



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the November 17th, 2022 meeting
Teleconference

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/November-2022-BPAC-Meeting-Agenda.pdf>.

Meeting called to order at 6:01 pm by BPAC Vice Chair Dianne Yee.

Item 1. Teleconference Protocol/Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with 7 commissioners present (X).

Commissioners	Present
Andrew Campbell	X
Alex Frank	X
Grey Gardner	X
Mike Lok	X
Phoenix Mangrum	
David Ralston	X
Patricia Schader (Chair)	
Nick Whipps	X
Dianne Yee (Vice Chair)	X

Introductions were made.

- Other attendees: Citlalli Herrera, Danielle Dynes, Kevin Dalley, Deepak Jagannath, Hugh Morrison, Ofurhe, Jimmy Jessup, Reid, George Spies, Robert Prinz, Midori, Audrey Harris, Bryan Culbertson, Jeremy Medina, Maya Amichai, Ruth Meza, Jason, and Adarsh Pandit.
- Staff: Megan Wier, Paul Cirolia, Lucas Woodward, Pierre Gerard, Jason Patton, Noel Pond-Danchik, Joe Wang, KTOP, and Brian Sukkar.

Item 2. Open Forum / Public Comment

- Reid called for safer streets for kids to walk to school, a reduction in car traffic along Fruitvale Ave near MacArthur Blvd.
- Kevin spoke about removing the 26-foot clearance requirement in the City of Oakland Fire Code, and encouraged BPAC Commissioners to consider contact City Councilmembers to postpone
- Hugh advocated for increased traffic safety for “middle” Park Blvd northeast of the lower section paved within the past year, noting a recent fatality on the section yet without a bike safety upgrade.
- George recommended that the Fire Code be modified to allow OakDOT to have more options for traffic safety improvements.

Item 3. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from October 20th, 2022** was made (Ralston), seconded (Whipps), and adopted by all Commissioners present. Adopted minutes are available online at www.oaklandbikes.info/BPAC.

Item 4. Renewal of Resolution to Continue Teleconference Meetings

The Commission considered renewing a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of Assembly Bill 361 (AB-361).

- The Commission **adopted a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its Committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361**. The motion was adopted by roll call vote with the following Commissioners voting in favor: Campbell, Gardner, Lok, Ralston, Whipps, and Yee.

The resolution is attached to these meeting minutes.

Speakers other than commissioners: None.

Item 5. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

Vice-Chair Yee led the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.

- On Saturday, October 1, 2022, at approximately 12:10pm, a 45-year-old Hispanic female pedestrian was fatally hit by a vehicle at the intersection of Foothill Boulevard at Austin Street while crossing the street in a crosswalk.

Summary of Discussion:

- George asked about the source for the 10/1/22 fatality. Megan responded that OPD coordinates with OakDOT to provide updates on traffic injuries and fatalities monthly, with staff capacity limiting the ability for more frequent updates.

Speakers other than commissioners: George Spies.

Item 6. School Safety: School Crossing Guard Program, School Safety Patrol, and Traffic Safety Design Elements

OakDOT Assistant Engineer II Lucas Woodward (lwoodward@oaklandca.gov) provided an update on how the Safe Streets Traffic Engineering Team works to address school traffic safety in Oakland, including a discussion of 311 requests, citywide programs, and capital projects. OakDOT School Traffic Safety Supervisor Paul Cirolia (pcirolia@oaklandca.gov) then provided an overview of the School Crossing Guard and Safety Patrol programs, which moved to OakDOT's Safe Streets Division from OPD as part of the Reimagining Public Safety efforts in 2021.

The presentation and a current crossing guard job flyer are attached to these minutes.

Summary of Discussion:

- Commissioner Whipps asked about what kinds of options would be available for safe crossings for elementary-age children walking to school at major streets (e.g., 73rd Ave). Lucas responded that safety improvements at major crossings require department-wide prioritization to determine how to approach them. Megan added that multiple strategies are required for these scenarios, in the form of capital investments (i.e., CIP) and State-level support.
- Commissioner Campbell voiced a concern that higher-level school administrators may not have the capacity to manage school-related traffic safety requests. Lucas responded that school staff designees of the school principal may represent schools for traffic safety requests, and that these designees are invaluable for consistent and effective communication with OakDOT staff.
- Commissioner Gardner asked about how High-Injury Corridors along and near schools are proactively prioritized for traffic safety improvements, like quick-build/Rapid Response installations, and whether speed bumps could be prioritized for installation on a shorter timeline. Lucas replied that the speed hump petition process requires 2/3 of a block to agree to the installation(s) of speed humps on that block, which typically requires a neighborhood champion to get it to completion. Joe mentioned that it is rare for speed humps to be petitioned along blocks where there is a school, and that schools tend to receive higher weight in the petition process (e.g., up to 50% of the vote). Lucas added that coordination between City divisions and sections (e.g., Paving) help to increase response times for quick builds.
- Commissioner Frank asked 1) if there is a target response time for school traffic safety requests, 2) about what degree to which OakDOT follows up with school safety patrols to provide assistance and training. Lucas responded says that there is not, though school-related requests are top-priority in the City's internal service request tracking software, and that a wave of school traffic safety improvements are typically planned before the beginning of each school year. Paul added that the school principal and community organizer support are essential to creating a culture of safer driving practices at schools, including private schools located on public streets.
- Hugh spoke to the lack of safety on middle Park Boulevard near Edna Brewer Middle School and advocated to keep the plan for a road diet of 4 to 2 lanes intact. Joe responded that the plan is not dead, and that he's seeking funding to keep the road diet plan intact.
- Bryan asked about metrics for high-visibility crosswalks, and whether Measure U's passage will support pedestrian safety elements. Lucas responded that well-established treatments are prioritized for capital projects, and that every pedestrian safety project begins with a walk audit.
- Kevin asked whether speed limits would come down with the decrease in the number of lanes on Park Boulevard, and whether speed cushions could be used at major crossings. He also asked about how to elevate a school-related service request, and Lucas responded that he should communicate with a school official.
- George asked about the petition process for speed humps, and Joe responded that it is standard operating procedure. Joe also added that permanent parking and residential speed humps are the only types of City infrastructure that requires a petition process.

Speakers other than commissioners: Hugh Morrison, Bryan Culbertson, Kevin Dalley, and George Spies.

Item 7. Reduced Speed Limits in Business Activity Districts

OakDOT Assistant Director, Megan Wier (mwier@oaklandca.gov), provided an overview of OakDOT's citywide analysis to identify eligible Business Activity Districts, OakDOT's prioritization approach, and timeline for implementation. Slowing Speeds in Business Activity Districts: Assembly Bill 43, Friedman: Traffic Safety (AB 43) was signed into law in late 2021 by California's Governor. Under AB 43, local

governments may, by ordinance, set a prima facie speed limit of 20 mph or 25 mph on streets contiguous to a “business activity district” (a new designation authorized by AB 43). The ordinance amending Oakland Municipal Code Chapter 10.20 (Speed Limits) to establish 20 mile per hour (MPH) and 25 MPH speed limits in Business Activity Districts informed by this analysis was approved by City Council on November 1, 2022 and is scheduled for final passage at City Council on December 6, 2022.

→ A motion to **extend the meeting by 30 minutes** was made (Yee), seconded (Frank), and approved by all Commissioners present.

Summary of Discussion:

- Commissioner Whipps expressed doubt that lowering posted speeds would influence driving behavior. Megan responded that multiple strategies, including a partnership with AC Transit, are being explored to address crashes along proposed Business Activity Districts.
- Commissioner Frank asked about what issues AC Transit may have with lowering speed limits, and Megan responded that their priorities tend to include service reliability and time metrics, which can conflict with the need to reduce speeds on streets their busses use.
- Commissioner Gardner asked about the time table for the AB 43 implementation, and Megan responded that implementation should be completed by the end of 2025. Commissioner Gardner asked if that time table was based on the time it takes to install each set of infrastructure, and whether Business Activity Districts and school zones could be considered as expansively as possible. Megan responded that 60 school zones are already under consideration, and that OakDOT is performing as much community engagement and supplies preparation for these installations as possible. Joe included that the transition into the 15-mph zone can be extended expansively, though the 15-mph street segments themselves cannot be extended expansively due to the language of AB 43.
- Vice-Chair Yee asked whether motor vehicle speeds will be evaluated after AB 43 implementation, and Megan responded that it is not yet planned, but a good suggestion.
- Hugh commented that downhill roadways encourage speeding where there are no stop controls.
- George asked whether OakDOT will consider physical deterrents to speeding at the entrances to, not just within, Business Activity Districts. Megan replied that OakDOT will consider all engineering opportunities to slow speeds both within and in the transition zones of Business Activity Districts, where appropriate.
- Kevin asked how Business Activity District blocks are bounded, and Joe responded that they are bounded by streets. Kevin then asked whether pedestrian pathways are also considered as potential bounds (e.g., Glenview).

Speakers other than commissioners: Hugh Morrison, George Spies, and Kevin Dalley.

→ A motion to **extend the meeting by 15 minutes** was made (Yee), seconded (Whipps), and approved by all Commissioners present.

Item 8. Power the People Project

Danielle Dynes (daneille@eastoaklandcollective.com) and Citlalli Herrera (citlalli@eastoaklandcollective.com), Community Planning Organizers at the East Oakland Collective (EOC), will lead the Commission in a discussion on EOC’s focus on shoreline access by sharing the Power the People: MLK Jr. Shoreline Access Study one-year recap since their presentation in October 2021. This project aims to explore feasible clean mobility options that can connect East Oakland residents to the MLK Jr. Shoreline. See <https://www.eastoaklandcollective.com/powerthepeople.html>.

The presentation is attached to these minutes.

Summary of Discussion:

- Commissioner Frank commented that projects like this one deserve more priority support based on community support for this one.
 - Commissioner Ralston praised the positive momentum of this project.
 - Vice-Chair Yee asked about the East Oakland Collective's (EOC) partnership with the City of Oakland's Parks and Recreation Department, and Danielle mentioned that Parks and Rec had filled out a questionnaire with which EOC is planning to follow up.
 - Commissioner Whipps asked about zero-emission options supported through the community survey to access the shoreline, and Citlalli responded that a majority of respondents preferred a shuttle. Survey results will be made publicly available.
- A motion to **extend the meeting by 15 minutes** was made (Yee), seconded (Gardner), and approved by all Commissioners present.
- Bryan asked about upcoming funding sources for this project, and Danielle responded that local and regional funding sources are being researched for consideration. EOC is open to collaborating with members of the public who want to assist with research for funding.
 - Robert offered support from Bike East Bay to secure funding sources.

Speakers other than commissioners: Bryan Culbertson and Robert Prinz.

Item 9. Committee Report Back

Committees of the BPAC provided brief updates to the Commission. A list of active committees was included in the agenda packet and at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.

Summary of Discussion:

- Infrastructure Committee: 15% design plans were presented for the Grand Ave and MLK Jr. Way projects, and the Slow Streets Program was discussed in terms of future outreach opportunities. The plans are publicly available in the meeting notes on the BPAC blog.
- Legislative Committee: Commissioner Frank reported that the Committee is discussing the fire code topic and pedestrian signals.
- Bicyclist Pedestrian Police Relations Committee: Commissioner Frank has been working with OPD to visualize crash data in a publicly-available Tableau dashboard.

Speakers other than commissioners: None.

Item 10. Three-month look-ahead, suggestions for meeting topics, announcements

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

Suggestions for meeting topics

- Legislative Committee plans to bring an update about the fire lanes to the general BPAC.

Announcements

- See the announcements included in the meeting's agenda packet.

Meeting adjourned at 8:58 pm.

Attachments

- Resolution to Continue Teleconference Meetings
- Presentation – School Safety: School Crossing Guard Program, School Safety Patrol, and Traffic Safety Design Elements
- Current crossing guard job flyer
- Presentation – Power the People Project

Minutes recorded by Pierre Gerard, Bicycle & Pedestrian Program Transportation Planner, emailed to meeting attendees for review on November 18th, 2022, with comments requested by December 9th, 2022, to PGerard@oaklandca.gov.

OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

Meeting of November 17th, 2022, Item #4

ADOPT A RESOLUTION DETERMINING THAT CONDUCTING IN-PERSON MEETINGS OF THE BICYCLIST & PEDESTRIAN ADVISORY COMMISSION AND ITS COMMITTEES WOULD PRESENT IMMINENT RISKS TO ATTENDEES' HEALTH, AND ELECTING TO CONTINUE CONDUCTING MEETINGS USING TELECONFERENCING IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 54953(e), A PROVISION OF AB-361.

WHEREAS, on March 4, 2020, Governor Gavin Newsom declared a state of emergency related to COVID-19, pursuant to Government Code Section 8625, and such declaration has not been lifted or rescinded. See <https://www.gov.ca.gov/wp-content/uploads/2020/03/3.4.20-Coronavirus-SOE-Proclamation.pdf>; and

WHEREAS, on March 9, 2020, the City Administrator in their capacity as the Director of the Emergency Operations Center (EOC), issued a proclamation of local emergency due to the spread of COVID-19 in Oakland, and on March 12, 2020, the City Council passed Resolution No. 88075 C.M.S. ratifying the proclamation of local emergency pursuant to Oakland Municipal Code (O.M.C.) section 8.50.050(C); and

WHEREAS, City Council Resolution No. 88075 remains in full force and effect to date; and

WHEREAS, the Centers for Disease Control (CDC) recommends physical distancing of at least six (6) feet whenever possible, avoiding crowds, and avoiding spaces that do not offer fresh air from the outdoors, particularly for people who are not fully vaccinated or who are at higher risk of getting very sick from COVID-19. See <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>; and

WHEREAS, the CDC recommends that people who live with unvaccinated people avoid activities that make physical distancing hard. See <https://www.cdc.gov/coronavirus/2019-ncov/your-health/about-covid-19/caring-for-children/families.html>; and

WHEREAS, the CDC recommends that older adults limit in-person interactions as much as possible, particularly when indoors. See <https://www.cdc.gov/aging/covid19/covid19-older-adults.html>; and

WHEREAS, the CDC, the California Department of Public Health, and the Alameda County Public Health Department all recommend that people experiencing COVID-19 symptoms stay home. See <https://www.cdc.gov/coronavirus/2019-ncov/if-you-are-sick/steps-when-sick.html>; and

WHEREAS, persons without symptoms may be able to spread the COVID-19 virus. See <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>; and

WHEREAS, fully vaccinated persons who become infected with the COVID-19 Delta variant can spread the virus to others. See <https://www.cdc.gov/coronavirus/2019-ncov/vaccines/fully-vaccinated.html>; and

WHEREAS, the City's public-meeting facilities are indoor facilities that do not ensure circulation of fresh / outdoor air, particularly during periods of cold and/or rainy weather, and were not designed to ensure that attendees can remain six (6) feet apart; and

WHEREAS, holding in-person meetings would encourage community members to come to City facilities to participate in local government, and some of them would be at high risk of getting very sick from COVID-19 and/or would live with someone who is at high risk; and

WHEREAS, in-person meetings would tempt community members who are experiencing COVID-19 symptoms to leave their homes in order to come to City facilities and participate in local government; and

WHEREAS, attendees would use ride-share services and/or public transit to travel to in-person meetings, thereby putting them in close and prolonged contact with additional people outside of their households; and

WHEREAS, on October 21, 2021 the Bicyclist & Pedestrian Advisory Commission adopted a resolution determining that conducting in-person meetings would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361; now therefore be it:

RESOLVED: that the Bicyclist & Pedestrian Advisory Commission finds and determines that the foregoing recitals are true and correct and hereby adopts and incorporates them into this resolution; and be it

FURTHER RESOLVED: that, based on these determinations and consistent with federal, state and local health guidance, the Bicyclist & Pedestrian Advisory Commission renews its determination that conducting in-person meetings would pose imminent risks to the health of attendees; and be it

FURTHER RESOLVED: that the Bicyclist & Pedestrian Advisory Commission firmly believes that the community's health and safety and the community's right to participate in local government, are both critically important, and is committed to balancing the two by continuing to

use teleconferencing to conduct public meetings, in accordance with California Government Code Section 54953(e), a provision of AB-361; and be it

FURTHER RESOLVED: that the Bicyclist & Pedestrian Advisory Commission will renew these (or similar) findings at least every thirty (30) days in accordance with California Government Code section 54953(e) until the state of emergency related to COVID-19 has been lifted, or the Bicyclist & Pedestrian Advisory Commission finds that in-person meetings no longer pose imminent risks to the health of attendees, whichever occurs first.

A street scene in front of a brick building with a sign that reads "530 18th St.". A crosswalk with yellow stripes is in the foreground. Several people are walking across the crosswalk, including a person in a bright yellow raincoat. A dark blue SUV and a grey sedan are parked on the left side of the street. A black fence is on the far left. A street sign with a pedestrian symbol is on a black pole. A "NO PARKING" sign is also visible. The text "OakDOT School Program" is overlaid in white in the center of the image.

OakDOT School Program

November 17, 2022

School Safety in Traffic Engineering



Work Orders



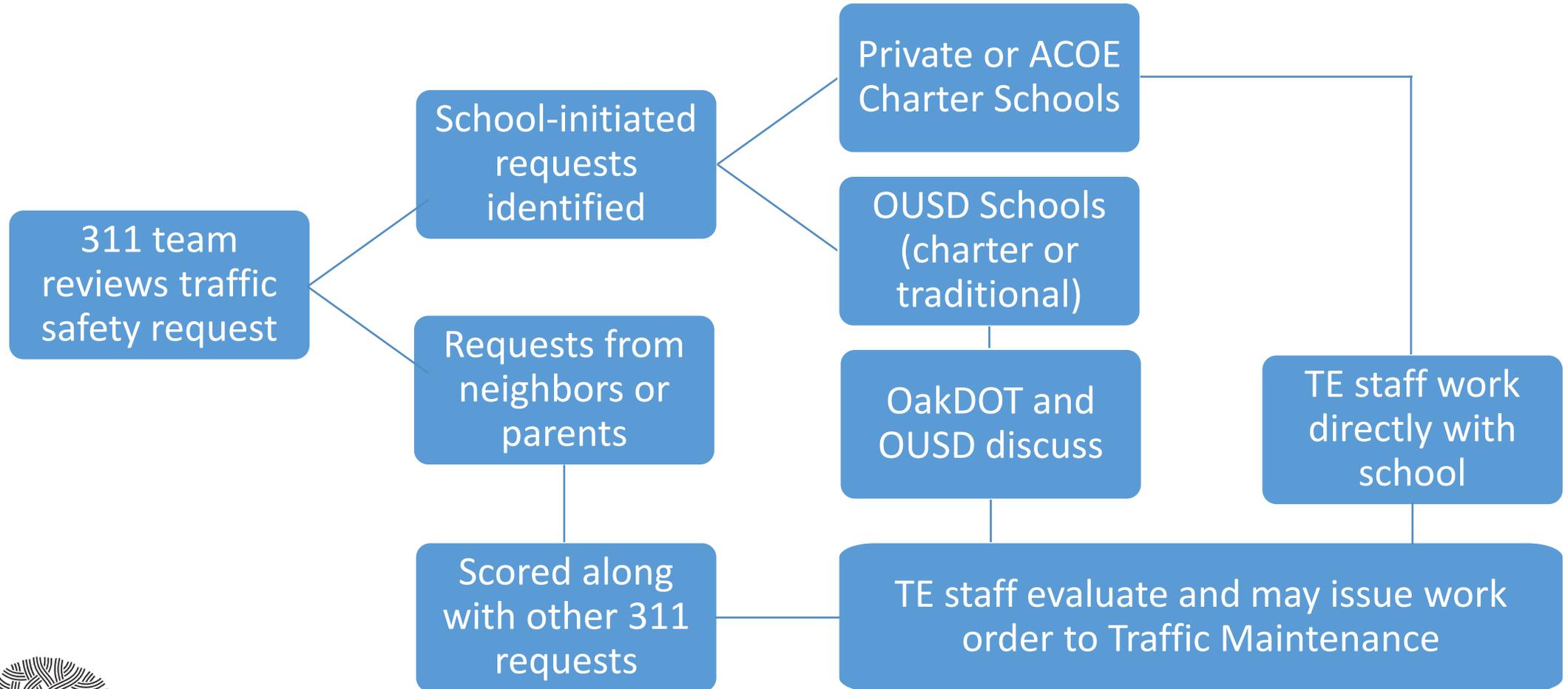
Capital Projects



Walk Audits



Traffic Safety Work Orders



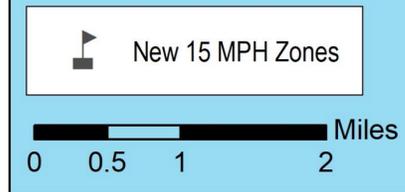
➤ *TE responds to every 311 request clearly identified as originating from schools*

Work Orders

- Toolbox: Signs, pavement markings, curb paint
 - Sometimes: posts, hardened centerlines
 - Schools may also submit applications to speed bump program
- Prioritize safe walking and biking over passenger loading
- 15 MPH Zones



15 MPH School Zones



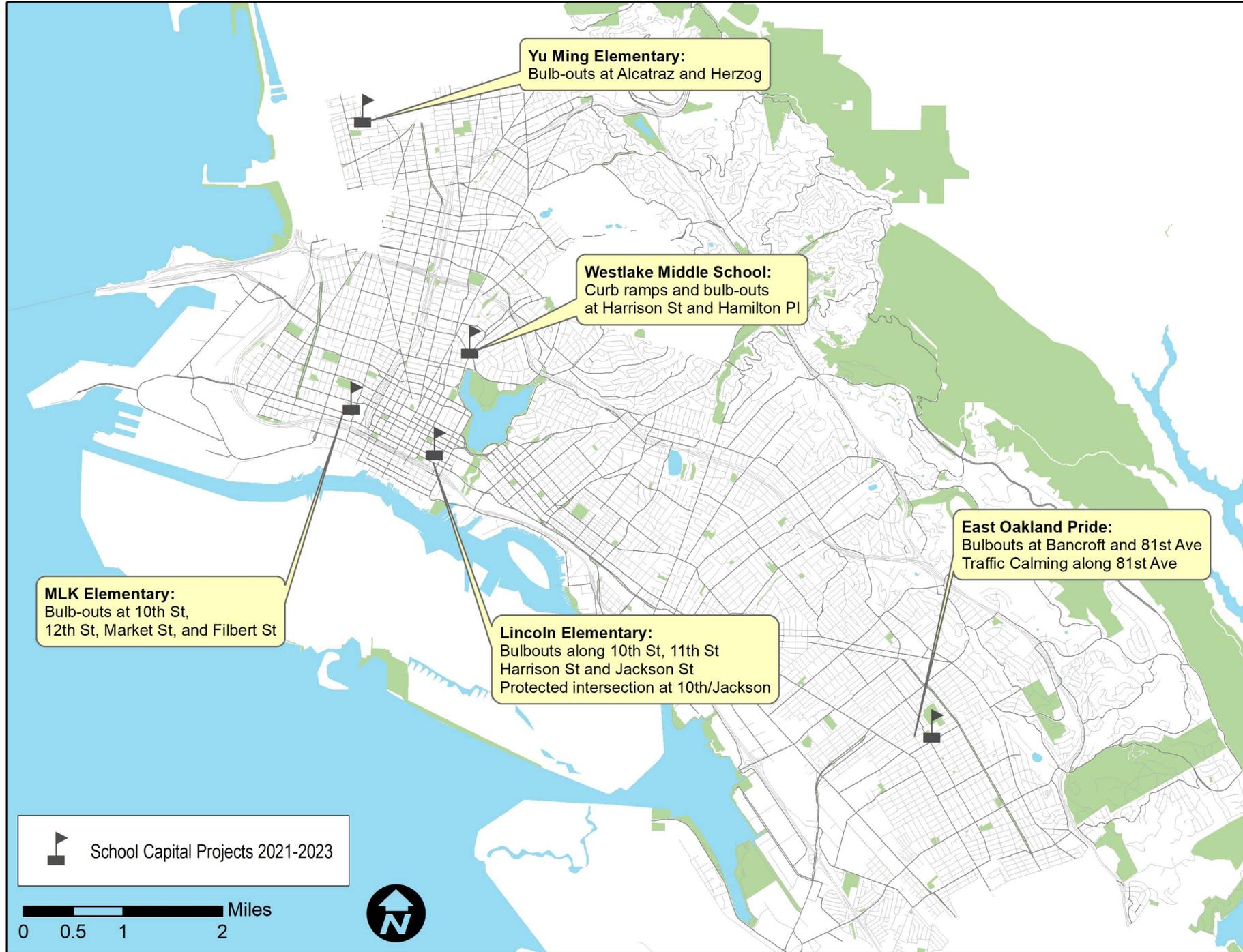
Capital Projects

- School Walk Audits
- Service requests beyond the scope of work orders
- Usually \$1.5 million/year
- Other OakDOT teams also implement capital projects with other funds



Capital Projects 2021-2023

(Construction planned Spring-Summer 2023)



DRAFT Capital Projects 2023-2025

- Address recommendations from all walk audits through 2021-2022 school year
- More spread out throughout the city than past years



DRAFT

Capital Projects 2023-2025

- *RRFBs*
- *Bulb-outs*
- *Raised Crosswalks*
- *Traffic Circles*
- *Curb Ramps*
- *Protected Bike Lanes*



Walk Audits

- Approximately 5 per year
- Led by Alameda County Safe Routes to School
 - OakDOT attends, contributes observations, reviews report
- Consultants, School Staff, Parent Volunteers
- Site Selection:
 - Collision history
 - Demographics of school and surrounding neighborhood
 - Student health metrics
 - Recent walk audit history



Safe Routes to Schools Improvement Plan

Peralta Elementary, Oakland

Site Assessment held JANUARY 2019

- 1 Telegraph Avenue/ 63rd Street**
 - Install high visibility crosswalk on east leg of intersection across 63rd Street
 - Construct a refuge island across Telegraph Avenue at existing high visibility crosswalk
- 2 Telegraph Avenue/ Alcatraz Avenue**
 - Upgrade the existing yellow transverse crosswalks to high visibility yellow crosswalks at all four approaches
 - Conduct traffic warrant study for a protected left turn phase from Alcatraz Avenue onto Telegraph Avenue
- 3 Alcatraz Avenue/ Dana Street**
 - Consider upgrading the existing crosswalk across Alcatraz Avenue to a raised crosswalk. Alternatively, restripe it as a high visibility crosswalk. Install R1-5 Yield Here to Pedestrians signage
 - Install high visibility crosswalk across Dana Street
 - Consider installing a RRFB at the existing high visibility crosswalk to increase visibility of pedestrians
- 4 Dana Street**
 - Increase visibility of School Assembly Signage by either trimming vegetation or relocating signs
 - Restripe existing crosswalk at Dana Street and North Street as high visibility crosswalk
 - Regrade intersection to improve drainage and prevent water pooling at curb ramp locations
- 5 63rd Street**
 - Replace existing crosswalk at Canning Street and 63rd Street with high visibility crosswalk and install advanced yield markings
 - Paint 30 feet of curb red on 63rd Street to reflect no parking curb zone
- 6 On Campus**
 - Install additional secure bike parking



The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, accessibility, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.

Walk Audits

- 2022-2023 sites currently being scheduled:
 - Oakland Charter High
 - Envision Academy for Arts and Technology
 - Roosevelt Middle School
 - Think College Now/International Community School
 - Greenleaf Elementary

(+5 alternate schools)



Walk Audits

- Very long timeline
- Used to build capital project pipeline
- Immediate needs better suited to work orders and non-infrastructure efforts



The OakDOT School Crossing Guard Program



November 17, 2022



- What School Crossing Guards Do
- Crossing Guard Staffing History
- Where Crossing Guards Are Now
- What OakDOT is Doing to Hire Crossing Guards
- School Safety Patrol
- Comprehensive, Coordinated School Traffic Safety

What School Crossing Guards Do



- **Deployed on School Days**
 - 180 days /year*
- **Deployed during Arrival-Dismissal**
 - 2 hrs in AM; 2 hrs in PM
- **Assist with Intersection Crossings, focused on Elementary Students and Schools**
 - Does not assist w/Drop-Off & Pick-Up Operations or the Directing of Traffic



* Regular academic year. Some Summer School deployments occur

School Crossing Guard Funded Positions: 2016-Present



Budget Cycle	Crossing Guard Positions Funded	Positions Added	Funding Source	Budget Increase
Baseline (2016)	50	NA	Traffic Safety Fund	NA
FY2017-2019	58-60	8-10	Increase from Measure BB	~\$200K
FY2018-2019	71-75	13-15	Increase from Measure BB	~\$300K
FY2019-2021	71-75	NA	~\$400K of Funding Transferred from Traffic Safety Fund to Measure B/BB (No Increase)	NA
FY2021-2023	75	NA	Funding Maintained in Measure BB + Traffic Safety Fund	NA

School Crossing Guard : Webpage



The OakDOT Crossing Guard Program

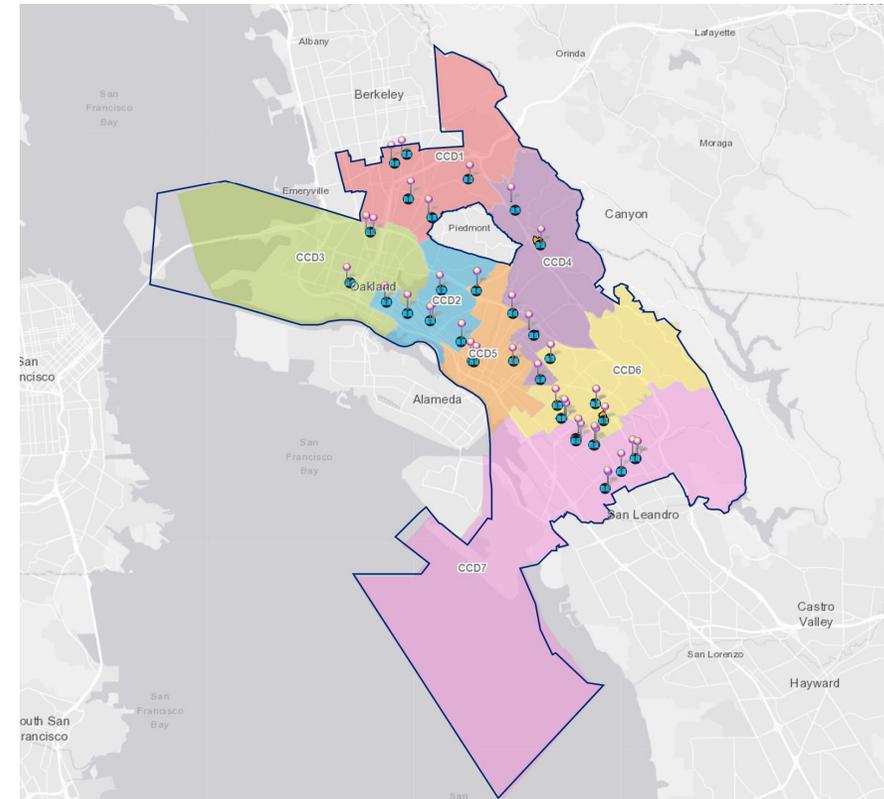
Crossing Guards are an important school and community resource for safety. The Oakland Department of Transportation Crossing Guard program (formerly managed by the Oakland Police Department until early 2021) is comprised of part-time employees under the supervision of the School Traffic Safety Supervisor in the Safe Streets Division of OakDOT.

The Role of Crossing Guards
Where Crossing Guards are Located
We're Hiring!
Requesting School Safety Improvements
Related Web Pages



<https://www.oaklandca.gov/topics/the-oakdot-crossing-guard-program>

Interactive map of active crossing guard posts updated regularly by OakDOT + How to Apply to be a Crossing Guard



44 Active Posts in November 2022

We are Hiring Crossing Guards!

A woman with short grey hair and glasses, wearing a high-visibility orange and yellow vest over a black patterned scarf and a black jacket, holds a large red octagonal stop sign. She is standing on a street with cars and buildings in the background.

**JOB OPPORTUNITY
WITH THE CITY OF OAKLAND**

**OAKLAND
IS HIRING
CROSSING
GUARDS!**

Join the dedicated group of Safe Streets Crossing Guards who assist our children and their families in getting safely to and from school.

- Part Time employment consistent with the school In-Session schedule
- 2 hrs. morning/2 hrs. afternoon
- Starting hourly rate of \$18.75
- Uniform, equipment and training provided

If you or someone you know is interested in applying to be a crossing guard, please e-mail:
oakdothumanresources@oaklandca.gov

For more information go to <https://www.oaklandca.gov/topics/the-oakdot-crossing-guard-program>

Oakland Schools Safety Patrol

- **Step 1: City & ACPHD Meets w/School Community**
 - Discuss Traffic Safety issues and Develop a Traffic Safety Plan
- **Step 2: Adult Advisor Recruited**
 - Advisor can typically member of school faculty
- **Step 3: Student Recruitment**
 - Class by class application distribution
- **Step 4: Training, Learning & Guidance**
 - Monthly re-enforcement of guidelines to being and official “Safety Patroller”

Safety Patrol is Supported by Alameda County Public Health and AAA of Northern California

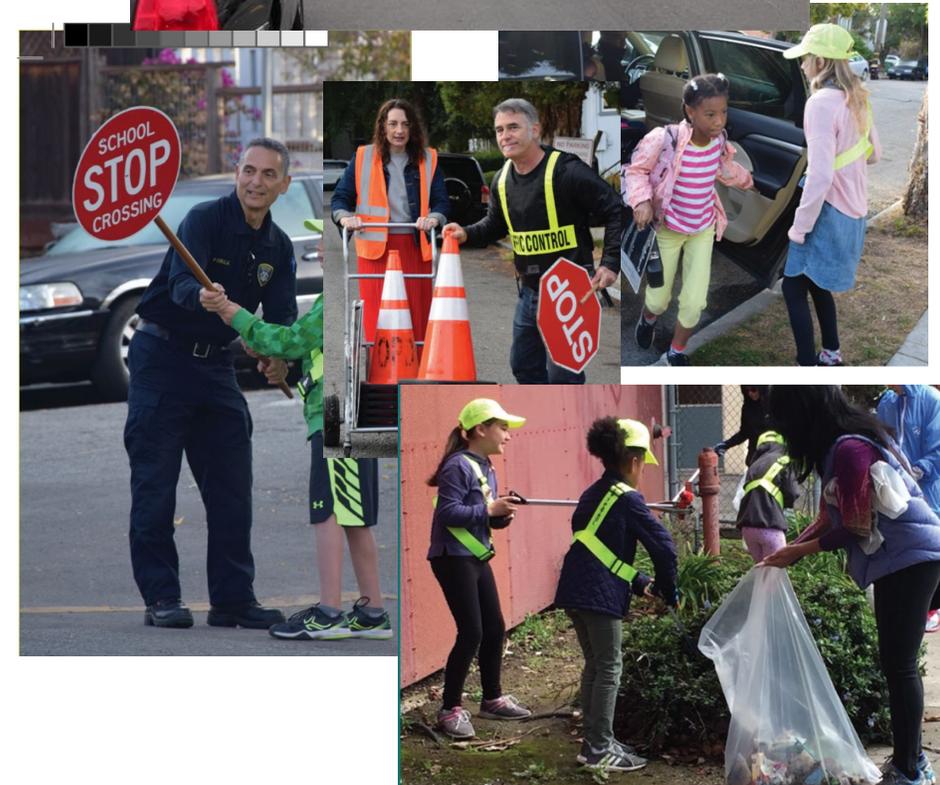
See Program Yearbook



School Safety Patrol



- **Drop Off Zones**
 - Cones deployed to create drop-off lanes
 - Students wave each car forward & open door
 - Result is efficient and organized flow around school
- **Pick Up Zones**
 - Similar to drop off but with added complexity of matching vehicles to students
- **Safe Street Crossing**
 - Volunteer adult or school staff assist students
 - Gating system and whistles provide robust control
- **Leadership Training & Community Service**
 - Monthly meetings and service events



OakDOT and Comprehensive, Coordinated School Safety



The integration of the **School Crossing Guard Program** into OakDOT's **Safe Streets Division** in 2021 allows for increased coordination to address the traffic safety needs of Oakland schools.

The **School Traffic Safety Supervisor** that oversees the Crossing Guard program as well as Oakland's Safety Patrol Program regularly meets with the **OakDOT Traffic Engineering staff** focused on school safety to inform and evolve a more coordinated approach to school traffic safety in support of Oakland's [Safe Oakland Streets initiative](#), which was presented to City Council in March 2021.

As OakDOT continues to implement **targeted, permanent infrastructure improvements to slow speeds** and increase safety citywide and **including near schools**, these improvements may reduce the need for crossing guards at some locations in the future.





Paul Cirolia, School Traffic Safety Supervisor
pcirolia@oaklandca.gov

JOB OPPORTUNITY WITH THE CITY OF OAKLAND

OAKLAND IS HIRING CROSSING GUARDS!

Join the dedicated group of Safe Streets Crossing Guards who assist our children and their families in getting safely to and from school.

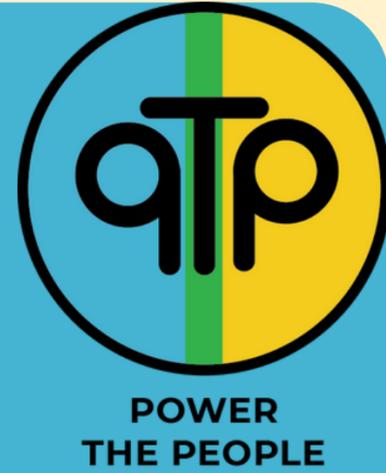
- Part Time employment consistent with the school In-Session schedule
- 2 hrs. morning/2 hrs. afternoon
- Starting hourly rate of \$18.75
- Uniform, equipment and training provided

If you or someone you know is interested in applying to be a crossing guard, please e-mail:

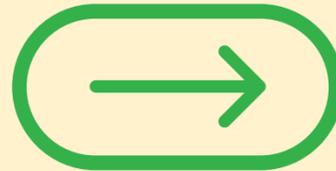
oakdothumanresources@oaklandca.gov



Power the People: Martin Luther King Jr Shoreline Access Study



November 2022 Update





Agenda

Part 1 Project Introduction

Part 2 Existing Conditions

Part 3 Community Engagement

Part 4 Priority Recommendations

Part 5 Next Steps



1. Introduction

Partners

Community Partners

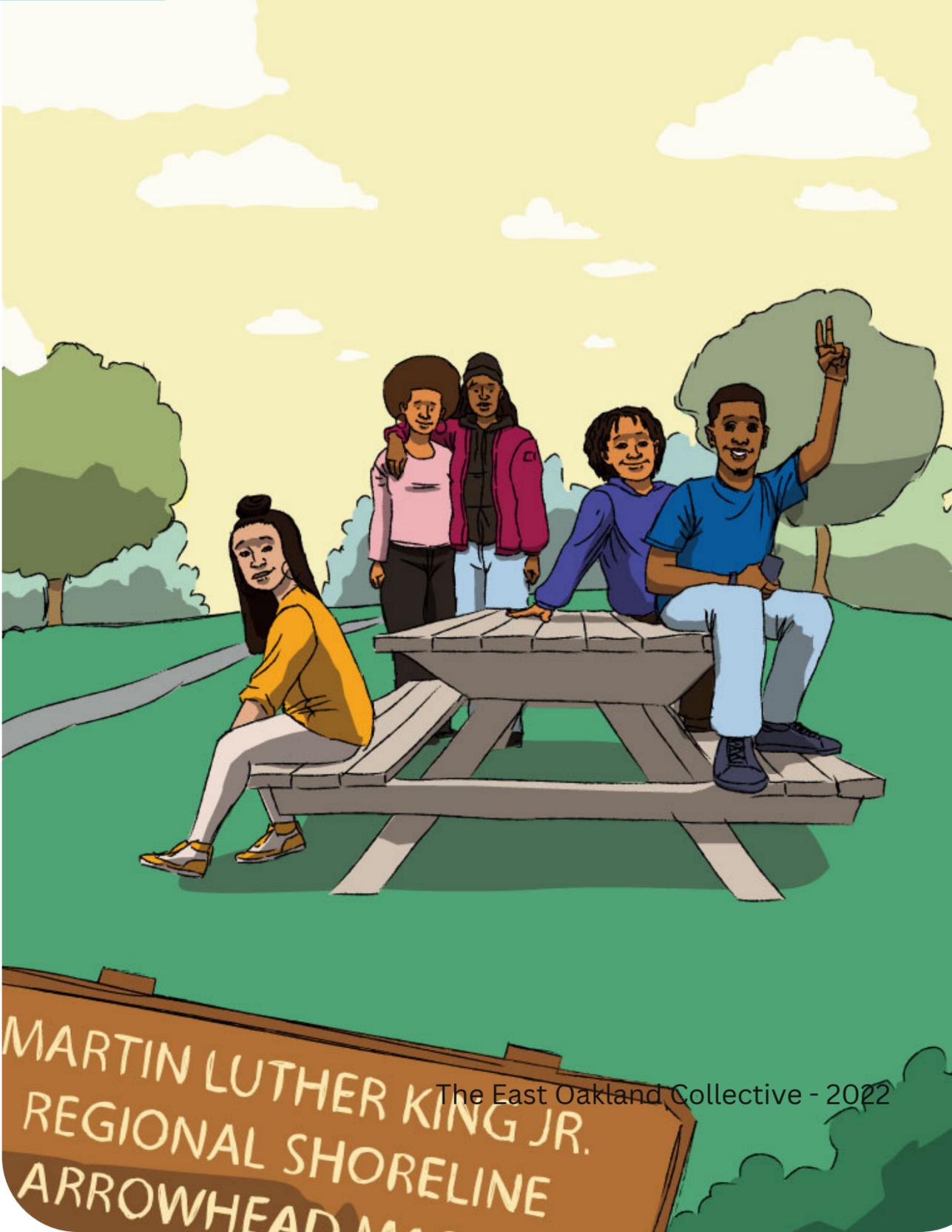


David R. Brower, Ronald V. Dellums
Institute for Sustainable Policy Studies

Project Leads



Funding

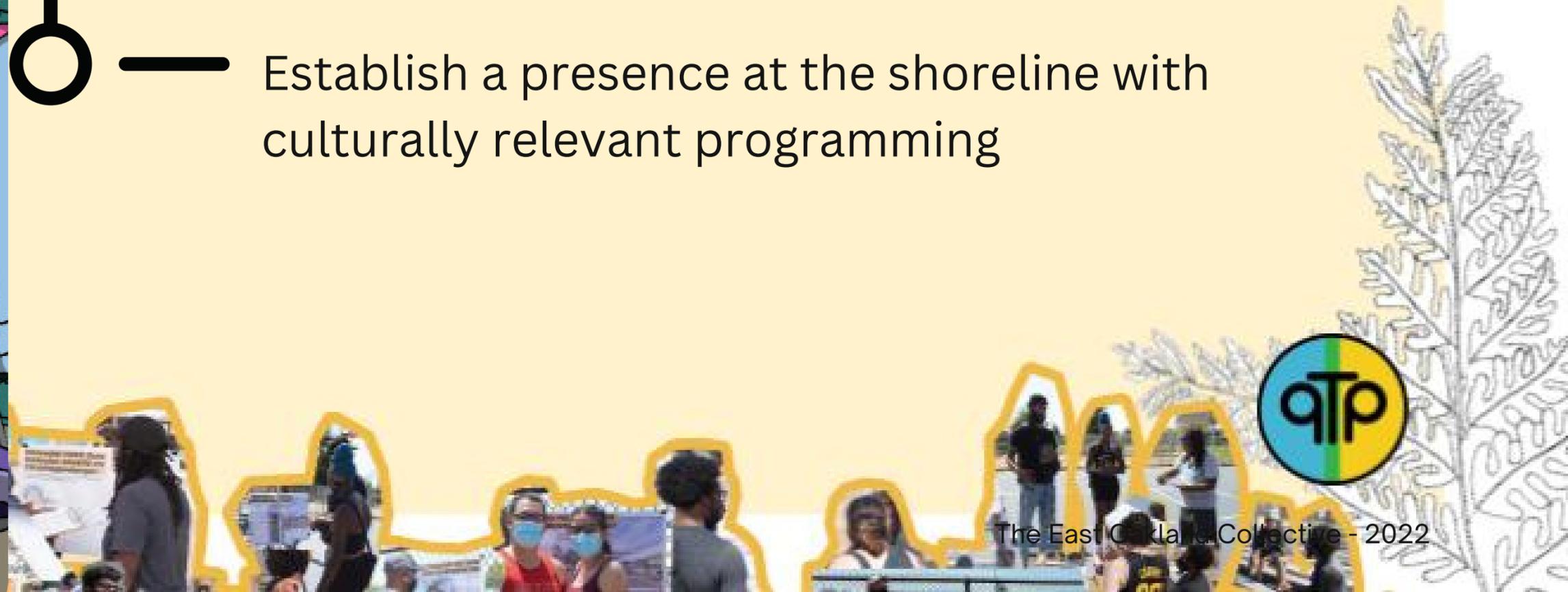


The East Oakland Collective - 2022

Project Goals



- Identify the unique challenges East Oakland residents face when accessing the MLK Shoreline
- Engage residents in the planning and design of new and improved transportation options to the MLK Shoreline
- Develop clean mobility options based on the input from stakeholders
- Establish a presence at the shoreline with culturally relevant programming



RESILIENT

BAY AREA CHALLENGE

BY

DESIGN



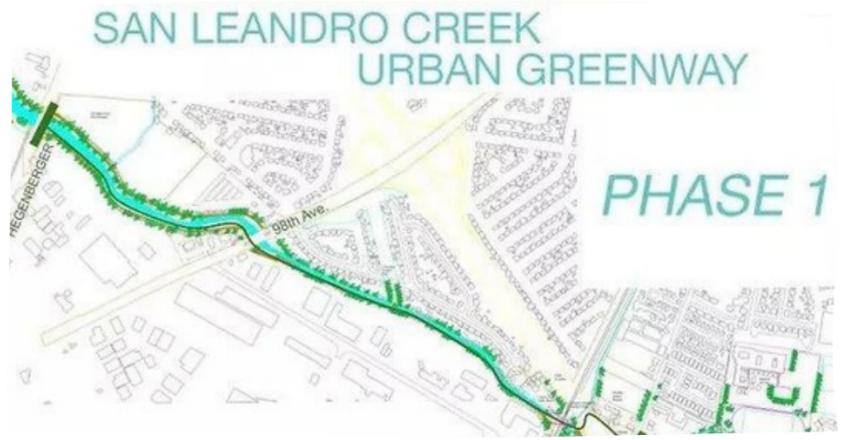
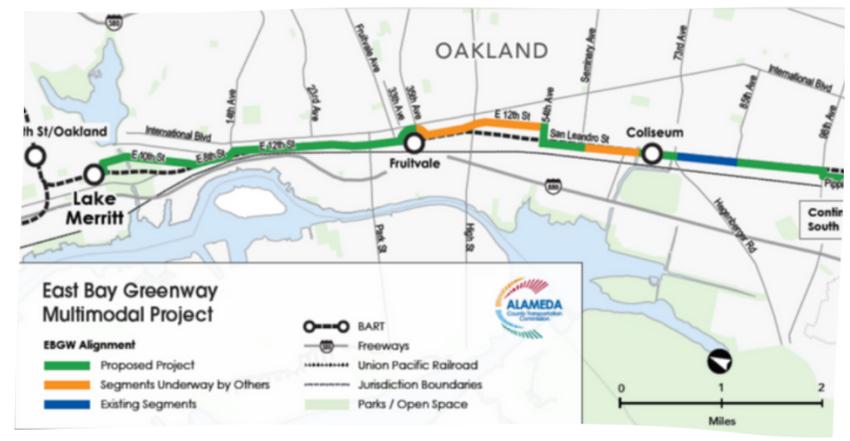
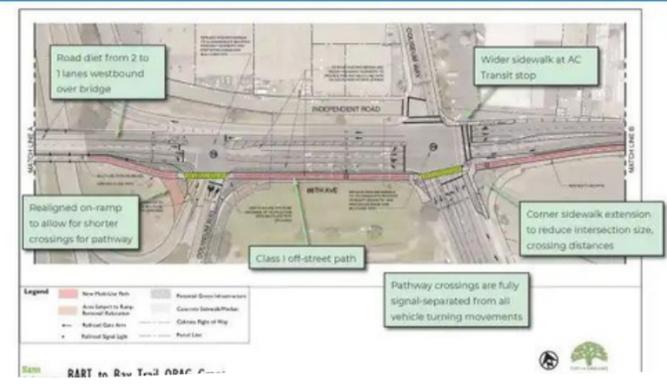
Previous Plans Mentioned

Plans

Plans Relevant to Project Area

66th Avenue BART to Bay Trail
Connecting East Oakland to the MLK Jr Regional Shoreline and the Bay Trail

City of Oakland | Department of Transportation



MLK Regional Shoreline Bay Trail Gap (Doolittle Drive South) and Improvements Project

Initial Study/Proposed Mitigated Negative Declaration

April 13, 2020

The East Oakland Collective - 2022

2. Existing Conditions

Mode Count

Mostly Individuals in the area. Top Activities

- Walking
- Biking
- Running/Exercises

Assesment Tool

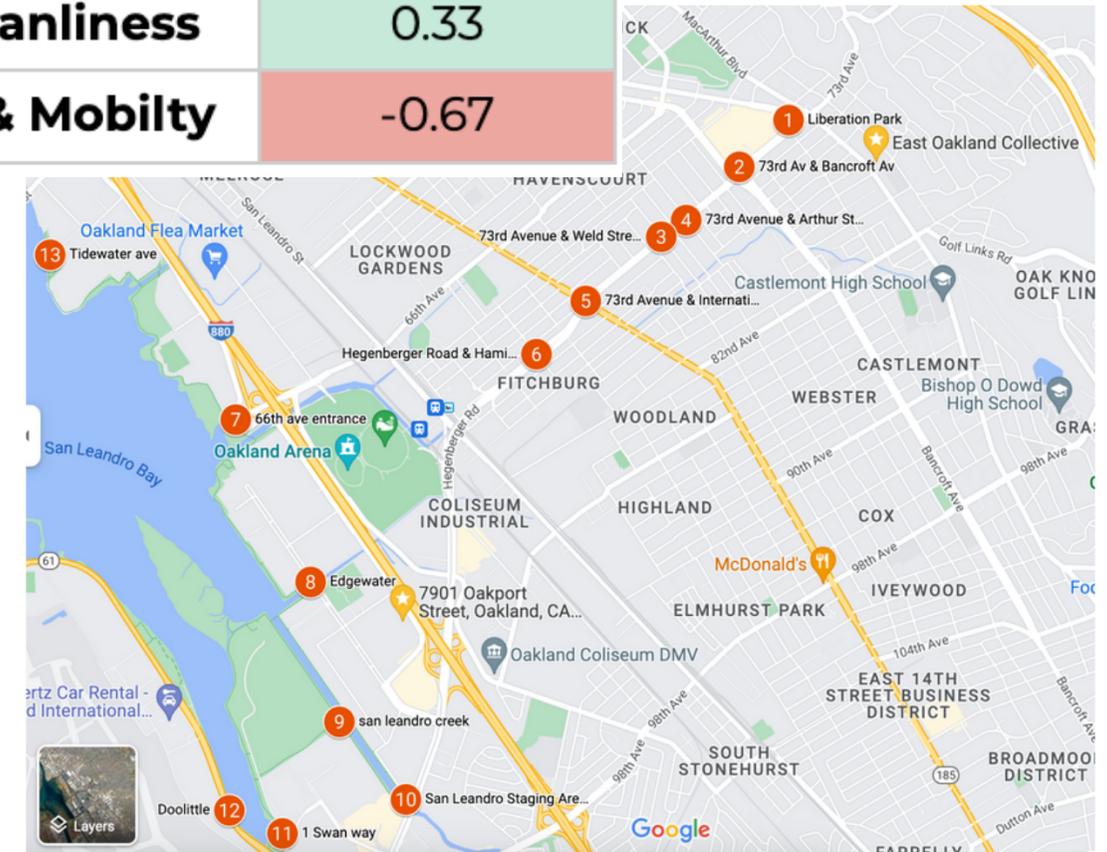
Evaluates existing conditions at each entrance. We rate each entrance based on its levels of place-making, safety and accessibility, durability and cleanliness, and modes of transportation

Existing Plans

East Oakland Mobility Action Plan

- *Bus shelters – Only 32% of bus stops along high-frequency transit routes have shelters and/or benches*

Tidwater Boating Center	
Place Making	-0.13
Safety & Accessibility	0.25
Durability & Cleanliness	0.33
Transportation & Mobilty	-0.67

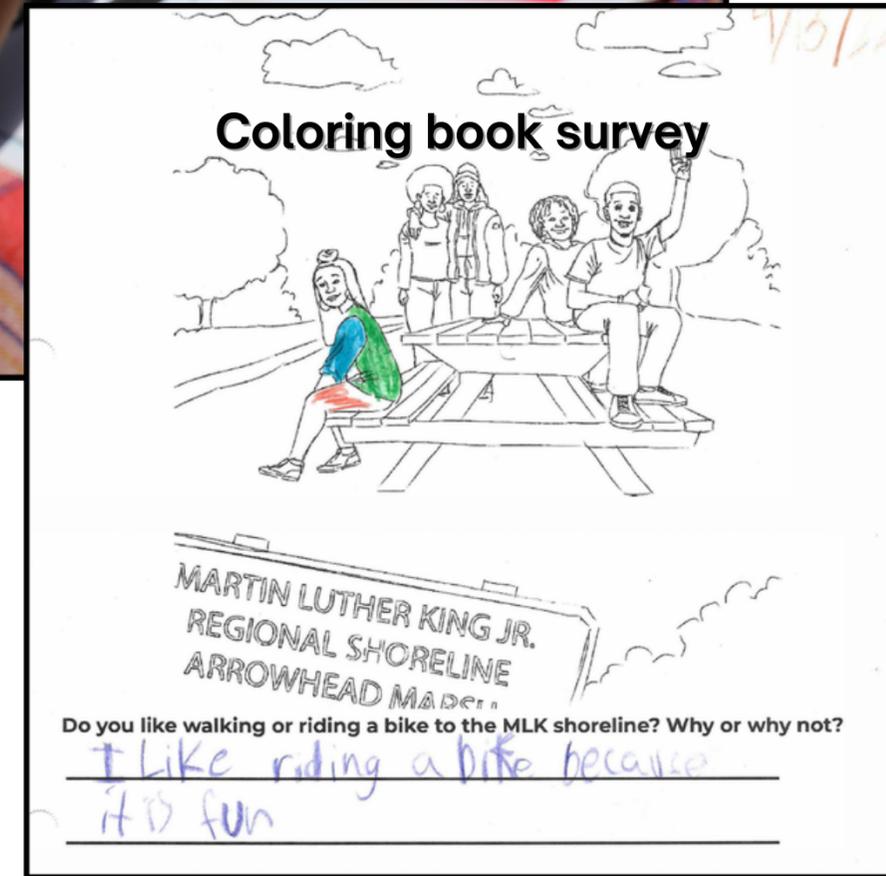


3. Community Engagement Summary

Although we officially kicked-off the project in March 2022, we held several earlier events in the project area where we engaged and surveyed residents.

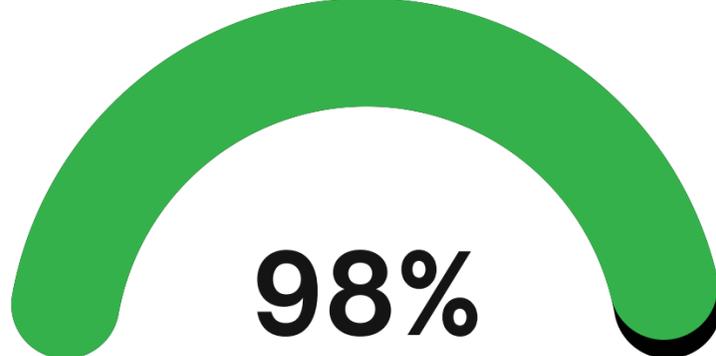
Date	Activity/Event	Participants
October 9, 2021	Bike ride and Creek cleanup	• 30-40 residents
November 14 and 20 2021	Kayaking the MLK Jr. Shoreline	• 20 residents
December 10, 2021	Birdwatching for K-6 youth	• 15 students
January 17, 2022	MLK Day Creek Cleanup	• 20 residents
March 27, 2022	Tabling at Akoma Market	• 30 residents
April 13, 2022	Kiteflying for K-6 youth	• 13 students
May 24, 2022	Castlemont Student Showcase	• 15 students (grades 9-12)
June 18, 2022	East Oakland Futures Fest	• 50+ residents
July 9, 2022	Public Design Workshop	• 25 residents
August 7, 2022 and October 7, 2022	Leet Drive Creek Cleanup & Encampment Resource Pop Ups	• 60 unhoused residents

Hand painted signs at public design workshop





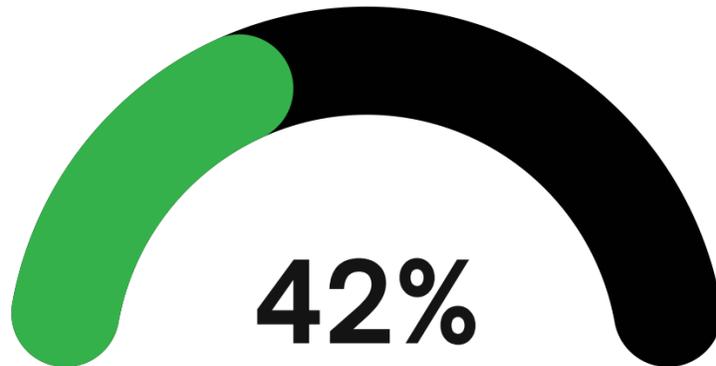
Community Engagement Insights



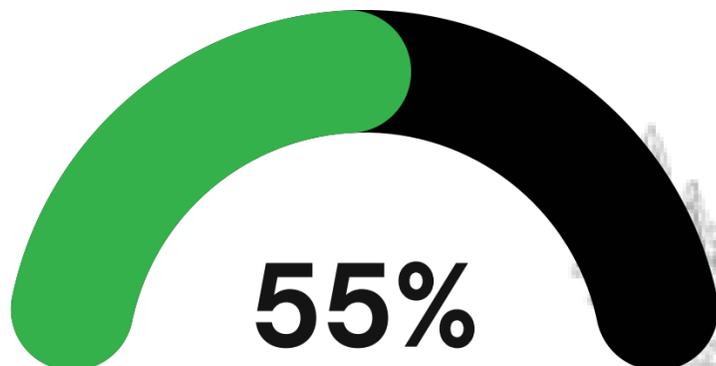
respondents said that a fare-free zero emissions shuttle would benefit their community



of survey responses came from East Oakland residents



respondents rank weekend mornings and afternoons as the most useful hours of operation for a shuttle



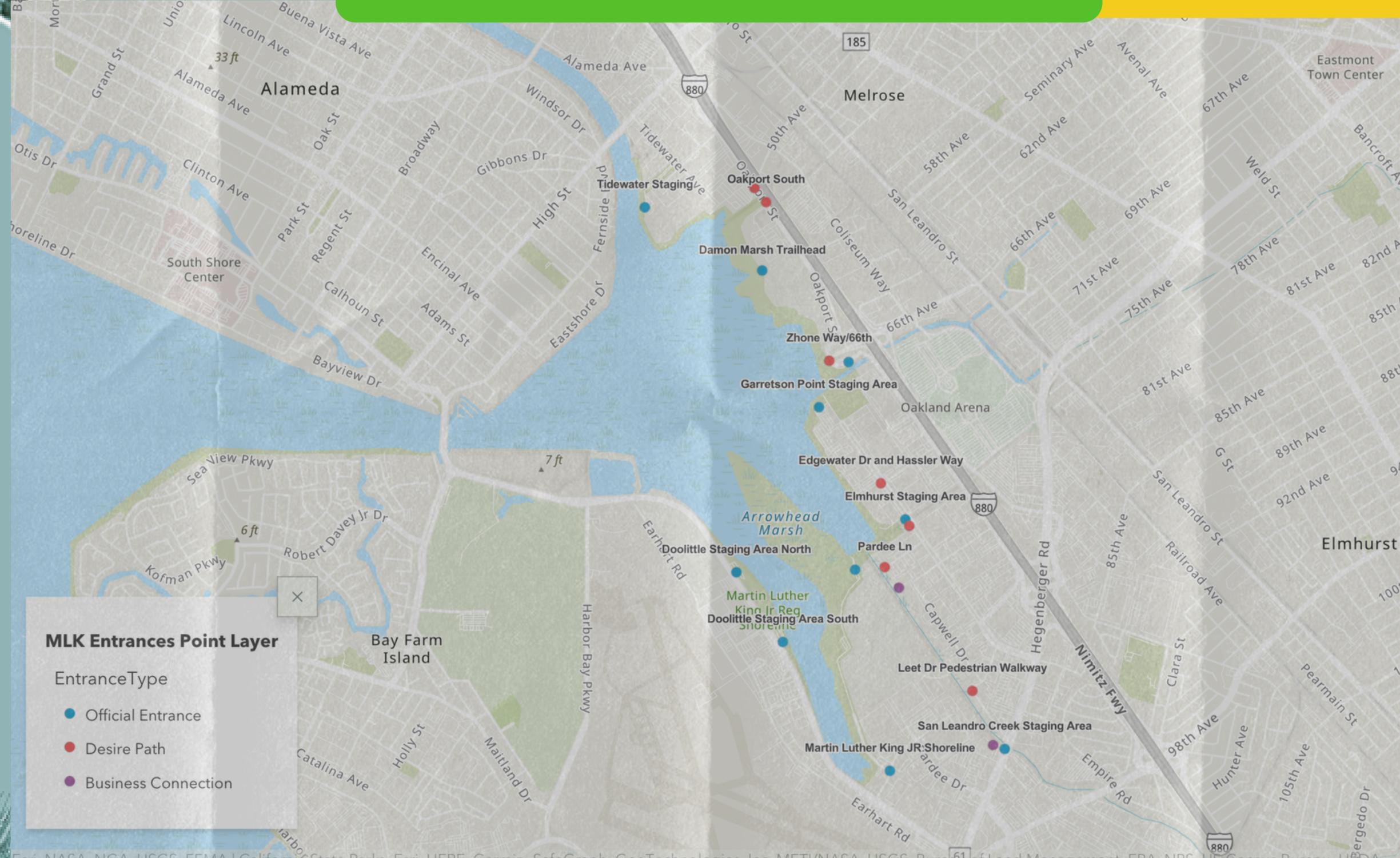
of youth responses mentioned playgrounds and/or fun activities for kids.





The link to view this online is <https://bit.ly/PTPstorymap>

Storymap



MLK Entrances Point Layer

EntranceType

- Official Entrance
- Desire Path
- Business Connection

Esri, NASA, NGA, USGS, FEMA | California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

4. Priority Recommendations



TRANSPORTATION & MOBILITY

- Free EV Shuttle Bus
- Mobility Hubs (Liberation Park)
- Discounted carshare, rideshare and scooter share options
- Infrastructure Improvement Needs
- Charging/docking stations
- Paving plan
- Bike Plan Implementation



REIMAGINING THE SHORELINE

- Cultural markers (murals, statues, signage, etc.) that highlight MLK, activism, and East Oakland
- Free community events, e.g. vendor pop-ups, music festivals
- Opportunities for community stewardship, e.g. jobs for returning residents, outdoor activities for Black and Brown youth



SHORELINE ACCESSIBILITY & ENVIRONMENTAL IMPACTS

- Access and entrance points improvements
- San Leandro Creek clean-ups/development and other projects that reverse pollution
- Closing the Bay Trail gaps and improving connections



5. Next Steps

1. Improve Programming

The East Oakland Collective is preparing to continue to introduce and engage residents around the shoreline with three sustainable programming methods, such as group bike rides, creek clean ups, and walking tours.

2. Support implementation grants

Support projects from OakDOT and other agencies and community-based organizations to provide a zero-emission shuttle and other electric mobility options.

3. Policy advocacy

Support for conservation and climate mitigation efforts near the shoreline, which can include better pedestrian infrastructure. Increase EV charging stations nearby.





Thank You

We thank you for your continued support of our efforts.

Contact Us

On our website www.eastoaklandcollective.com/powerthepeople

By email powerthepeople@eastoaklandcollective.com



**COMMUNITY PLANNING
BPAC PRESENTATION**