

CITY OF OAKLAND



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Department of Transportation, Safe Streets Division

Bicyclist and Pedestrian Advisory Commission, Special Meeting Agenda **Thursday, May 23rd, 2024; 6:00-8:00 pm** **City Hall, Hearing Room 4**

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

Priyanka Altman, Alexander Frank, Grey Gardner (Chair), Jimmy Jessup, Phoenix Mangrum,
David Ralston (Vice Chair), Patricia Schader, Nicholas Whipps, Dianne Yee

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 via the following options:

- 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/89515425905> 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. International numbers available: <https://us06web.zoom.us/j/89515425905>. **Webinar ID: 895 1542 5905**

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](#). 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 (PGerard@oaklandca.gov) or Noel Pond-Danchik (NPond-Danchik@oaklandca.gov), staff liaisons to the Commission.

PARTICIPATION INSTRUCTIONS

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Time	#	Topic
6:00	1	Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes (15 minutes) Chair Gardner will take roll call, determine quorum, and facilitate introductions. Commissioner Schader (patricias.oakland@gmail.com) will lead 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 . At the time of this meeting agenda's publication, OakDOT has not received notification of any bicyclist- or pedestrian-involved fatal or other high-profile crashes since the previous BPAC meeting.
6:15	2	Open Forum / Public Comment / Announcements Attachment (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 Liaisons track Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking .) The Liaisons review 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 .
6:25	3	Approval of Meeting Minutes Attachment (5 minutes) – Seek motion to adopt the April 2024 BPAC Meeting minutes.
6:30	4	Committee Report Backs Attachment (10 minutes) – Committees of the BPAC will provide brief updates to the Commission. A list of active committees is included in the agenda packet and at https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons .
		Infrastructure Committee: <ul style="list-style-type: none"> • The Infrastructure Committee met on May 2, 2024, and heard items on the Link21 project, the Embarcadero West Rail Safety and Access Improvements project, an update on AC Transit’s Transit-Supportive Design Guidelines, and an update on AC Transit Board Policy 501. The notes from the meeting can be found at: https://docs.google.com/document/d/1OMIwpLN-nG3XWyB5HmjMTO9CPeYLqx5vEf6La97X5c/ • The Embarcadero West Rail Safety and Access Improvements project is seeking a letter of support from the BPAC. • The next meeting will be rescheduled from July 4, 2024, to July 11, 2024, 3:30-5:30 PM (to avoid the holiday). <p>Policy and Legislative Committee: The next meeting has been rescheduled to Monday, June 10, 5:30-7:30 PM in City Hall.</p>
6:40	5	International Boulevard Quick Build Project Updates (15 minutes) Brian Sukkar and Joe Wang from OakDOT’s Safe Streets Division and Traffic Engineering Section will provide brief updates on the AC Transit International Boulevard Quick Build Project which will be constructed this summer. To deter unauthorized driving in Tempo’s bus only lanes and enhance safety for passengers, Bus Operators, motorists, and pedestrians, AC Transit secured a \$400,000 “Quick Strike” grant. This funding spearheaded the Quick Build preliminary study and the implementation of safety measures along an eight-block section of International Boulevard from 14th to 42nd Avenues. The City of Oakland has contributed an additional \$1.7 million to expand the project to 107th Avenue, with a focus on locations that have been identified by the city as being prone to severe and fatal crashes. This will lead to roadway improvements that will cover 75% of the corridor.
6:55	6	High Injury Network Update Attachment (15 minutes) Charlie Ream (cream@oaklandca.gov) and Ofurhe Igbiniedion, PhD (oiigbiniedion@oaklandca.gov) from OakDOT’s Planning and Project Development Team will provide an update on Oakland’s recently updated High Injury Network (HIN). The 2018 HIN used data from 2012-2016 and the 2024 HIN uses 2017-2021 data with some adjustments for recent fatalities.

- 7:10 7 **OakDOT Organizational Update and Mid-Cycle Budget Update** (35 minutes) City of Oakland Department of Transportation (OakDOT) Assistant Director, Jamie Parks, and Fiscal Services Manager, Neil Valle, will provide an OakDOT organizational update and an update on the Fiscal Year 2024-2025 mid-cycle budget adjustment process, including an overview of OakDOT's funding sources and budget proposals.
- 7:45 8 **Three-month agenda look-ahead, suggestions for meeting topics** *Attachment* (15 minutes)
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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 NPond-Danchik@oaklandca.gov / 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.

May 2024 BPAC Meeting Agenda Item 2. Announcements

Announcements

- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, sign up at <https://oaklandca19202.activehosted.com/f/20>.
- **New Commissioner:** Priyanka Altman was sworn in as a BPAC Commissioner on May 2, 2024. Congratulations, Commissioner Altman!
- **We [BIKE] Oakland Newsletter:** The 34th Edition of the We [BIKE] Oakland Newsletter is available. The newsletter includes articles on a new bike signal detection indicator as part of the Crossing to Safety Park Blvd project, a farewell note from outgoing OakDOT Director Fred Kelley, new “Check for Bikes” signs on Lakeshore Ave as part of a response to the “dooring” crash that resulted in the passing of four-year old Maia Correia, City-funded and administered bicycle education by partners at the Oakland Public Library, recent grant funding for bicyclist and pedestrian safety, and more. It’s available at <https://www.oaklandca.gov/resources/i-bike-oakland-newsletter>
- **Bike to Wherever Day:** Bike to Wherever Day is Thursday, May 16, 2024. BPAC Commissioners will table at the Happy Hour in Old Oakland. For more info, see: <https://wobo.org/>

City of Oakland, Bicyclist & Pedestrian Advisory Commission

DRAFT Minutes from the April 18, 2024 Meeting

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

Meeting agenda at <https://www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings>



Meeting called to order at 6:04 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 1st, 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 98th Ave and San Leandro St.
- On April 8th, 2024, at approximately 12:48 AM, a male pedestrian was killed in a hit-and-run crash with a vehicle at the intersection of 75th Ave and San Leandro St.

- On March 25th, 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 12th, 2024.

Summary of Discussion:

- On Sunday, April 14, there was a crash involving a child at 69st Ave and Lion Way.
- There was another crash on 66th 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

- 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 69th 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 16th, Pedal Pools will begin at 81st 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 for more information.
- Saturday, June 8th, 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 21st, 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

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 2nd, 2024), from 3:30 PM to 5:30 PM in the Broadway Conference Room (4th floor) at 250 Frank Ogawa Plaza. To receive BPAC committee and commission agendas, subscribe at <https://share.hsforms.com/1P5XTjDGyS7q61uFu76CgNQch6is>
- **Policy and Legislative Committee:** The next meeting is on Monday, May 13th, 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 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

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) and Jane Mei (jimei@oaklandca.gov) from OakDOT’s Planning and Project Development Team presented on the proposed design for 73rd 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) 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 73rd 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 \$135 million for construction of the Franklin St project and \$38 million for construction of the 73rd 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 73rd 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) 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 23rd 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 15th 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 81st Ave.
- Those interested in the pilot program should send comments to 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. Revised minutes will be attached to the May 2024 meeting agenda and considered for adoption at that meeting.

May 2024 BPAC Meeting Agenda Item 4. Committee Report Backs 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>

2024 Active BPAC Committees and Liaisons

Committee Name / Liaison Role	Date Created	Purpose	Commissioners	Community Members	Meeting Time	Agendas, Notes, and Minutes
Infrastructure Committee	2/16/17	Review and comment on the design of projects	Altman, Gardner, Schader, Yee	George Naylor, Robert Prinz , Midori Tabata, Brendan Pittman, RB Burnette Jr,	The first Thursday of every other month from 3:30 PM to 5:30 PM	Oakland BPAC infrastructure committee notes
Policy and Legislative Committee	6/21/18	Research and develop policy recommendations for consideration by the BPAC	Frank, Ralston, Whipps	Anwar Baroudi, Ajah Burts, Kevin Dalley, Caleb Jones, Alison Knowles, Robert Prinz	The second Monday of the second month of each quarter from 5:30 PM to 7:00 PM	
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	5/17/18	Monitor Committee activities and report back to the BPAC	[vacant]			
Liaison to Mayor's Commission on Persons with Disabilities	5/17/18	Monitor MCPD activities and report back to the BPAC	Schader			
Liaison to BPAC Open Forum	6/15/23	Review and analyze comments received during Open Forum	Jessup, Schader			BPAC Open Forum Tracking Form
Liaison to Oakland Planning Commission	6/15/23	be a resource to the Planning Commission and provide input on bicycle and pedestrian elements of proposed projects	Whipps			
Liaison to Oakland Police Department	6/15/23	TBD	Campbell, Frank, Mangrum			
Ad Hoc Committee on Fire Code Amendments	7/20/23	Review the updates to Appendix D of the City of Oakland's Fire Code that are currently in discussion. This Committee is ad-hoc and will be disbanded once updates to the Oakland Fire Code are complete.	Frank, Gardner	Kevin Dalley		

*Committee Chairs in **bold**

High Injury Network 2024



SAFE OAKLAND STREETS



Outline

1. Introduction
2. Methodology
3. Maps by Mode
4. 2018-2024 Comparison
5. Geographic Distribution

Introduction

High Injury Network (HIN)

- Foundation for resource allocation decisions at OakDOT related to traffic safety:
 - Capital Improvement Plan
 - Complex Paving
 - Project Development/Grant Applications
 - Automated Speed Enforcement Pilot (AB 645)
- Key to Safe Oakland Streets (SOS) goals of reducing and eliminating fatal and severe crashes
- Identify highest density of most severe crashes; *Fatal or Severely Injured* (FSI)
- Communicate priorities with community

Methodology

- ESRI GIS Consultant: “Sliding Window” analysis
 - .5 mile segments (.1 added together)
- Crash Weighting – 4 crash types: 1 (most severe) – 4 (least)
 - Motor Vehicle (1,2 = 3pts; 3,4 = 0pts) – many more crashes overall
 - Pedestrian and Bicycle (1,2 = 3pts; 3=1pt, 4 = 0pts) – fewer crashes overall
 - Property Damage Only not included
- Data Inclusion
 - 2017-2021 Transportation Injury Mapping System (TIMS)
 - Mapped Statewide Integrated Traffic Records System (SWITRS)
 - Previous 2018 map used 2012-2016
- Post-processing/Quality Control
 - Kept segments from 2018 HIN if there was a recent fatality, general cleanup

HIN Statistics

HIN Year	# FSIs on HIN	% FSIs on HIN	HIN Total Miles	% of Oakland Streets
2024	326	60%	66	8%
2018	328	64%	64	8%

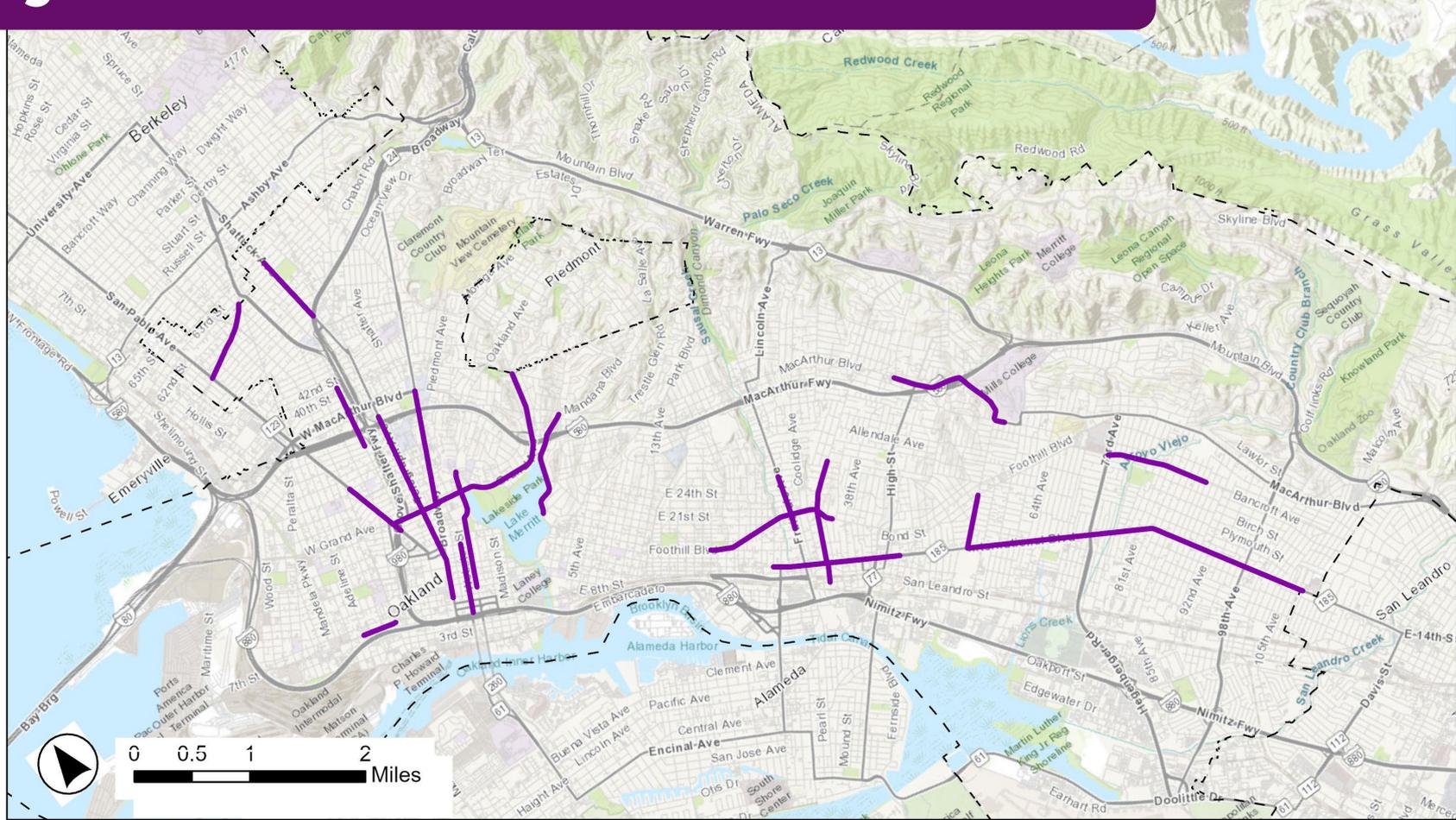
Statewide “Safety Corridor” Requirements – 2023 CA MUTCD

- minimum 25% of Fatal or Serious Injuries (FSIs) captured
- 20% of overall network
- separated by mode

Bicycle

— Oakland City Limits

— HIN 2024 Bicycle

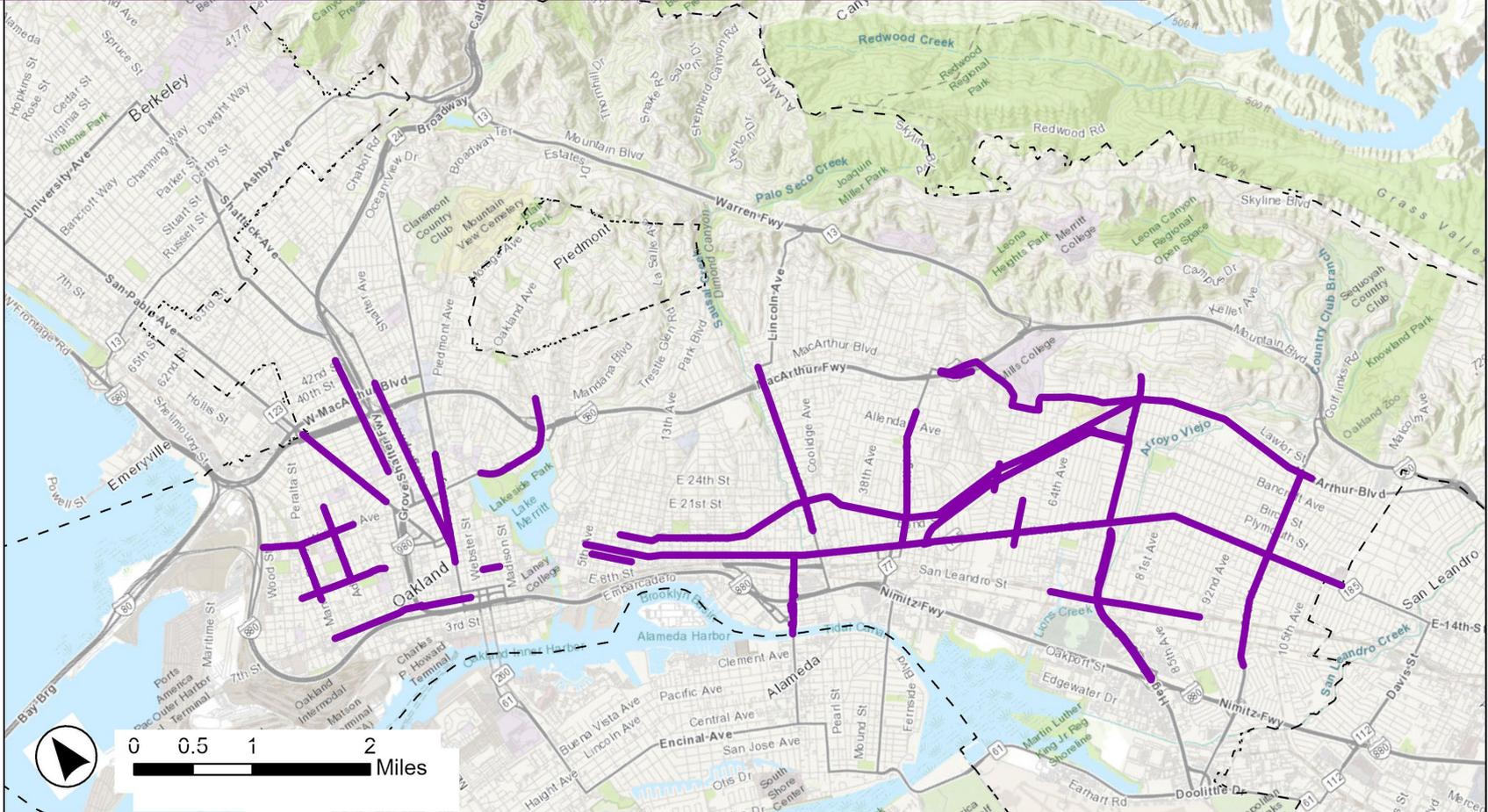


Motor Vehicle

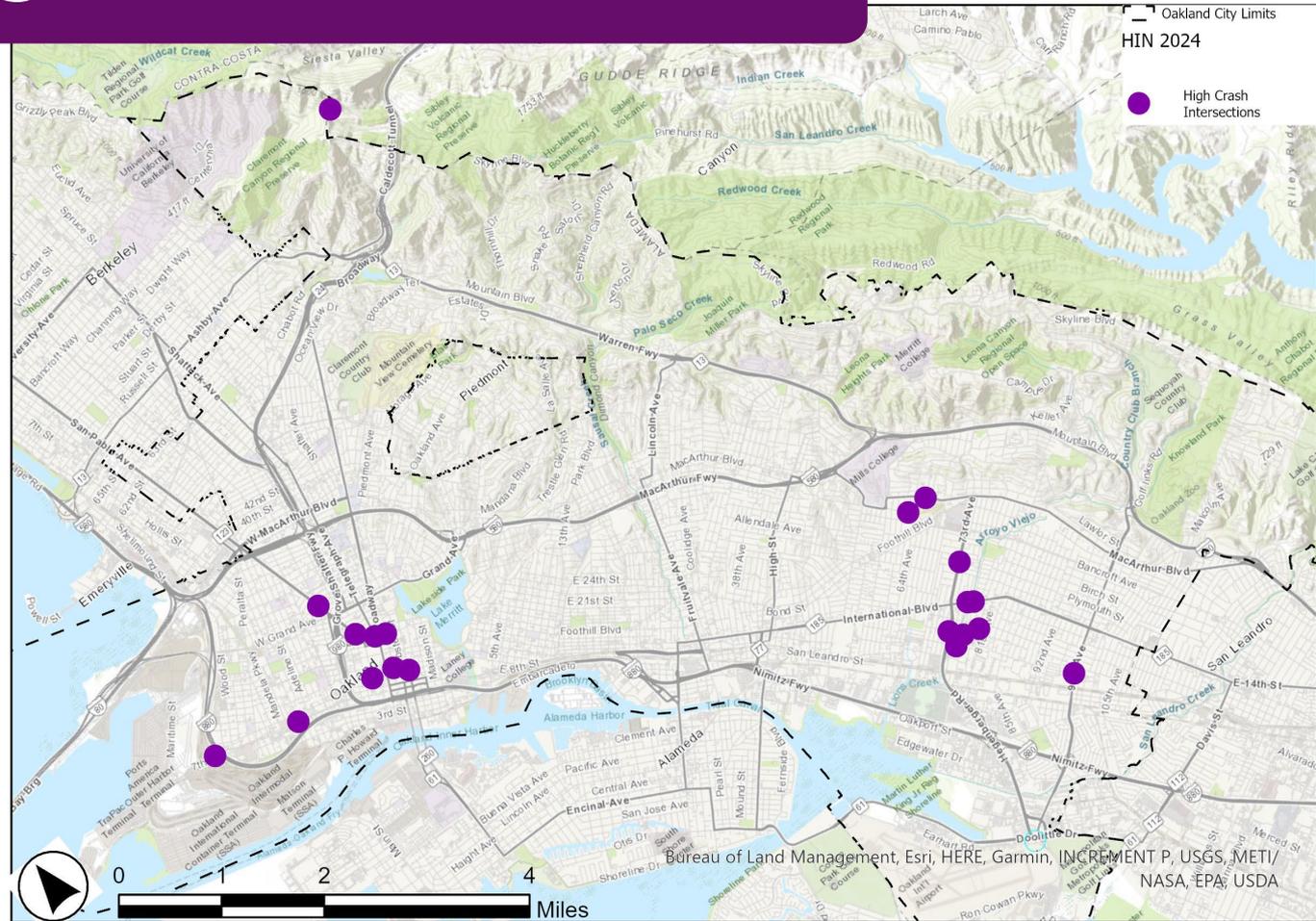
HIN 2024

Motor Vehicle

Oakland City Limits

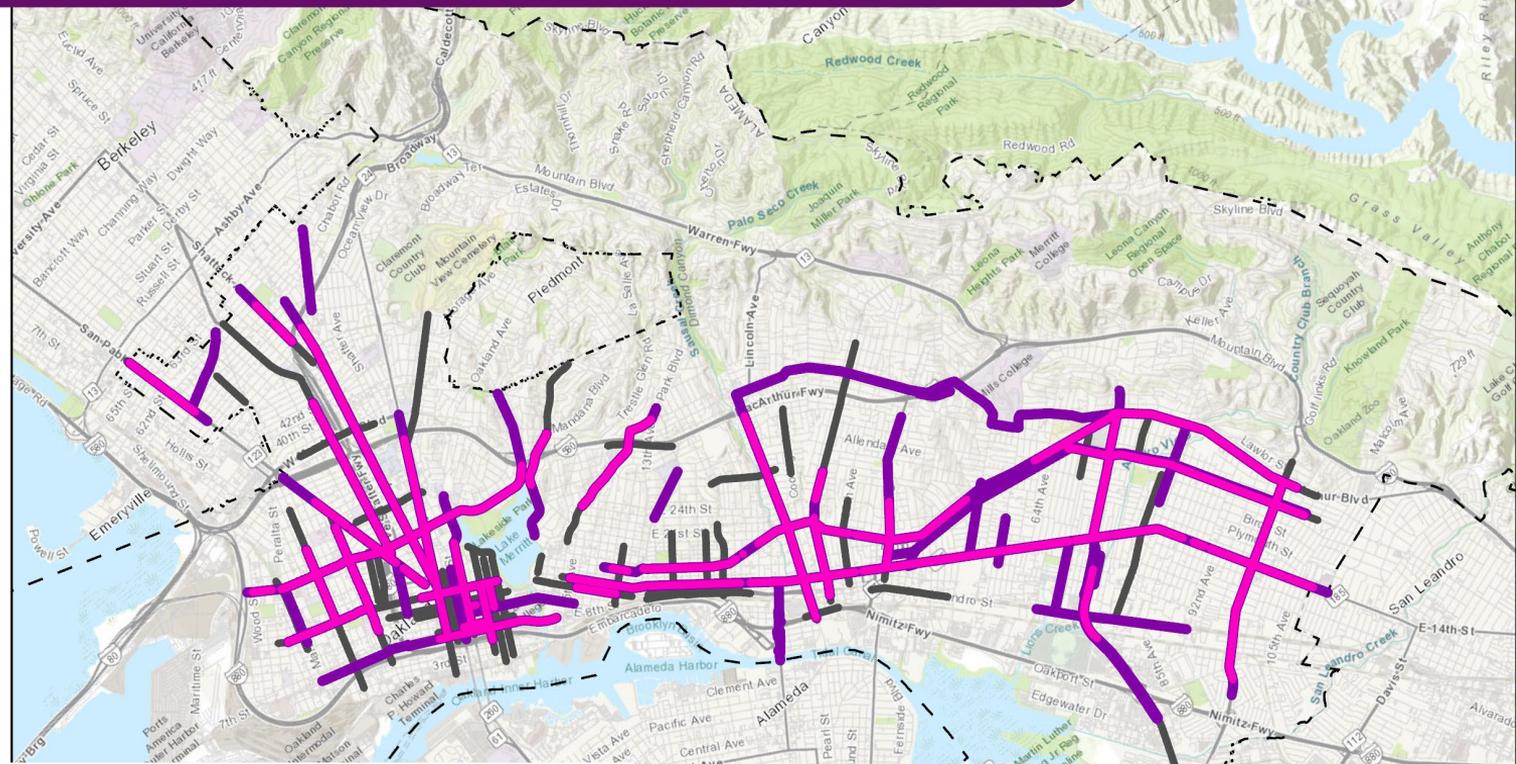


Intersections



2018-2024 Comparison

-  Oakland City Limits
-  HIN 2018
-  HIN 2024 - HIN 2018 Overlap
-  HIN 2024

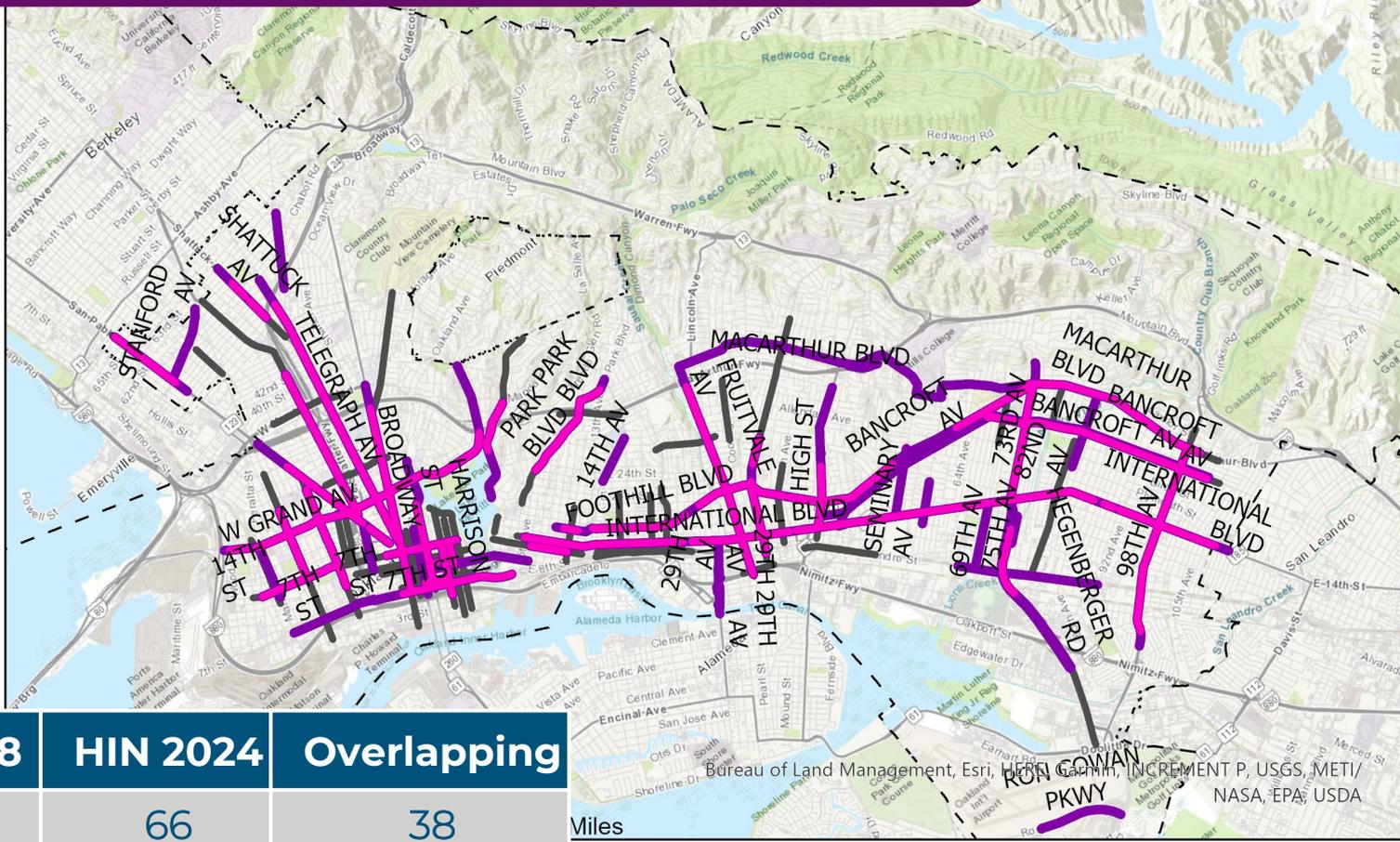


	HIN 2018	HIN 2024	Overlapping
Miles	64	66	38

Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

2018-2024 Comparison

-  Oakland City Limits
-  HIN 2018
-  HIN 2024 - HIN 2018 Overlap
-  HIN 2024



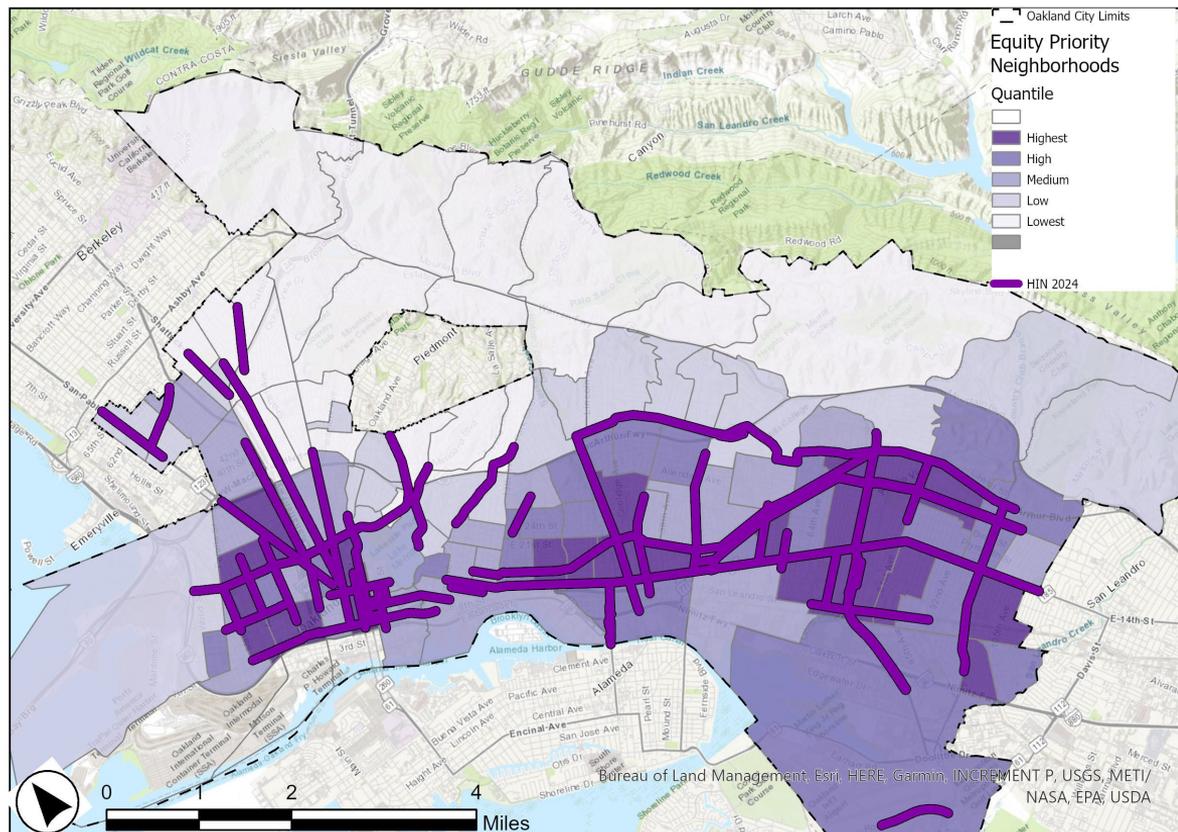
	HIN 2018	HIN 2024	Overlapping
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Miles	64	66	38
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Miles
 Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

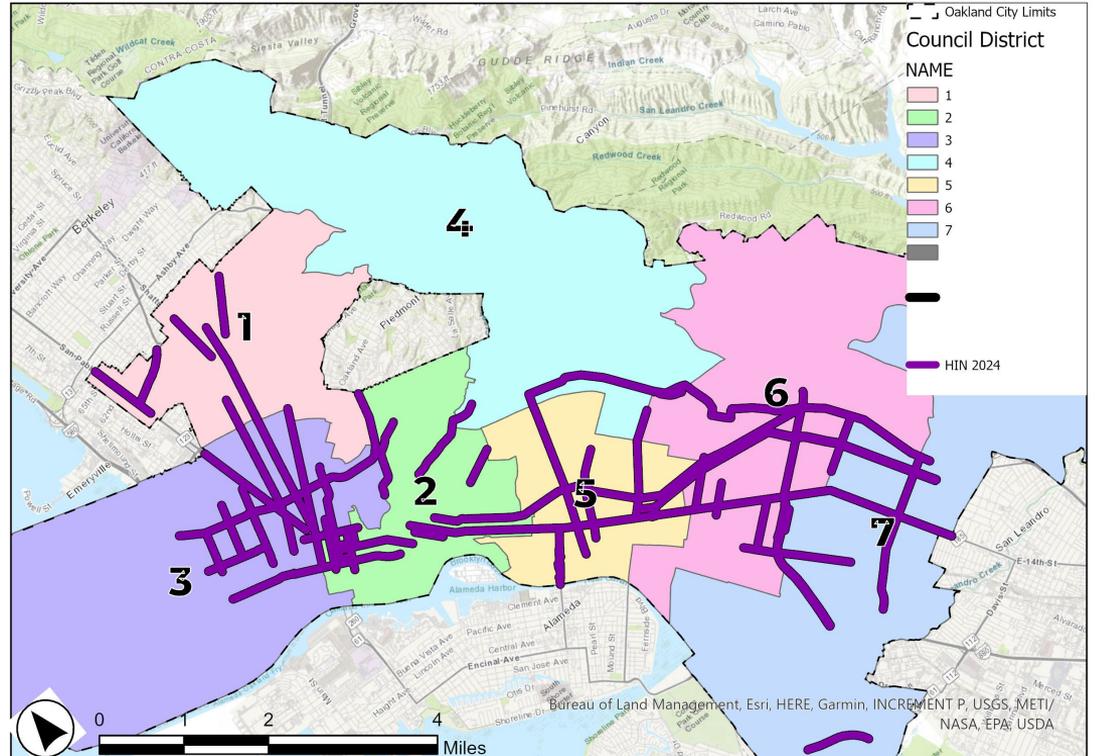
Priority Equity Neighborhoods

Priority Quintile	2018 HIN Miles	2024 HIN Miles	2018 HIN %	2024 HIN %
Lowest	1	4	1%	6%
Low	3	7	4%	10%
Medium	13	13	20%	19%
High	21	17	33%	25%
Highest	26	26	41%	39%



Council Districts

Council District	2018 HIN Miles	2024 HIN Miles	2018 HIN %	2024 HIN %
1	6	5	9%	8%
2	16	10	25%	15%
3	17	14	26%	22%
4	1	3	2%	5%
5	11	10	17%	15%
6	7	14	11%	22%
7	7	11	11%	17%



Next Steps

- **Week of 5/6** – Notifications and meetings with internal DOT partners
 - Define the roll-out process with internal stakeholders
- **May 17** - Safe Streets For All Grant application due date (will use 2024 HIN)
- **May TBD** - SOS Interagency Meeting (OPD, DRE, CAO)
- **May 23** - Bicyclist and Pedestrian Advisory Commission (BPAC)

Thank you!



More info & resources available at: www.oaklandca.gov/SOS

Megan Wier, Assistant Director, OakDOT

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.

May 2024 BPAC Meeting Agenda Item 8. Three-month agenda look-ahead, suggestions for meeting topics

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

- Meet & Greet with new OakDOT Director Josh Rowan
- Bike to Wherever Day Report Back
- Speed Safety Camera Pilot Program Update
- Paving Plan Update (tentative)
- Measure KK Update (tentative)
- Pedestrian Plan Update (tentative)
- Bike Plan Progress (tentative)
- Land Use Transportation Element of the General Plan Update (tentative)
- Major Development Projects Update (tentative)
- Safe Oakland Streets Annual Report (tentative)

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.