposals, and review installations. Pilot projects should not require so much engineering time, or if they do undergo rigorous OakDOT review, they should not require liability insurance.
- At the previous engagement meeting in Deep East Oakland, little time was given to the traffic calming pilot, but that does not mean Deep East Oakland residents would not be interested in participating in the pilot. Many participants at that meeting highlighted abandoned autos, speeding, and illegal dumping as key issues.
- New Highland Elementary is interested in participating in the pilot program.
- All the projects being considered for diversion are in Deep East Oakland. Deep East Oakland continues to be deprioritized whether or not this project happens. This pilot would allow Deep East Oakland residents to choose and implement their own projects.
- OakDOT should hire more staff.
- The professional engineering system/standardized way of doing things that requires engineers is letting issues slip through the cracks and this pilot seeks to be a way to address those gaps in the short term. The BPAC seeks systematic, more efficient ways to implement citywide low-effort traffic calming elements to improve public safety and this pilot is one way to address this issue, however, a larger effort than this pilot is needed to address root safety issues. This should be seen as a community ask to come to the City's aide to help address the urgent issue of traffic safety.
- Rather than contending the proposed pilot program, OakDOT should instead embrace the program with an ask to City Council for the staff and financial support needed to make it successful.
- OakDOT requested \$3 million for a more effective quick build program.
- Sideshows should be supported in a safer way rather than prevented. The physical sideshow prevention methods are not effective because the treatments will be removed, or people will choose a different location for sideshows and the money going to this program is being wasted. An area should be designated for sideshows. Car clubs are growing in popularity. Education is a better approach to stunt driving than trying to prevent it through infrastructure.
- The bollards on E 15<sup>th</sup> St to prevent Human Trafficking as well as the bollards on Ney Ave are not effective and create barriers for people trying to access these streets.
- Option 1 shown in the presentation was preferred by some. Option 2 shown in the presentation was preferred by some if equity guardrails were included like only allowing demonstration projects in certain equity priority areas.
- The pandemic Slow Streets Essential Places program included temporary road diets and these should be replicated through this pilot.
- The Downtown/Lake Merritt area may have community groups willing to provide maintenance.
- OakDOT should be very specific in terms of safety standards and material guidelines for pilot traffic calming installations but not limit the number of them. People will continue to install guerilla traffic calming installations whether or not they are allowed and allowing them will enable the City to make equity considerations in deciding where they are built.

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

- Teachers and parents in school communities that have faced this kind of violence would like to help implement the pilot if it was made easy to do.
- 2-to-3-year turnarounds for OakDOT to respond to schools is too long. This pilot seeks to be efficient on staff time.
- This pilot is a positive opportunity to make minor gains to improve safety near schools while waiting for longer term improvements.
- The pilot should include demonstration streets for only bikes as an option.
- There should be no limits on the number of times a permit is renewed.
- The community should not be pursuing community engineering efforts to make safety projects happen immediately and be involved. Non-engineering solutions like closing streets to vehicles near schools should be considered and can help OakDOT learn how effective those solutions are.
- When considering cost, the price of OPD and emergency response to crashes should also be considered.
- Schools should be given the options of speed tables or raised crosswalks rather than speed bumps like the ones on 81<sup>st</sup> Ave.
- Those interested in the pilot program should send comments to [council@oaklandca.gov](mailto:council@oaklandca.gov) before it goes to council.
- The BPAC should send a letter.
- The letter should be careful not to recommend allocating money away from other important needs.
- The letter should emphasize reducing red tape.

→ A motion to submit a letter to City Council before Tuesday as drafted and provided at the meeting in support of the aggressive traffic calming efforts including this pilot traffic calming project with some suggested edits was made (Schader), seconded (Gardner), and approved unanimously by voice vote.

Speakers other than Commissioners: Tonya Love (D3), Anwar Baroudi (President of Transport Oakland), Jason Patton (OakDOT), RB Burnette Jr., Micaela Morse, Reid Williamson, Caleb Jones, Brian Culbertson, Chris Hwang (Walk Oakland Bike Oakland)

### **Item 7. Mid-Cycle Budget Update Discussion**

An overview of the budget will be heard at the May BPAC meeting.

Summary of Discussion:

- More information should be included on the priorities of the budget.
- The Mayor's Proposed Budget will be presented to City Council and should be carefully reviewed. After that, the council will respond. Council must approve a budget by the end of June.

Speakers other than Commissioners: Tonya Love

### **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*

- International Boulevard Quick Build project updates
- Meet and Greet with New OakDOT Director Josh Rowan

Meeting adjourned at 8:35 PM.

Attachments:

- Item 1. Additional Recent Pedestrian Fatal Traffic Crash OPD Press Memo
- Item 5. ATP Applications: Franklin St and 73rd Ave Presentations
- Item 6. Community Initiated Traffic Calming Project Pilot Presentation
- Draft Letter to City Council Urging Support for Traffic Calming (provided at the meeting)

Minutes recorded by Noel Pond-Danchik, Bicycle & Pedestrian Program Transportation Planner II, emailed to meeting attendees for review on April 23, 2024 with comments requested by May 7, 2024 to [npond-danchik@oaklandca.gov](mailto:npond-danchik@oaklandca.gov). Revised minutes will be attached to the May 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:  
A/Lt. G Bellusa  
Ext. 510-777-8707

24-018043

On 25 Mar 24, at approx. 2036 hrs, Oakland Police and Oakland Fire Department were dispatched to West Grand Ave and San Pablo Ave for a person who was injured.

It was later determined that a vehicle collision occurred, and the injured person was a pedestrian who was struck in the roadway. The causing vehicle fled the scene Westbound on West Grand Ave and is described as a white SUV. The driver of the SUV did not stay at the collision scene to check on the wellbeing of the injured pedestrian or provide required information.

The pedestrian later succumbed to their injuries on 12 Apr 24 and the victim's name is being withheld pending the coroner's notifications.

Based upon witnesses at the scene, the victim was crossing the roadway when struck by the vehicle. The driver fled the scene within the suspect vehicle.

The victim is a 78-year-old Oakland male resident.

It is unknown if alcohol/drugs were 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.

Sgt Tim Dolan  
Ofc Tim DelaVega  
Traffic Investigations Unit  
Support Operations Division



City of  
Oakland

Department of  
Transportation

# 73<sup>rd</sup> Ave Design Selection

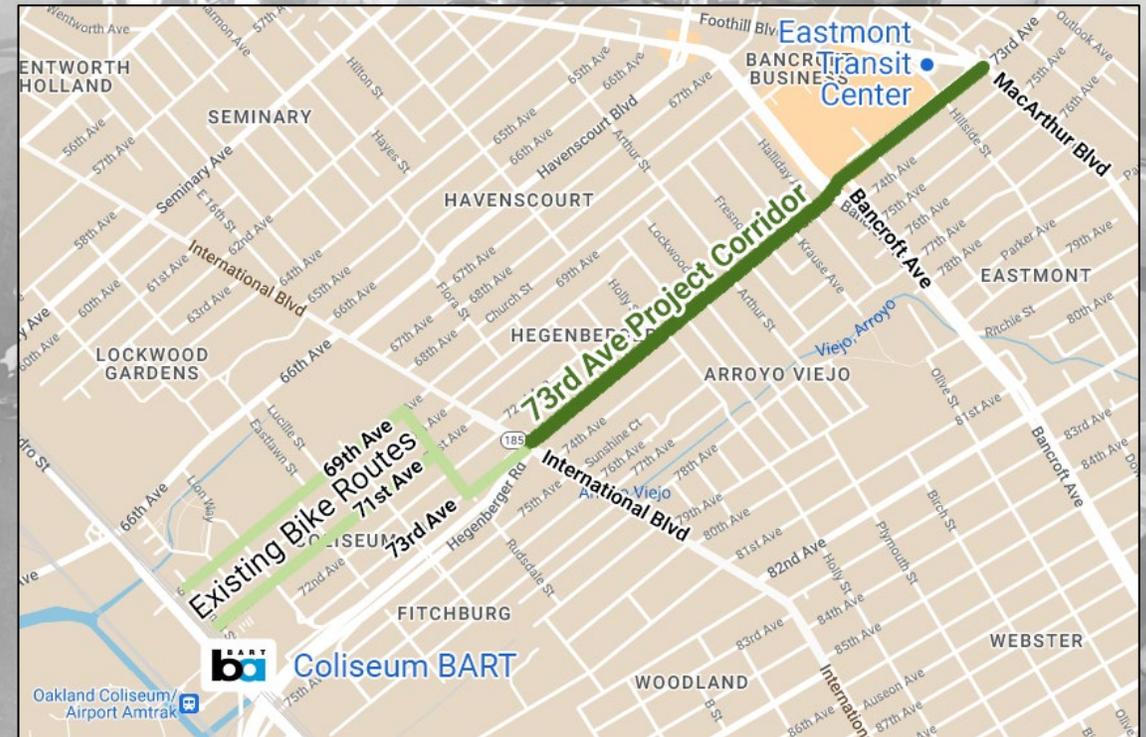
April 18, 2024 | BPAC | Manuel Corona

# 73<sup>rd</sup> Ave Active Routes to Transit

## Introduction

OakDOT is currently working on design plans to seek implementation funding for enhanced multimodal transportation infrastructure along 73rd Avenue, connecting the Eastmont Transit Center, Coliseum BART Station, and the newly constructed International Blvd Bus Rapid Transit ([Tempo](#)) system.

This project seeks to **prioritize safety** enhancement for the comfort **of transit users, pedestrians, and cyclists.**



**PROJECT AREA**

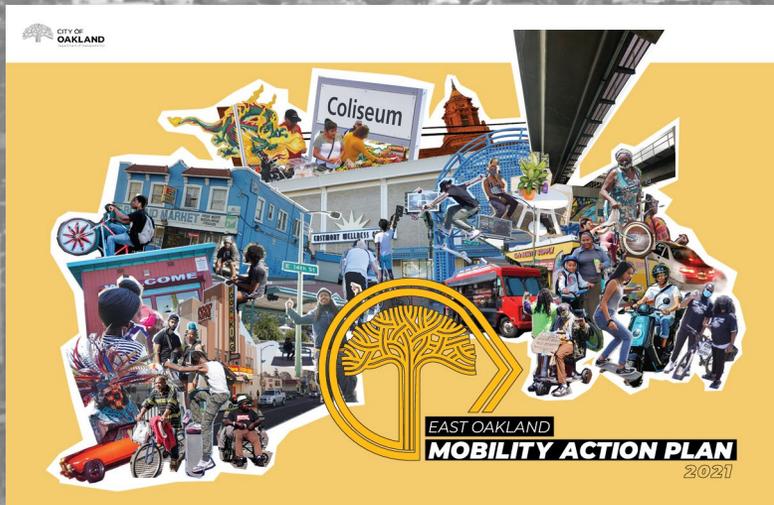
# Background

## Past Planning Efforts

**Let's Bike Oakland,  
Oakland Bike Plan  
Update (2019)**



**East Oakland Mobility  
Action Plan(2021)**



**East Oakland  
Neighborhood  
Initiative (2019)**



# Previous Grant Application

## Outreach And Engagement

### WHAT DO YOU WANT TO SEE IMPROVED ON 73RD?

How do you use 73rd?  
Where do you go?

MEDIAN IMPROVEMENTS:  
LANDSCAPING; COMMUNITY HONORING

KEY LOCATIONS PEOPLE  
MIGHT TRAVEL TO

MORE SAFETY  
LIGHTING

BIKE LANES

MORE CROSSWALKS

What improvements do you want to see on 73rd Ave?



Previously in 2022:

- Focused groups
- “Pop up” mobile workshops
- Tabling at existing events
- Online survey

What we heard:

- To close gaps in the bike lanes
- Better connections to BART
- Improved pedestrian crossings
- Bus stop improvements
- Better access to Eastmont Transit Center

# *Previous Grant Application*

## Active Transportation Program (ATP)



The purpose of the ATP is to encourage an increased use of active modes of transportation, such as walking and biking.

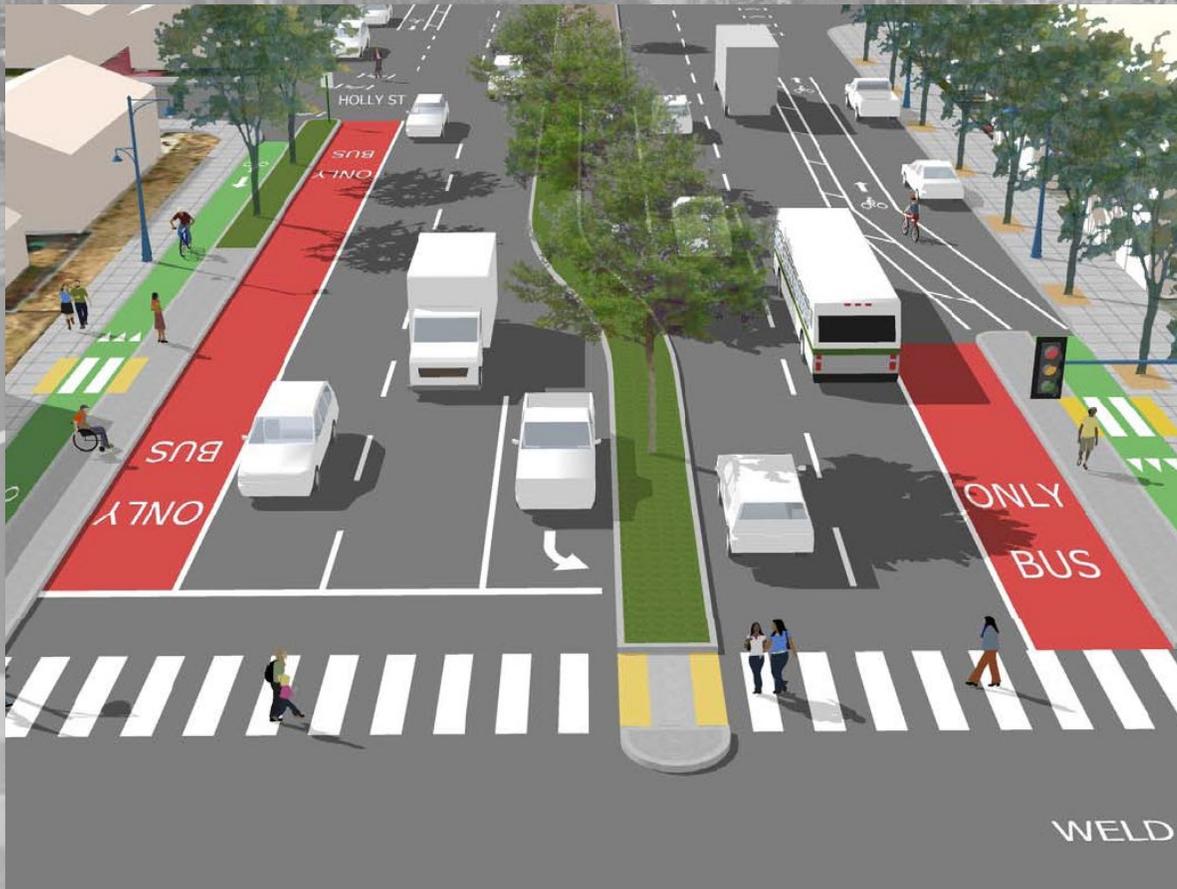
Design included:

- Buffered bike lanes
- Protected intersections
- Bus boarding islands
- New Pedestrian crossings
- Extended medians

OakDOT applied to ATP Cycle 6 in 2022 and was not awarded

# Design Alternative 1

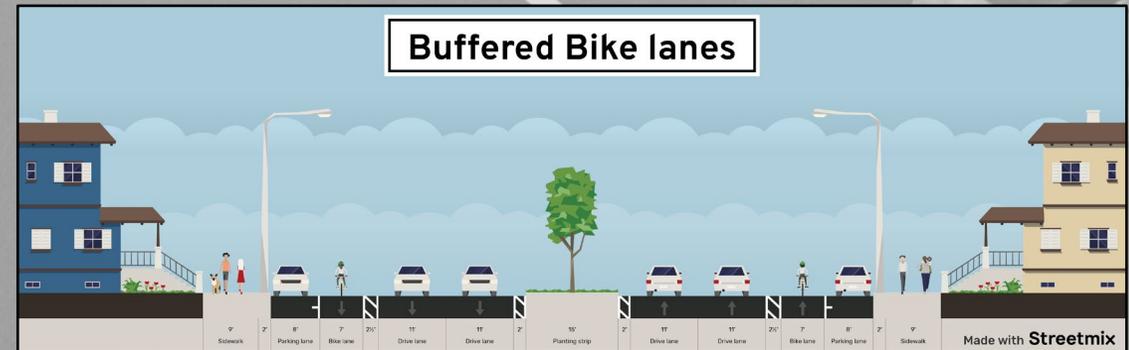
## Buffered Bike Lanes



Cost: \$21 million

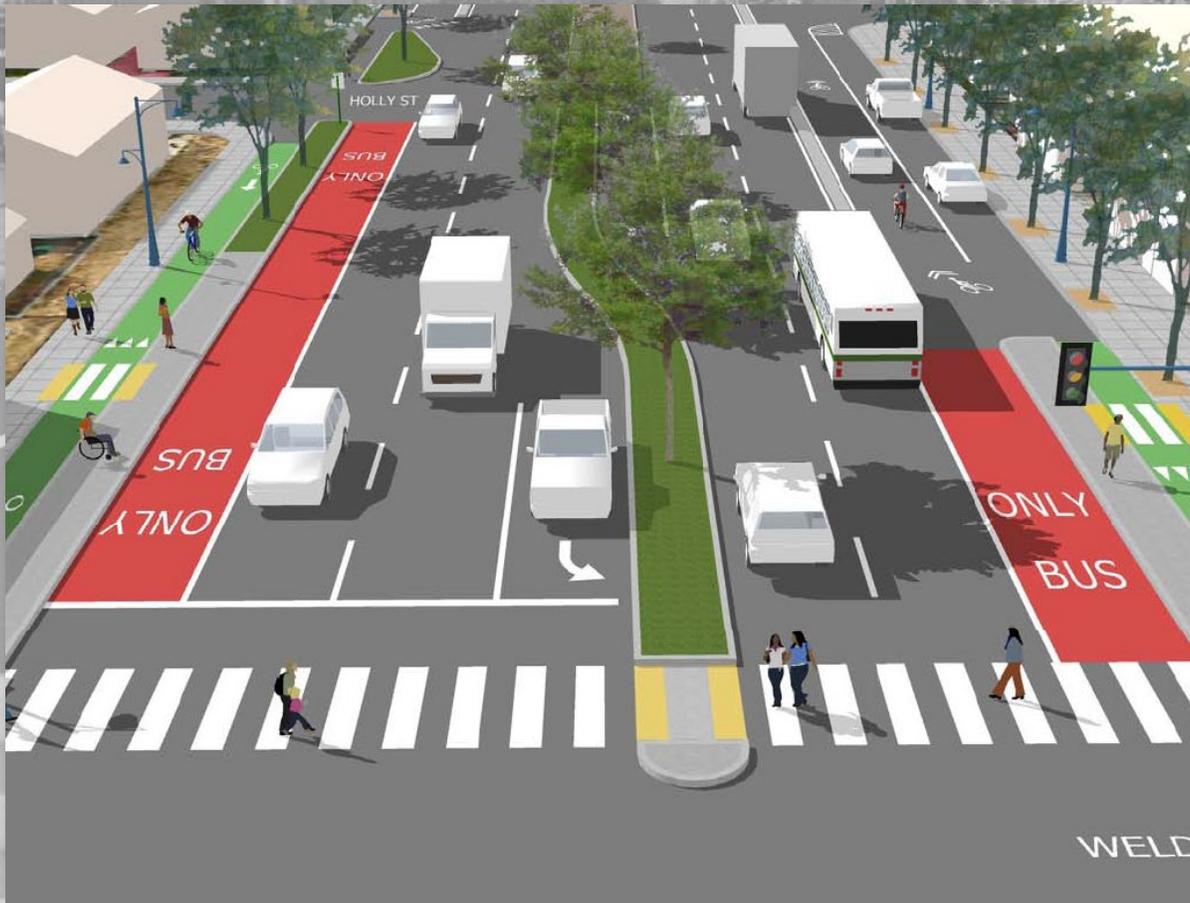
Features:

- Painted buffer between drivers and bicyclists to create separation.
- Clearly marked lanes for better visibility and traffic awareness.



# Design Alternative 2

## Local Access Lane



Cost: 24 million

Features:

- Adds a concrete curb separating the right-most lane from other lanes.
- Creates a lane that is calmer and less busy for residents, visitors, and others.



# Design Alternative 3

## Median Bike Path



Cost: 32 million

Features:

- Dedicated path in the median that physically separates bicyclists from vehicular traffic to reduce the risk of collisions.
- Includes landscaping along the median, creating an aesthetically pleasing environment.



# Current Grant Application

## Outreach and Engagement

- Postcards within .25 miles radius
- Door hangers
- Presented at 30X and 30Y
- Met with Markham Elementary
- Met with parents of Markham
- Pop up flyer distribution at  
Coliseum BART  
Eastmont Center
- Talked with small business
- Online Survey
- Met with Fire
- Met with AC transit

The collage features several key documents:

- Map Mapa 地圖**: A street map of the 73rd Avenue area with a green line indicating the project corridor. It includes QR codes for scanning and a 'QR Code HERE' label.
- Expected Project Schedule**: A timeline showing the project phases: Winter 2024 (Develop designs with community), Spring 2024 (Select final design), Summer 2024 (Apply for construction funding), and 2026 (Project construction (subject to change)).
- Changes are coming to your street!**: A survey card for the 73rd Avenue Active Routes to Transit project. It includes a QR code, a 'QR Code HERE' label, and text in both English and Spanish. The English text says: 'Take this 10-minute survey by April 11 to choose the best design option for 73rd Avenue between MacArthur and International. fake.link/73rdAveSurvey'. The Spanish text says: 'Escanea el código QR o ingresa en línea en fake.link/73rdSurvey antes del 11 de abril de 2024 para realizar una encuesta de 10 minutos sobre tres opciones de diseño para las Rutas Activas de Transito en la 73rd Avenue entre MacArthur e Internacional.' It also lists three options: Option 1 Buffered Bike Lane, Option 2 Frontage Road, and Option 3 Median Path.
- About the Project**: A section explaining that OaktDOT is creating design options for safer walking, biking, taking the bus, and driving on 73rd Avenue, like Eastmont Mall, Eastmont Transit Center, and Coliseum BART. It mentions that safety is Oakland's top priority and that the survey is to choose the best design option for 73rd Avenue between MacArthur and International.
- Changes are coming to your street!**: Another survey card, similar to the one above, but with a different QR code and 'QR Code HERE' label.
- Expected Project Schedule**: A second version of the project schedule chart, identical to the one above.
- Project Map**: A second version of the street map, identical to the one above.
- City of Oakland Department of Transportation**: The logo and name of the city's transportation department.

# Current Grant Application

## Key Themes of Engagement

- Prioritize safety of people walking and biking
- Make it easier to cross 73<sup>rd</sup> Ave
- School drop off pick up zone creates disruption on 73<sup>rd</sup> Ave
- More traffic enforcement
- Uncomfortable to walk/ need more trees
- Don't remove any lanes of travel

## 73rd Avenue Active Routes to Transit



**Buffered Bike Lane**

Option 1 adds a painted buffer between drivers and bicyclists to create physical separation. The buffer improves visibility and traffic awareness.



**Local Access Lane**

Option 2 creates a "local access lane", a special, carmer lane that would be shared with bikes and local residents. The special lane is protected by a concrete curb.



**Median Path**

Option 3 adds a median path in the middle of the street on a widened median. The path will be used by people biking only.

### About the Project

OakDOT is creating design options for safer walking, biking, taking the bus, and driving to places on 73rd Avenue, like Eastmont Mall, Eastmont Transit Center, and Coliseum BART. Safety is Oakland's top priority. Help us choose the best design option for 73rd Avenue.

### Expected Project Schedule

- Winter 2024** Develop designs with community
- Spring 2024** Select final design
- Summer 2024** Apply for construction funding
- 2026** Project construction (subject to change)

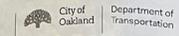


Scan the QR code or go online to [bit.ly/73rdSurvey](https://bit.ly/73rdSurvey) by April 1st, 2024, to take a 10-minute survey about these design options for the 73rd Avenue Active Routes to Transit project.



Scan Escameal

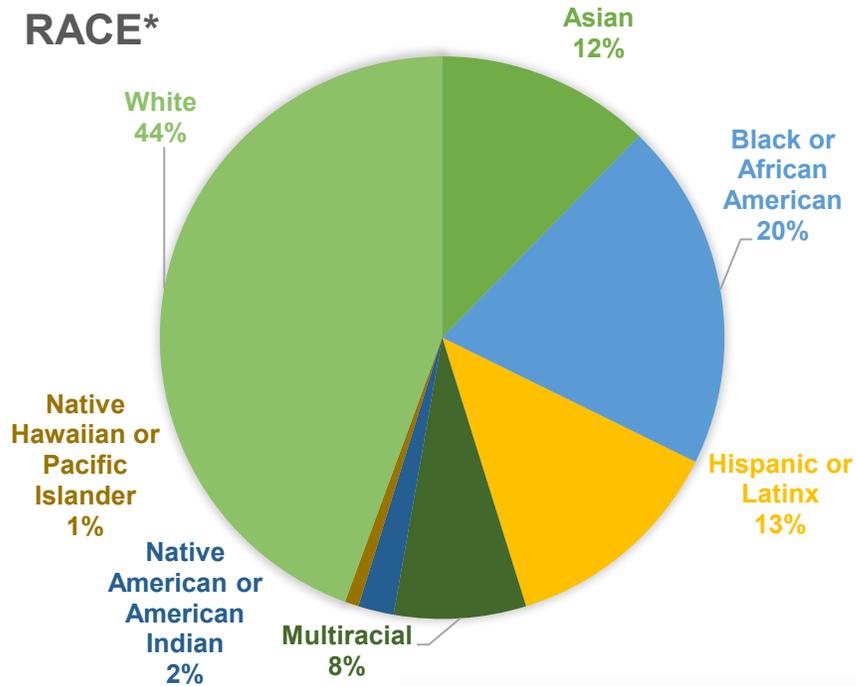
[oaklandca.gov/projects/73rd-avenue-active-routes-to-transit](https://oaklandca.gov/projects/73rd-avenue-active-routes-to-transit)  
ppd@oaklandca.gov



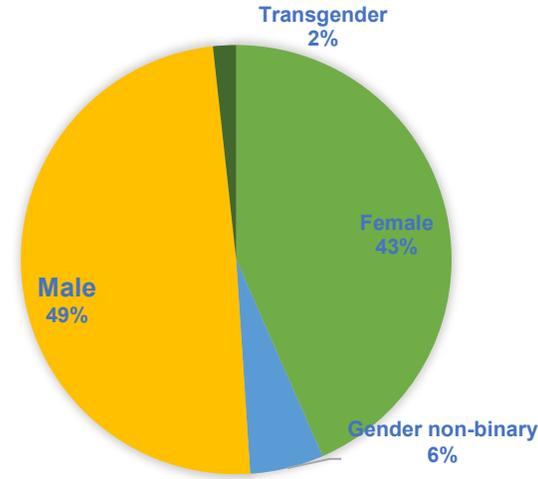
# Survey Results

## Demographics: Who responded?

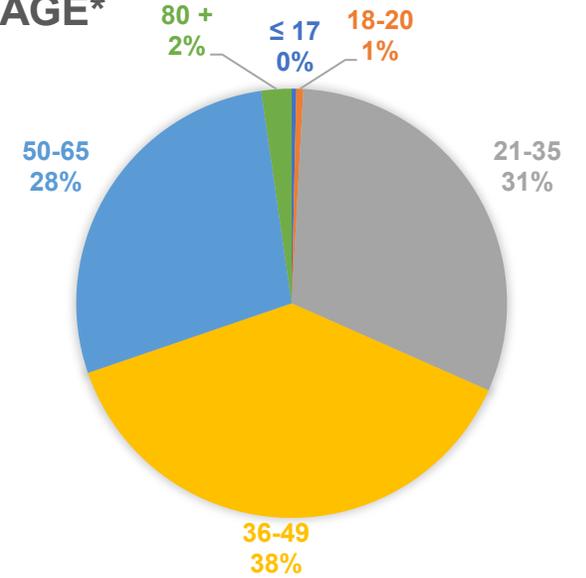
### RACE\*



### GENDER\*

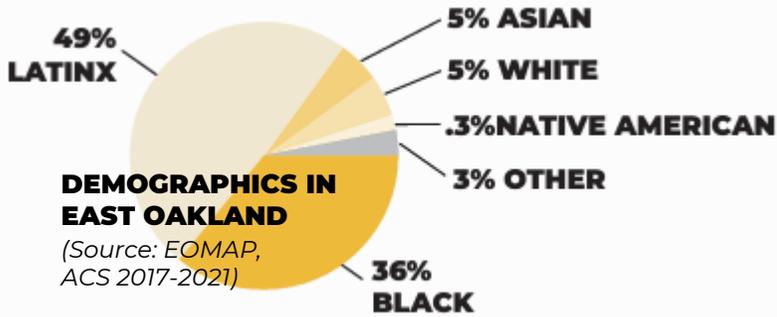
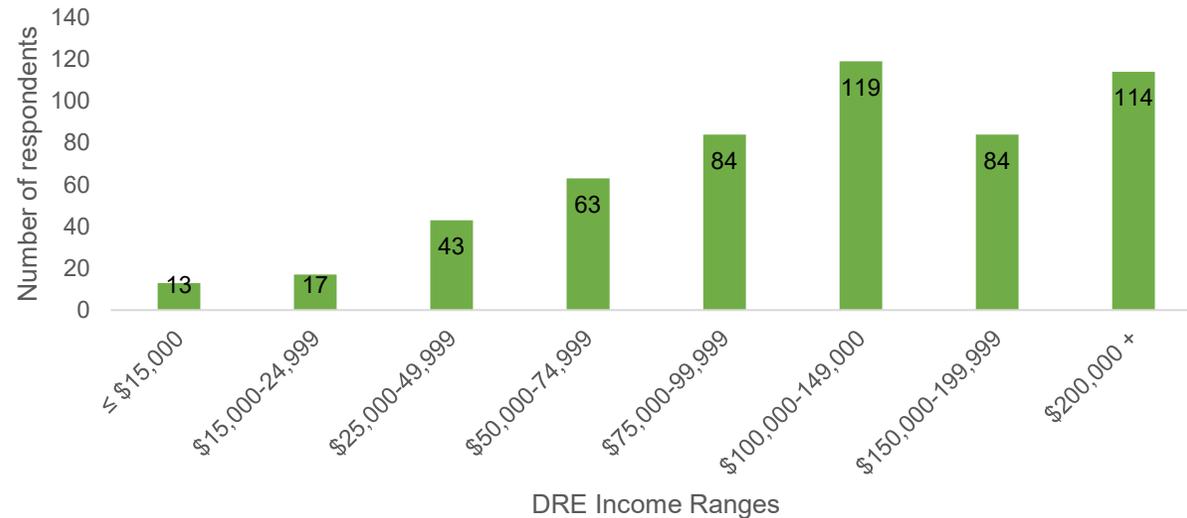


### AGE\*



**680** total respondents  
**279** within 0.25 mi

### HOUSEHOLD INCOME



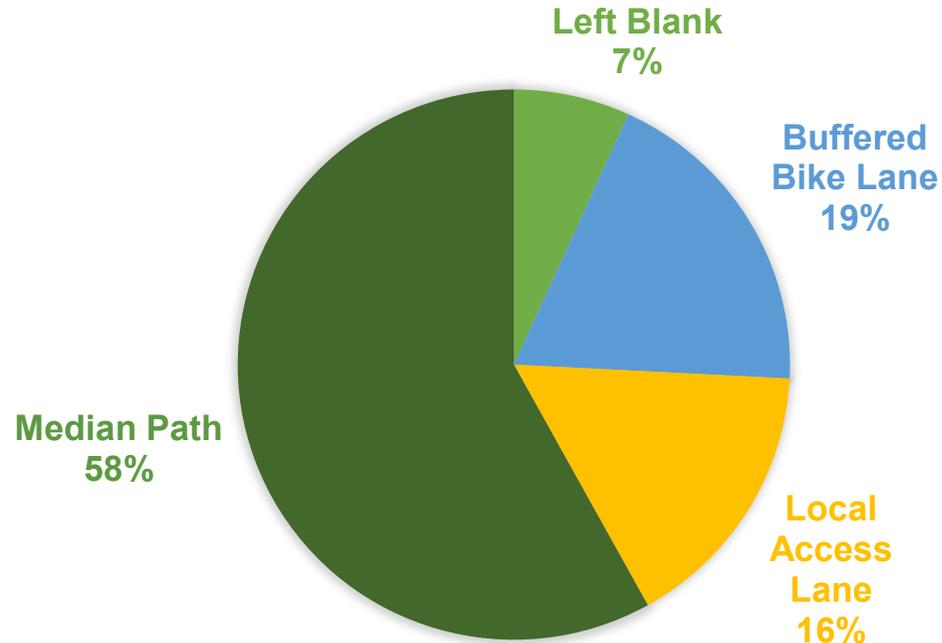
\* Out of 635 respondents who provided demographic info. Some respondents may have checked multiple races or genders.

# Survey Results

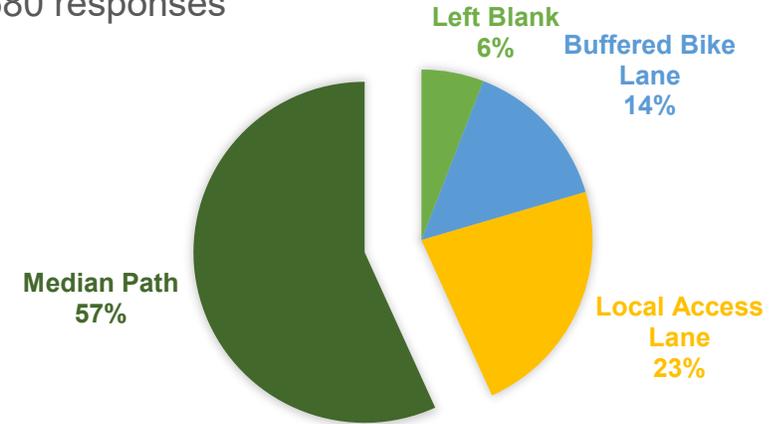
## Top Choice

### WITHIN PROJECT AREA (0.25 MI)

279 of 680 responses



OVERALL  
680 responses



The **Median Path** was the preferred option across all demographic groups and modes of travel.

Note: Residents within the project area (0.25 mi) preferred the Buffered Bike Lane over the Local Access Lane as their second choice.

# Current Grant Application

## Key Themes of Survey

Comments from community members:

- Prioritization of traffic safety, especially curbing aggressive driving
- Improve safety for walking and crossing the street
- Maintaining vehicle capacity and overall speeds
- Some requests for speed humps
- Changes outside of OakDOT's jurisdictions, such as traffic enforcement and blight removal

Compared to the street today, do you think each design is better for biking, walking, taking the bus, or driving?

Buffered Bike Lane	Pct	In general		Taking the bus		Driving	Sum of all	Pct
		Walking	Biking	Walking	Biking			
Much better	11%	75	69	86	71	42	343	10%
A little better	42%	284	146	283	200	95	1008	30%
No difference	25%	167	343	146	235	321	1212	36%
Worse	19%	130	85	130	91	158	594	17%
I don't know	1%	7	12	10	58	35	122	4%
(blank)	3%	17	25	25	25	29	121	4%

Local Access Lane	Pct	In general		Taking the bus		Driving	Sum of all	Pct
		Walking	Biking	Walking	Biking			
Much better	24%	160	148	160	104	67	639	19%
A little better	34%	231	193	229	208	162	1023	30%
No difference	10%	66	188	72	167	169	662	19%
Worse	26%	180	93	169	107	214	763	22%
I don't know	1%	10	19	18	55	31	133	4%
(blank)	5%	33	39	32	39	37	180	5%

Median Path	Pct	In general		Taking the bus		Driving	Sum of all	Pct
		Walking	Biking	Walking	Biking			
Much better	45%	306	251	411	155	140	1263	37%
A little better	28%	193	169	117	181	135	795	23%
No difference	4%	26	136	21	175	187	545	16%
Worse	18%	122	87	98	89	161	557	16%
I don't know	1%	9	16	14	54	32	125	4%
(blank)	4%	24	21	19	26	25	115	3%

# Staff Recommendation

## Median Bike Path



### Things to consider:

- Crossings at major intersections.
- Will this be a bike only path or multi-use trail
- Mid block access to/from
- Vehicle traffic closer to sidewalk
- Increase in queue length at major intersections
- Limited improvements to transit



Questions/comments?

A city street scene with tall buildings and a clear sky. The street is lined with multi-story buildings, some with balconies. A street lamp is visible on the left. The overall atmosphere is urban and bright.

# Franklin Complete Streets Project

**City of Oakland**  
**Department of Transportation**  
*4/18/2024*  
**Bicyclist and Pedestrian Advisory Commission**  
**Colin Piethe**



# Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland



City of  
Oakland

Department of  
Transportation

## About the Project

The Franklin Street Complete Streets Project will repurpose one lane of vehicle traffic on Franklin Street from 11th Street to Broadway to narrow this high-speed roadway, calm traffic, install pedestrian safety improvements, and implement and the City's 2019 Bicycle Plan recommendation for separated bike lanes on Franklin Street between 11th Street and 22nd Street/Broadway, and will extend a two-way cycletrack down 22nd Street to connect to Telegraph Avenue. Once complete, this project will form a central spine of pedestrian and bicycle connectivity north/south through Downtown Oakland, connecting the protected bike lane/pedestrian corridor projects on Telegraph Avenue, 20th Street, 14th Street, and the TEMPO BRT lanes on 11th and 12th Streets.

OakDOT is currently working to secure construction funding for this project via an Active Transportation Program grant application in June 2024.

## Project Goals

- Improve safety, comfort, and visibility for people bicycling, walking, and driving on Franklin Street
- Calm vehicle traffic
- Reduce chances for reckless driving
- Make connections to the City's bicycle network in the Downtown area



# Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland



City of  
Oakland

Department of  
Transportation

## EXISTING CONDITIONS

### Franklin Street between 15th and 17th Streets



- Three unobstructed lanes of traffic create a wide roadway that allows for speeding and reckless driving
- Unprotected bicycle facilities make biking and scootering less safe and inaccessible for most Oaklanders

### Franklin and 17th Street



- Frequent double-parking blocks the bike lane and creates conditions where drivers use adjacent travel lanes without fully merging

# Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland



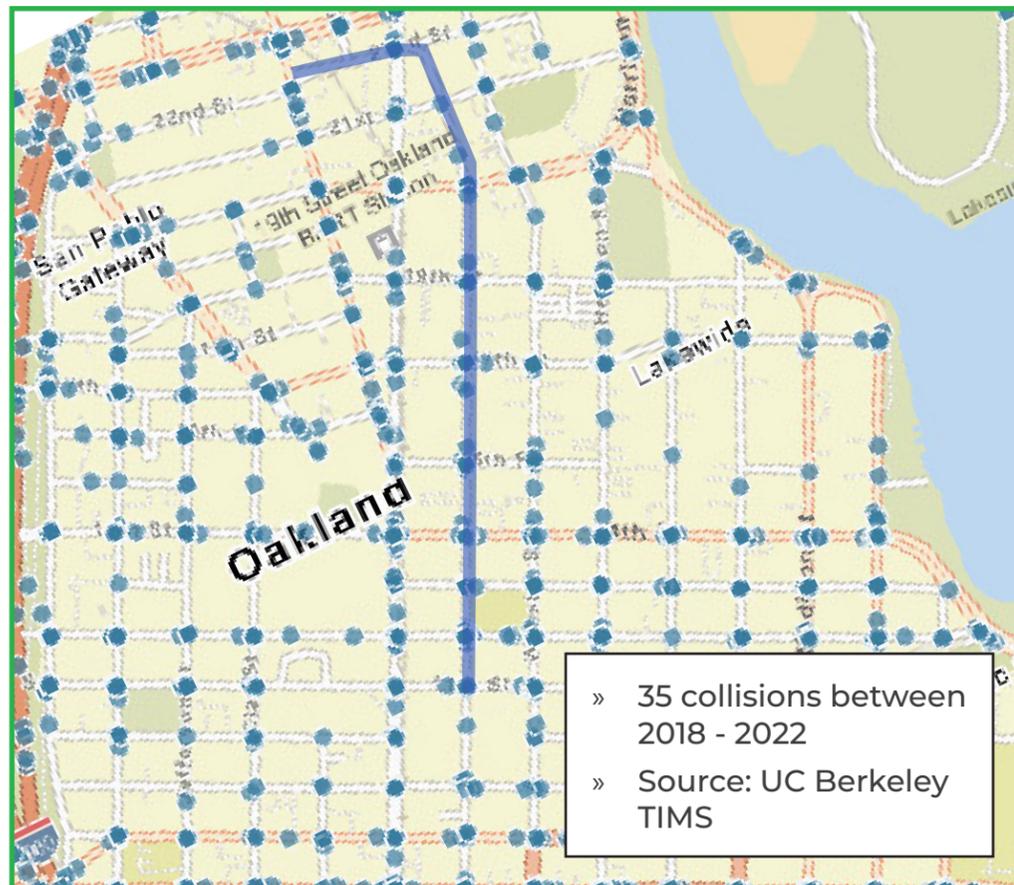
City of  
Oakland

Department of  
Transportation

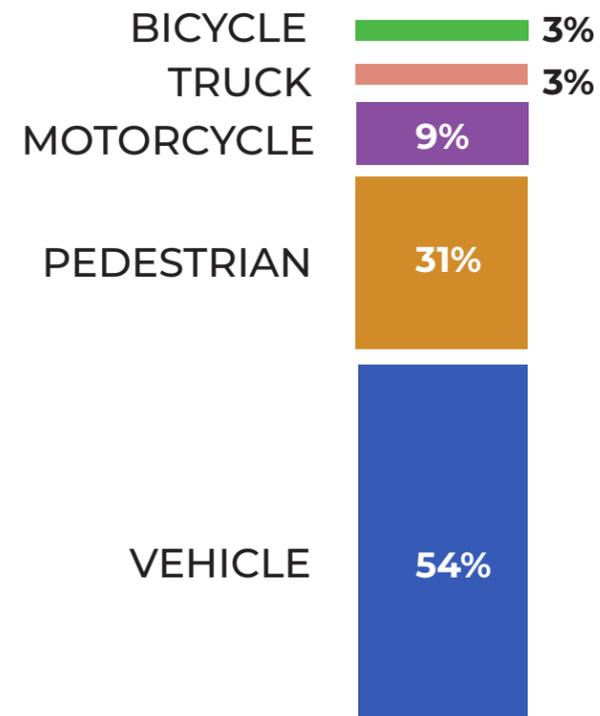
## TRAFFIC SAFETY

- » Between 2018 and 2022 there were 35 collisions in the project area, including 1 Severe Injury crash and 8 Minor Injury crashes
- » Wise Sons Deli's building at Franklin Street and 17th Street has been hit twice by vehicles; once in June 2023 and once in March 2022
- » Pedestrians are disproportionately involved in more severe collisions compared to other roadway users

### TRAFFIC COLLISIONS ON FRANKLIN STREET



### PARTIES INVOLVED



### TOP CAUSES OF COLLISIONS:

- #1: TRAFFIC SIGNALS AND SIGNS (31%)**
- #2: IMPROPER TURNING (23%)**
- #3: PEDESTRIAN RIGHT OF WAY (20%)**
- #4: UNSAFE SPEED (14%)**

# Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland

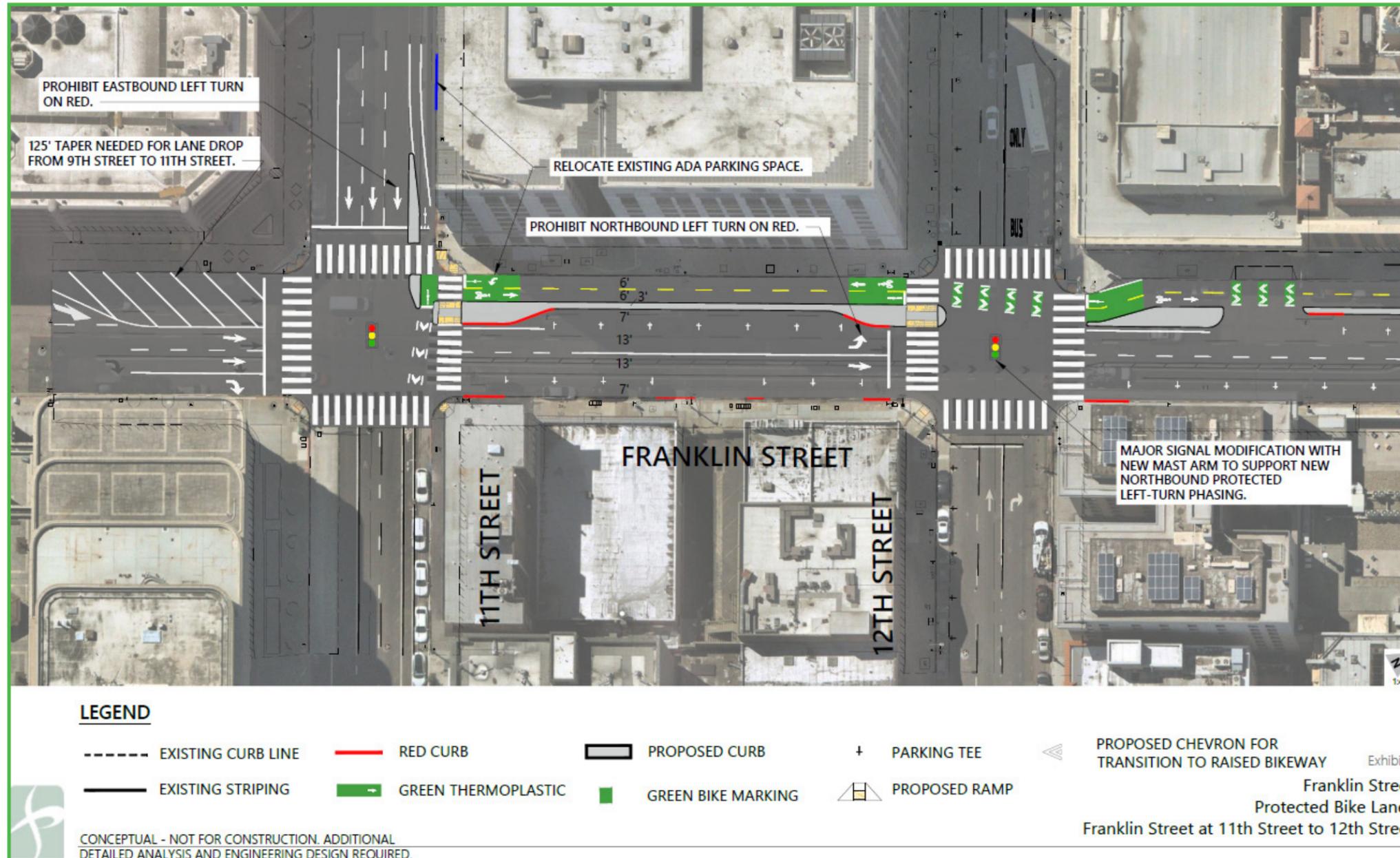


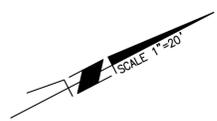
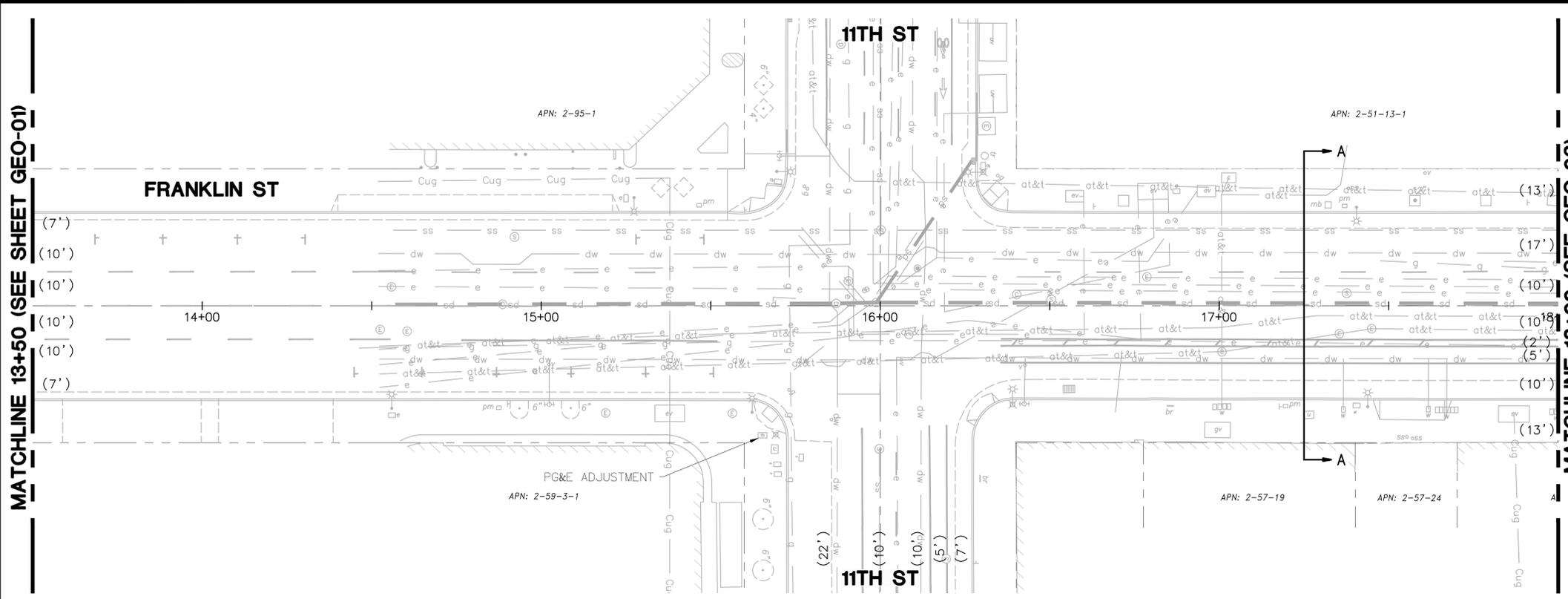
City of  
Oakland

Department of  
Transportation

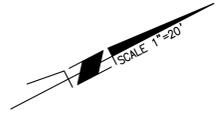
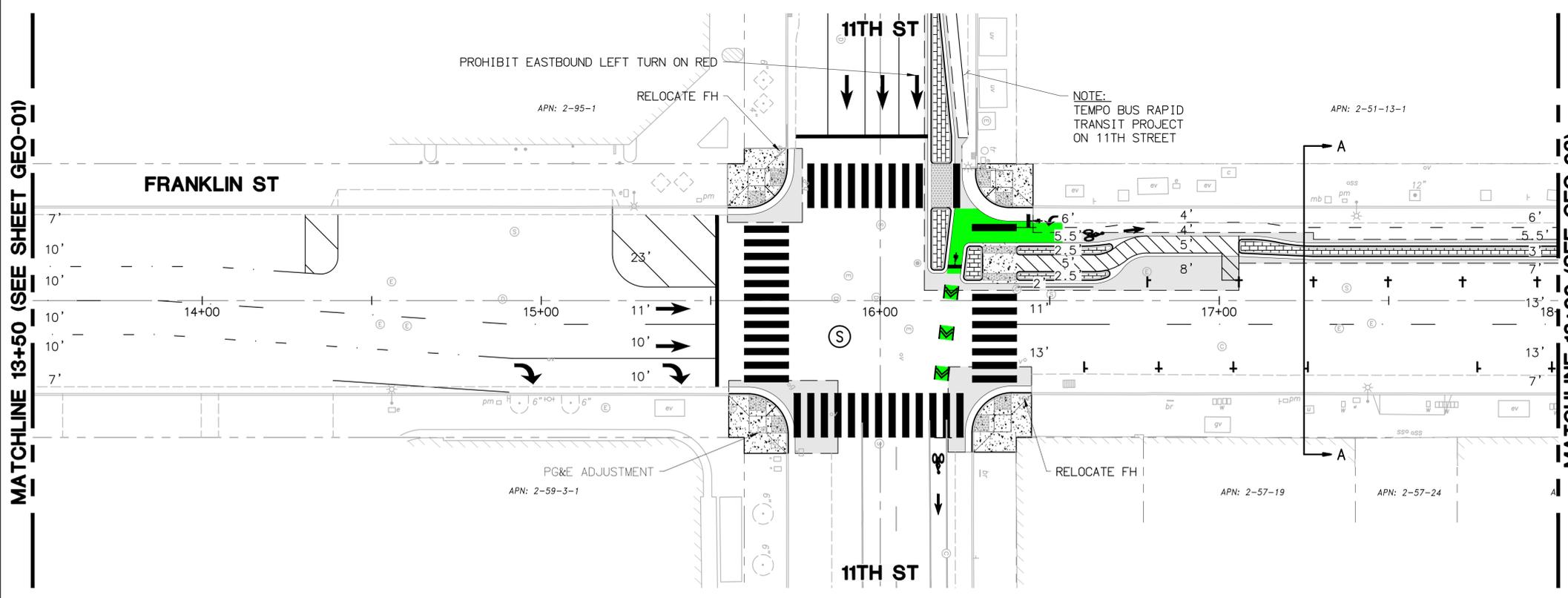
## DRAFT DESIGNS

### Franklin Street at 11th Street

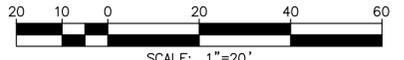




**EXISTING CONDITION**



**PROPOSED CONDITION**



**DIABLO**  
ENGINEERING GROUP  
1300 CLAY STREET, SUITE 600  
OAKLAND, CA 94612  
(510) 550-8959  
PROJECT NO.

35% SUBMITTAL  
NOT FOR BID OR CONSTRUCTION

**FRANKLIN STREET PROTECTED BIKE LANE PROJECT**



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

CIVIL ENGINEER	NO.	DATE	BY	REFERENCE
JENNIFER HARMON				
RCE NO. C63909				
CHECKED BY JAH				
DESIGNED BY				
DRAWN BY AT				

**GEOMETRIC APPROVAL DRAWING**  
LAYOUT  
GEOMETRIC APPROVAL DRAWING  
FROM 13+50 TO STA 18+00  
11TH STREET INTERSECTION

**1005512**  
SCALE: AS SHOWN  
DATE: 03/28/2024  
SHEET NO. **GEO-02**  
4 OF 13

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# Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland

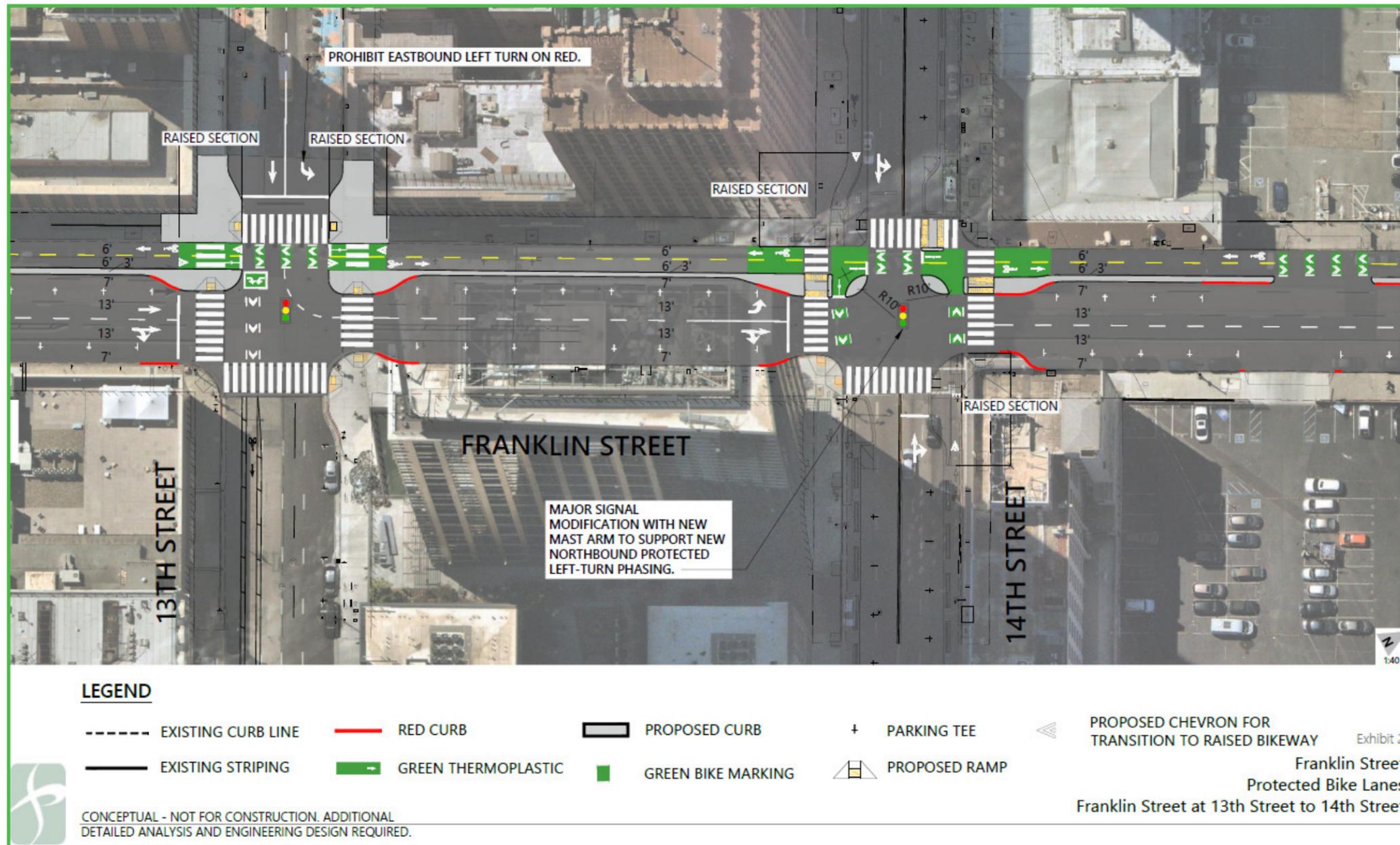


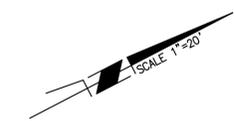
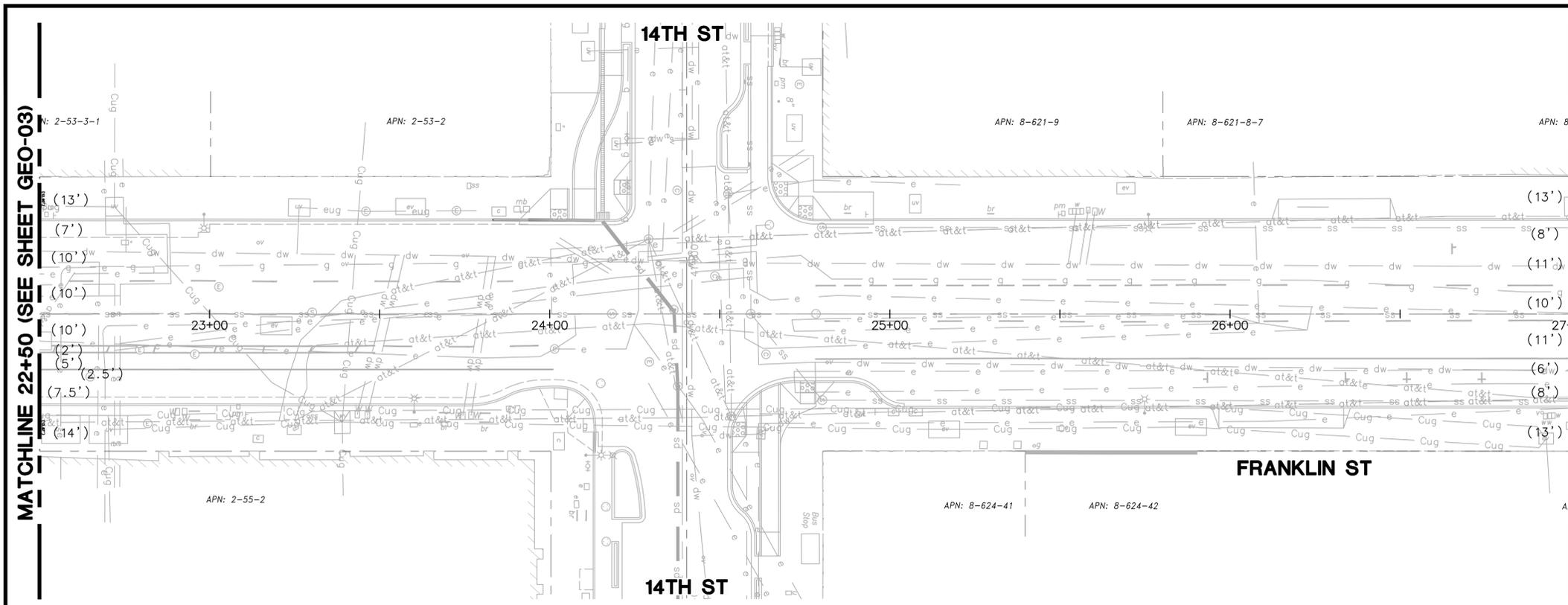
City of  
Oakland

Department of  
Transportation

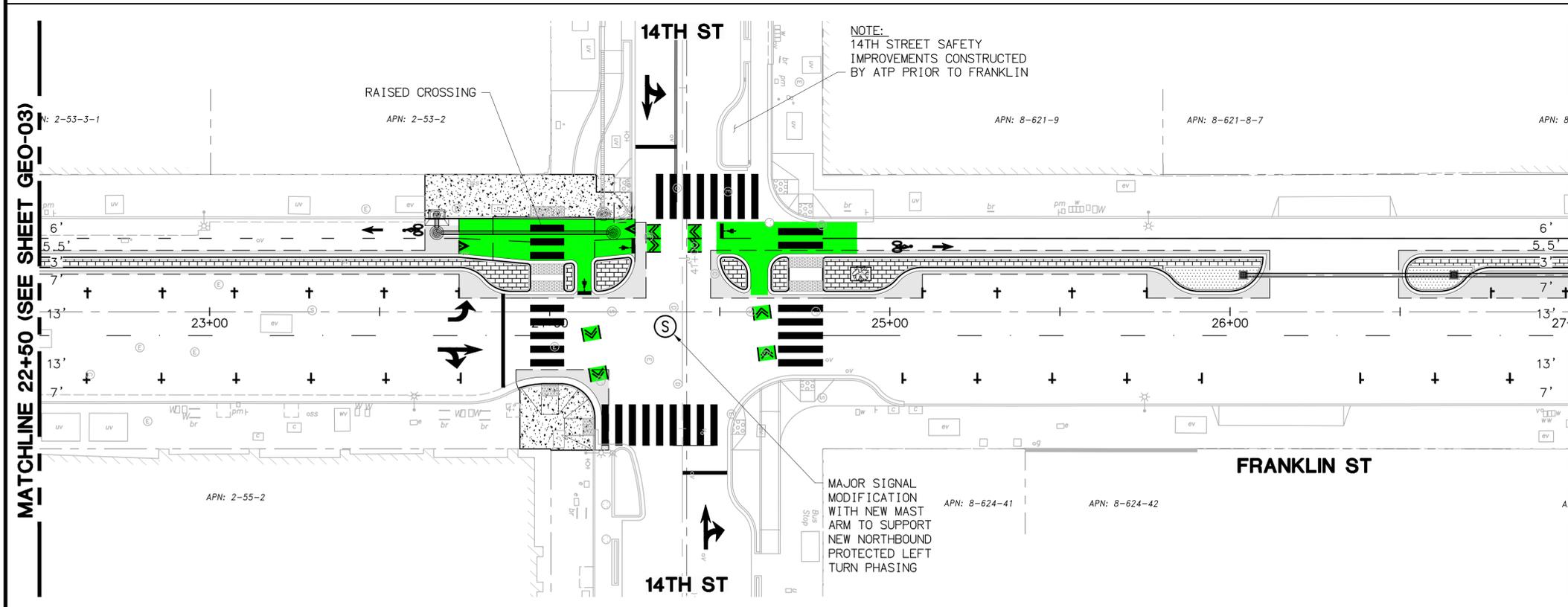
## DRAFT DESIGNS

### Franklin Street at 14th Street

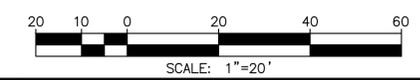




**EXISTING CONDITION**



**PROPOSED CONDITION**



**DIABLO**  
ENGINEERING GROUP  
1300 CLAY STREET, SUITE 600  
OAKLAND, CA 94612  
(510) 550-8959  
PROJECT NO.

35% SUBMITTAL  
NOT FOR BID OR CONSTRUCTION

**FRANKLIN STREET PROTECTED BIKE LANE PROJECT**



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

CIVIL ENGINEER	NO.	DATE	BY	REFERENCE
JENNIFER HARMON				
RCE NO. C63909				
CHECKED BY JAH				
DESIGNED BY				
DRAWN BY AT				

**GEOMETRIC APPROVAL DRAWING**  
  
LAYOUT  
FRANKLIN STREET  
FROM STA 22+50 TO STA 27+00  
14TH STREET INTERSECTION

**1005512**  
SCALE: AS SHOWN  
DATE: 03/28/2024  
SHEET NO. **GEO-04**  
6 OF 13

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# Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland

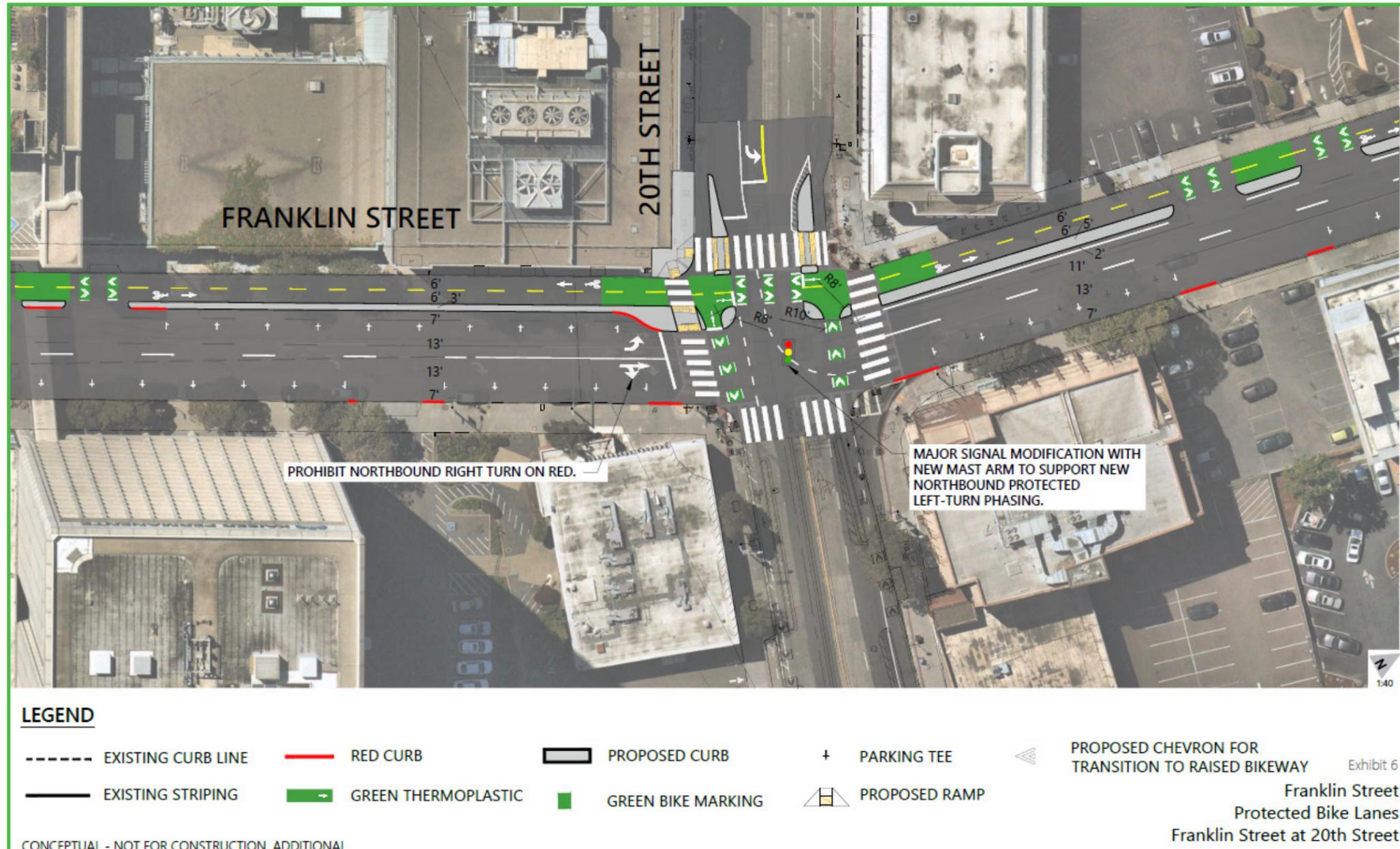


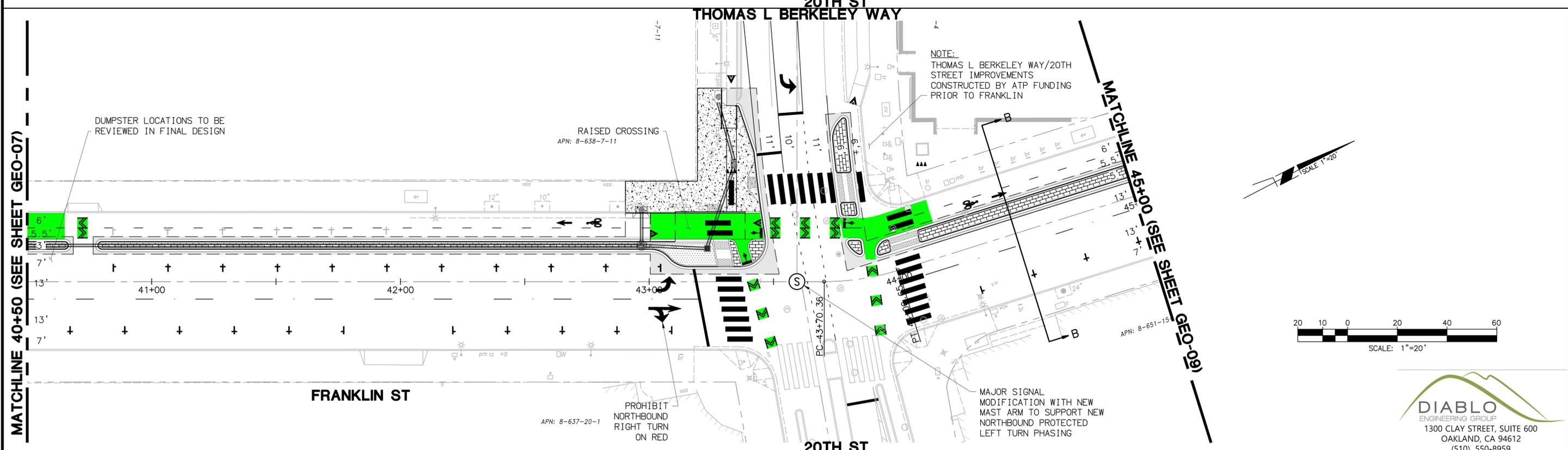
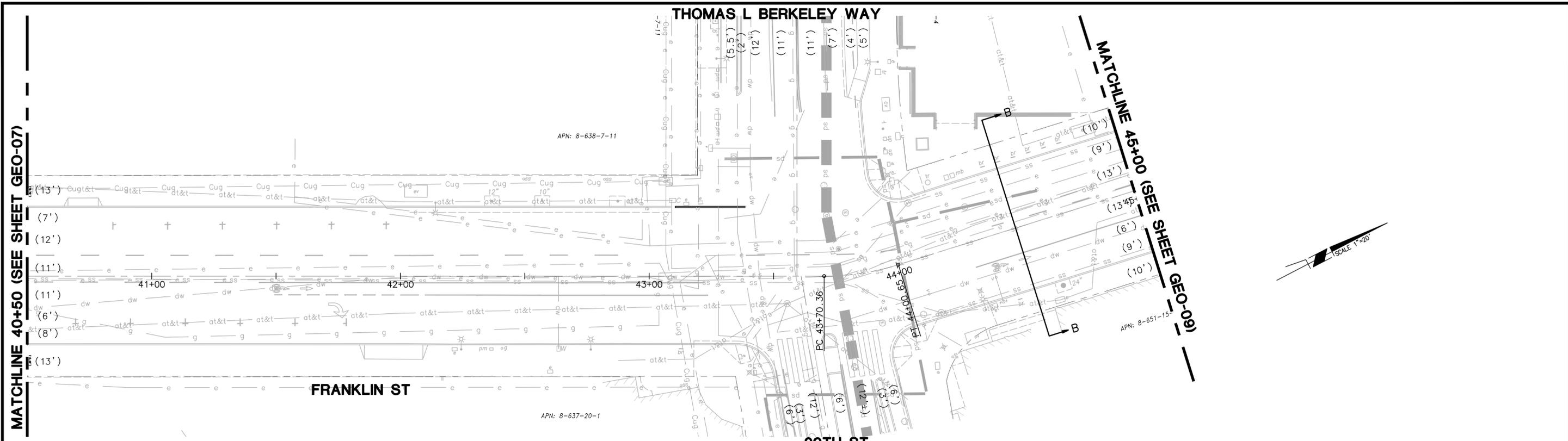
City of  
Oakland

Department of  
Transportation

## DRAFT DESIGNS

Franklin Street at 20th Street





35% SUBMITTAL  
NOT FOR BID OR CONSTRUCTION

**FRANKLIN STREET PROTECTED BIKE LANE PROJECT**

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

CIVIL ENGINEER <b>JENNIFER HARMON</b>	NO.	DATE	BY	REFERENCE
RCE NO. <b>C63909</b>				
CHECKED BY <b>JAH</b>				
DESIGNED BY				
DRAWN BY <b>AT</b>				

**GEOMETRIC APPROVAL DRAWING**

LAYOUT  
FRANKLIN STREET  
STA 40+50 TO STA 45+00  
THOMAS L BERKELEY WAY/20TH ST INT

PROJECT NO.  
**1005512**

SCALE:  
AS SHOWN

DATE:  
**03/28/2024**

SHEET NO.  
**GEO-08**  
10 OF 13

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# Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland

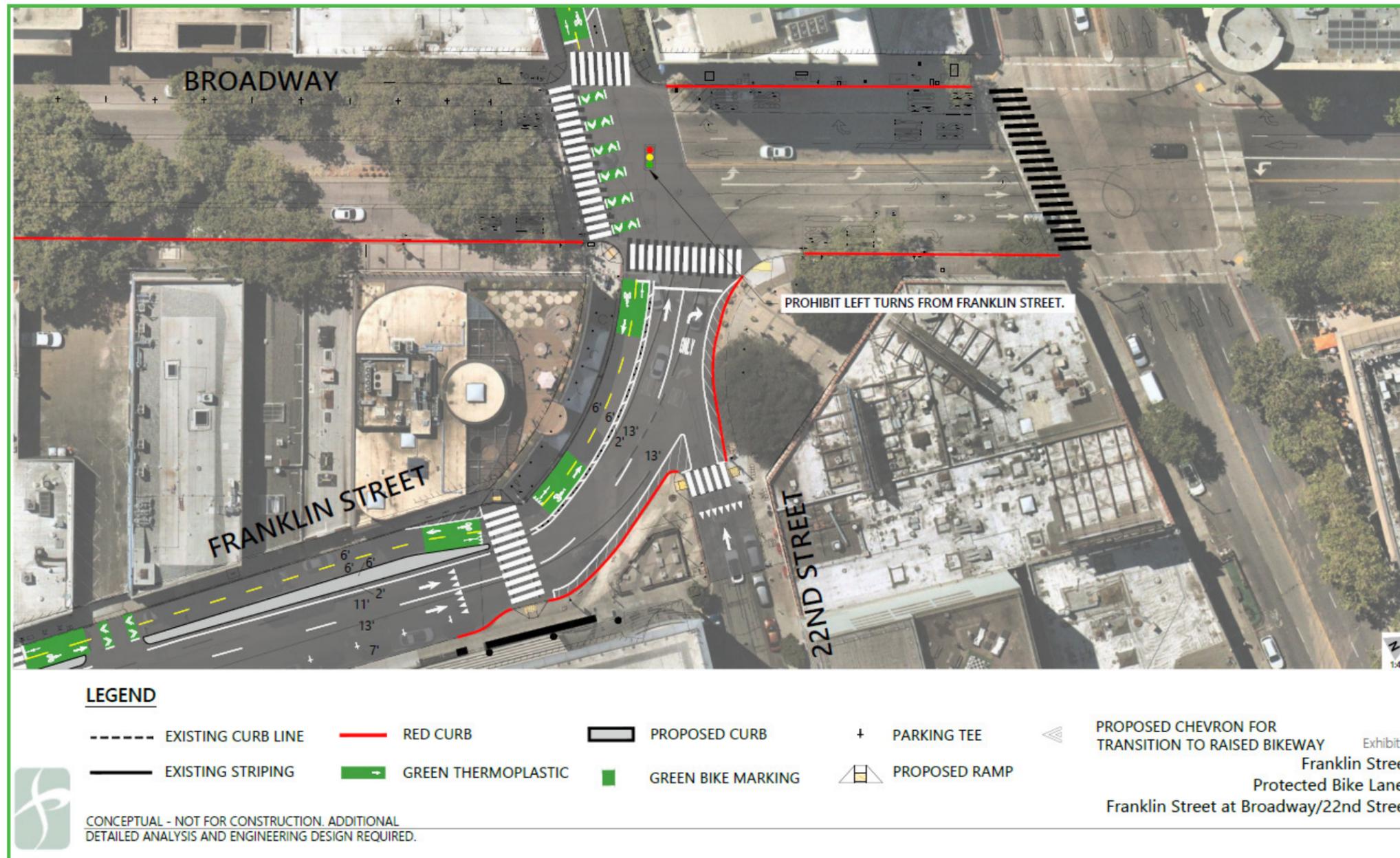


City of  
Oakland

Department of  
Transportation

## DRAFT DESIGNS

Franklin Street at 22nd Street



# Franklin Complete Streets Project

Improving bicycle and pedestrian safety in Downtown Oakland



City of  
Oakland

Department of  
Transportation

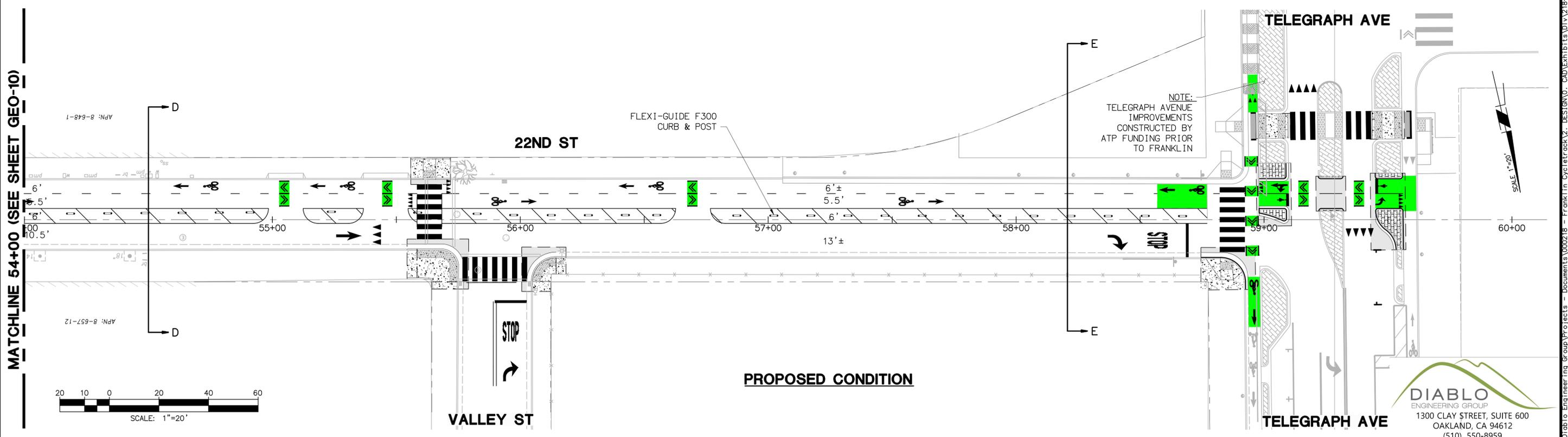
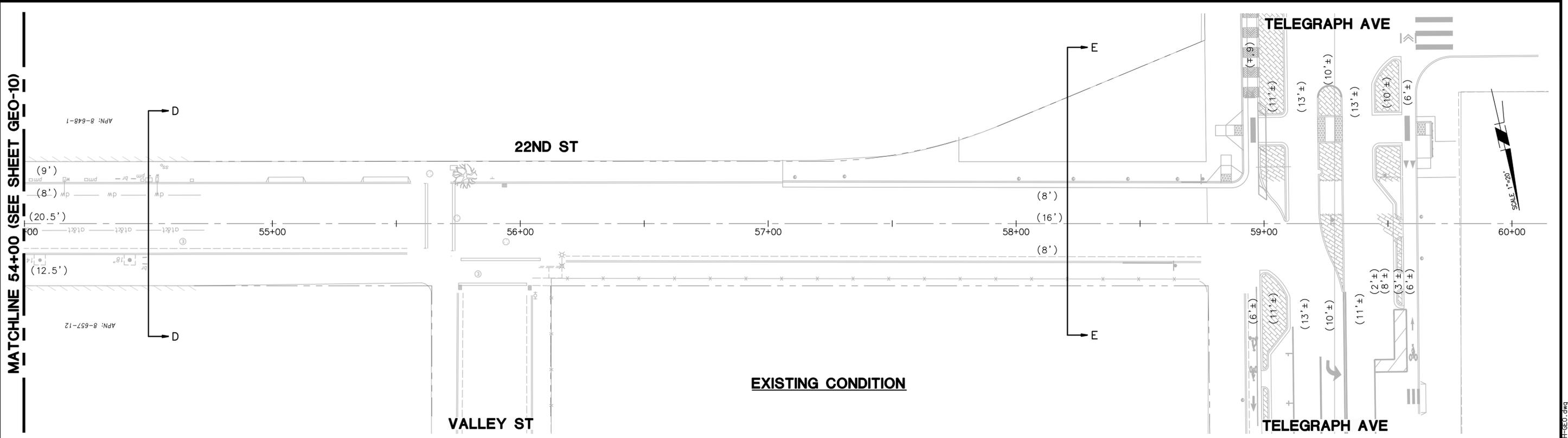
## DRAFT DESIGNS

Franklin Street at Telegraph Avenue



MATCHLINE 54+00 (SEE SHEET GEO-10)

MATCHLINE 54+00 (SEE SHEET GEO-10)



35% SUBMITTAL  
NOT FOR BID OR CONSTRUCTION

**FRANKLIN STREET PROTECTED BIKE LANE PROJECT**



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

CIVIL ENGINEER JENNIFER HARMON	NO.	DATE	BY	REFERENCE
RCE NO. <u>C63909</u>				
CHECKED BY JAH				
DESIGNED BY				
DRAWN BY AT				

**GEOMETRIC APPROVAL DRAWING**  
LAYOUT  
22ND STREET  
FROM STA 54+00 TO TELEGRAPH AVENUE

PROJECT NO.  
**1005512**  
SCALE: AS SHOWN  
DATE: 03/28/2024  
SHEET NO.  
**GEO-11**  
13 OF 13



**DIABLO ENGINEERING GROUP**  
1300 CLAY STREET, SUITE 600  
OAKLAND, CA 94612  
(510) 550-8959

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## SCHEDULE/NEXT STEPS

- » Spring 2024
  - 35% Plans
- » 2024 - 2025
  - Detailed design (pending grant funding)
- » 2027
  - Construction (pending grant funding)

# PLANS FOR THE CONSTRUCTION OF FRANKLIN STREET PROTECTED BIKE LANE PROJECT



Know what's below.  
**Call** before you dig.

THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT AND THE CITY PUBLIC WORKS AGENCY AT LEAST 48 HOURS (2 WORKING DAYS) PRIOR TO BEGINNING ANY EXCAVATION IN THE VICINITY OF UNDERGROUND FACILITIES.

THE CONTRACTOR SHALL MARK, COVER, PROTECT, AND REMOVE ANY MATERIAL PLACED OVER UTILITIES (ANY CITY OR PRIVATE UTILITY MAHNOLE COVER/VALVE LID) PRIOR TO MILL/PAVE OPERATION.



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

GREAT STREETS DELIVERY (DOT)

PRINCIPAL CIVIL ENGINEER  
SAFE STREETS (DOT)

PRINCIPAL CIVIL ENGINEER  
ADA PROGRAMS (DOT)

DIVISION MANAGER  
PROJECT DELIVERY DIVISION (OPW)

DIVISION MANAGER  
BUREAU OF MAINTENANCE AND INTERNAL SERVICES (OPW)

ASSISTANT DIRECTOR  
BUREAU OF ENVIRONMENT (OPW)

ASSISTANT DIRECTOR

SI LAU, COMPLETE STREET DESIGN



SUPERVISING CIVIL ENGINEER

CHECKED BY JAH

DESIGNED BY AT

DRAWN BY AT

No.	BY	DATE	REFERENCE

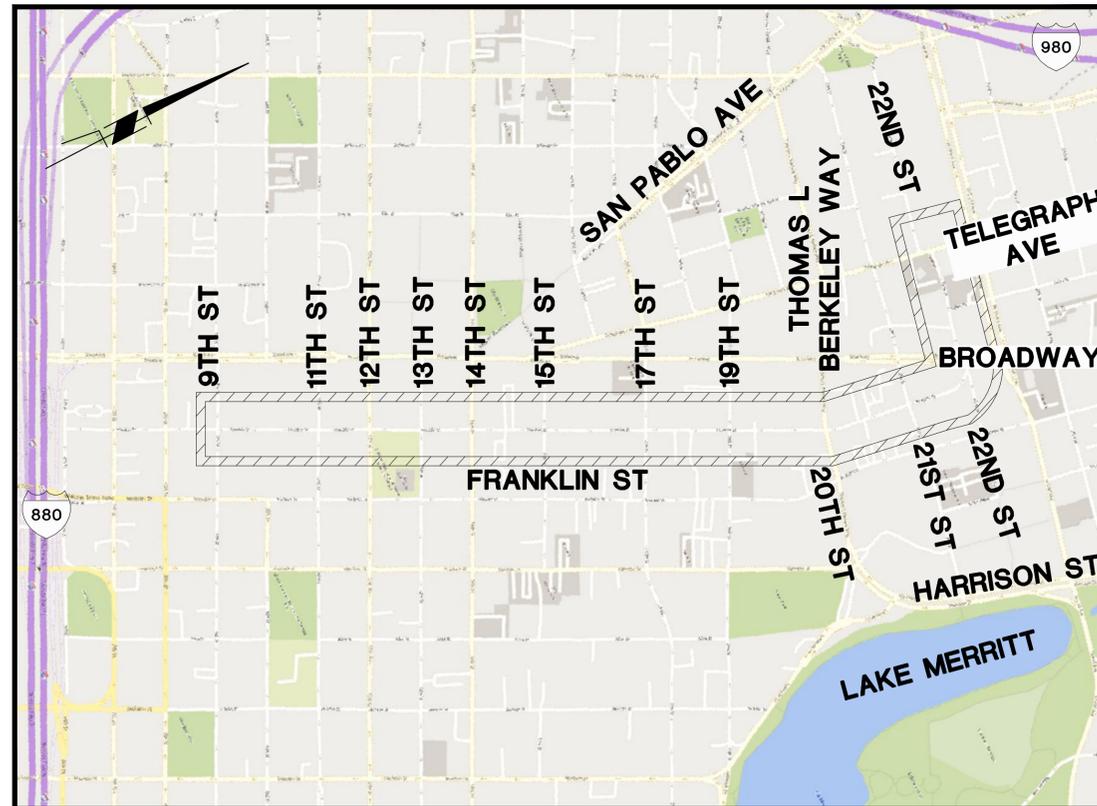
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**1005512**

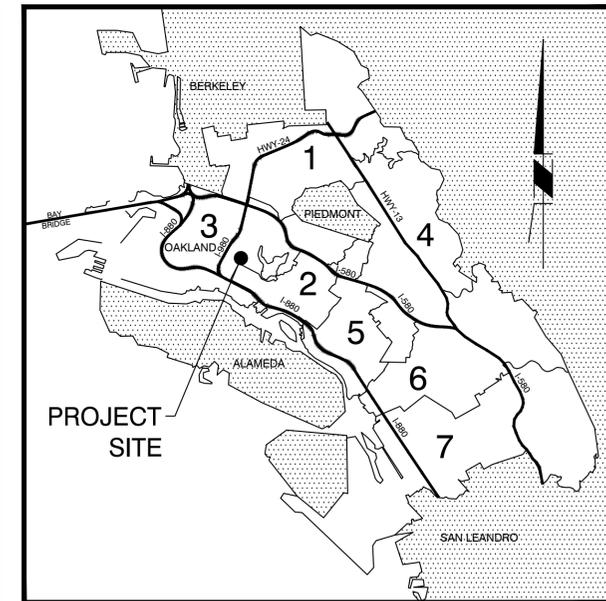
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DATE: 03/28/2024 1 OF 13

**LOCATION MAP**  
NOT TO SCALE



**CITY OF OAKLAND  
COUNCIL DISTRICT MAP**



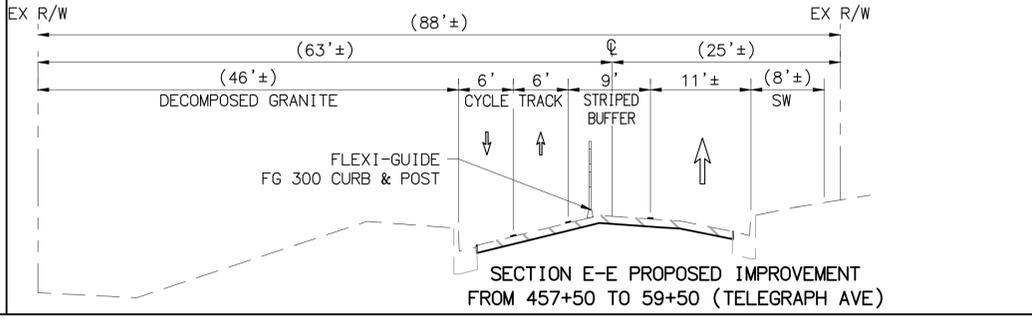
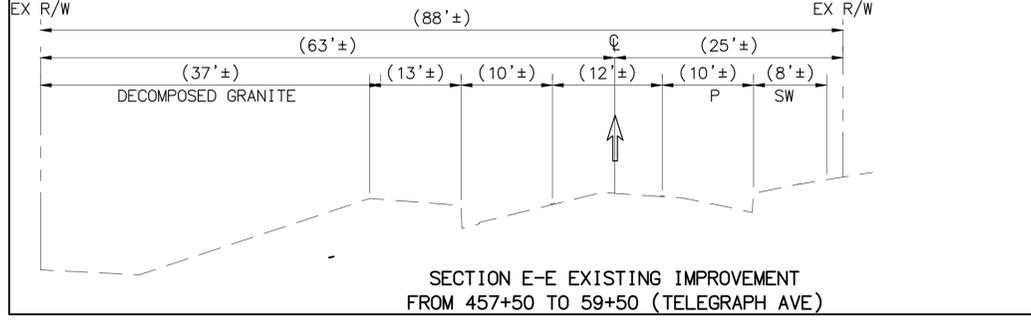
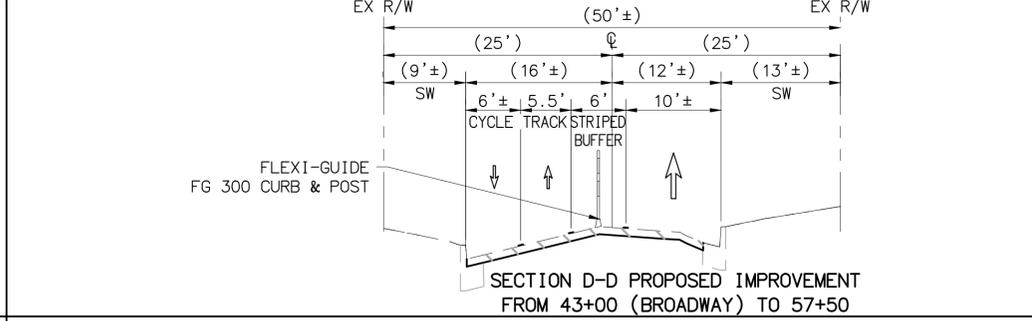
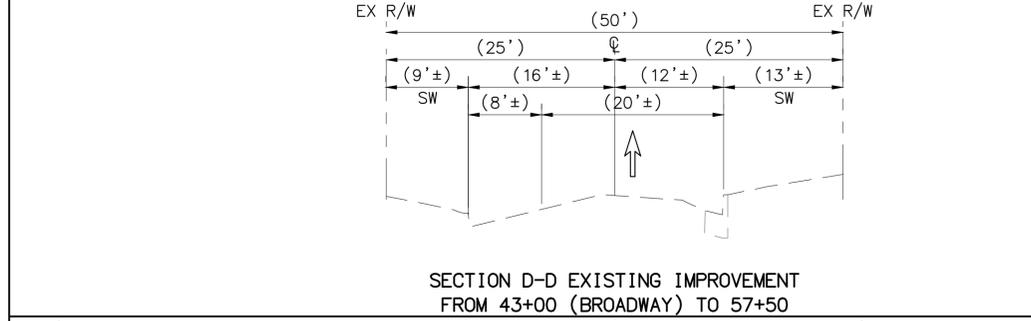
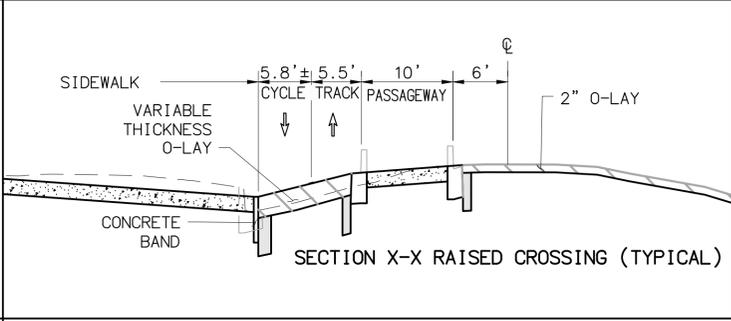
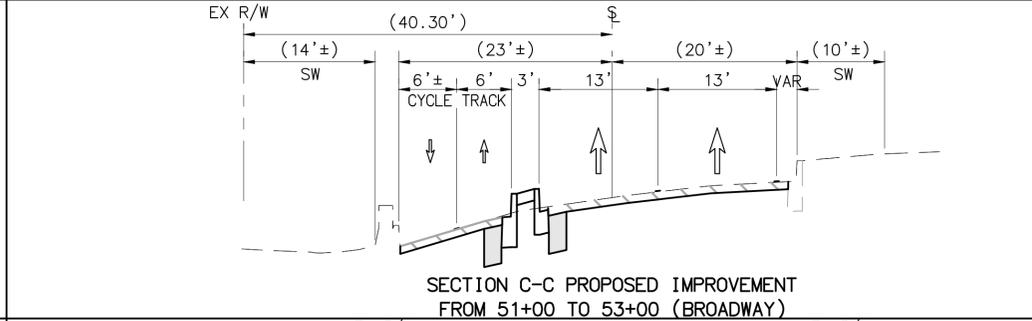
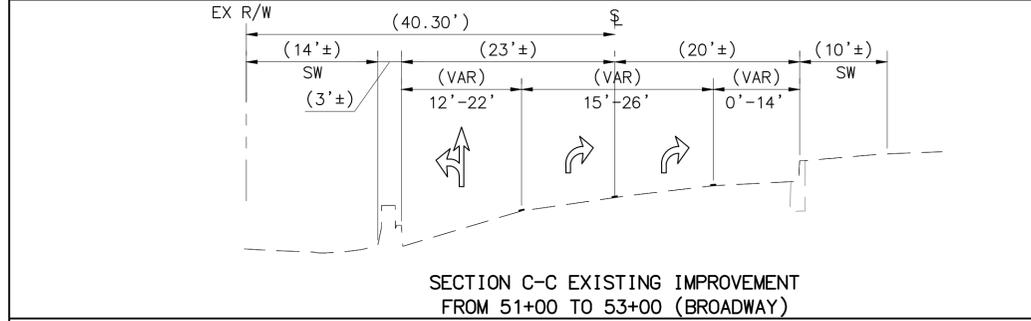
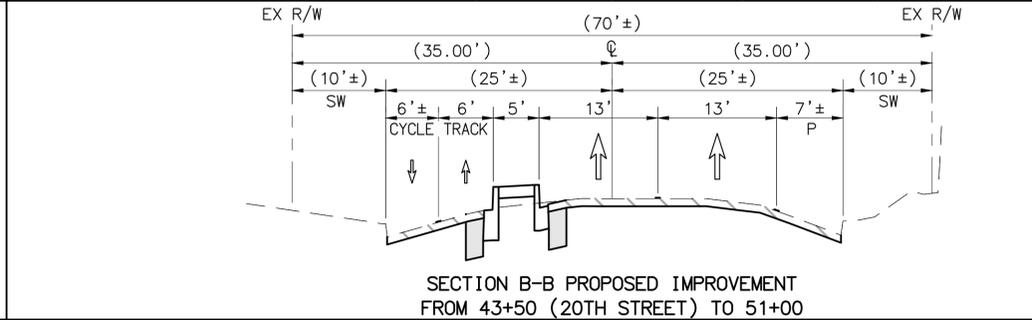
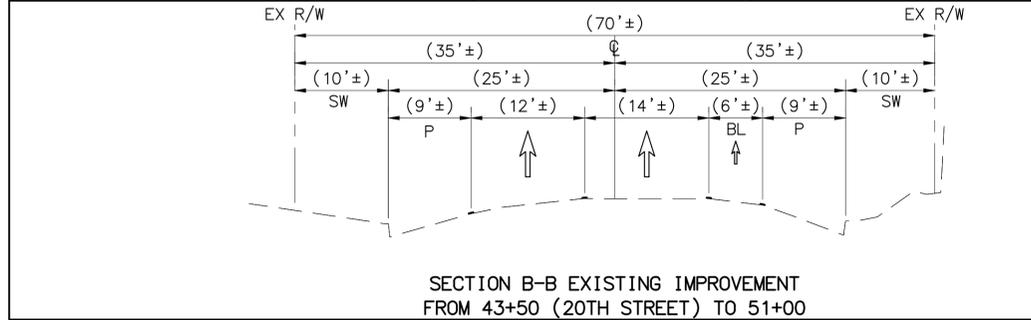
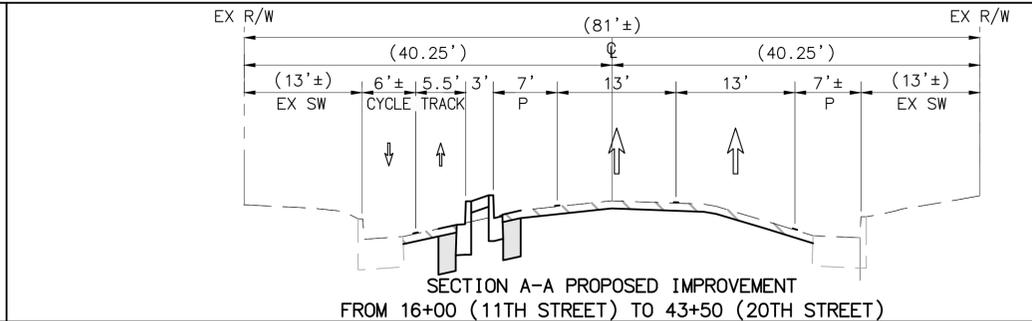
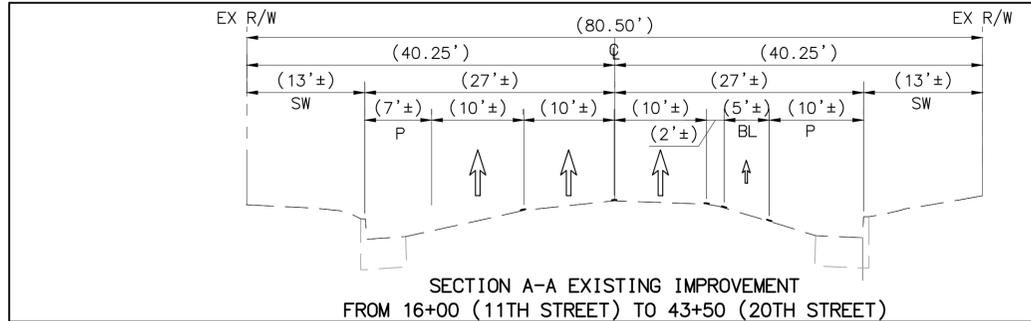
INDEX OF SHEETS		
S. NO.	SHEET NO.	SHEET TITLE
1	T-01	COVER SHEET, INDEX OF SHEETS, LOCATION MAP AND COUNCIL DISTRICT MAP
2	TX-01	TYPICAL CROSS SECTIONS
3	GEO-01	GEOMETRIC APPROVAL DRAWING - LAYOUT - FRANKLIN STREET FROM 9TH STREET TO STA 13+50
4	GEO-02	GEOMETRIC APPROVAL DRAWING - LAYOUT - FRANKLIN STREET FROM STA 13+50 TO STA 18+00 (11TH STREET INTERSECTION)
5	GEO-03	GEOMETRIC APPROVAL DRAWING - LAYOUT - FRANKLIN STREET FROM STA 18+00 TO STA 22+50 (12TH STREET & 13TH STREET INTERSECTIONS)
6	GEO-04	GEOMETRIC APPROVAL DRAWING - LAYOUT - FRANKLIN STREET FROM STA 22+50 TO STA 27+00 (14TH STREET INTERSECTION)
7	GEO-05	GEOMETRIC APPROVAL DRAWING - LAYOUT - FRANKLIN STREET FROM STA 27+00 TO STA 31+50 (15TH STREET INTERSECTION)
8	GEO-06	GEOMETRIC APPROVAL DRAWING - LAYOUT - FRANKLIN STREET FROM STA 31+50 TO STA 36+00 (17TH STREET INTERSECTION)
9	GEO-07	GEOMETRIC APPROVAL DRAWING - LAYOUT - FRANKLIN STREET FROM STA 36+00 TO SRA 40+50 (19TH STREET INTERSECTION)
10	GEO-08	GEOMETRIC APPROVAL DRAWING - LAYOUT - FRANKLIN STREET FROM STA 40+50 TO SRA 45+00 (20TH STREET/THOMAS L BERKELEY WAY INTERSECTION)
11	GEO-09	GEOMETRIC APPROVAL DRAWING - LAYOUT - FRANKLIN STREET FROM STA 45+00 TO STA 49+50 (21ST STREET INTERSECTION)
12	GEO-10	GEOMETRIC APPROVAL DRAWING - LAYOUT - FRANKLIN STREET/22ND STREET FROM STA 49+50 TO STA 54+00 (BROADWAY INTERSECTION)
13	GEO-11	GEOMETRIC APPROVAL DRAWING - LAYOUT 22ND STREET FROM STA 54+00 TO TELEGRAPH AVENUE

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FRED KELLEY  
OAKLAND DEPARTMENT OF TRANSPORTATION  
ASSISTANT DIRECTOR

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ENGINEERING GROUP  
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CIVIL ENGINEER  
**JENNIFER HARMON**  
RCE NO. **C63909**  
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DESIGNED BY  
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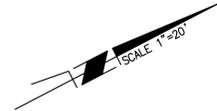
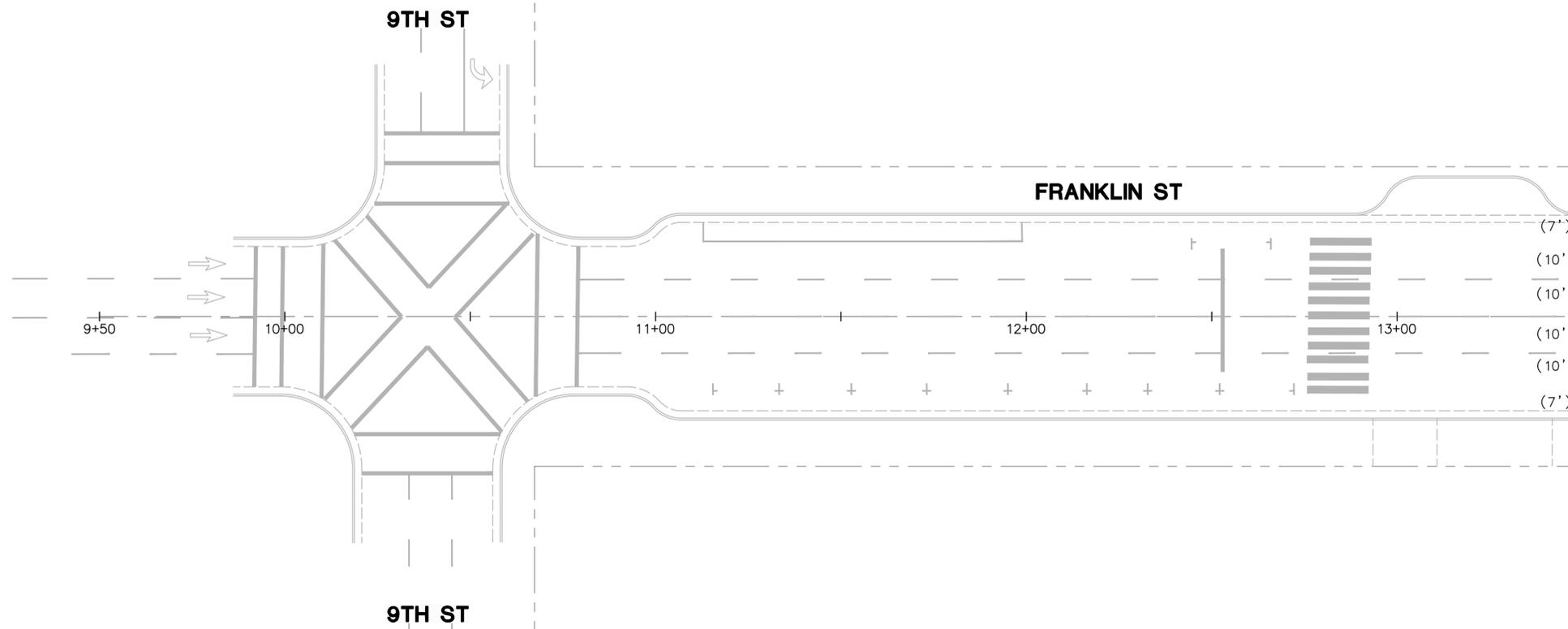
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**GEOMETRIC APPROVAL DRAWING**  
TYPICAL CROSS SECTIONS

**DIABLO**  
ENGINEERING GROUP  
1300 CLAY STREET, SUITE 600  
OAKLAND, CA 94612  
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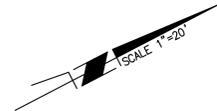
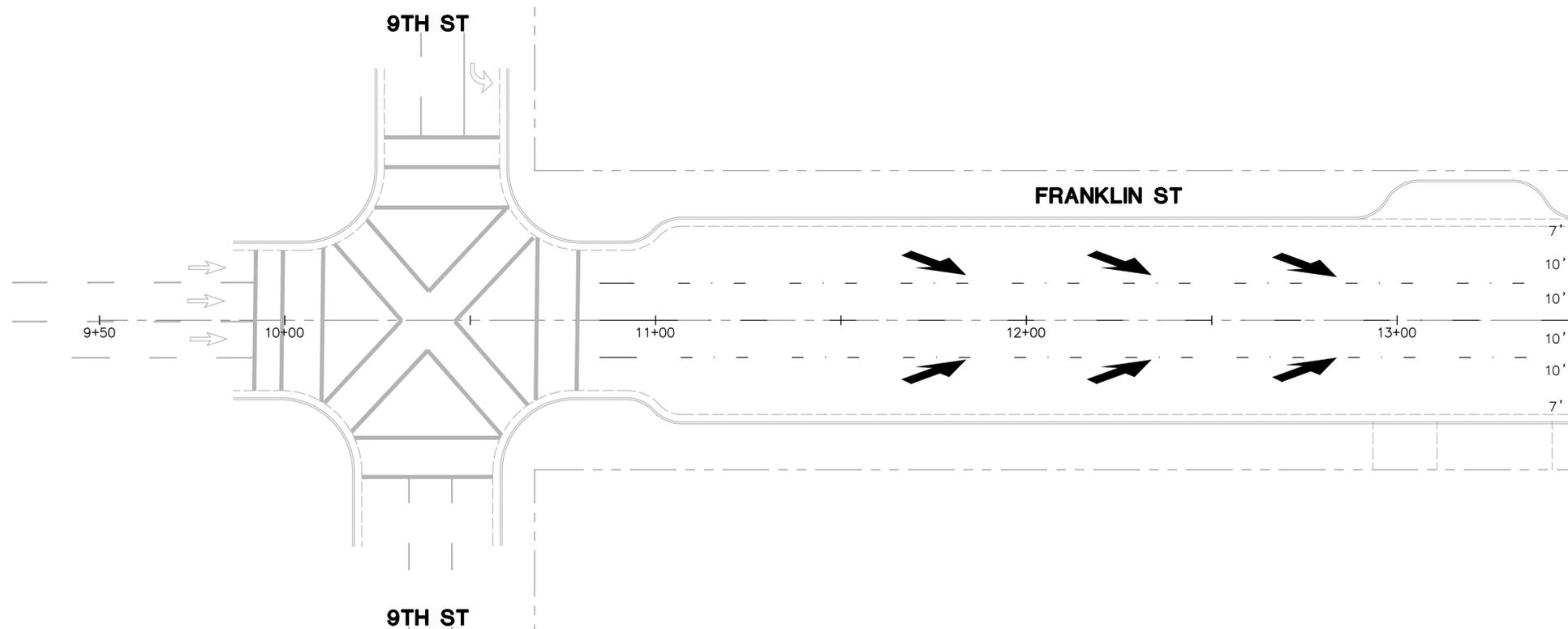
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SCALE: AS SHOWN  
DATE: 03/28/2024  
SHEET NO.  
**TX-01**  
2 OF 13

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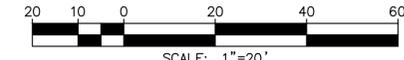
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MATCHLINE 13+50 (SEE SHEET GEO-02)



**PROPOSED CONDITION**

MATCHLINE 13+50 (SEE SHEET GEO-02)



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**FRANKLIN STREET PROTECTED BIKE LANE PROJECT**

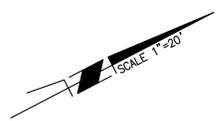
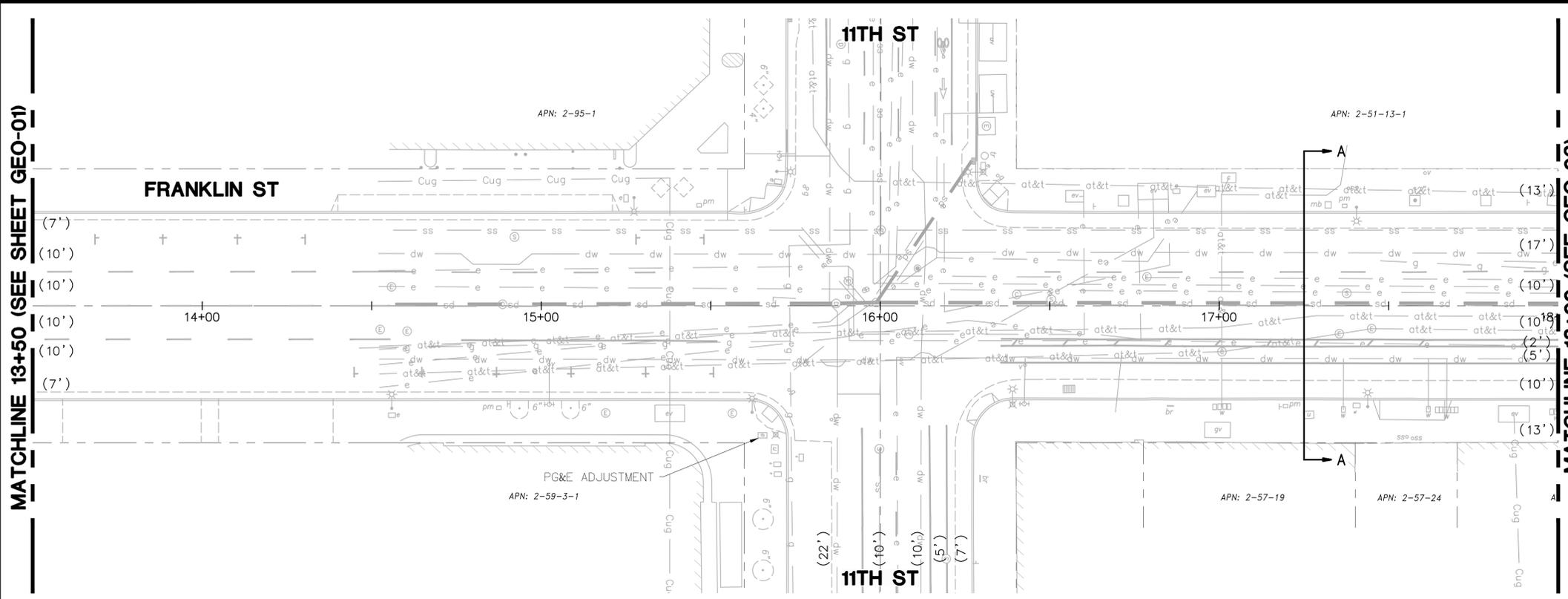
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CIVIL ENGINEER JENNIFER HARMON	NO.	DATE	BY	REFERENCE
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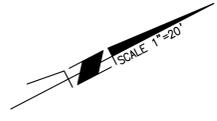
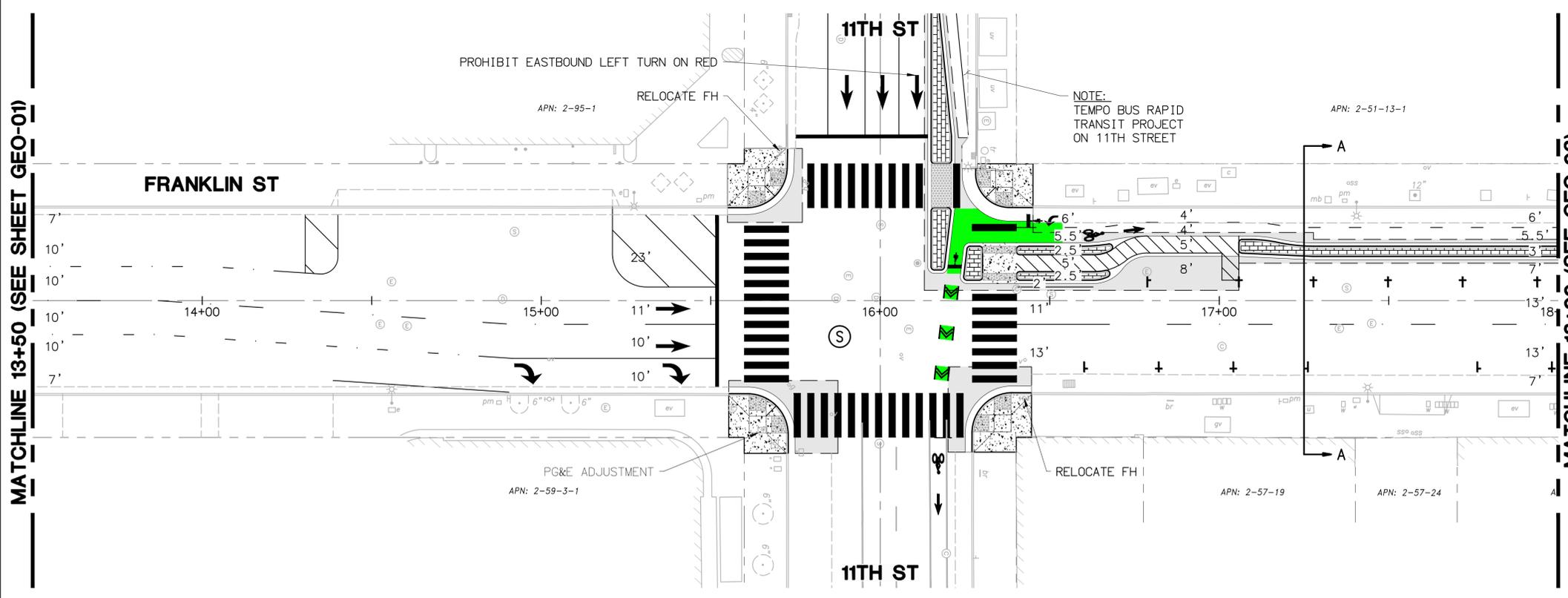
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LAYOUT  
GEOMETRIC APPROVAL DRAWING  
FROM 9TH STREET TO STA 13+50

PROJECT NO.  
**1005512**  
SCALE: AS SHOWN  
DATE: 03/28/2024  
SHEET NO.  
**GEO-01**  
3 OF 13

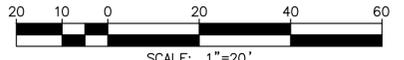
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**EXISTING CONDITION**



**PROPOSED CONDITION**



**DIABLO**  
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PROJECT NO.

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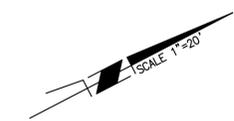
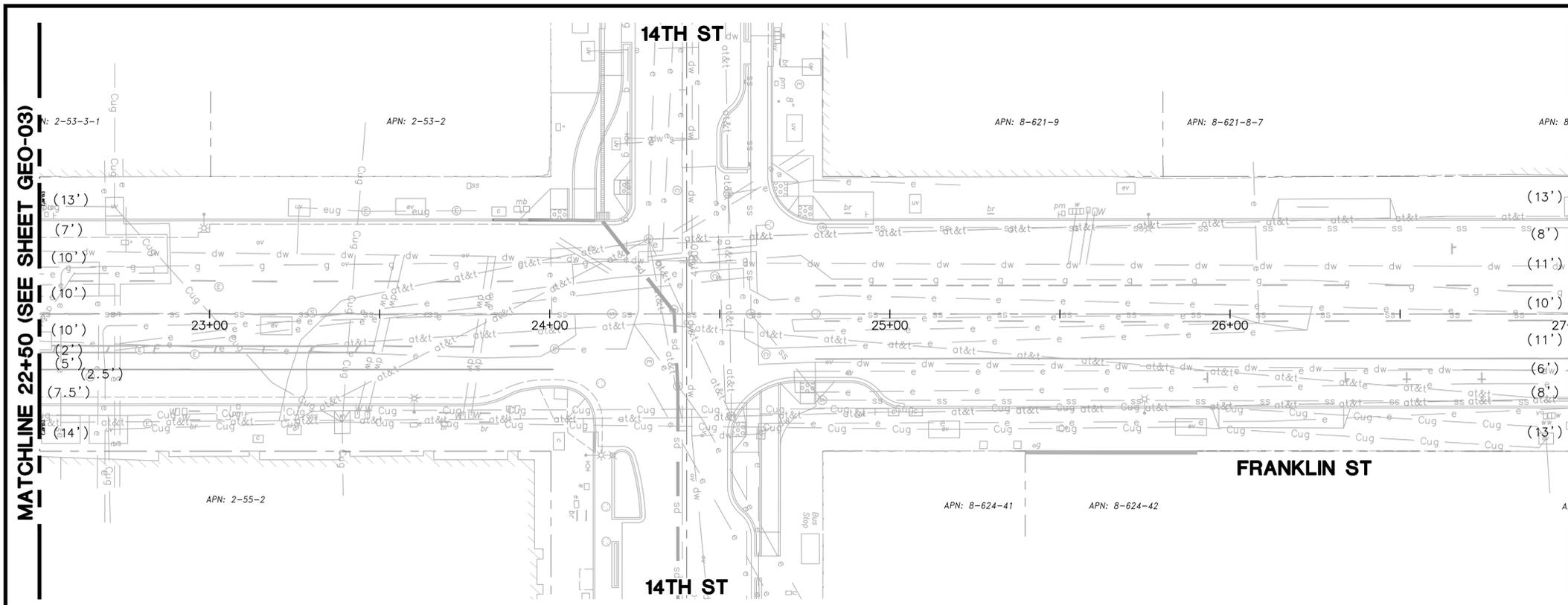
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**GEOMETRIC APPROVAL DRAWING**  
LAYOUT  
GEOMETRIC APPROVAL DRAWING  
FROM 13+50 TO STA 18+00  
11TH STREET INTERSECTION

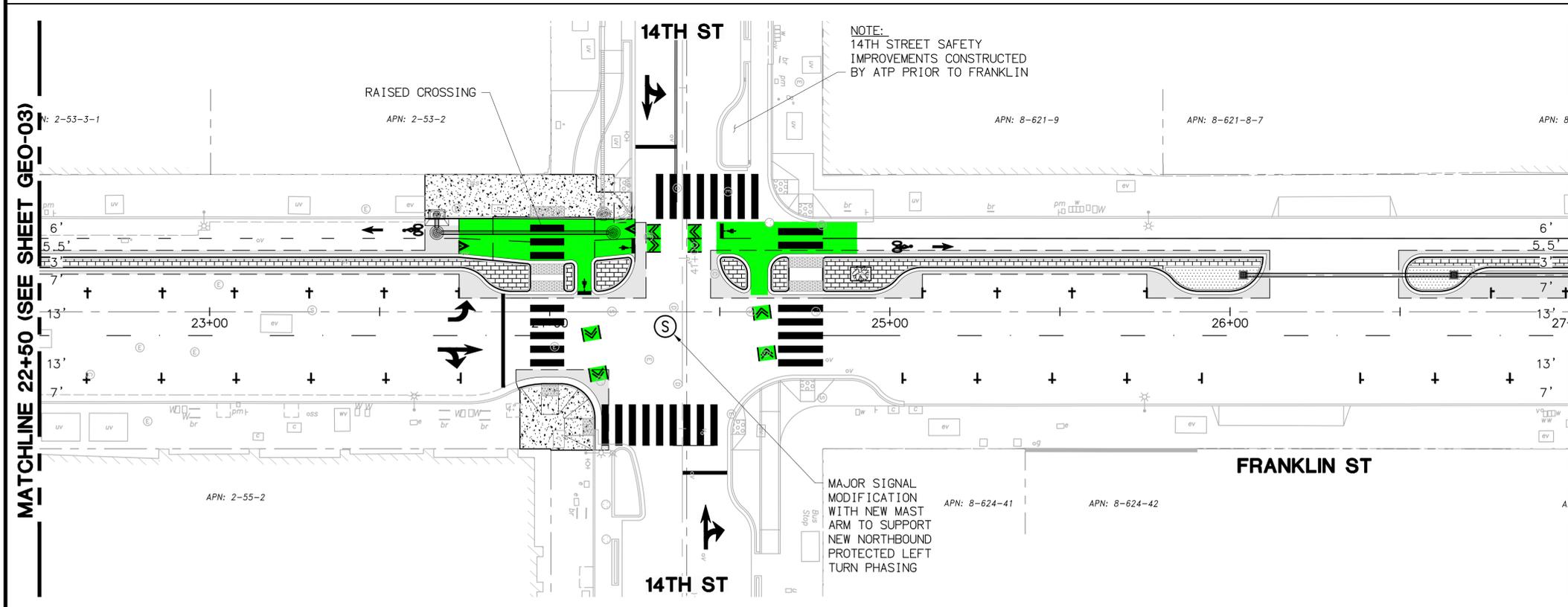
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DATE: 03/28/2024  
SHEET NO. **GEO-02**  
4 OF 13

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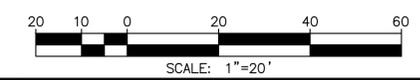




**EXISTING CONDITION**



**PROPOSED CONDITION**



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PROJECT NO.

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CHECKED BY <b>JAH</b>				
DESIGNED BY				
DRAWN BY <b>AT</b>				

**GEOMETRIC APPROVAL DRAWING**

LAYOUT  
FRANKLIN STREET  
FROM STA 22+50 TO STA 27+00  
14TH STREET INTERSECTION

**1005512**

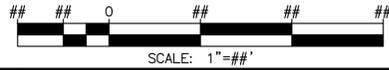
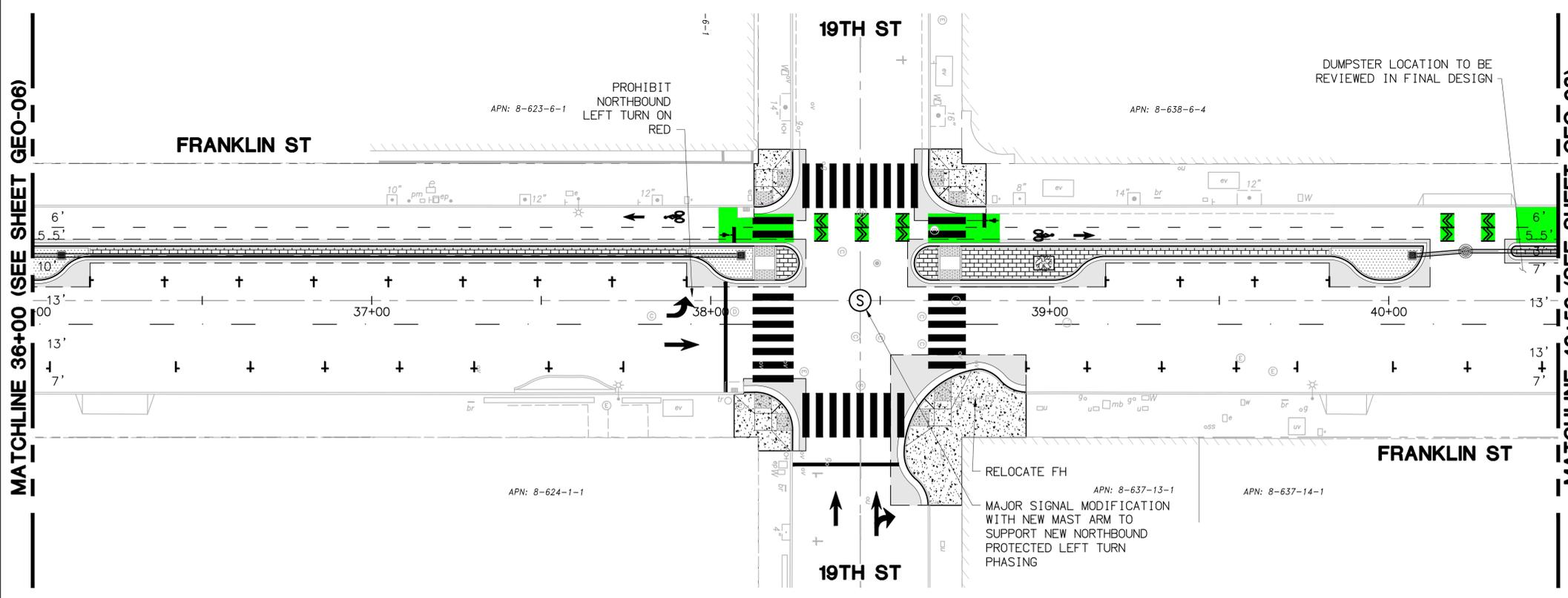
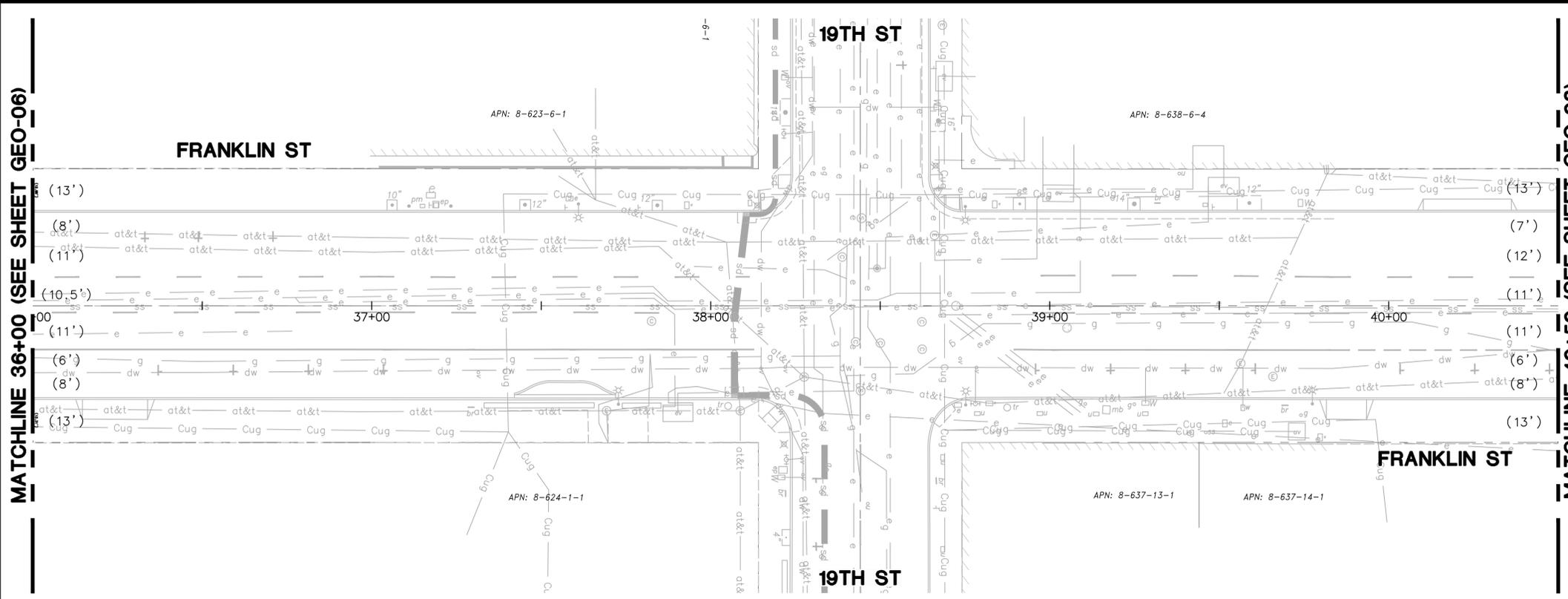
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DATE: **03/28/2024**

SHEET NO.  
**GEO-04**  
6 OF 13

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(510) 550-8959  
PROJECT NO.

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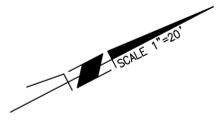
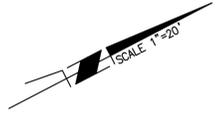
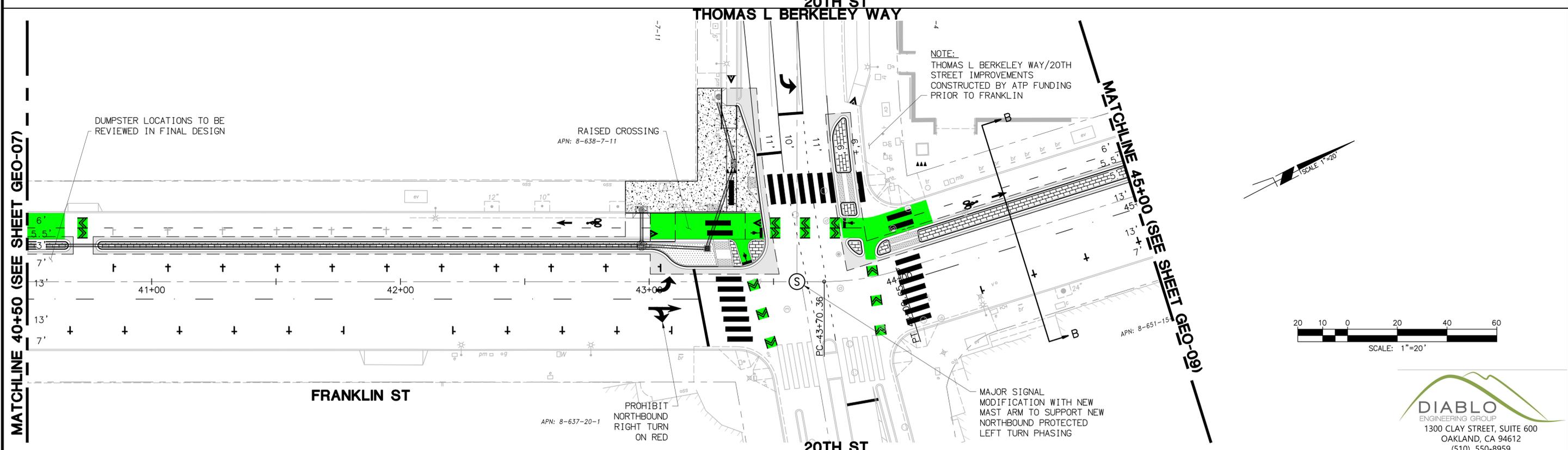
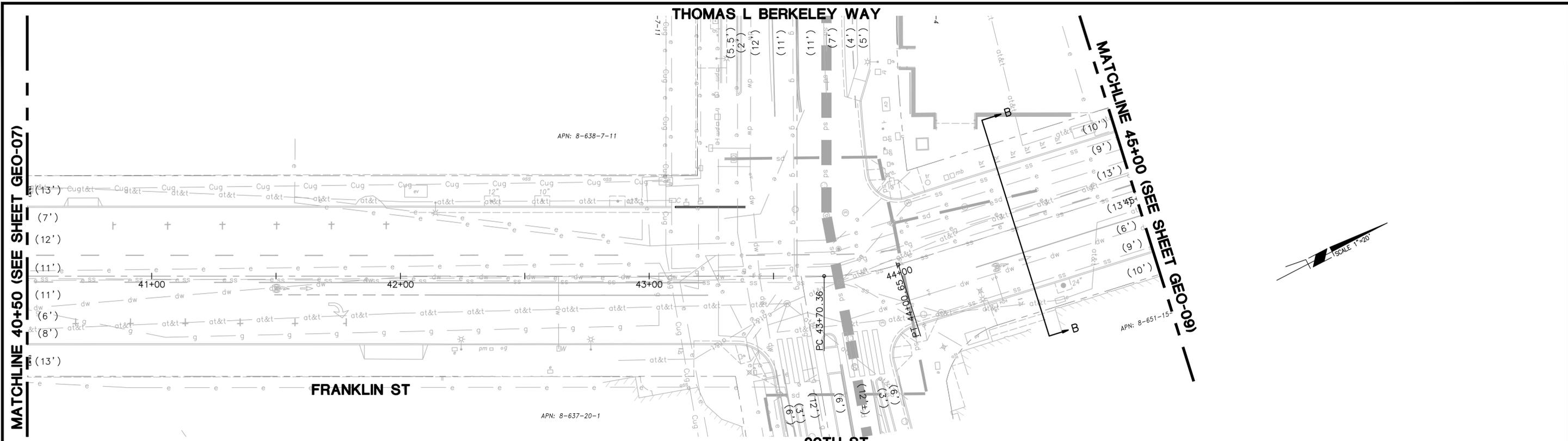
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JENNIFER HARMON				
RCE NO. C63909				
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DESIGNED BY				
DRAWN BY AT				

**GEOMETRIC APPROVAL DRAWING**  
  
LAYOUT  
FRANKLIN STREET  
STA 36+00 TO STA 40+50  
19TH STREET INTERSECTION

**1005512**  
SCALE: AS SHOWN  
DATE: 03/28/2024  
SHEET NO. **GEO-07**  
9 OF 13

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DRAWN BY <b>AT</b>				

**GEOMETRIC APPROVAL DRAWING**

LAYOUT  
FRANKLIN STREET  
STA 40+50 TO STA 45+00  
THOMAS L BERKELEY WAY/20TH ST INT

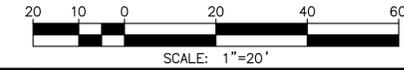
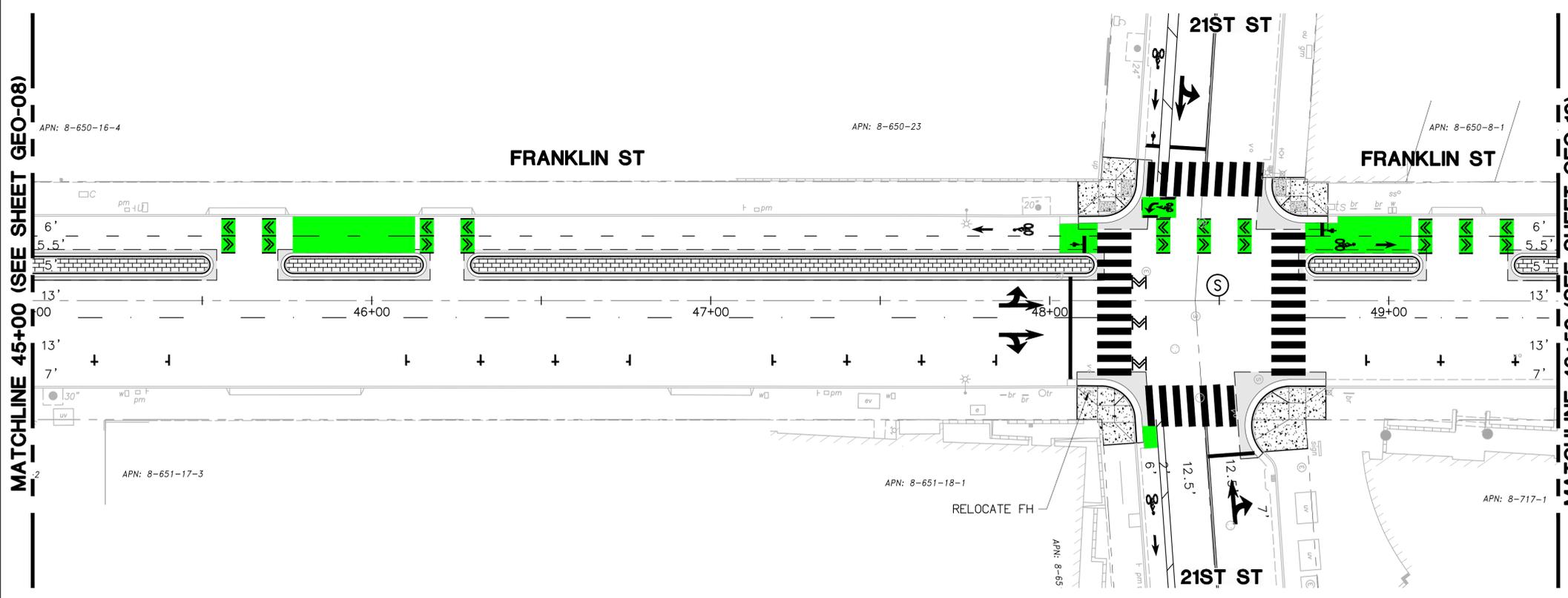
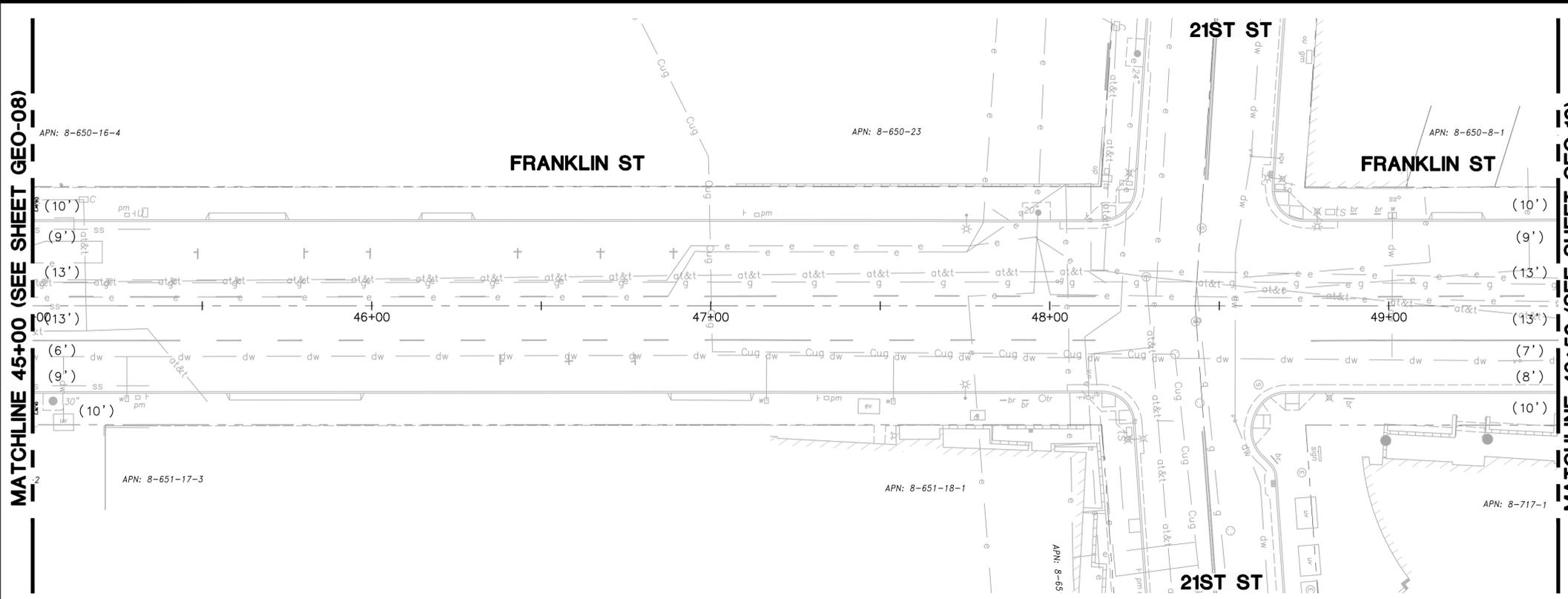
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DATE:  
**03/28/2024**

SHEET NO.  
**GEO-08**  
10 OF 13

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(510) 550-8959  
PROJECT NO.

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CIVIL ENGINEER <b>JENNIFER HARMON</b>	NO.	DATE	BY	REFERENCE
RCE NO. <b>C63909</b>				
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DESIGNED BY				
DRAWN BY AT				

**GEOMETRIC APPROVAL DRAWING**

LAYOUT  
FRANKLIN STREET  
FROM STA 45+00 TO STA 49+50  
21ST STREET INTERSECTION

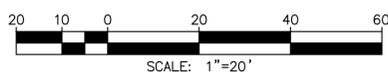
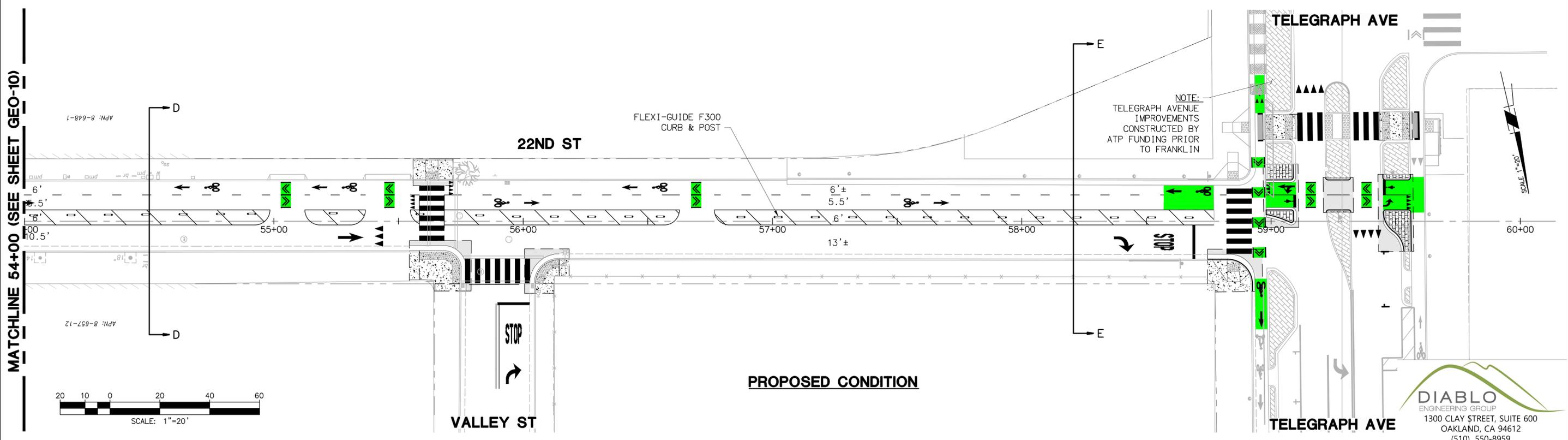
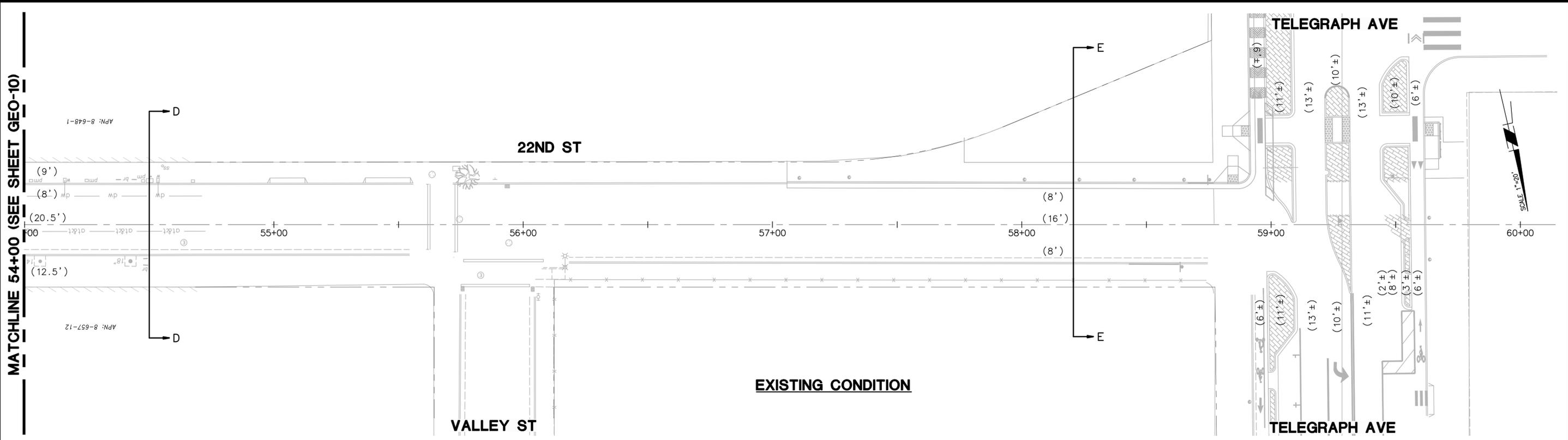
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DATE: <b>03/28/2024</b>	<b>11</b> OF <b>13</b>

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MATCHLINE 54+00 (SEE SHEET GEO-10)

MATCHLINE 54+00 (SEE SHEET GEO-10)



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RCE NO. <b>C63909</b>				
CHECKED BY <b>JAH</b>				
DESIGNED BY				
DRAWN BY <b>AT</b>				

**GEOMETRIC APPROVAL DRAWING**

LAYOUT  
22ND STREET  
FROM STA 54+00 TO TELEGRAPH AVENUE

PROJECT NO.  
**1005512**

SCALE:  
AS SHOWN

DATE:  
**03/28/2024**

SHEET NO.  
**GEO-11**  
13 OF 13

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# Community-led Traffic Safety Pilot



DRAFT – For Discussion Purposes Only

# Community-led Traffic Safety Pilot

- Resolution 90051 (Dec 2023)
- Council interest in...
  - 3-year pilot program
  - Allow schools, businesses, and community groups to install temporary traffic safety projects on City streets
- Directed OakDOT to study the concept and report out on April 23<sup>rd</sup>



# Thorough review of the pilot concept

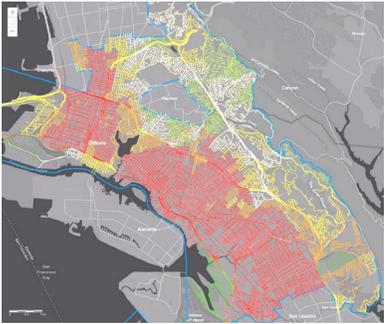
- Across OakDOT and across government
  - Engineers, Planners, Permitting
  - Department of Race & Equity
- Tactical urbanism programs in other cities
- Community meetings



- Legislative & Administrative changes needed to implement the pilot
- Staffing and budget needs
- Report on feasibility, plan, and timeline for Oakland to become a Vision Zero Network member city

# How safety projects are done

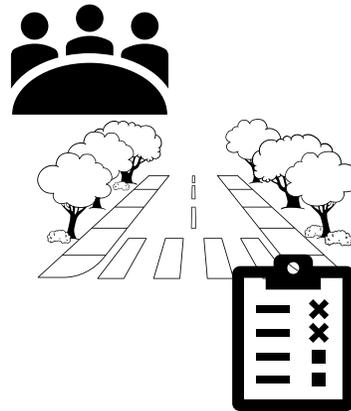
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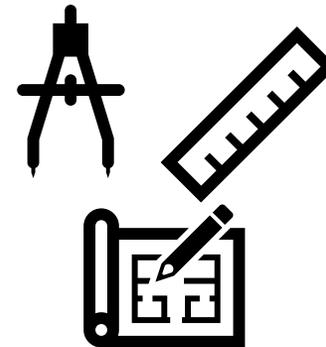
Equity Lens



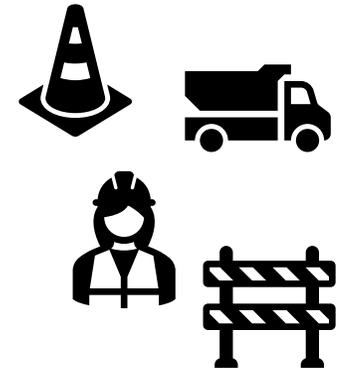
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Engineering

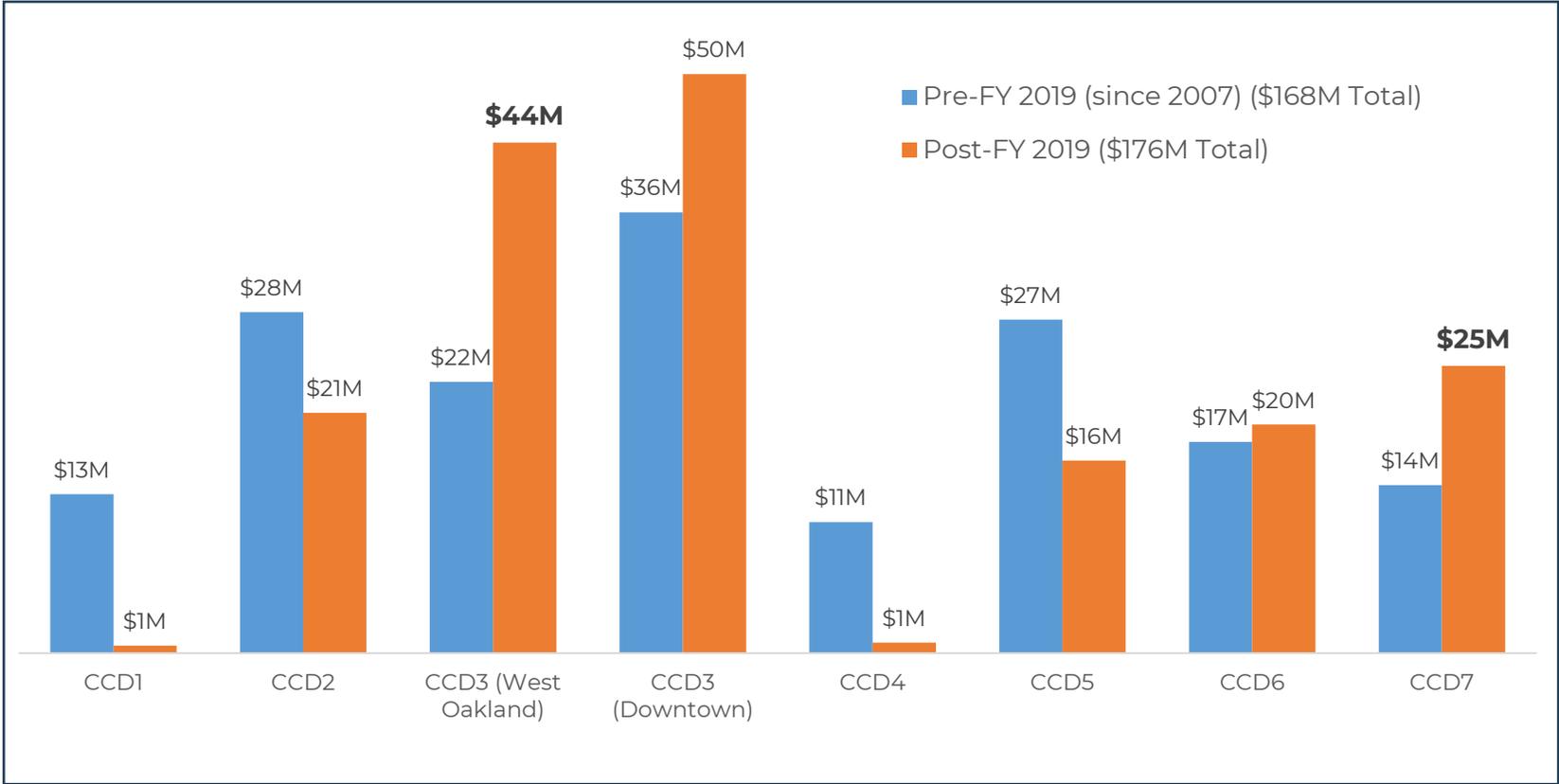


Implement/  
Maintain



# Our equity work shows in the data

## Capital Grant Funding by Council District



# Major issues related to Community-Led Traffic Safety Pilot

## **Demands on OakDOT staff time**

- Transportation Engineers
- Potential delay/cancelling
  - Speed Bump Program
  - Rapid Response Program
  - Safe Routes to School Capital Program
  - Sideshow Prevention Pilot Program
  - Council Discretionary and Earmark projects
  - Speed Limit Management Program
  - Traffic Safety Requests Program

## **Race & Equity Impact**

- Community-led programs inherently favor groups with more available time and financial resources.
- Compounded problem – Program with disparate outcomes draws resources from programs that prioritize disadvantaged neighborhoods
- Fairness in opportunity and outcome is created by the City taking action to eliminate longstanding differences

# Option #1 – Refocus Council Discretionary Projects for Safety & Equity

---

- Existing funding within existing OakDOT workflow
- Council Discretionary projects generally arise from community concerns conveyed to Council offices
- OakDOT would work with Council offices to refocus funding and projects to ensure that we address:
  - The High Injury Network,
  - Priority Equity Neighborhoods,
  - Improving conditions for vulnerable populations (children, seniors, people with disabilities)
- Win/win – address community traffic safety priorities while avoiding funding and staff time tradeoffs

# Option #2: Traffic Safety Pilot

**Traffic Circle**



**Curb Extension**

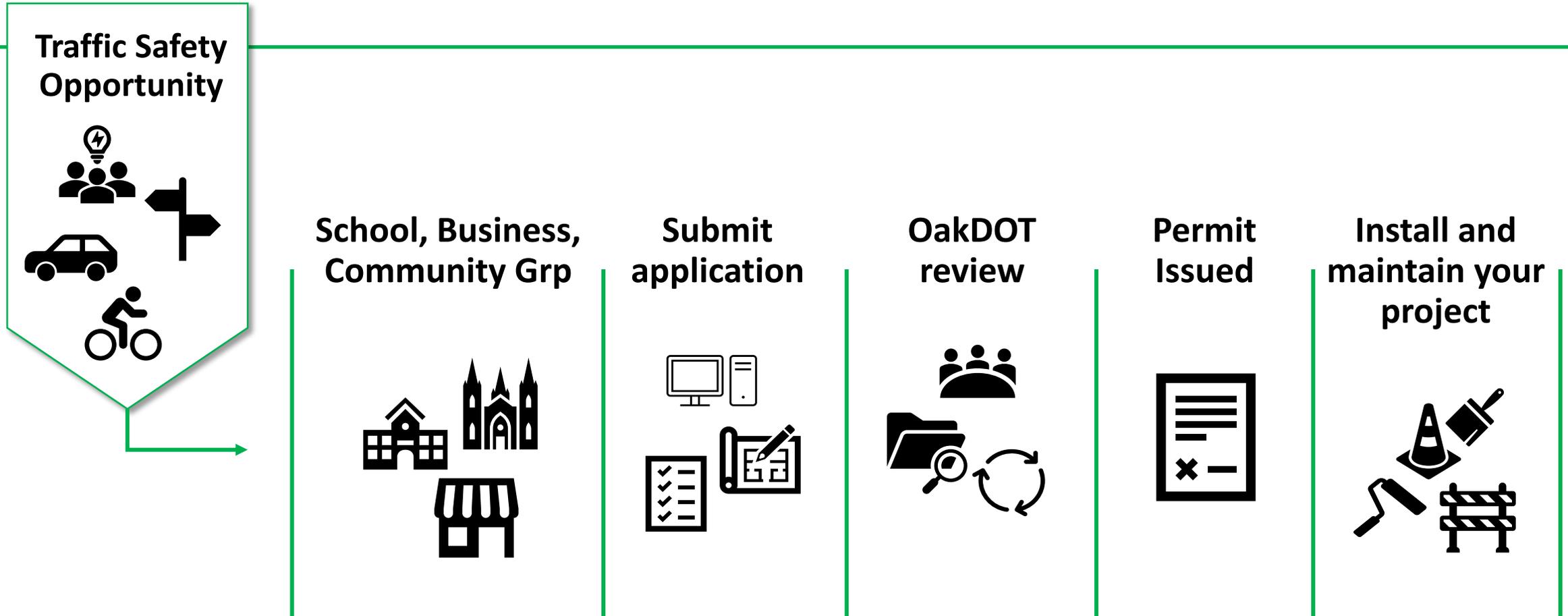


**Lane Reduction  
Special Events**



<b>Eligible Road Classifications</b>	Local Streets, Minor Collectors	Local Streets, Minor Collectors	Collectors, Arterials
<b>Permits per Year</b>	4	4	2
<b>Permit Expiration</b>	3 months + Renewal	3 months + Renewal	2 Days

# How would the pilot program work?



# Option 2 requires tradeoffs

---

- Requires re-direction of at least \$200,000-250,000 for one-time start up costs (consultant support for design guidelines, materials for lending library, etc.)
- Diverted staff time would require pausing delivery of current programs with the following as potential candidates:
  - Sideshow Prevention Pilot Program
    - Projects impacted: International Boulevard/66th Avenue; International Boulevard/98th Avenue; International Boulevard/16th Avenue; Coliseum Way/66th Avenue
  - Violence Prevention Pilot Program
    - Projects impacted: E. 15th Street Human Trafficking Prevention

# Summary

- OakDOT is committed to traffic safety approach that addresses pressing needs with a focus on race & equity
- Recognize community desire for faster, efficient projects to combat traffic violence
- We want to foster a sense of ownership and pride in the public right-of-way



END.

---

End

April 22, 2024

Oakland City Council  
1 Frank Ogawa Plaza  
Oakland, California 94612

Re: Urgent need to prioritize traffic calming installations to address Oakland's dangerous streets and increasing numbers of severe and fatal traffic collisions

Dear Councilmembers:

As members of Oakland's Bicyclist and Pedestrian Advisory Commission (BPAC), we urge you to take immediate action to implement traffic-calming measures throughout the city, particularly in areas that are already part of the High Injury Network and those which have experienced increasing rates of dangerous driving behaviors.<sup>1</sup>

Oakland streets are unacceptably dangerous. In each of the past four years more than 30 people have died on Oakland roads - most due to "speeding, red-light running, and other dangerous driver behavior incited by poorly designed infrastructure."<sup>2</sup> In the most recent year for which the California Office of Traffic Safety (OTS) has provided rankings, 2021, Oakland had 1,963 crashes in which a person was killed or injured and was among the six cities with populations over 250,000 with the highest number of such incidents.<sup>3</sup>

The data on deaths, injuries, hit-and-runs, and collisions generally still fail to fully reflect how dangerous streets undermine quality of life - leading to people to less frequently walk or bike to destinations and causing anxiety for many people using public spaces. Older Oaklanders, young children and persons with disabilities are especially at risk in our city.

---

<sup>1</sup> Pursuant to Ordinance 13125, "(t)he purpose of the Bicyclist and Pedestrian Advisory Commission is to advise City Council and staff on bicyclist- and pedestrian-specific policies, projects, and programs, and on the accommodation of bicyclists and pedestrians in all transportation plans, policies, projects and programs."

<sup>2</sup> See "[33 people died on Oakland's dangerous roads in 2023](#)", Jose Feroso, Oaklandside, Feb. 8, 2024.

<sup>3</sup> [California Office of Traffic Safety, OTS Crash Rankings \(2021\)](#).

We need to make traffic calming the top priority for OakDOT. Our Commission has been told repeatedly that the city does not have sufficient maintenance staff and systematic ways to install immediate traffic calming measures in locations that are known to be dangerous - the High Injury Network, locations with frequent street racing, red-light violations, and regular speeds surpassing set limits. Instead the city installs calming devices AFTER a death occurs.

The proposal to create a Community-Led Traffic Safety Pilot program, developed in response to the urging of advocates, could help provide some traffic calming at certain dangerous locations. We are concerned, however, that the program options outlined by OakDOT may be too limited, inequitable, and not sufficient to bring meaningful traffic calming to the areas that need it most. We urge the Council to be clear that the program should not have arbitrary limits in the number of applications that can be granted and should not contain requirements that favor more affluent communities. Additionally, installations allowed under the program include meaningful, physical devices intended to slow speeds in the targeted areas.

We further urge the Council to make significantly larger resource investments in immediate-term traffic calming and direct OakDOT to make traffic calming to reduce speeds and dangerous behaviors its top priority. This includes making the hiring of the engineering, maintenance and other staff needed to implement such programs a top priority for the Human Resources Department and OakDOT. We have repeatedly heard from residents who express concerns about the extremely dangerous conditions of our roadways and believe that more must be done to physically slow speeds and reduce dangerous driving.

We strongly urge support for strong traffic calming legislation and urge you to ensure that BPAC, community-based advocacy groups, and directly-impacted communities are fully consulted in the development and implementation of traffic calming programs to ensure that they are equitable and effective.

Respectfully,

Members of the Oakland Bicyclist and Pedestrian  
Advisory Commission (BPAC)