

CITY OF OAKLAND



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Department of Transportation
Safe Streets Division

Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda

Thursday, June 15th, 2023; 6:00-8:00 pm

City Hall, Hearing Room 4 – THIS IS AN IN-PERSON MEETING

BPAC Home Page: www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission

Resources for Commissioners: <https://www.oaklandca.gov/resources/resources-for-bpac-members>

Commissioners

Andrew Campbell, Alexander Frank, Grey Gardner (Vice Chair), Michael Lok, Phoenix Mangrum,
David Ralston, Patricia Schader, Nicholas Whipps, Dianne Yee (Chair)

PUBLIC WEBCASTING

This is an in-person meeting. People participating in the meeting must attend in-person. People may be able to observe this meeting remotely. City of Oakland staff to the Commission are striving to provide the following options for people to observe BPAC meetings remotely.

- To view the meeting by video, click on this link to download Zoom and open the meeting on a computer or smart phone: <https://us06web.zoom.us/j/83186858264> at the noticed meeting time.
- To listen to the meeting by phone, dial at the noticed meeting time (for higher quality, dial a number based on your current location): US: +1 669 444 9171 or +1 669 900 6833 or +1 408 638 0968 or +1 253 205 0468 or +1 253 215 8782 or +1 346 248 7799 or +1 719 359 4580. International numbers available: <https://us06web.zoom.us/j/83186858264>. **Webinar ID: 831 8685 8264**

Remote participation including public comment via teleconferencing is not available at this time. Hybrid meetings may commence once the City of Oakland has established meeting procedures and allocated resources for simultaneously supporting in-person and remote participation. All Commission meetings will include procedures to comply with the open meeting requirements of the City's [Sunshine Ordinance](#) and the State's [Brown Act](#).

Public Survey on Return to In-Person Meetings: A survey has been created to gather feedback from the public regarding board and commission meetings in the City of Oakland:

<https://us.openforms.com/Form/d98a20d5-72e7-4d23-8fc3-be13f6cd32bb>.

If you have any questions, please email Pierre Gerard, staff liaison to the commission at pgerard@oaklandca.gov.

Time	#	Topic
6:00	1	Roll Call/Determination of Quorum/Introductions (10 minutes)
6:10	2	Open Forum / Public Comment (10 minutes) – Members of the public may comment on any issue within BPAC's subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. The BPAC's Open Forum Committee tracks Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking .) The Committee reviews the public comments on a periodic basis to identify policy issues for discussion by the Commission. To request City services, please contact the City of Oakland Call Center; information at www.oaklandca.gov/services/oak311 .
6:20	3	Approval of meeting minutes Attachment (5 minutes) – Seek motion to adopt the May 2023 BPAC Special Meeting minutes.
6:25	4	Recent Bicyclist and Pedestrian Fatal Traffic Crashes (10 minutes) – Commissioner Schader (patricias.oakland@gmail.com) will lead the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians. <ul style="list-style-type: none"> On Thursday, March 23rd, 2023 at approximately 12:04 PM, a male pedestrian was injured in a hit-and-run crash by a driver while crossing Broadway 100 feet south of 42nd Street. On Saturday, February 18th, 2023 at approximately 12:02 PM, two 20-year-old female pedestrians were severely injured in a hit-and-run crash by a driver while crossing International Boulevard in the crosswalk towards 34th Avenue. There have been 6 confirmed traffic fatalities since the beginning of 2023, one of which involved a pedestrian, and two involved a bicyclist.
6:35	5	OakDOT Budget and Organizational Update Attachment (20 minutes) – Fred Kelley, OakDOT Director (fkelly@oaklandca.gov), Megan Wier, OakDOT Assistant Director (mwier@oaklandca.gov), Craig Raphael, OakDOT Senior Transportation Planner (craphael@oaklandca.gov), and Tony Dang, OakDOT Policy & Intergovernmental Affairs Senior Advisor (tdang@oaklandca.gov), will provide an update on the Fiscal Year 23-25 budget process that is underway, including updates on department leadership, the vacancy rate, organizational challenges, and recent accomplishments.
6:55	6	Bike to Work Day Report-Back and School Traffic Safety Pilot Attachment (20 minutes) – Walk Oakland Bike Oakland's Board President, Chris Hwang, will share highlights from Bike To Work Day celebrations from May 18, 2023. Natalie Mall, a volunteer who coordinated the project with Oakland Tech High School and Traffic Violence Rapid Response group, will also share highlights from the pop-up traffic safety demo on Broadway, implemented over two days, May 17-18.
7:15	7	Chinatown Complete Streets Plan Attachment (20 minutes) – Manuel Corona (mcorona@oaklandca.gov), Transportation Planner II in OakDOT's Planning and Project Development Section, will provide an overview of the Chinatown Complete Streets Plan. This Plan will identify a set of key corridors with multimodal upgrades through outreach to complete the conceptual designs necessary to advance the projects future construction grant funding. For additional information see https://www.oaklandca.gov/projects/chinatown-complete-streets-plan .
7:35	8	Restarting BPAC Committees Attachment (15 minutes) – Jason Patton (jpatton@oaklandca.gov), OakDOT staff to the Commission, will present a proposal to restart the BPAC's Committees. The recommendations are based on the presentation and discussion at BPAC's March 30 th special meeting on strategic planning and subsequent input from Commissioners and Committee members.
7:50	9	Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment (10 minutes)



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin, or Spanish interpreter, please email pgerard@oaklandca.gov or call (510) 238-6313 or 711 (for Relay Service) at least five (5) working days before the meeting. Please refrain from wearing scented products to this meeting as a courtesy to attendees with chemical sensitivities.

Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete en español, Cantonés, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a pgerard@oaklandca.gov o llame al (510) 238-6313 o al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

會場有適合輪椅出入設施。需要殘障輔助設施, 手語, 西班牙語, 粵語或國語翻譯服務, 請在會議前五個工作天電郵 pgerard@oaklandca.gov 或致電 (510) 238-6313 或 711 (電話傳達服務)。請避免塗搽香氛產品, 參加者可能對化學成分敏感。請避免塗搽香氛產品, 參加者可能對化學成分敏感。

Địa điểm tổ chức cuộc họp có đường dành riêng cho xe lăn. Để yêu cầu các phương tiện hỗ trợ phục vụ người khuyết tật hoặc yêu cầu thông dịch viên ASL, tiếng Quảng Đông, tiếng Quan Thoại hoặc tiếng Tây Ban Nha, vui lòng gửi email đến địa chỉ pgerard@oaklandca.gov hoặc gọi đến số 711 (với Dịch vụ Tiếp âm) ít nhất năm (5) ngày làm việc trước khi cuộc họp diễn ra. Vui lòng không sử dụng các sản phẩm có mùi thơm khi tham gia cuộc họp này như một phép lịch sự đối với những người tham dự nhạy cảm đối với các chất hóa học.



City of Oakland, Bicyclist & Pedestrian Advisory Commission
DRAFT Minutes from the May 25th, 2023 Special Meeting
City Hall, 2nd Floor, Sergeant Daniel Sakai Hearing Room (A.K.A. Hearing Room 4)

Meeting agenda at <https://www.oaklandca.gov/meeting/may-2023-bicyclist-pedestrian-advisory-commission-bpac-meeting>.

Meeting called to order at 6:05pm by BPAC Chair Dianne Yee.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with 7 Commissioners present (X). One Commissioner was excused.

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

Introductions were made.

- Staff: KTOP, Pierre Gerard, Jason Patton, Charlie Ream, Megan Wier, Tony Dang, Mica Amichai, Sergeant Greg Bellusa.
- Other attendees: Laura Cohen, Bryan Culbertson, Natalie Mall, Robert Prinz, Koushik Roy, Kevin Dalley, Jean Walsh.

Item 2. Open Forum / Public Comment

- Commissioner Ralston participated in a Bike to Work Day bicycle ride with the East Oakland Neighborhoods Initiative around the Oakland Estuary.

Item 3. Approval of Meeting Minutes

- A motion to adopt the Bicyclist & Pedestrian Advisory Commission Special Meeting minutes from March 30th was made (Whipps), seconded (Ralston), and approved by voice vote.
- A motion to adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from April 20th was made (Schader), seconded (Gardner), and approved by voice vote. Commissioners Mangrum, Ralston, and Whipps abstained.

Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 4. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

Commissioner Schader led the Commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.

- On Thursday 5/4/23 just after 5:30pm, a 32-year-old male pedestrian was severely injured by a driver near “23rd Avenue, East 11th Street, and Interstate 880” during a Homeland Security vehicle pursuit.
- On Wednesday 5/17/23 at approximately 9:19pm, a 50-year-old male bicyclist was killed by a driver in a hit-and-run crash at 98th Avenue and D Street.

Summary of Discussion:

- The following crash information was received after agenda publication and was read during this Special Meeting: On Friday 5/19/23 at approximately 11:30pm, a male pedestrian was severely injured by a driver in a hit-and-run crash at 35th Avenue and East 16th Street. The pedestrian had been crossing 35th Avenue westbound at the intersection with East 16th Street in the marked south crosswalk.

Speakers other than Commissioners: Bryan Culbertson, Pierre Gerard, Jason Patton.

Item 5. Supporting the East Bay Greenway: Recent Work by the Bay Area Trails Collaborative

Laura Cohen, Western Region Director for the Rails to Trails Conservancy (laura@railstotrails.org), presented results of recent work related to the EB Greenway: a Multi-jurisdictional Maintenance Strategy Report and a Low-Stress Connectivity Analysis. The presentation was included in the meeting’s agenda packet.

Summary of Discussion:

- The next phase of the East Bay Greenway involves a design plan that is currently being developed by the Alameda County Transportation Commission, which is seeking more funding to implement it. The estimated cost of the Oakland section is about \$120 million, and there is only about \$18 million secured in grant funding for this work so far.

Speakers other than Commissioners: Robert Prinz, Charlie Ream.

Item 6. Safe Oakland Streets (SOS) Annual Report

OakDOT Policy & Intergovernmental Affairs Senior Advisor, Tony Dang (tdang@oaklandca.gov), provided the second annual update of the SOS initiative. The SOS Initiative was launched in 2021 with the primary goal of preventing severe and fatal crashes and related disparities impacting Black Indigenous and People of Color (BIPOC) communities, persons with disabilities, seniors, children, and low-income populations. This presentation focused on reporting on progress made in 2022.

Summary of Discussion:

- The SOS program will be results-focused when considering possible links between SOS-led safety installations and whether people’s lives are actually safer.
- There are 6 Oakland police officers performing traffic enforcement duties, including on High Injury Networks like International Blvd and High St. Around five times per day, drivers facing a traffic stop drive away (often at high speeds) from the police, who cannot pursue the traffic offender.
 - The license plate of the traffic offender can be run, and the vehicle will be towed if found.
- OakDOT is actively working with AC Transit on safety improvements to International Blvd.

- The [66th Avenue BART to Bay Trail project](#) is planned and ~~will~~may take 7-10 years to complete all phases due to crossing multiple agencies' right-of-way. Other SOS projects may be completed more quickly.
- Quick build safety improvements and an automated enforcement penalty system for speed-related traffic violations may reduce motor vehicle speeds.
- OakDOT is struggling to deliver on projects for which funding has been secured (due to challenges like limited staffing support).
- The list of SOS projects is available in the Annual Report to City Council, attached to these minutes.
- Streets may be closed for a crime or illegal dumping issue, as per State code, via a City Council Resolution. The street must not be intended for through traffic (i.e., it must be a Local Street).
- Bicyclist and pedestrian crashes with drivers occur, in part, on roadways where City transportation safety projects are actively being built.
- 85th percentile speed traffic surveys are used by Oakland police officers to justify a traffic stop based on unsafe motor vehicle speeds (and action is typically taken if the driver is traveling 10-15 miles per hour over the posted speed limit).
- An analysis of traffic crashes grouped by roadway intersection features could help to identify dangerous traffic elements in common with one another.

Speakers other than Commissioners: Natalie Mall, Robert Prinz, Charlie Ream, Koushik Roy, Kevin Dalley, Sergeant Greg Bellusa, Megan Wier.

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

Item 7. Grand Avenue Repaving Project

OakDOT Planning and Project Development Supervisor, Charlie Ream (cream@oaklandca.gov), presented an update on the Grand Avenue Complete Streets Repaving Project, which will reconfigure Grand Avenue between Broadway to Elwood Avenue along with a planned repaving of the roadway. With Measure KK/U funding, OakDOT will conduct outreach and include bicycle, pedestrian, and transit improvements in the design. The project kicked off in late 2021, and OakDOT staff engaged the community and key stakeholders living near the corridor in Spring 2022. OakDOT worked with a consultant team and completed draft conceptual designs (15% plans) for the corridor in Fall/Winter 2022, which staff shared with the community, including a presentation to the BPAC at the November 2022 meeting. Since circulating those designs, OakDOT incorporated community and stakeholder feedback, and developed an updated design (35% plans) to share with BPAC and others for a final round of design iteration before handing the project over to the OakDOT Paving Program for detailed design and engineering.

Summary of Discussion:

- Outreach so far has included street questionnaires about the transportation mode that business patrons had used to reach the Grand Avenue business district.
- AC Transit does not want a reduction in motor vehicle lanes due to potential negative effects on the bus schedule. Traffic volumes are also high to support a road diet.
- Minimum widths are being used for nearly all modes detailed in these plans.

Speakers other than Commissioners: Bryan Culbertson, Natalie Mall.

- A motion **to extend the meeting by 15 minutes** was made (Yee), seconded (Gardner), and passed unanimously by all Commissioners present.

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

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

Suggestions for Meeting Topics

- Broadway road diet pilot (Natalie Mall, Transport Oakland)
- Sideshow reduction (Commissioner Frank)
- Review of CIP infrastructure projects (Commissioner Gardner)
- East Oakland shoreline access issues (Commissioner Gardner)

Announcements

- Universal Basic Mobility Pilot Project Update: As of December 2022, the Universal Basic Mobility Pilot for East Oakland, funded by the Alameda County of Transportation Commission, entered into its second round of funds dispersal, with 242 participants receiving \$200 on a pre-paid card for use on transit, shared mobility, and other mobility-related services. We are asking participants of this second round to take a survey to understand their usage of the cards and participation in the program. Results of this survey are still pending. A second Universal Basic Mobility Pilot for West Oakland residents, also funded by the Alameda County of Transportation Commission, is still in the process of working through an updated contract with the pre-paid card vendor. In the West Oakland Pilot, up to 1,000 West Oaklanders will be eligible to receive up to \$320, and the pilot will operate for at least 18 months. Staff estimates that this pilot will be able to launch during Summer 2023.
- Chair Dianne Yee will write a letter of support as the BPAC Chair (not on behalf of the BPAC) for OakDOT's Safe Streets and Roads for All application for an implementation grant to fund construction of the Broadway Streetscape Improvements Project. This project is focused on improving transit service and reliability and pedestrian safety on Broadway between 2nd and 11th street and between 20th and Grand Avenue. The project will include bus-only lanes, transit signal priority, new ADA curb ramps, high-visibility crosswalks, improvements to the underpass, and other components. More information about the project can be found at: <https://www.oaklandca.gov/projects/broadway-streetscape-improvements>
- OakDOT staff Jason Patton summarized a draft recommendation for restarting meetings of the BPAC's committees in a manner that meets open meeting requirements for legislative bodies. Staff will be discussing the draft recommendation with Chair Yee and Vice-Chair Gardner with the goal of having the recommendation come to the BPAC's June meeting. Staff welcomes suggestions to get the committees running again as a means of increasing public participation in the BPAC.

Meeting adjourned at 8:44 PM.

Attachments:

- Safe Oakland Streets - 2022 Annual Report presentation
- Safe Oakland Streets – 2022 Annual Report to City Council, Attachment A
- Grand Avenue Repaving Project concept design plans
- Highway Safety Improvement Project – Concept Plan for 98th Avenue
- BPAC Committee Recommendations

Minutes recorded by Pierre Gerard, Bicycle & Pedestrian Program Transportation Planner II, emailed to meeting attendees for review on 5/30/23 with comments requested by 6/8/23 to PGerard@oaklandca.gov. Revised minutes will be attached to the June 2023 meeting agenda and considered for adoption at that meeting.

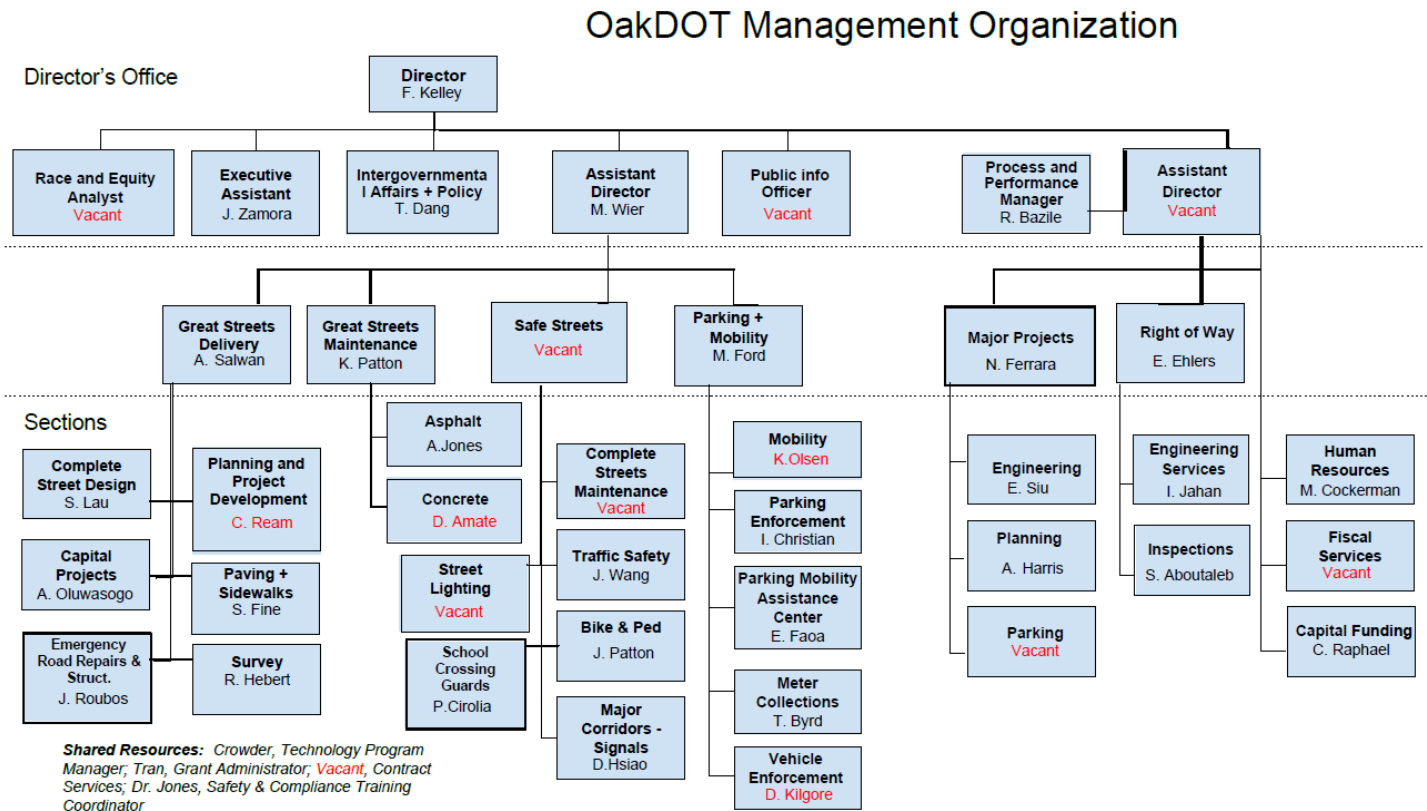
Department of Transportation FY 23-25 Budget Proposal

May 30, 2023



Mission Statement and Management Structure

The Department of Transportation will **envision, plan, build, operate** and **maintain** a transportation system for the City of Oakland and assure **safe, equitable**, and **sustainable access** and **mobility** for residents, businesses and visitors.



How Are We Delivering On Our Mission?

Equity-centered performance measures include:

- Majority of CIP projects in highest and high priority neighborhoods, in alignment with Council-adopted prioritization criteria
- Number of potholes filled
 - 18,535 potholes filled in FY 21-22
- Miles of streets paved in high priority neighborhoods
- *Sidewalk repairs facilitated*
- *Service requests for parking enforcement and abandoned autos*



Barriers to Delivering Our Mission

- **High vacancy rate (currently 30%)**
 - Impacted by baby-boom generation employees reaching retirement age and macro-economic conditions facing the city
- **Prioritizing Investments**
 - We must continue to prioritize improvements based on limited staffing resources and high demand and need to be transparent that there are tradeoffs in our delivery of services.
- **Contracting challenges**
 - In the area of procurement of materials, professional services and construction, policymakers could provide more administrative authority, particularly for priority activities.
- **Policy Needs**
 - New policies, like automated speed enforcement with strong equity and privacy protections, if authorized at the state level, could calm traffic and lead to more equitable outcomes on our High Injury Networks.

FY23-25 Operating Budget Proposal Highlights

Expenditure Updates

- **Add Ten Capital Delivery Positions to Support Critical Safety/Complete Street Projects**
 - Funded 85% by secured grants and 15% in on-going operating funds.
- **Create Asphalt Finisher Classification** – upgrade (4) public works maintenance worker positions.
 - This classification would support retention in the unit and recognize the additional skill involved with in-house paving work.
- **Stand up Abandoned Auto unit:** Right now, only positions are budgeted. Added approximately \$300K/year in O&M to support the on-going operations of the unit by freezing two positions

FY23-25 Operating Budget Proposal Highlights

Equity Considerations

- Increased capacity supports **timely delivery** of CIP projects
 - CIP prioritization places **equity as the top consideration**
- **Supports retention efforts** and more accurately reflects specialized skills needed for this work by providing commensurate pay
 - Provide citywide benefits by creating **more competitive job classifications** and supporting in-house paving teams
 - Frontline staff predominately identify as BIPOC
- Supports critical services by **removing blight**, which has historically been concentrated in communities of color
- Supports **increased and better maintained street lighting**, including pedestrian-scale lighting

FY23-25 Operating Budget Proposal Highlights

Revenue Proposals Included

- **Make a Long Overdue Inflation Adjustment for Parking Citation Fines**, 5% increase in year one will generate **\$841,000** and **\$1.7 million** in year two.
- **OakDOT Scofflaw Detail**, renewed focus on collecting unpaid parking fines and fees is expected to increase revenues by **\$800k/\$1.2 million**.
- **Lake Merritt Parking Meter Pilot**, expected to generate **\$1 million** in meter revenue and **\$300,000** in citation revenue.
- **Parking Meter Maximization Initiative**, meter more parking spaces without increasing the total number of meters: **\$180,000 in year one; \$720,000** in year two.

FY23-25 Operating Budget Proposal Highlights

Equity Considerations

- Parking fees and citations **disproportionately impact low-income and car-dependent BIPOC Oaklanders**
- Parking citations fees are **regressive** and do not factor in income level
- May allow for **more frequent street sweeping** and therefore **reduce blight** and **improve stormwater pollution prevention practices**
- Disincentivizes driving

FY23-25 CIP Detailed Budget Summary

Program	FY 23-24	FY 24-25
<u>Neighborhood Traffic Safety/Safe Routes to School</u>	2,250,000	2,250,000
Traffic Signal Management	1,250,000	1,250,000
<u>Bicycle & Pedestrian Plan Implementation</u>	800,000	800,000
Emergency Roadway Repair	2,567,830	300,000
Transportation Grant Matching	3,999,395	534,782
Bridge Repair Program	3,000,000	0
Community Transportation Planning	500,000	500,000
<u>Complete Streets Capital</u>	11,345,257	4,190,932
<u>Paving</u>	23,950,000	50,000,000
Intersection Safety Improvements	814,046	745,982
Sidewalk Repair	1,000,000	1,000,000
ADA Curb Ramp Program	1,000,000	1,000,000
Total	51,972,448	62,067,616

Visit <https://stories.opengov.com/oaklandca/published/kmU4IAMGe> for more information!

OakDOT CIP: Paving

- **Largest CIP program (64% of total) that addresses pavement rehabilitation, reconstruction, and preventive maintenance, along with bike/pedestrian safety improvements on specific corridors**
- **Prioritized street segments follow the 2022 Five-Year Paving Plan (5YPP) framework adopted by City Council**
- **Paving currently funded at \$50M per year (lower than \$57.5M in last CIP and \$75M as recommended in the 5YPP report) due to limitations on City's debt capacity**
- **Smaller paving output in FY 22-23 due to challenges with vacancies, contracting, and procurement issues**

Funding Source	FY 2023-24	FY 2024-25	2-Year Budget
Measure KK	\$23,950,000	\$0	\$23,950,000
Measure U	\$0	\$50,000,000	\$50,000,000
Total	\$23,950,000	\$50,000,000	\$73,950,000

OakDOT CIP: Complete Streets Capital

- Funds implementation of major streetscape projects and augments over \$125M of grant funding with local match
- Existing projects with NEW grant funding and corresponding match needs:
 - Bancroft Avenue Greenway
 - 66th Avenue BART to Bay Trail
 - 27th Street Complete Street
 - HSIP 11 various locations
- New CIP projects recommended for funding include:
 - Laurel Access to Mills, MacArthur and Seminary – Phase 2
 - Franklin St Improvement Project
 - Lakeside Dr/Lake Merritt Blvd Complete Streets Project
- For descriptions of priority projects, [click here](#).



Funding Source	FY 2023-24	FY 2024-25	2-Year Budget
Measure BB	\$0	\$4,190,932	\$4,190,932
Transportation Impact Fees	\$3,845,257	\$0	\$3,845,257
Measure KK	\$7,500,000	\$0	\$7,500,000
Total	\$11,345,257	\$4,190,932	\$15,536,189

OakDOT CIP: Bike/Ped Plan Implementation; Neighborhood Traffic Safety/ Safe Routes to Schools

- **Planning, evaluation, project development, design, outreach, construction, and maintenance for implementing the Bicycle Plan, Pedestrian Plan and Stairs and Paths historic preservation program**
- **Dedicated resources to continue the citywide speed bump program, community safety program, and Safe Routes to Schools program**
- **New projects for NTS/SRTS recommended for funding:**
 - **Sobranite Park Traffic Calming**
 - **Bancroft Pedestrian Crossing Improvements**
- **OakDOT receives approximately 1,000 requests each year to improve traffic safety. For more info about our prioritization approach, [click here](#).**



Funding Source	FY 2023-24	FY 2024-25	2-Year Budget
Measure BB	\$1,300,000	\$1,300,000	\$2,600,000
Measure KK	\$1,750,000	\$0	\$1,750,000
Measure U	\$0	\$1,750,000	\$1,750,000
Total	\$3,050,000	\$3,050,000	\$6,100,000

CIP Implementation Challenges & Solutions

Solutions currently proposed in FY 23-25 budget

Challenge	Proposed Solution	Council Support Needed
Not enough engineering staff to deliver capital projects, including recent grant awards	Adding 10 Capital Delivery Staff positions in the FY 23-25 budget (already proposed)	Support for current budget proposal
Council authority needed to accept additional funding for named CIP priorities, which lengths project timelines	Adding language to accept/appropriate additional grant funding for named CIP projects (already proposed)	Support for current budget proposal
Difficult to fill existing vacancies in a timely manner	Committing 4 FTE in Human Resources Management to support the “vacancy strikeforce” (already proposed)	Establish standard timelines for how quickly departments can expect positions to be filled so we can plan workloads and align Council expectations accordingly

General Fund Deficit (1010): Impact on Parking & Mobility

- OakDOT positions funded by 1010 support **revenue generating** parking & mobility operations
- Proposed budget (1) **freezes twelve positions** in PMD, including 1.85 FTE Parking Control Technician positions a
- PMD will be expected to staff up and expand enforcement and parking meter activities with **limited resources**
- To accomplish this, PMD will need to (1) prioritize revenue-generating activities and (2) maintain and in some cases scale back programs and services.



A group of construction workers in bright orange safety suits and hard hats are working on a road. One worker is using a shovel to dig into the pavement. In the background, there are residential houses and a white utility truck. The scene is outdoors during the day.

Thank You!

Fred Kelley
Oakland Department of
Transportation
fkelly@oaklandca.gov



Broadway Street-Calming Pop-up at Oakland Tech

Walk Oakland Bike Oakland
Transport Oakland
June 15, 2023

Broadway Street-Calming Pop-up Demonstration May 17 - 18, 2023

- OT Student hit by vehicle on Broadway March 23, 2023
- Collaborative WOBO & Oakland Tech response
- Two full-day traffic calming pilot demonstration
- Extra speedway lane removed to design for calm passage through school zone



Goals:

- Take community action to respond to a serious traffic collision
- Prioritize the wants and needs of students
- Prioritize those using alternative forms of transportation
- Engage neighborhood around creative solutions for creating a safe public right-of-way
- Try something out!



Materials:


- Traffic cones
- Spray chalk
- Lane-closure signage
- Cardboard striping templates
- Safety vests
- Enthusiastic volunteers!



Encroachment Permit details:

Short-term Encroachment Permit:

- 51% affected business owner approval
- Letter of endorsement from neighboring business
- Liability Insurance
- Site plan



**OAKLAND UNIFIED
SCHOOL DISTRICT**
Community Schools, Thriving Students

OAKLAND TECHNICAL HIGH SCHOOL

City of Oakland
1 Frank Ogawa Plaza, 9th floor
Oakland, CA 94612

May 8, 2023

Dear Oakland Department of Transportation,


I am writing to endorse the installation of a pop-up safety crosswalk and traffic calming on Broadway near Oakland Technical High School on May 17 and 18, 2023. As a concerned leader of Oakland students, I see the consequences of dangerous street design and want to work with city leaders to create safe, accessible space for everyone.

A student was hit and injured on Broadway Street on March 23rd. If we don't take action, it's only a matter of time before another person is hurt by unsafe speeds in a school zone. I believe that traffic calming treatment would greatly improve the safety of our community and encourage more people to walk or bike through a busy school zone.

I urge you to allow the community to respond quickly and up with creative temporary pilot projects around street safety, with an option to extend the temporary treatment until more permanent plans are developed. With your support, we can create a safer and more vibrant neighborhood for everyone who lives, studies, or works near Oakland Technical High School.

Thank you, and I look forward to a deeper discussion around street safety for Oakland students.

Sincerely,

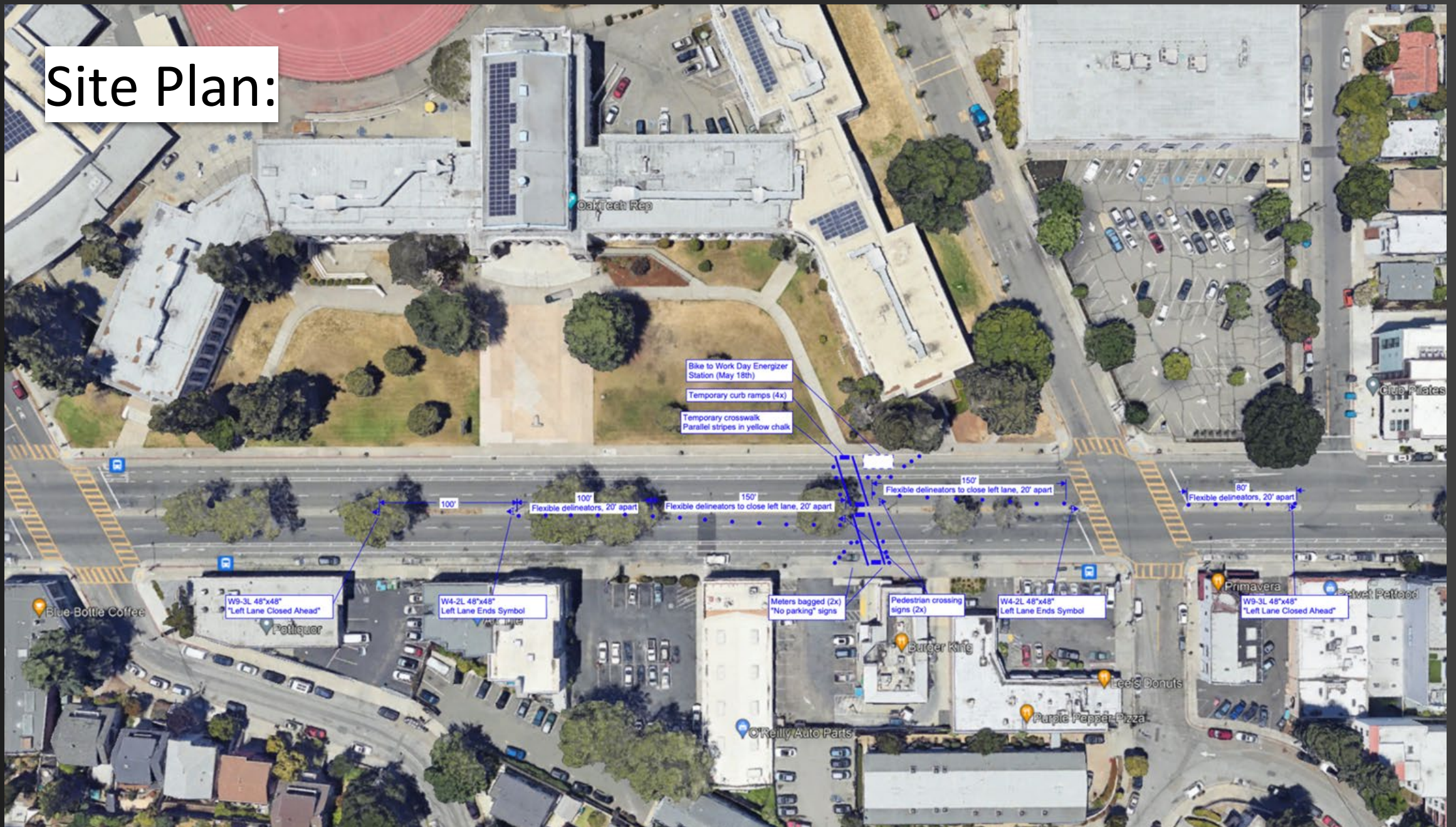


Martel Price,
Principal
Oakland Technical High School,
4351 Broadway, Oakland
Event Sponsor

Main Campus: 4351 Broadway, Oakland, CA 94611
Upper Campus: 5263 Broadway Terrace, Oakland, CA 94618

510.450.5400 ph. | 510.450.5428 fax
510.654.7116 ph. | 510.654.7157 fax
www.oaklandtech.com

Site Plan:



Results

- Thousands of students using the crosswalk comfortably
- Little interference with vehicular throughput
- Noticeably slower vehicle speeds
- AC Transit route unimpeded
- Overwhelmingly positive responses
- Most vehicles and passerby passed through without attention
- Students questioned why it was removed



Community Engagement







Key Takeaways:

- Largest safety improvement associated with bulbed out pedestrian zone
- Car wait-times negligible, even during peak traffic hours
- Broadway from 43rd to 45th could be a single-lane block with little impact to drivers, big improvement for walkers
- Simpler decision-making for drivers
- Business and community support for a safe, livable public space





Chinatown Complete Streets Plan

June 15, 2023 | BPAC | Manuel Corona

OUTLINE

1. Plan Overview

- Goals
- Timeline
- Engagement

2. Plan Development

- Previous Studies
- Corridor Selection

3. Next Steps



Plan Overview

Plan Overview

Goals

Create a path for implementation of community-developed and approved projects.

- Work with community members and local non-profits to identify a set of key corridors with multimodal upgrades.
- Complete the conceptual designs necessary to advance the project for future construction grant funding opportunities.
- Coordinated with future developments or regional projects.



Project Website:

www.oaklandca.gov/projects/chinatown-complete-streets-plan

Plan Overview

Timeline

Phase 1

Examine past planning recommendations and identify a set of key corridors for development (up to 4 budgeted).

Phase 2

Agree on final project description for multimodal upgrades on key corridors and connection points

Phase 3

Perform conceptual designs for capital improvements on key corridors

Expected Outcome

Designs ready for grant development



Plan Overview

Engagement

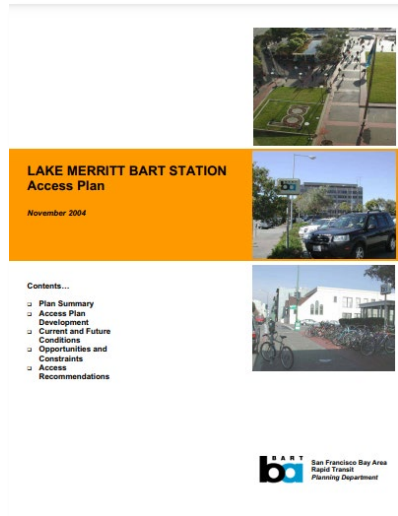
- Technical Advisory Committee (TAC)
- Neighbor Group Discussions
- Survey/ Social Media
- Sitewalk Workshop
- “Pre-Enactment” Event: A Temporary Complete Streets Installation



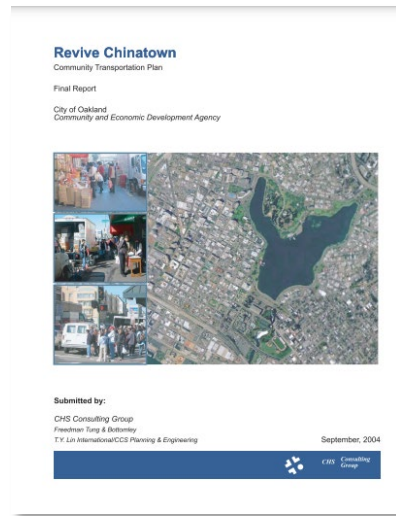
Plan Development

Plan Development

Previous Plans



**Lake Merritt BART
Station Access Plan
(2004)**



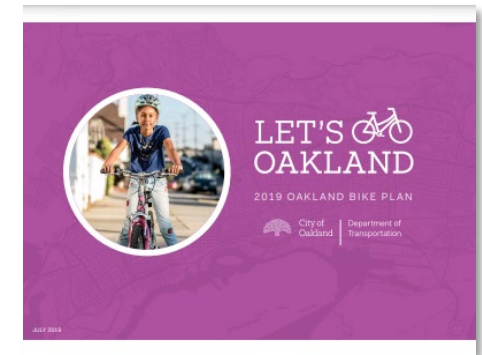
**Revive Chinatown
Community
Transportation Plan
(2004)**



**Lake Merritt Station
Area Plan (2017)**



**Oakland Walks!
Pedestrian Plan
(2017)**



**Let's Bike Oakland
(2019)**

Plan Development

Previous Plans Street Improvements

Parking	Bike Infrastructure	Traffic Signals	Crosswalks	Intersections	Curb Extensions	Sidewalks	Traffic Lanes
<ul style="list-style-type: none">• 8th Street• Franklin Street• 10th Street• 11th Street• Harrison Street	<ul style="list-style-type: none">• 8th Street• Franklin Street• Madison Street• 9th Street• 11th Street• Oak Street	<ul style="list-style-type: none">• 9th Street• Franklin Street• 7th Street• Harrison Street• Madison Street• Oak Street	<ul style="list-style-type: none">• 7th Street• 8th Street• Harrison Street• Fallon Street• 9th Street	<ul style="list-style-type: none">• 8th Street• Harrison Street• 7th Street• Franklin Street	<ul style="list-style-type: none">• 7th Street• 8th Street• Harrison Street• Jackson Street• Madison Street• Oak Street	<ul style="list-style-type: none">• 7th Street• Jackson Street• Madison Street• 9th Street• 11th Street	<ul style="list-style-type: none">• 11th Street• 10th Street

Plan Development

Previous Plans Intersection Improvements

Intersection	Bike Infrastructure	Traffic Signals	Crosswalks	Intersections	Curb Extensions	Sidewalks	Traffic Lanes
8th Street-Fallon Street			5		2		
8th Street-Franklin Street		1	3	2			
8th Street-Harrison Street			3	1	2		
7th Street-Fallon Street			2	1		1	1
7th Street-Harrison Street			2	1	1	1	1
10th Street-Oak Street	1	1					1
7th Street-Oak Street	1	1			1	1	
9th Street-Harrison Street	2	1	1				

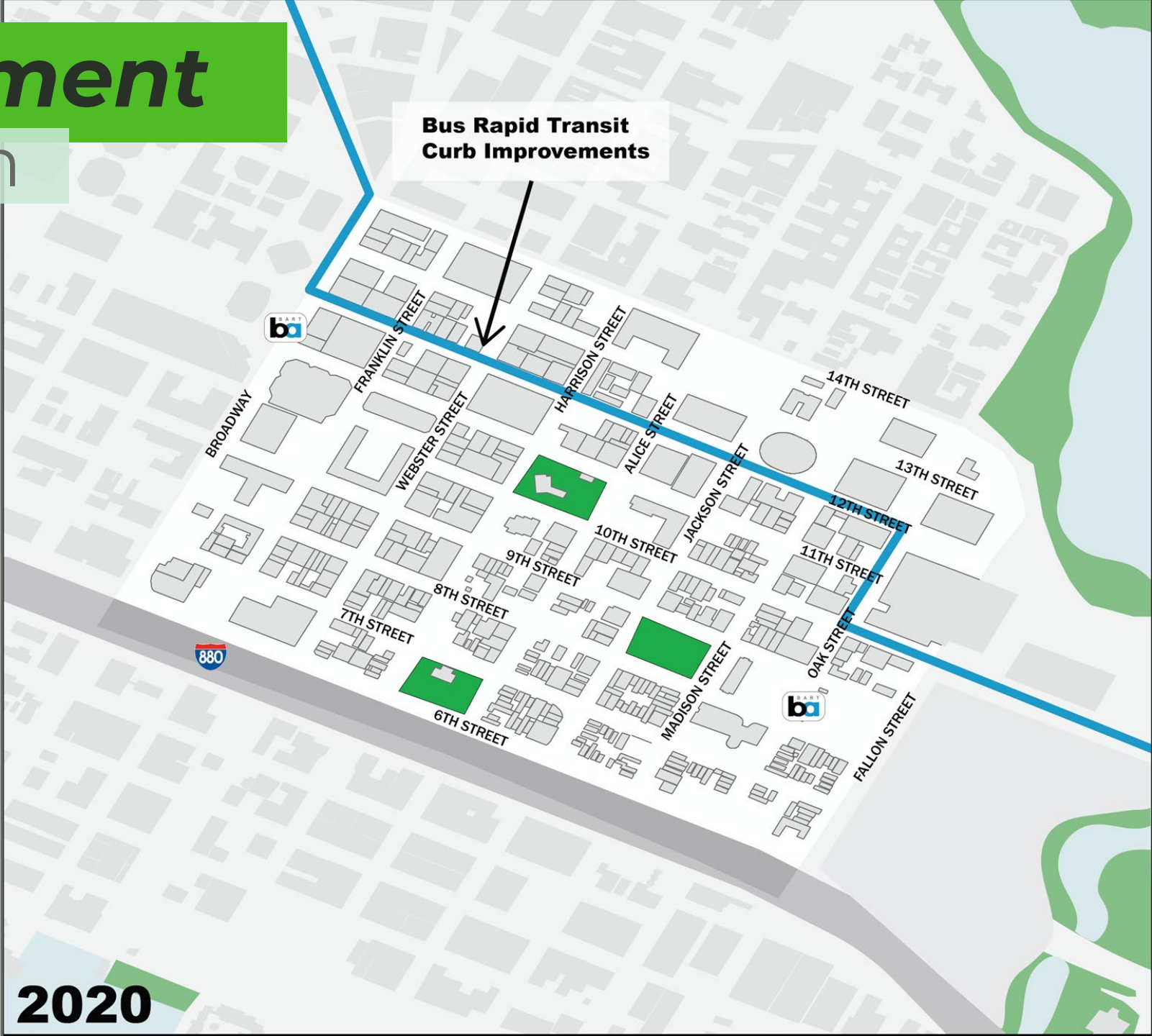
Plan Development

Corridor Selection

Major Transportation Projects

- 14th Street Safety & 13th Street Paving Project
- Bus Rapid Transit Curb Improvements
- 10th Street Safe Routes to School & Pedestrian Improvements
- Bikeway Improvement Project
- Lake Merritt BART TOD
- 8th Street Streetscape Improvements to BART
- Alameda Access Project
- Traffic Signal Improvements
- Broadway Streetscape Improvement Project

<https://linktr.ee/majortransitprojects>



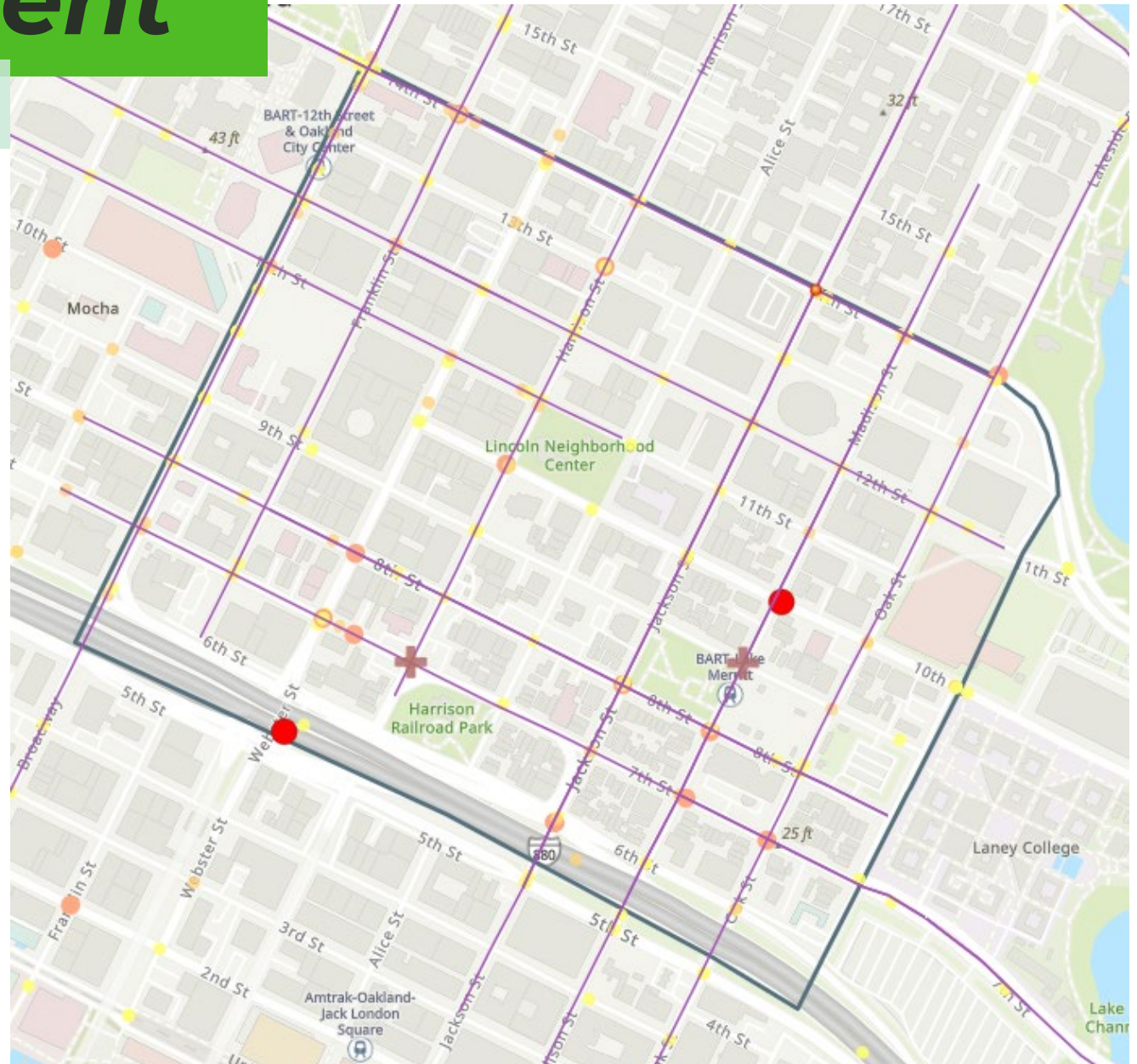
2020

Plan Development

Corridor Selection

GIS Data

- Existing projects
- Equity data
- Proposed major projects
- Crash data
- Previous plans data
- Streetlights

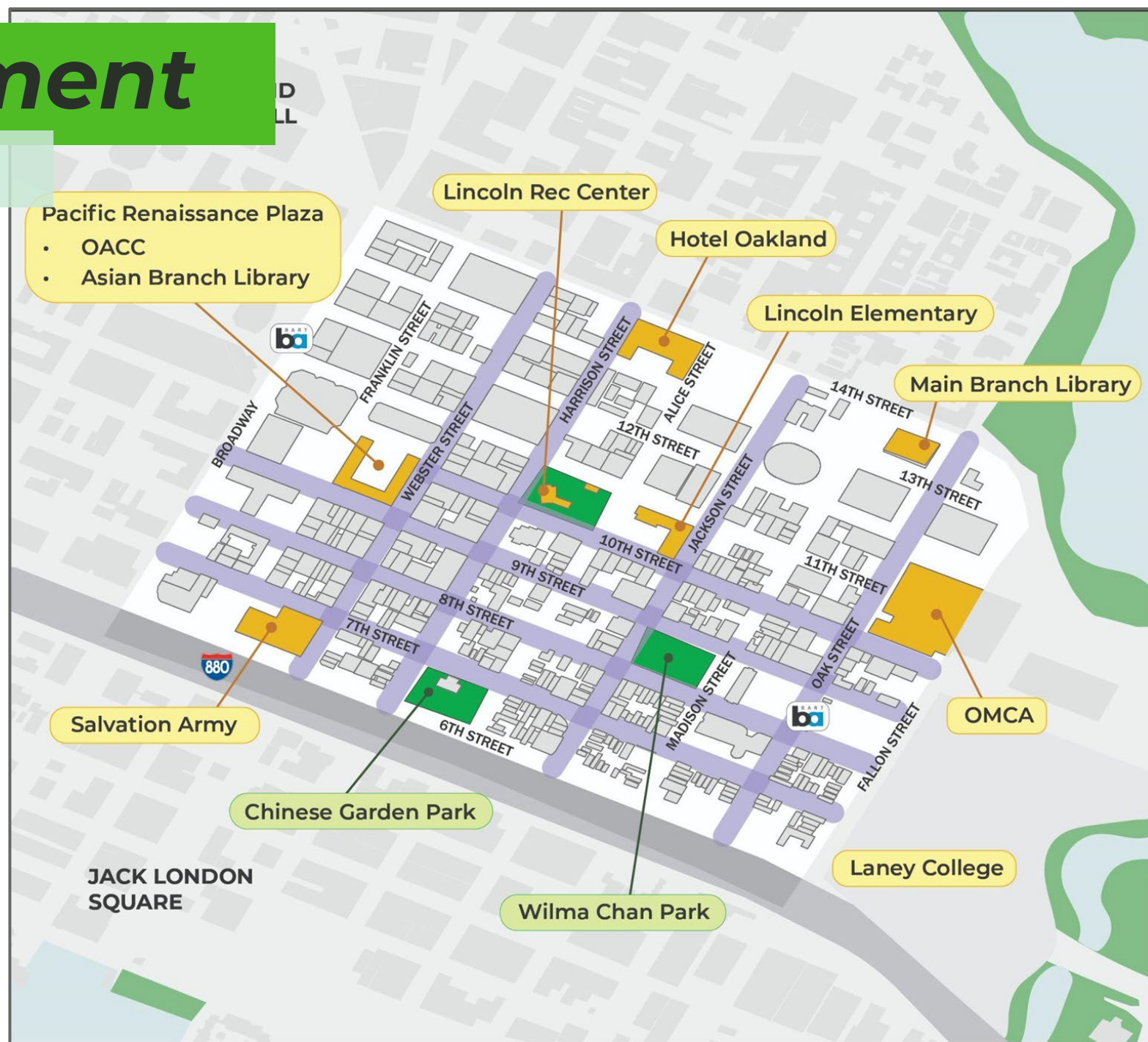


Plan Development

Corridor Selection

Proposed Top 6 Corridors

- 10th Street
- Jackson Street
- Oak Street
- 7th Street
- 8/9th Street Couplet
- Webster/Harrison Street Couplet



Plan Development

Corridor Selection

How to Narrow to Top 4 Corridors?

Online TAC Voting

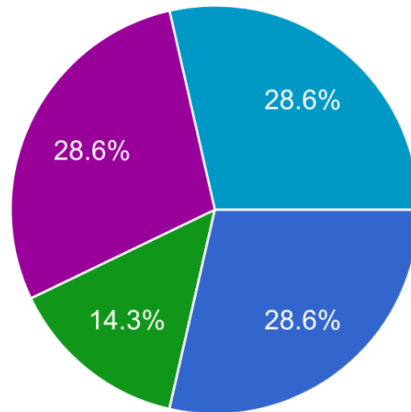
- Each of the 6 TAC Committee members gets one vote, the City gets one vote
- Goal is to be as close to consensus as possible
- Online vote form – ranked choice, 2 weeks to vote
- Present compiled results at TAC #2

Plan Development

Corridor Selection

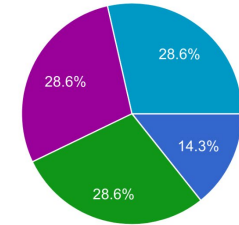
Your #1 choice corridor- the one which should be most highly prioritized for improvement.

7 responses

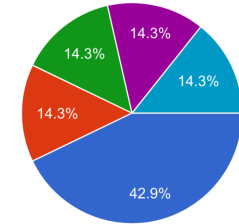


- 10th Street
- Jackson Street
- Oak Street
- 7th Street
- 8th & 9th Streets Couplet
- Webster & Harrison Streets Couplet

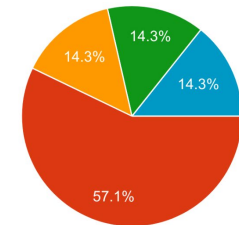
Your #2 choice corridor to be prioritized for improvement.
7 responses



Your #3 choice corridor to be prioritized for improvement.
7 responses



Your #4 choice corridor to be prioritized for improvement.
7 responses



Plan Development

Corridor Selection



**Webster/ Harrison
couplet**



8th/ 9th couplet



10th Street



7th Street

NEXT STEPS

Next Steps

Engagement and Design

Engagement

- Gather broader input from groups and public survey
- TAC meeting #2
- Sitewalk, - June 24th

Corridor design

- Issuing updated RFP for engineering services - July



Thank You

June 15, 2023 | BPAC | Manuel Corona

Project Website:

www.oaklandca.gov/projects/chinatown-complete-streets-plan



City of
Oakland

Department of
Transportation

June 2023 BPAC Meeting Agenda Item 8. Committee Attachment

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

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

2023 Active BPAC Committees/Task Forces/Liaisons

Committee Name / Liaison Role	Purpose	Commissioners	Community Members	Meeting Time	Agendas, Notes, and Minutes
Infrastructure Committee	Review and comment on the design of projects	Ralston, Schader, Yee	George Naylor, Robert Prinz, Midori Tabata, Brendan Pittman, RB Burnette Jr	ON HOLD - The first Thursday of every other month from 3:30 PM to 5:30 PM	https://docs.google.com/document/d/1qgS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA
Legislative Committee	Research and develop policy recommendations for consideration by the BPAC	Frank, Gardner, Lok, Whipps	Kenya Wheeler	ON HOLD - The first Monday of each month at 5:00 PM	
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	Monitor Committee activities and report back to the BPAC	Ralston			
Liaison to Mayor's Commission on Persons with Disabilities	Monitor MCPD activities and report back to the BPAC	Schader			
Open Forum Committee	Review and analyze comments received during Open Forum	Schader	Midori Tabata, Jimmy Jessup		https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/htmlview
Bicyclist Pedestrian Police Relations Committee	Rectify inequitable policing and racial profiling through analysis, dialog, and recommendations	Campbell, Frank, Mangrum	Tom Holub, George Naylor, Zachary Norris, Kenya Wheeler	ON HOLD - The second Thursday of each month from 6:00 PM to 8:00 PM	
Planning Commission Review Committee	be a resource to the Planning Commission and provide input on bicycle and pedestrian elements of proposed projects	Schader, Whipps	George Naylor, Kenya Wheeler, RB Burnette Jr		
2023 Recruitment Committee	Outreach and recruitment for new BPAC commissioners beginning January 2022	Frank, Mangrum	Midori Tabata		

*Committee Chairs in **bold**

Recommendations to the BPAC Regarding BPAC Committees

(Jason Patton, Pierre Gerard, 6/8/23)

In March 2023 OakDOT staff became aware that state and local requirements for open meetings apply to standing committees of the BPAC. A standing committee is a committee with a specific subject matter area that meets on an ongoing basis. In effect, BPAC committees that meet this definition need to follow the same noticing, meeting, and recording requirements of the BPAC. In contrast, an ad hoc committee is a committee convened for a finite task and disbands when that task is complete. Ad hoc committees do not have formal noticing, meeting, or recording requirements.

Based on this distinction, staff to the Commission have developed these recommendations in dialog with Commissioners and Committee members. The overarching goals are to support BPAC's committee structure to promote public participation in the BPAC; satisfy all applicable state and local requirements for open meetings; and keep the amount of administrative work to a level that can be sustained by staff and Committee members.

The following is a brief summary of the administrative effort for the two types of committees:

- **Standing Committees:** Requirements include noticing meetings at least 72 hours prior, recording meetings, and publishing the agendas, recordings, and minutes on the City's BPAC webpage. Committee members are responsible for agendas and minutes. Staff will post agendas with the City Clerk and maintain the City's BPAC webpage with the Committee's agendas, minutes, and recordings.
- **Ad Hoc Committees:** Although not required, Committee members will strive to provide advance notice of meetings and agendas.

The recommendations for each Committee are as follows.

Standing Committees:

- **Infrastructure Committee:** Resume meeting per the published schedule (i.e., first Thursday of every other month from 3:30 PM to 5:30 PM, in 250 Frank Ogawa Plaza, Suite 4314, Lake Merritt Conference Room).
- **Legislative Committee:**
 - Change the meeting time to once per quarter (time TBD, but possibly the first Monday at 5:00 PM). Begin meeting on this modified schedule.
 - Change the Committee's name to "**Policy and Legislative Committee.**"

Ad Hoc Committee:

- **Recruitment Committee:** Disband this standing committee. When timely, convene the "2023 Recruitment Ad Hoc Committee" and – when 2023 recruitment activities are complete – disband the committee. In each subsequent year, convene and disband an ad hoc committee for that year's recruitment activities.

Committees to disband and replace with liaison roles:

- **Open Forum Committee:** Disband this BPAC committee and designate BPAC liaison(s) to follow-up on Open Forum items brought by the public to the BPAC.
- **Bicyclist Pedestrian Police Relations Committee:** Disband this BPAC committee and designate BPAC liaison(s) to the Oakland Police Department.

Committee to disband:

- **Planning Commission Review Committee:** Disband this committee given its lack of activity in recent years. In the future, based on Commissioners' interests, consider convening a committee to help the BPAC be more involved in the review and approval of development projects.

Questions on meeting times and locations:

- (a) Where and when will the Legislative Committee meet? Conference rooms in 250 Frank Ogawa Plaza are easier to schedule, but the building closes at 5:00pm. City Hall is more accessible after regular business hours. Could the Legislative Committee meet immediately before BPAC meetings in City Hall Hearing Room 4?

Draft motion for the June 15 BPAC meeting: To enact these recommendations, the BPAC would adopt a motion with the following content.

- Disband the Recruitment Committee;
- Disband the Open Forum Committee;
- Appoint Commissioner Schader, Midori Tabata, and Jimmy Jessup as Liaisons to BPAC's Open Forum;
- Disband the Bicyclist Pedestrian Police Relations Committee;
- Appoint Commissioners Mangrum, Campbell, and Frank as BPAC Liaisons to the Oakland Police Department;
- Disband the Planning Commission Review Committee.

June 2023 BPAC Meeting Agenda Item 9. Three-month agenda look-ahead, suggestions for meeting topics, announcements

For the full list of requested items and other details on upcoming meeting planning, see the BPAC Scheduler at https://docs.google.com/spreadsheets/d/1PmvGuKNG3lBspg7WwnqB7_MaQumB6BCpA_7Sbvuf8Q8/edit?usp=sharing.

Three-month agenda look-ahead

July

- BPAC Commissioner Recruitment Outreach
- BART Projects (topic(s) to be confirmed)
- Speed Humps Program Update (tentative)
- Estuary Bridge (tentative, or Infrastructure Committee if restarted)
- Fire Code Update (tentative)

August

- Bike Plan Update (tentative)
- E-Bike Library Update (tentative)

September

- BPAC Commissioner Appointment Recommendations
- AC Transit “Transit Supportive Design Guidelines” (tentative)

Announcements

- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, sign up at <https://oaklandca19202.activehosted.com/f/20>.

City of Oakland Bicyclist & Pedestrian Advisory Commission Strategic Plan

April 2023

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

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

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

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

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

Task	Task Description	Next Steps
3.1	Advocate for equity driven bike/ped priorities in the General Plan (Environmental Justice Element, Land Use, and Transportation Element).	Review the General Plan and develop comments.

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

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

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