



CITY OF OAKLAND

City of Oakland, Bicyclist & Pedestrian Advisory Commission

Minutes from the December 19, 2024, Meeting

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

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

Meeting called to order at 6:04 PM by BPAC Chair Gardner.

Item I. Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes

At roll call, quorum was established with six Commissioners present (X).

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

Introductions were made.

1. Oakland Department of Transportation (OakDOT) Staff: Jason Patton, Noel Pond-Danchik, Patrick Phelan, Jaime Parks
2. Other attendees: Tom Holub, Midori Tabata, Alex Perry, George Spies (Traffic Violence Rapid Response), Kevin Dalley (Policy and Legislative Committee of the BPAC), Kirsten Flagg, Alice Chen, Ross Parish

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:

oaklandca.gov/topics/traffic-fatality-tracking.

- At around 11:45am on June 6, 2024, a White, male bicyclist from Oakland in his 70's was involved in a solo bicyclist crash near Skyline Blvd and Evergreen Ave. He passed away on June 30th, 2024, as a result of his injuries.
- At around 8pm on November 23, 2024, a Black male bicyclist from Oakland in his 50's was hit and killed near Baldwin St and Hegenberger Rd. The driver fled the scene.
- At around 5:30am on December 12, 2024, a 68-year-old, Asian, female, Oakland resident was walking near Foothill Blvd and 8th Ave when she was involved in a fatal crash with a vehicle. The OPD Callout related to this crash is attached to these minutes.

- At around 5:30pm on February 28, 2024, a 75-year-old male Oakland resident was struck by a driver while crossing the street in the crosswalk at Park Blvd and Cleveland Ave. The pedestrian passed away as a result of his injuries on August 15, 2024. The OPD Callout related to this crash is attached to these minutes.

Summary of Discussion:

- Traffic safety in Oakland remains a significant concern, with crash data indicating no substantial improvement compared to previous years.
- Speeding remains a challenge on roads with recently implemented road diets that include buffered bike lanes, which do not do enough to deter speeding, particularly on downhill segments like the location of the crash on Park Blvd.

Speakers other than Commissioners: George Spies

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 docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/html

- Midori Tabata thanked the commissioners who were ending their terms on the commission after this meeting.
- Kevin Dalley shared that there are plans to replace a bus bench near his house with a backless bench which is not as good. He recommended suggesting standards or policy around bus stop design to be discussed at the Policy and Legislative Committee and be recommended to the Pedestrian Plan update or General Plan update.

Item 3. Approval of Meeting Minutes

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

→ A motion to adopt the Bicyclist & Pedestrian Advisory Commission November 2024 meeting minutes was made (Frank) and seconded (Yee). The motion was approved unanimously by voice vote.

Adopted minutes online at www.oaklandbikes.info/BPAC

Speakers other than commissioners: none

Item 4. Committee Report Backs

Everyone is encouraged to attend committee meetings. A list of existing committees was provided in the agenda packet for this meeting. More information on committees at:

www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons

- Infrastructure Committee: The committee last met on November 7, 2024. They heard presentations on [The Upper Telegraph Ave Complete Streets Design](#) and [Curbside Bike Lane Separation Opportunities](#). More info at: oaklandca.gov/meeting/november-2024-bicyclist-pedestrian-advisory-commission-bpac-infrastructure-committee-meeting Their next meeting is rescheduled from January 2, 2025 to Thursday, January 9, 2025, from 3:30-5:30 PM at 250 Frank Ogawa Plaza in the Broadway Conference Room, Suite 4304.

- Policy and Legislative Committee: The committee met on November 12th, 2024. They discussed committee goals and heard presentations on the [Oakland General Plan Update](#) and the [Pedestrian Plan Update](#). More info at: oaklandca.gov/meeting/november-2024-bicyclist-pedestrian-advisory-commission-bpac-policy-and-legislative-committee-meeting Their next meeting is planned for February 10, 2025, at 5:30PM. This meeting may include items on Traffic Engineering indemnification and positions in fire departments dedicated to traffic safety.
- There was a working group meeting about the General Plan to provide comments to the Planning Department for the General Plan Update.
- New commissioners and members of the public are encouraged to join the Infrastructure Committee or the Policy and Legislative Committee.

Speakers other than Commissioners: none

Item 5. MTC Complete Streets Checklists for 38th Ave, MLK JR Way, and LAMMPS Grant Applications

OakDOT announced the department is submitting three applications to the Metropolitan Transportation Commission (MTC) before the end of 2024 and requested BPAC review of the MTC Complete Streets Checklists for the proposed projects:

- MTC Climate Program Implementation Grant (abag.ca.gov/technical-assistance/2024-climate-program-implementation-grants) (due 12/20/24): OakDOT proposes to submit a grant application for \$300,000 to fund a new project from 0-100% design of bicycle/pedestrian safety and traffic calming improvements on 38th Avenue from E 12th to MacArthur Blvd along with a traffic study on Lower High Street.
- MTC Housing Incentive Pool Transportation Grant (mtc.ca.gov/funding/funding-opportunities/housing-incentive-pool-grants) (due 12/31/24): Oakland was awarded \$10 million based on the number of newly-built and preserved housing units in Oakland between 2018-2022. OakDOT proposes to submit funding applications for the Martin Luther King Jr Way Complete Streets Paving Project from 47th Street to the Berkeley border (oaklandca.gov/projects/mlk-paving) which was last heard at the September 19, 2024 BPAC and September 5, 2024 BPAC Infrastructure Committee meetings (oaklandbpac.org/2024/09/18/actc-cip-grant-applications/ and a more detailed presentation was shared at the May 19, 2022 BPAC meeting oaklandbpac.org/2022/06/02/mlkjrway/) as well as the Laurel Access to Mills, Maxwell Park, and Seminary (LAMMPS) Phases 2 & 3 Project (oaklandca.gov/projects/lammeps2 and oaklandca.gov/projects/lammeps3) which was last heard at the March 2024 BPAC Infrastructure Committee meeting (oaklandbpac.org/2024/03/07/lammeps-phase3/).

Summary of Discussion:

- A different project on upper High Street is going through adjustments, with speed cushions removed and later reinstalled. The current grant application focuses on improvements to the lower portion of High Street.

Speakers other than Commissioners: None

Item 6. OakDOT Hiring Process and Budget

Jamie Parks, OakDOT Assistant Director, provided an update on the DOT implementation of the adopted FY25 budget, including hiring process and budget. A copy of the presentation is attached to these minutes.

Summary of Discussion:

- Several million dollars in savings from the last budget were spent upgrading the fleet of vehicles.
- Salary savings from unfilled positions were highlighted, along with efforts to address vacancies.
- The hiring of additional Parking Control Technicians has increased monthly parking citations from 21,000 to 25,000, potentially generating significant revenue once tickets are paid.
- Grant award announcements are expected in January, February, and March.
- A letter about the proposed merger of OakDOT and the Department of Public Works was mentioned as a topic for further discussion.
- The hiring process, managed by a severely understaffed HR department with only 0.7 staff dedicated to OakDOT, continues to face delays and inefficiencies.
- OakDOT should consider using its funds to alleviate HR-related hiring issues.
- The newly created Complete Streets Infrastructure Division, which came out of the Paving Section, has nine vacancies—six new and three existing.
- Recruiting for roles like City Land Surveyor remains challenging due to the scarcity of qualified candidates applying.
- Budget issues tied to the General Fund complicate hiring even for already budgeted positions, as the Finance Department rigorously reviews requests to ensure fiscal sustainability.
- The Traffic Engineering section has four vacancies and noted timing challenges in transitioning interns to full-time roles, as candidates often secure other positions during delays.
- For entry-level Assistant Engineer positions, process changes allow candidates awaiting graduation to apply; however, hiring remains slow, leading to lost talent.
- OakDOT requires Finance Department approval at three stages of hiring: budgeting positions, initiating the hiring process, and making offers, which slows progress.
- Promotion-related delays occur due to the sequential need for open positions and subsequent hiring cycles.
- The need for a robust Quick Build Design and Construction Team was discussed, estimated to cost several million annually, as highlighted in a prior Community-Initiated Traffic Calming staff report to council.
- The OakDOT Internship Program, praised for its success, experienced delays in hiring last year; but remains a very popular program for interns and for recruiting full time staff.
- Concerns about merging OakDOT with Public Works were raised. Advocates emphasized the separation's positive impact on traffic safety and suggested using a draft letter provided as a handout at the meeting opposing the merger as a BPAC template.
- The topic of opposing the merger will feature in the Chair's Annual Report.
- The City Council recently advanced a study for the merger, with a decision likely tied to the next budget adoption in June. Discussions will likely begin in February, warranting a draft letter to be discussed at the BPAC January meeting.
- Reviewing older BPAC meeting records revealed the thorough deliberations leading to OakDOT's establishment and its critical focus on traffic safety.
- To generate new revenue, OakDOT is advancing demand-responsive parking initiatives and filling vacancies in parking staff. Sixteen vacancies remain across Parking Control Technicians and Abandoned Autos positions.
- Revenue from parking tickets is realized only upon payment, highlighting the importance of improving collections.

- Parking pricing strategies may be addressed in the Policy and Legislative Committee.

Speakers other than Commissioners: George Spies, Kevin Dalley, Patrick Phelan

Item 7. Open Forum Liaison Report

Commissioner Jimmy Jessup, Open Forum Liaison, reported back on the status of Open Forum comments presented by the public to the BPAC in 2024. Commissioner Jessup reported that in 2024 (through November), Open Forum received 40 comments from 19 individuals, a 50% increase compared to the previous year. Comments are categorized into announcements, comments that were resolved at meetings, or comments earmarked for follow-up. Announcement rates rose to 60%, making Open Forum a key avenue for public updates and community concerns.

Summary of Discussion:

- Commissioner Jessup's and staff's commitment to addressing and tracking Open Forum items was commended, as such follow-ups are not a standard requirement for commissions.

Speakers other than Commissioners: none

Item 8. BPAC Draft Chair's Report to the Public Works and Transportation Committee

BPAC Chair Grey Gardner presented a draft 2024 BPAC Chair's Report to Oakland City Council's Public Works and Transportation Committee for the BPAC's review and approval. A copy of the draft report was provided as a handout to this meeting and is attached to these minutes.

Summary of Discussion:

- The high number of traffic crash fatalities in 2024, particularly among older adults, should be emphasized to City Council.
- Including photos of infrastructure installations that BPAC supports would enhance the report's impact.
- Recommendations are the core of the report, and their framing and presentation should be prioritized.
- Safe access to the Martin Luther King Jr. Shoreline in East Oakland is a pressing equity issue. Existing projects on Hegenberger Road and 66th Avenue should be prioritized and accelerated.
- Procedurally, the report has passed the Rules Committee and is scheduled to be heard at the Public Works and Transportation Committee on January 28, 2025. A vote on its general sentiment is needed to meet deadlines.
- Reducing the number of recommendations to a few actionable priorities will increase their impact and likelihood of action by councilmembers. Priority recommendations should be those that Council has the greatest ability to address.
- Recommendations should align with an overarching theme of treating traffic violence as a public health issue, with three to four recommendations organized under this framing.
- Recommendations should be measurable and reviewed at the end of 2025 for progress tracking.
- Despite efforts, traffic fatalities have not significantly decreased in the past five to six years.
- The report's central message should highlight traffic violence as a public health crisis, with Oakland performing worse than nearby cities.
- Critical conditions such as red-light running and speeding exacerbate traffic violence.

- Traffic violence disproportionately impacts people in poor neighborhoods, older adults, and communities of color, compounding other life stressors for these vulnerable groups.
- Historical data showing fewer than ten annual deaths in the 2010s could underscore the alarming rise in fatalities.
- A graph illustrating the increase in deaths over time should be included.
- Priority recommendations should be placed in the cover letter for maximum visibility.
- While many issues need addressing, the report should focus on those within the council's direct influence.
- All the information provided in the draft report should be included in the final report for its inclusion in the public record, even if councilmembers do not fully engage with it.
- Traffic crashes are one of the leading causes of death in Oakland, comparable to gun violence, but traffic violence does not receive anywhere near the same amount of urgency.
- Per the BPAC ordinance, the commission must produce an annual report for the Public Works and Transportation Committee, currently chaired by Councilmember Gallo. While recommendations are not required, the report is BPAC's best opportunity to present them.
- Sharing the report with the press could amplify its message and public awareness.
- The report should also be shared with the Public Safety Committee to broaden its impact.
- Council could take actionable steps, such as addressing vacancies and improving hiring processes, based on the report's findings.
- Chair Gardner was thanked for his significant efforts in preparing the draft report.
- Committee reports should be submitted to Chair Gardner by year-end to meet the following timeline: finalized by January 5, 2025 agenda to be sent to the City Clerk for publication by January 17 in the meeting's agenda packet, to be heard at the January 28 meeting. The early schedule was selected due to potential scheduling uncertainties with the Oakland City Council.
- Presenting the report early in the year not only ensures it is scheduled but could also make it more impactful and a higher priority for councilmembers especially those new to council or new to the Public Works and Transportation Committee.

→ A motion to approve the Chair's Report with an added focus on the public health impacts of traffic violence, an upfront summary of top concerns, and the equity issues of traffic violence within the City was made (Whipps) and seconded (Frank). The motion was approved unanimously by voice vote.

Speakers other than Commissioners: George Spies

Item 9. 2024 Annual Look-ahead, suggestions for meeting topics

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

Summary of Discussion:

- Commissioner Frank recommended prioritizing the presentation on the E-Bike Library
- George Spies recommended inviting David Modersbach (Alameda County Public Health Department) to present on a study of traffic violence and the disproportionate effect on people experiencing homelessness.
- Announcements from the agenda were read.
- Construction is ongoing for the Fruitvale Alive project.
- Commissioner Whipps suggested information on the California E-Bike Incentive Project should be provided as an announcement.

Speakers other than Commissioners: George Spies

Item 10. Acknowledging Commissioner Phoenix Mangrum and Commissioner Alex Frank for Their Service to BPAC and the City of Oakland

Commissioners Phoenix Mangrum and Alex Frank were thanked for their years of service as commissioners. Proclamations from the Mayor were read.

→ A motion to extend the meeting by ten minutes was made (Gardner). The motion was approved unanimously by voice vote.

Summary of Discussion:

- Beautiful testimonies were provided about Commissioner Mangrum and Frank's work on and off the commission.

Speakers other than Commissioners: Tom Holub, Andy Campbell, George Spies

- OakDOT staff to the BPAC were thanked for their support of the commission and meeting attendees were invited to meet right after the meeting at a nearby bar.

Meeting adjourned at 8:16PM.

Attachments:

- OPD Callout for Fatal Pedestrian Crash at Foothill Blvd and 8th Ave
- OPD Callout for Fatal Pedestrian Crash at Park Blvd and Cleveland Ave
- Recommendations from the Policy & Legislative Committee's working group on the General Plan Update (to be submitted to the Planning Department)
- Item 6. OakDOT Hiring Process and Budget Presentation
- Example Letter to City Council to Reconsideration the Merger of the Public Works and Transportation Departments
- Draft Annual Chair's Report

Minutes recorded by Noel Pond-Danchik, Bicycle & Pedestrian Program Transportation Planner, emailed to meeting attendees for review on December 20, 2024 with comments requested by January 6, 2025, to npond-danchik@oaklandca.gov. Revised minutes will be attached to the December 2024 meeting agenda and considered for adoption at that meeting.

- Chief of Police
- Assistant Chief
- D/C Investigations
- D/C Field Operations
- D/C Services

- Robbery
- Assault
- Property Crimes
- Homicide
- Patrol Desk

- Patrol Lieutenants
- Intelligence-Include Report
- Support Operations Division
- Youth & Family Services
- Other:

<input checked="" type="checkbox"/> For Public Release
<input type="checkbox"/> Not For Public

Traffic Case **Information**

For Additional Information:
Lt. Tim Dolan
Ext. 510-777-8707

RD # 24-060901

On December 12, 2024, at about 0535 hrs. the Oakland Police Department responded to the area of Foothill Blvd and 8th Ave to investigate a report of a vehicle collision involving a pedestrian. The Oakland Fire Department and Falck arrived on scene and began rendering aid to the pedestrian who had suffered head trauma. Falck transported the pedestrian to Highland Hospital for treatment.

Doctors at Highland Hospital advised officers that the pedestrian was in critical condition. A traffic call out was initiated.

On December 14, 2024, at about 1254 hrs. Doctors at Highland Hospital advised that the pedestrian had succumbed to her injuries and was pronounced deceased.

The pedestrian is a female Asian, 68 years old and a citizen from Oakland.

It appears that drugs or alcohol were not a factor in the collision.

The identity of the pedestrian is being withheld pending notification to family.

This incident is still under investigation. Anyone with information is asked to contact the Oakland Police Department Traffic Investigation Unit at (510) 777-8570.

Officer K. Hoyle 9644 (Primary)
Officer L. Griffin 9466 (Secondary)
Traffic Enforcement Section
Support Operations Division

- Chief of Police
- Assistant Chief
- D/C Investigations
- D/C Field Operations
- D/C Services

- Robbery
- Assault
- Property Crimes
- Homicide
- Patrol Desk

- Patrol Lieutenants
- Intelligence-Include Report
- Support Operations Division
- Youth & Family Services
- Other:

<input checked="" type="checkbox"/> For Public Release
<input type="checkbox"/> Not For Public

Traffic Case **Information**

For Additional Information:
Act. Lt. Tim Dolan
Ext. 510-777-8707

RD # 24-010373

On February 28th, 2024, at approximately 1730 hours, the Oakland Police Department responded to the area of Park Blvd and Cleveland Ave on a report of a vehicle vs pedestrian collision. The Oakland Fire Department and Falck responded to the scene and transported the pedestrian to Highland Hospital for treatment.

On scene, it was determined that the driver of the vehicle struck the pedestrian as the pedestrian was attempting to cross the street in the crosswalk.

On August 15th, 2024, the pedestrian later passed from his injuries.

The pedestrian is a 75-year-old Oakland resident, his name is being withheld at this time.

It appears that drugs or alcohol were not a factor in the collision.

This incident is still under investigation. Anyone with information is asked to contact the Oakland Police Department Traffic Investigation Unit at (510) 777-8570.

Officer Kaitlin Hoyle
Traffic Enforcement Unit
Support Operations Division

BPAC notes and Report Out to full BPAC (proposed for presentation on the 19th)

We, the P&L GPU working group are seeking to forward to the City a “Complete Citywide Bike and Ped safety and access vision alternative” to December BPAC for discussion, any additions, and action to forward.

Requested action - submit these BPAC comments for GPU phase 2 to go to Joanna Winters and Oakland consultants by end of calendar year. I can take care of packaging and forwarding of approved.

Background

The City of Oakland is updating the General Plan elements: -City policy framework; Land use and Transportation; Infrastructure (including 20-year capital improvement project strategy plan); and Open space, conservation and recreation which has relevance to the BPAC. In spring they will start developing initial alternatives and present these to the community in summer. By Fall seek to have a preferred plan and finish by Fall of 2026.

City staff acknowledge desire to build on and lift policy goals from the EJ element and ECAP for accessible and safe citywide bike/ped greenway network as well as connecting in fine-grained neighborhood-level projects.

We are also interested in how the GPU connects, informs, or works with the concurrent Bicycle/Ped plan update (last updated 2017). Linking essential places.

In Spring the BPAC should formally request from City staff that the BPAC (and any liaison) work in parallel with City and consultants to develop and review alternatives including having the BPAC’s preferred alternative be shown if not satisfactorily incorporated into another alternative.

Comments and Notes

This last Monday, we held an informal ad hoc working group with input from several Oaklanders (and some submitted by email). Members of committee and working group were in conversations via email and other participants included Rachel Osajima, Caleb Jones (Transport Oakland).

We discussed and drew out a citywide map alt vision:

***This structure should be clearly demarked on a transportation structure map and an open space citywide network map**

This vision emphasizes connectivity of neighborhood fabric, citywide structures via bike/ped greenways linking hills to bay and inter neighborhood and crosstown bikeways and transit linking key destination nodes

Comments accompany this vision (below) to be included in specific elements of the general plan such as land-use, transportation, open space, infrastructure policies with a common aim of direct or indirect benefits for Oakland bicyclists and pedestrians, their safety, comfort, accessibility and

priority and that all Oaklanders especially in frontline flatlands have equitable and complete access across city and between neighborhoods and major destinations.

(Draft) Specific policy proposals

- Integrate well-rounded, quality of life and engagement with meaningful public art
- Corridor paving, complete streets, sidewalks and bike routes
- Ensure better coordination with Caltrans – e.g. improvements to incorporate bike/ped and ADA access. See MOU for any new review, upgrade through City, as in Albany, Emeryville.
- Identify connecting land bridges over barriers like freeways to provide critical connectivity – 980, 880 and others such as across Mountain Blvd and freeway.
- Establish and ensure that all flatland residents and neighborhoods are within ¼-1/2 mile to greenways and/or Class I bikeways. Restitch and connect these through city with emphasis on connections to creek ways and waterfront. Align with open spaces, ecological areas areas, flood zones, and so forth. Consider overlays to define and enable these connections in a land-use structure.
- Each neighborhood should have access to develop, plan, design, and install in partnership with City and others quick build ped/bike safety projects.
- Hold regular (annual) Ciclovias in each City district
- Build a citywide network of inclusive, equitable green streets
- Prioritize top “tier 1” calls for 3-1-1 (for degraded streets, pot holes, bike route issues, crossing issues) to BPAC and have structure to include for quick build local street actions (slurry sealing of roads, path fixes improvements, crossing enhancements for visibility of safety, street sidewalk path continuity and comfort); and/or medium term patch paving (mill out); or actions on major streets or longer term CIP/paving plan.
- Develop a crosstown bicycle highway along 580 (at least from Grand Lake to Mills College)
- Fund and emphasize a concerted “arts/jobs infrastructure” programmatic approach to address especially old infrastructure issues which need to be upgraded (many 80+ years old, bridges, stairs, paths, etc.). Develop, for example, a city focused WPA style/city beautiful approach program emphasizing local job pathways, local arts and crafts, infrastructure.
- Public transportation improvements – potential streetcar Trolley and park and ride along 580; infill BART stations at 14th-16th and 98th Ave,; park and ride, gondola to Merritt connections, AC Transit loop to Brooklyn Basin, local bus fare free programs, affordable housing at high density transit nodes.
- New development looks at High Injury Network and MTC priority neighborhoods data sets and safe connections to essential places of civic and commercial importance.
- Establish “grey water” infrastructure and greening along 880 corridor to better enable green complete and inclusive streets.

OakDOT Administrative Update

Budget and Hiring

1

Bicycle and Pedestrian Advisory Commission
December 19, 2024

How Big is OakDOT's Budget?

- **\$113M annual operating budget**
 - \$28M – General Purpose Fund
 - \$38M – Measure BB/VRF
 - \$24M – Gas tax
 - \$16M – Permit and inspection fees
 - \$7M – Other funds (TDA, LLAD, Traffic Safety Fund, etc)
- Use of General Fund is entirely within Parking & Mobility Division
 - Manage on-street parking, garages, and parking enforcement
 - \$28M of investment yields \$45M projected revenue

Where does the \$\$\$\$ go?

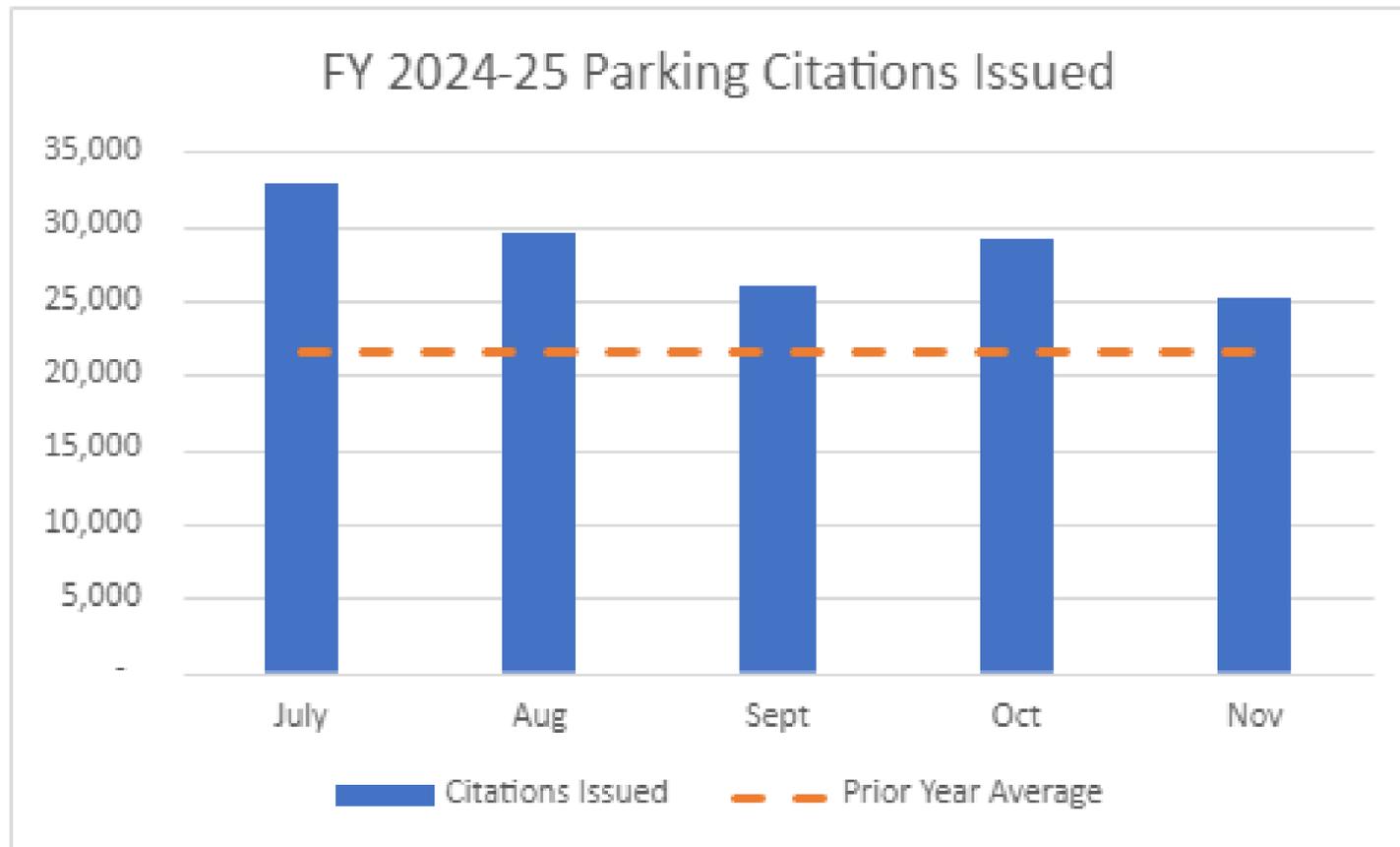
- 63% of operating budget is personnel costs
 - \$71M of \$113M
 - 306 FTE
- 37% operations and materials
 - Parking contracts
 - Materials
 - Utilities

FY25 to Date

- \$15M of Measure BB and gas tax spent through 4 months
- On pace for \$15M of “salary savings”
- Are savings good?
 - Savings can be spent on new projects
 - Savings represent services that are not being provided today

FY25 to Date - Parking

- Meter revenue up 38% year over year
- Compared to 50% rate increase



Capital Budget

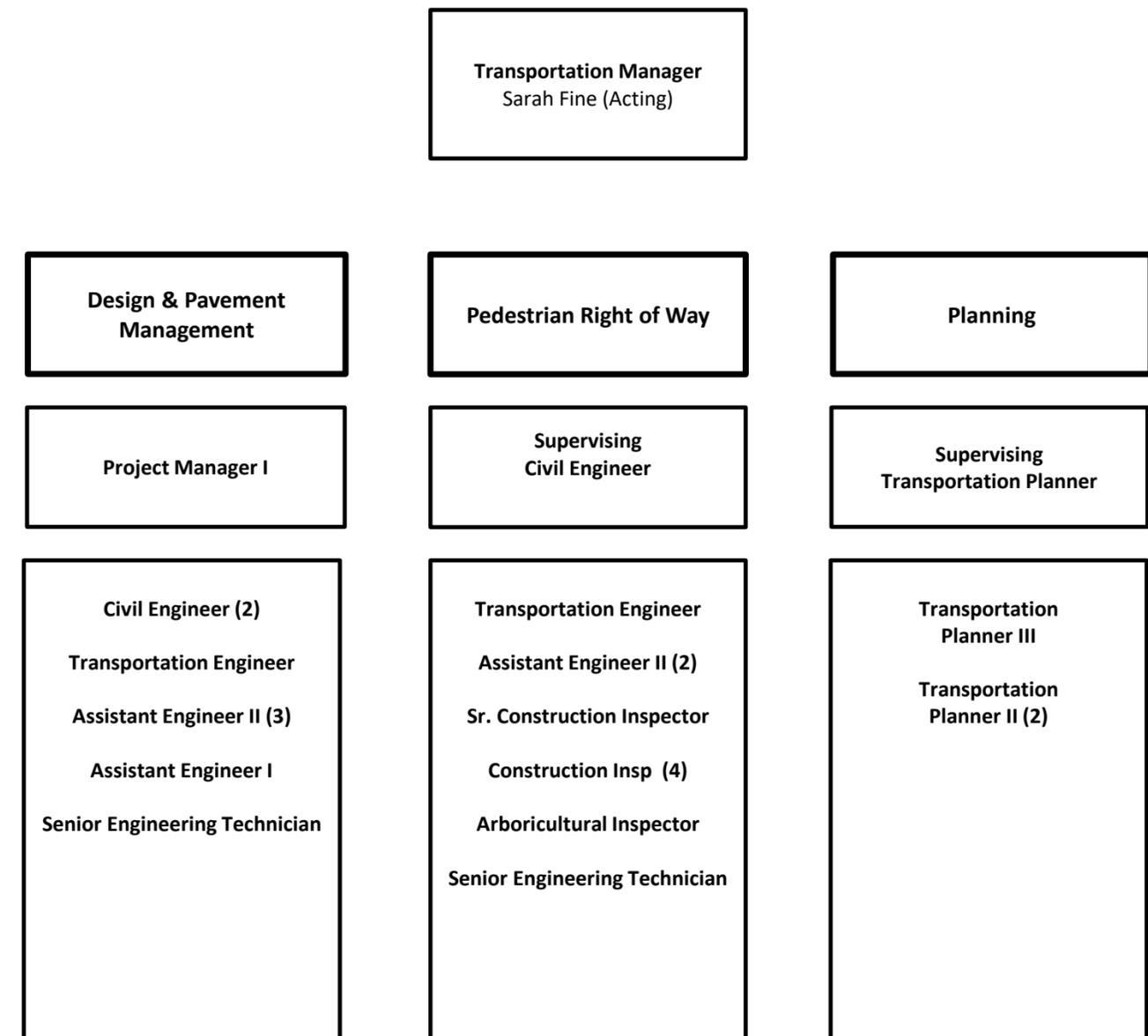
- “Annual capital budget” is a moving target
 - Approximately \$50M of Measure KK/U annually
 - \$3-5M annually of Measure BB and gas tax
 - \$5M - \$50M in capital grants
- 114 FTE (\$36M) of DOT budget for capital projects
- Staff costs are typically 20-40% of total capital expenditures

Capital Grants - 2024

- 23 grant applications
- \$12M in new awards
 - \$8.7M for LAMMPS Phases 2 and 3
- Approx. \$50M of pending applications

Complete Streets Infrastructure Division (aka Paving)

- 6 new FTE added to FY25 budget
- Reflects available and anticipated paving funds
- Expand accessibility program
- Leverage paving opportunities for safety benefits



Hiring- 2024

- 328 filled positions vs. 420 budgeted positions = 22% vacancy rate
 - 25% in January 2024
 - 32% in April 2023
- 48 new hires (including 25 Parking Control Technicians)
- 21 promotions

Barriers to Hiring

- Recruitment challenges
 - Engineers, surveying, construction inspection
- Budget challenges
- Establishing new “eligibility” lists

To Oakland Mayor Sheng Thao,
Council President Nikki Fortunato Bas,
Councilmember Rebecca Kaplan,
Councilmember Dan Kalb,
Councilmember Carroll Fife,
Councilmember Janani Ramachandran,
Councilmember Noel Gallo,
Councilmember Kevin Jenkins,
Councilmember Treva Reid:

We are writing to express our concerns about the proposed merging of the Department of Transportation with Oakland Public Works. We share the City Council's urgency in addressing the dire state of Oakland's budget and understand that significant changes are necessary to ensure the city's financial stability and to create a thriving, safe, and livable community.

However, we believe the proposed merger of the Oakland Department of Transportation (OakDOT) with the Oakland Public Works (OPW) could have significant ramifications, including undermining Oakland's long-term goals for safety, livability, and economic vitality. Without proper evaluation, it is likely to be disruptive, protracted, and ultimately counterproductive rather than achieving the meaningful cost savings and efficient and transparent processes we all want.

The creation of OakDOT was a deliberate and thoughtful response to pressing challenges in our city: inadequate paving, deteriorating streets and sidewalks, inadequate attention to traffic safety, and the need for a transportation system that serves residents equitably. A separate OakDOT allowed for a dedicated focus on these issues that has led to meaningful progress:

- Rapid Response installations after severe injuries and fatalities
- International Blvd quick builds in response to over a dozen deaths on International Blvd and many more injuries
- A record miles of streets have been paved, sidewalks repaired, and curb cuts added, with a focus on equity in long-neglected neighborhoods
- Engineering teams solely focused on safe streets and funding dedicated to improving street safety
- Hundreds of millions in grant money won in competitive applications

OakDOT has become one of Oakland's most effective departments, delivering critical improvements that benefit businesses, residents, and visitors alike. Businesses thrive when streets are clean, safe, and accessible. Residents deserve spaces where they can walk, bike, and commute safely. **The merger risks diluting this focus, compromising the gains made, and reverting to a structure that historically fell short of delivering these outcomes.**

While we have confidence in OakDOT leadership, including Director Josh Rowan, directors are temporary, but the structural decisions we make now will endure for decades. Maintaining a separate, independent Department of Transportation is widely recognized as a best practice

among major cities, as transportation requires specialized expertise, dedicated funding, and a focused strategy. **This is why it is essential to consider whether a combined department can deliver the transportation and public works results that Oakland needs.**

We know that both OakDOT and OPW can be improved. There are opportunities to streamline processes, increase efficiency, and identify cost savings while enhancing outcomes. Contracting reform is one clear example for the City as a whole to improve upon, and which could extend the value of our infrastructure spending significantly. However, these changes should be guided by a thorough, data-driven analysis—not rushed decisions.

We urge the Council to pause this merger proposal and request a comprehensive analysis of the potential impacts, alongside exploring other opportunities to strengthen both OakDOT and OPW.

This process should include:

- An assessment of how the merger would impact the city's ability to meet transportation, safety, and infrastructure goals, especially in regard to building and keeping the needed expertise on staff.
- An evaluation of the fiscal implications of merging OakDOT and OPW versus alternative solutions.
- Stakeholder input from businesses, residents, and transportation advocates to inform the decision-making process.

Oakland stands at a critical crossroads, and the decisions we make today will shape our city for decades to come. We look forward to working with you to create a community where families feel safe walking to school, farmers markets, and shops, and where reliable transportation connects residents to jobs and opportunities. We envision a city where no one loses their life or suffers serious injury simply for walking, biking or driving on our streets. By prioritizing investments in safer streets that protect everyone, we can make traffic safety a cornerstone of Oakland's progress and create a vibrant, thriving city for all. Together, we can work towards this future.

We strongly urge the Council to prioritize thoughtful, evidence-based planning over hasty actions. Let's ensure that every decision supports the Oakland we all aspire to see—a city that is safe, equitable, and thriving.

Thank you,

Transport Oakland
Walk Oakland Bike Oakland
Bike East Bay
Transbay Coalition
East Bay Transit Riders Union
Traffic Violence Rapid Response



**Traffic
Violence
Rapid
Response**



WOBO

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Oakland Bicyclist and Pedestrian Advisory Commission (BPAC)
2024 BPAC Chair's Report to the Public Works Committee of the Oakland City Council

December 20, 2024

To the Honorable Chair of the Oakland Public Works Committee and Members of the Council,

We are pleased to present the Oakland Bicyclist and Pedestrian Advisory Commission (BPAC) Annual Report to the Council. Pursuant to Ordinance 13125 this report provides a summary of the Commission's work in 2024 and offers recommendations relating to policies, programs and projects that impact the safety and accommodation of those who walk and bike in the City of Oakland.¹

Since its establishment in 2014, the Department of Transportation has made significant progress in addressing the historically poor condition of Oakland streets, developing stronger plans for expanding bike and pedestrian-focused infrastructure, advancing equity-driven transportation planning, and building a staff of talented transportation professionals. The Commission recognizes the demonstrated commitment of Department staff to building mobility systems that are safe, equitable and welcoming to bicyclists and pedestrians. However, to truly accommodate those who walk or bike in Oakland and encourage more people of all ages, backgrounds and abilities to choose sustainable modes of transportation, we believe that far more must be done to improve the safety of our streets and develop bike-ped facilities that are realistically low-stress for those not riding in cars or trucks.

The city continues to experience unacceptably dangerous street conditions. For years Oakland has recorded high rates of severe and fatal traffic collisions. During the past 10 years, 132 pedestrian and bicyclists have been killed in Oakland, while 619 have been severely injured. In just the past two years (from 2023-November 2024) 37 pedestrians and bicyclists have been killed on our streets. Those crashes involving fatalities are only a fraction of the thousands of collisions that have occurred. In the most recent 12-month period of data available (June 2023 through May 2024,) there were 1,911 crashes reported that resulted in some form of injury. Most fatality- and severe-injury collisions have involved speeding, red-light running, and other dangerous driver behavior incited by poorly designed infrastructure.

Dangerous streets undermine quality of life - leading to people to less frequently walk or bike to destinations and causing anxiety for many people using public spaces. Older Oaklanders, children and people with disabilities are especially at risk in our city. In every Commission meeting, we recognize and often discuss the circumstances of fatalities that occurred on Oakland's streets in the preceding month. We also often hear concerns from members of the

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

public about high speeds, red-light violations, reckless driving, and “sideshow” style activities throughout the city.

In this report we offer recommendations that principally urge the city to focus more resources on traffic-calming work. (See page 13 for a full list of recommendations.) The Council should make clear that traffic calming is the highest priority for the Department of Transportation and ensure that the Department has the resources necessary to significantly expand such work, including greater investments in “quick-build” infrastructure projects and programs designed to physically slow streets. However, such work depends on having sufficient staff to design and install such facilities. The persistently high vacancy rates in the Department, which have been identified as a problem for more than 5 years, not only risk the loss of previously awarded grant funds for major long-term street design and resurfacing projects, but also inhibit the delivery of critically-necessary near-term installations that would slow our streets and save lives.

While the city’s financial situation may necessitate some changes in city services, we urge the Council to recognize the essential role that transportation safety plays in the health and wellbeing of Oakland residents, the vitality of business districts and the economic growth of the city. Increasing the city’s commitment to safety on its roadways not only protects residents, but it will generate economic benefits. As such, it is critical that the Council avoid budget adjustments that cut or freeze positions or programs within the Department of Transportation.

The Commission’s work in 2024 focused largely on examining many of the programs and projects that impact safety on Oakland’s streets, particularly for our most vulnerable street users:

- the speed bump program,
- the automated speed enforcement pilot project,
- violence prevention work conducted by OakDOT,
- an overview of the work by the traffic engineering section,
- review of the Capital Improvement Program (CIP),
- An update on state legislation passed in 2023 impacting transportation,
- discussion of proposed community-driven traffic calming legislation,
- updates on the International Boulevard Oakland-AC Transit quick-build project,
- a review of the newly revised high-injury network,
- an overview of the San Francisco Municipal Transportation Agency’s quick-build program,
- update on the “Safe Oakland Streets” program, and
- a status report on the implementation of the paving plan (Measure KK).

The Commission also reviewed project proposals for many grant applications prepared by Department staff, both in the full BPAC and in the Commission’s standing Infrastructure Committee, and provided feedback as well as letters of support for many grant applications.

BPAC also serves as a key point of community engagement on transportation issues. Public participants at Commission meetings often provide valuable insights and feedback on agenda

DRAFT Report for Review at December 19, 2024 BPAC Meeting

items and during the open-forum portion of the agenda, and through involvement with the Commission's standing and ad-hoc committees. The Commission has two standing committees, the Infrastructure Committee and the Legislative and Policy Committee, which each meet regularly.

We are deeply grateful to Department staff who have supported and facilitated the Commission's work, particularly Jason Patton and Noel Pond-Danchik, who have provided exceptional support and advice in all aspects of BPAC's work.

We appreciate your consideration of this report and our recommendations, and urge you to reach out to the Commission for further exploration of specific transportation issues. We look forward to working with you as we strive to make the City of Oakland a great place to walk and bike for everyone.

Respectfully,

Commissioner Grey Gardner (District 2) 2024 Chair
Commissioner David Ralston (District 2) 2024 Vice Chair
Commissioner Phoenix Mangrum (District 5)
Commissioner Patricia Schader, (District 7)
Commissioner Dianne Yee (District 3)
Commissioner Nick Whipps (District 6)
Commissioner Alex Frank (District 4)
Commissioner Priyanka Altman (District 1)
Commissioner Jimmy Jessup (District

2023 Chair's Report
Public Works Committee
Oakland City Council

**Oakland Bicyclist and Pedestrian Advisory Commission (BPAC)
2024 ANNUAL REPORT**

Executive Summary: The Oakland BPAC Bicyclist and Pedestrian Advisory Commission (BPAC) completed its tenth year as a city commission. We have focused our work this year largely on examining projects and programs that impact the safety of streets for individuals walking or biking. We have provided extensive input to Department of Transportation (OakDOT) staff regarding policies and project designs through at monthly full-BPAC meetings and through committees established by BPAC. Commission meetings have been held regularly and in-person on the third Thursday of the month at City Hall. The Commission this year held one special meeting at a location outside of City Hall, at the 81st Avenue Library and several Commissioners conducted community outreach at multiple community events throughout Oakland. This year’s annual Council report provides policy recommendations from the Commission, information regarding key transportation data provided to the Commission, and a summary of the Commission’s work in 2024.

Continuing Concerns About the Dangers of Oakland Streets

For many years Oakland has experienced high numbers of fatal traffic collisions relative to surrounding communities. This year (2024) the city has experienced the **second-highest number of combined pedestrian and bicyclist fatalities in the past six years.**² These tragedies have deep and lasting impacts on Oakland families and communities.

Table 1. City of Oakland Traffic Fatalities: January 2019 - October 2024

	2019	2020	2021	2022	2023	2024
Total Fatalities	26	36	30	36	33	26
Pedestrian	10	14	8	12	15	11
Bicyclist	3	1	2	3	5	4
Driver	8	15	14	10	7	5
Passenger	0	3	1	5	3	3
Motorcyclist	4	3	2	6	2	2
Other Motorized User*	1	0	3	0	1	1
Other Non-motorized User	0	0	0	2	0	0
Other	0	0	0	0	0	0

* The 2019 death in this category was a person riding an e-scooter; the 2021 deaths in this category were 2 people riding an e-scooter and 1 person riding an ATV; the 2023 death in this category was a person riding a mini bike; the 2024 death in this category was a person riding a motorized scooter

Table of traffic fatalities through 2024

² Current data available at <https://www.oaklandca.gov/topics/traffic-fatality-tracking> (last accessed December 17, 2024).

The Commission discussed all of the fatal collisions that occurred in Oakland this year based on information provided by the Oakland Police Department to OakDOT and information obtained from Commissioners and community members.

Those who were killed in these incidents included:

- A 23-year-old **pedestrian** was killed on the sidewalk by a driver “doing donuts” in a hit-and-run collision at the intersection of International Boulevard and 42nd Avenue (January 1st, 2024);
- A 59-year-old **pedestrian** crossing the street was killed by a driver in a hit-and-run collision on San Pablo Avenue 900 feet north of 23rd Street (January 9th, 2024);
- A 73-year-old male **pedestrian** killed in a hit-and-run crash while crossing the street in the crosswalk at International Blvd and 95th Ave (February 5th, 2024);
- A 60-year-old male **bicyclist** traveling southbound on Madison Street was killed in a crash with an AC Transit bus traveling westbound on 12th Street (February 27th, 2024);
- A 78-year-old male **pedestrian** struck in a hit-and-run crash with a vehicle at West Grand Ave and San Pablo Ave (March 25th, 2024);
- A **pedestrian** killed in a hit-and-run crash with a vehicle at the intersection of 98th Ave and San Leandro St (April 1st, 2024);
- A **pedestrian** killed in a hit-and-run crash with a vehicle at the intersection of 75th Ave and San Leandro St (April 8th, 2024)
- A **pedestrian** killed in a hit-and-run crash with a vehicle on International Blvd at 102 nd Ave (June 14th, 2024);
- A **bicyclist** crashed after hitting a pothole on Skyline Blvd and later passed away from injuries (June 6, 2024);
- A 51-year-old **bicyclist** killed by a motorist on 105th Ave near Nattress Way in a hit-and-run crash involving two vehicles (June 20th, 2024);
- A 68-year-old **bicyclist** killed by a motorist at Broadway and 27th St in a hit and run crash (July 21st, 2024);
- A 17 year-old **pedestrian** killed after being struck by a vehicle while crossing the street at 72nd Ave and International Blvd. One of the pedestrians hit was a 17-year-old, Hispanic, female Oakland resident who died as a result of her injuries. Another 46 year old resident was also struck by the vehicle and was injured. The driver fled the scene but was later located (August 19th, 2024);
- A 70-year-old **pedestrian** from Oakland near 98th Ave and Bancroft Ave killed by a motorist in a hit-and-run crash (August 29, 2024)
- A 44 year-old Emeryville **bicyclist** killed in a reportedly solo bicycle crash (October 28, 2024);

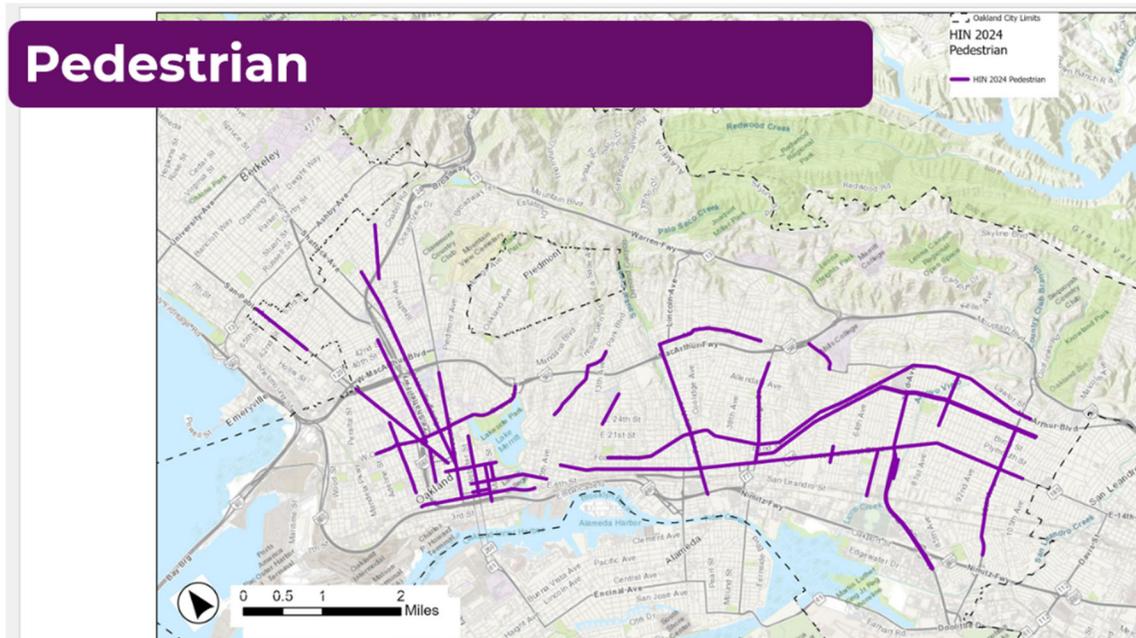
The data and information about fatalities, however, do not fully convey the scope of the problem. In nearly the same time six-year time period (from January 1, 2019 to June 30, 2024) there were **11,661 total crashes** that were reported to the statewide tracking system (SWITRS),

in which 187 people were killed and 15,359 people were injured.³ Of those crashes, **1,118 (nearly 10 percent) involved a pedestrian being struck by a vehicle**. Nearly one quarter (23.91%) of all crashes in this period involved “unsafe speed.” Other dangerous driving behaviors that were the common causes of crashes include unsafe turning and failure to yield.

OakDOT staff has repeatedly indicated that these crashes disproportionately impact BIPOC communities, seniors, children, and people with disabilities. According to OakDOT:⁴

- Black Oaklanders are 2 times as likely to be killed or severely injured and 3 times more likely to be killed or severely injured while walking compared to other Oaklanders;
- 30% of streets in majority Asian census tracts fall on the City of Oakland Pedestrian High Injury Network - the highest percentage of any ethnicity;
- Older Oaklanders (65+) are more than 2 times as likely to be killed in a crash compared to all other Oaklanders; the majority of senior traffic deaths occur while walking.

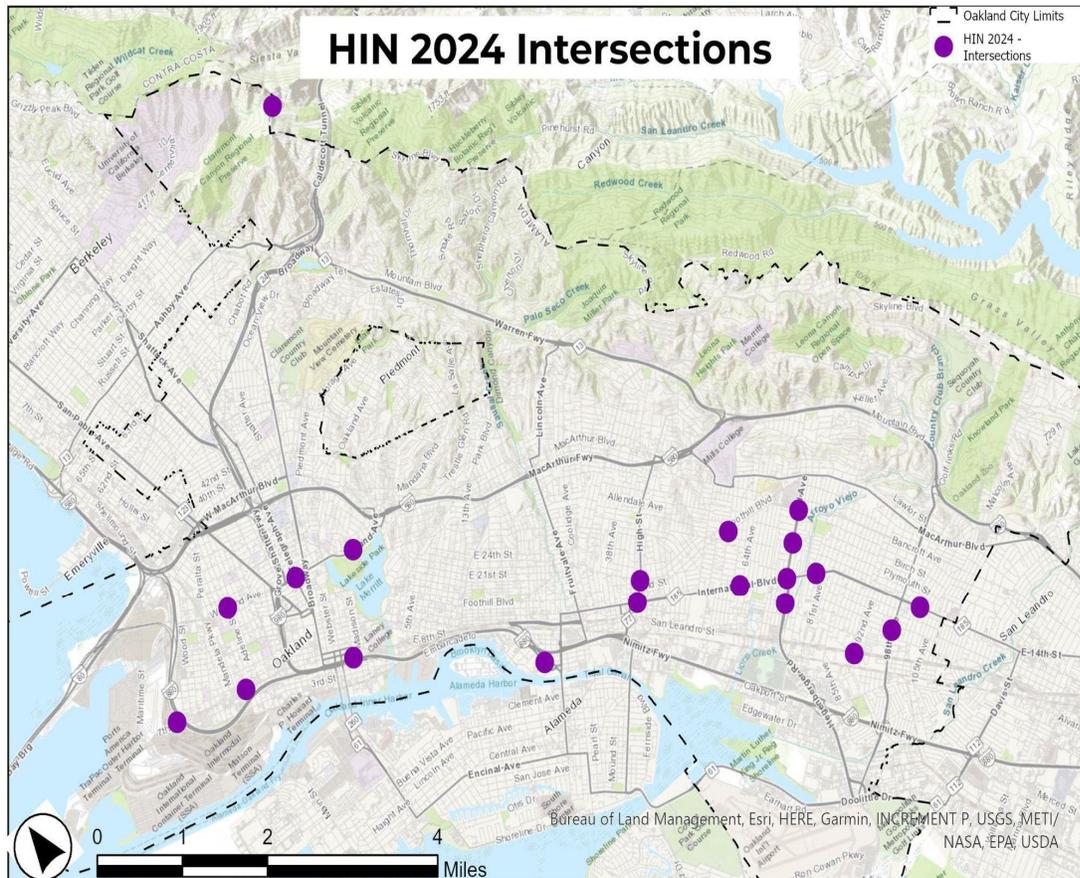
According to the most recent high-injury network report by OakDOT, **8 percent of Oakland’s streets account for 60 percent of severe and fatal crashes**, and 95% of high-injury streets are located in Medium- to High-Priority Equity Neighborhoods.⁵



³ UC Berkeley SafeTREC, Transportation Injury Mapping System, available at <https://tims.berkeley.edu/tools/query/summary.php> (last accessed December 17, 2024)

⁴ OakDOT: Why Crashes Happen, available at <https://www.oaklandca.gov/topics/safe-oakland-streets#why-crashes-happen>

⁵ High Injury Network 2024 (updated May 2024), available at <https://www.oaklandca.gov/resources/high-injury-network-2024>



Collision data also does not provide a complete understanding of driving practices in the city. While many cities throughout the United States noted increases in dangerous driving behaviors during the Covid-19 shutdown period and thereafter, many Commissioners and members of the public at BPAC meetings have expressed observing increased speeds, red-light violations, and other reckless driving behaviors.

It does not appear that the city has a comprehensive system for systematically monitoring speeds or red-light violations for data collection purposes (except for studies on individual corridors in relation to specific infrastructure projects), or collecting data on “near-miss” incidents. However, we know that OakDOT receives approximately 800 traffic safety requests from community members through our 311 system each year. Available data regarding 311 requests suggests that the city has received over 1,000 calls for service for “sideshow prevention” since April 2022.⁶

In recent years, the Department has identified and tested many installations that can have impacts on speeds and dangerous behaviors, including those in the Pedestrian Safety Toolkit:

⁶ OAK 311 Service Request Map (draft), available at <https://data.oaklandca.gov/Infrastructure/OAK-311-Service-Request-Map-draft/yex2-nh8s> (last accessed December 17, 2024)

Pedestrian Safety Toolkit



Pedestrian Refuge Islands
 Pedestrian refuge islands and medians create a safe space for pedestrians crossing the street, especially on high-speed roads and streets with multiple travel lanes in one direction. Can be painted or concrete.
Crashes reduced by 56%¹



High Visibility Crosswalk
 High-visibility crosswalk styles have been shown to improve yielding behavior.
Crashes reduced by 48%¹



Pedestrian Scramble
 Gives pedestrians exclusive access to an intersection by stopping vehicular traffic on all approaches, allowing pedestrians to cross diagonally or conventionally.
Crashes reduced by 35%²



Pedestrian Countdown Signals
 Discourages pedestrians from crossing late by showing how much time they have until the light turns.
Crashes reduced by 25%¹



Rapid Flashing Beacons
 Pedestrian-activated flashing LEDs accompanied by warning signs at crosswalks. Increase driver awareness of crossing pedestrians at uncontrolled crossings.
50% improvement in driver yielding³



Increased Crossing Time
 Children and seniors may need more than the minimum required time (7 seconds) to cross the street safely.
Crashes reduced by 51%¹



Traffic Circles
 Neighborhood traffic circles lower traffic speeds at minor, uncontrolled intersections and can help beautify the street.
Crashes reduced by up to 90%, driver speeds reduced by 11%^{4,5}



Daylighting
 Removing visual barriers by converting parking spaces to red curbs so that vehicles and pedestrians have a clear view of the intersection. Can be combined with bulb-outs to reinforce daylighting.
Crashes reduced by 30%¹



Painted Bulb-Outs
 Effectively widens the sidewalk to shorten pedestrian crossings, increase visibility, and slow turning vehicles.
Turning speeds decreased by 55%⁶



Road Diet
 Decreasing the number of through-traffic lanes reduces vehicle conflict and speeds, making pedestrian crossing safer.
Crashes reduced by 50%⁴



Left Turn Traffic Calming
 Reducing the speed of drivers' left turns lessens the risk of pedestrian collision.
Decreases left turn speeds by 20%⁷



Raised Crosswalk
 A combination of speed tables and high-visibility crosswalks; can be used at midblock or intersections and in controlled or uncontrolled locations.
**69-91% improvement in driver yielding*
 Reduces vehicle speeds to 20-30 mph⁸**

In many presentations OakDOT has emphasized the dangers caused by high speed vehicles, explaining that “Vehicles traveling at higher speeds are more likely to kill or severely injure people walking and bicycling in a crash—in collisions with vehicles travelling 20-mph, nine out of 10 pedestrians and cyclists survive, but **at 40-mph, only one out of ten people survive.** Drivers traveling at higher speeds are also less likely to yield to people walking, because it takes longer to slow down.”

Speed Kills

HIGH SPEEDS ARE MORE DEADLY



9 out of 10
pedestrians are killed



5 out of 10
pedestrians are killed



1 out of 10
pedestrians are killed

AND SPEED MATTERS IN OAKLAND



1 in 4 Oaklanders killed are involved in a crash where speed is a primary factor

Projects to install flex-posts and paint to narrow roadways, slow left turns, more clearly identify crosswalks, and protect “daylighted” areas at intersections can significantly decrease speeds and crashes. Additionally, raised crosswalks, speed humps, and high visibility crosswalks are also effective in reducing speeds and crashes.



Meetings and Activities in 2024

The BPAC holds regular in-person commission meetings on the third Thursday of each month. The Commission held twelve meetings in 2024, with one meeting held at a remote location outside of City Hall (at the 81st Avenue library). Meetings are streamed and recorded, and viewable in real-time by members of the public.

Standing agenda items include:

- Review of recent fatal pedestrian and bicyclist crashes;
- Open-forum;
- Updates from standing and ad-hoc committees of the BPAC;
- and discussion of future agenda items.

The Commission's work in 2024 focused largely on examining many of the programs and projects that impact safety on Oakland's streets, particularly for our most vulnerable street users:

- The speed bump program,
- The automated speed enforcement pilot project,
- violence prevention work conducted by OakDOT,
- an overview of the work by the traffic engineering section,
- review of the Capital Improvement Program (CIP),
- An update on state legislation passed in 2023 impacting transportation,
- discussion of proposed community-driven traffic calming legislation,
- updates on the International Boulevard Oakland-AC Transit quick-build project,
- a review of the newly revised high-injury network,
- an overview of the San Francisco Municipal Transportation Agency's quick-build program,
- update on the "Safe Oakland Streets" program, and
- A status report on the implementation of the paving plan (Measure KK).

In April 2024, BPAC sent a letter to the City Council regarding the "Urgent need to prioritize traffic calming installations to address Oakland's dangerous streets and increasing numbers of severe and fatal traffic collisions."

The Commission also reviewed project proposals for many grant applications prepared by Department staff, both in the full BPAC and in the Commission's standing Infrastructure Committee, and provided feedback as well as letters of support for many grant applications. BPAC provided letters of support for several OakDOT grant applications, including for the following projects:

- Highway Safety Improvement Program (HSIP) Cycle 12 Grant Applications for “Safe Oakland Streets Senior Safety Improvements” and “Safe Oakland Streets Neighborhood Bike Routes Major Crossings Safety Improvements;”
- Active Transportation Program (ATP) Grant Application for LAAMPS Phases 2&3;
- Active Transportation Program (ATP) Grant Application Franklin Complete Streets Project;
- Active Transportation Program (ATP) Grant Application 73rd Avenue
- Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) application for the Embarcadero West Rail Safety and Access Improvements project;

Committee Reports

Legislative and Policy Committee: [TO BE ADDED]

Infrastructure Committee: [TO BE ADDED]

Open Forum: The Commission again in 2024 appointed several liaisons to track and monitor issues raised by the public during Open Forum. Open forum is an important function of BPAC and venue for community engagement for OakDOT, allowing members of the public to comment on items not on the regular agenda. Commissioners Patricia Schader and Jimmy Jessup served as open forum liaisons and tracked issues brought to the BPAC at its monthly meetings. Tracking of issues raised is publicly available at <http://tinyurl.com/Oakland-BPAC-OpenForumTracking>.

Over 230 Open Forum public comments have been made since 2015. In many instances, this could be the only opportunity for members of the public to comment on specific bicycle and pedestrian issues. Indeed, many of the comments BPAC hears deal with larger transportation issues and are not always specific to bicycle and pedestrian topics that closely relate to certain members of the community.

In 2024, Open Forum received 40 comments between January and November, made by 19 different individuals. This is nearly a 50% increase compared to 2023, when 27 Open Forum comments were made. The highest month for comments was during the May 2024 BPAC meeting, when 5 community members commented on the success of the recent Bike to Wherever Day events, among other comments.

The issue tracking sheet categorizes comments in three categories. “Announcements” denotes comments such as a recap of past events, future event announcement, or note of congratulation that are meant for informational purposes to staff, commissioners, and members of the public. “No Follow-Up Needed” comments typically indicate that a comment or issue is addressed or resolved to satisfaction by staff or commissioners during the meeting, or that the commenter has made or is referred to make input to the City via 311 or SeeClickFix during the Open Forum response immediately following the comment. Finally, “For Investigation,” indicates issues that

the Open Forum Liaisons will endeavor to follow-up on and track to closure. Of the 40 comments made during 2023 BPAC meetings, comment categorization totals are as follows:

- Announcements: 24 (60% of all comments)
- No Follow-up Needed: 10 (25%)
- For Investigation: 6 (15%)

These figures indicate a shift of how Open Forum is being utilized by participants. In 2023, only 8 of 27 comments (30%) were "Announcements," and this percentage doubled in 2024.

Of the six actions for investigation, four have been marked as resolved from the perspective of the Open Forum Liaisons. This does not necessarily indicate that, for instance, physical infrastructure changes have been installed on-site in response to an Open Forum comment, but rather that the liaison's role is complete, such that commenters have been connected with resources, an item is taken up by another BPAC committee, or otherwise that an action plan to address the issue has been initiated by another party.

Additionally, Open Forum can serve as a conduit to feed the future topic list for BPAC meeting agendas. Regardless of whether an item is an "Announcement," "No Follow-Up Needed", or "For Investigation," the topic may be worthwhile spending time on with additional preparation and in a future meeting forum. Topics that liaisons indicated as potential items for a future agenda include the following (some of which were already incorporated into a meeting of the Commission):

- Vision 980 Project
- Community Traffic Calming Pilot update
- Downtown Oakland Specific Plan implementation
- Highway Safety Improvement Plan countermeasures and scoring

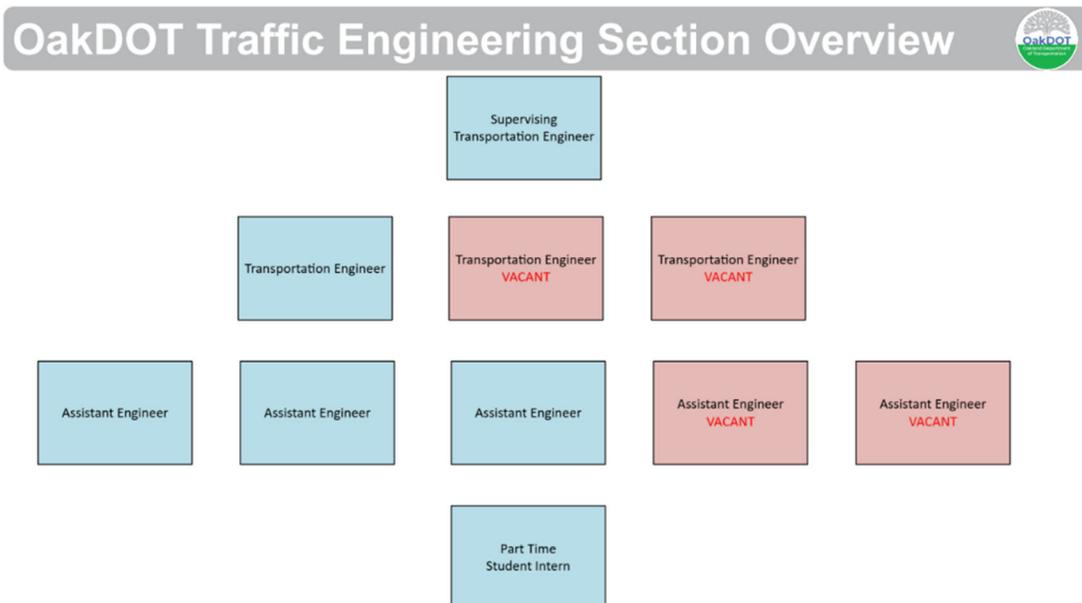
Challenges and Recommendations:

In 2024 Commissioners and many members of the public have expressed appreciation for the work of OakDOT staff, who in recent years have sought to secure funding and implement major street redesign projects, increase traffic calming work, and deliver significantly increased mileage of streets repaved. Nonetheless, we have observed that in many parts of the city dangerous driving continues to occur at high rates. The most immediate, effective and equitable approach to reducing those dangers is to invest more in near-term traffic-calming installations, which will require **continued commitment to fully staffing the Department and providing the necessary resources to expand proactive “quick-build” work**. The Commission respectfully provides the following recommendations to the City Council to address concerns about dangerous streets:

- (1) *Prioritize and resource “quick-build” speed-reduction projects:* While the Department has created an effective “Rapid Response” program to conduct analysis of fatal collisions and make safety improvements at locations where fatal collisions occur, it is critical to do more of this type of work on a proactive basis, particularly in locations identified on the High Injury Network and locations outside of the High Injury Network that have been identified as dangerous by members of the public. Presently, some locations identified as dangerous are the subject of grant proposals or capital improvement projects (CIP), which often take years to secure funding, design, and deliver. To make Oakland’s streets safer in the near term, we must vastly expand work designed to slow streets and make intersections safer, including installation of flex-posts to narrow roadways and “bulb-out” corners at intersections, crosswalk painting / repainting, installation of bollards and water/soil-filled barriers, “center-line hardening” and treatments (i.e. steel plates) that impede “sideshow”-style activities. Such investments are desperately needed to prevent further loss of life in areas that are known to the city to be dangerous to pedestrians and bicyclists and residents should not have to wait years for the implementation of major paving or street redesign projects to have safety measures installed. In addition to urging prioritization of such activities, the Council should:
 - a. *Prioritizing hiring for OakDOT’s Safe Streets Traffic Engineering section;*
 - b. *Expand the community traffic calming pilot program to allow more projects to be undertaken on a voluntary basis by community groups;*
 - c. *Urge the development of a data-driven speed-reduction plan, which would require the collection of speed data on key, dangerous corridors; We have also repeatedly urged that speed monitoring be routinely conducted prior to- and following any installation in order to evaluate effectiveness;*
 - d. *Use Council discretionary funds specifically for traffic calming projects at dangerous corridors or intersections identified on the High Injury Network;*

- e. Urge the creation of *default traffic calming treatments adjacent to every school* throughout the city;

(2) *Removing barriers to hiring critical staff for safety work:* For years OakDOT has been reportedly experienced among the highest vacancy rates of Oakland city departments - routinely over 30 percent. The lack of sufficient staff, most notably engineers and trained maintenance teams to design and install needed paving, bollards, delineators, crosswalks, lane striping, signage and more, has hindered the transformation of our roadways to “complete streets” and often impeded delivery projects that are already funded by state, regional and federal grants and bonds approved by the voters. The lack of adequate engineering staff may limit the time that staff can spend ensuring that funded paving projects include treatments identified as preferred pursuant to the adopted 2019 Bike Plan, 2017 Pedestrian Plan and other city plans. Although the Council and multiple administrations have conducted some examinations of contributing factors, the lengthy and inefficient hiring process continues to result in too many qualified applicants securing work in other entities throughout the region before an offer can be made by OakDOT. BPAC has raised the issues with staff for the city administrator’s office and expressed concern to the Council in recent years. We again urge the Council to immediately take action to streamline the hiring process, perhaps including a fast-track process for positions critical to safety such as traffic engineers and traffic maintenance staff. Additionally, a process should be modified to allow qualified individuals who have worked as interns for the department to be timely hired, perhaps on a conditional basis, prior to their official graduation from a required degree program.



- (3) Adopt a resolution establishing the prioritization of safe streets and environmentally sustainable transportation to, in part, require that the safety for people walking and

bicycling shall be the highest priority in any lane design / redesign project.⁷

- (4) *Speed bump program expansion and modification*: Speed bumps, speed humps and speed cushions can significantly reduce the speeds of vehicles, particularly when designed and constructed to meet the specific context. The department in 2024 has reportedly increased the number of speed bumps installed. The traffic engineering section does not have sufficient staff to meet the demand for bumps, largely in residential areas, and reportedly must prioritize requests. Additional staffing is needed to meet this demand and install bumps in known dangerous locations, with or without a specific request from the public. At present the program requires a resident to submit an application and official petition form with signatures from a minimum of 2/3 (67%) of the addresses on the block where the speed bump would be placed.⁸ Such requirements may create barriers for residents in some neighborhoods and should instead be centered on safety and equity. It is our recommendation that the program allow a low-barrier request through 311 (or a simple online form) and prioritized to proactively address dangerous locations where vehicle speeds are determined to be excessive.
- (5) *Automated enforcement Implementation*: For several years BPAC supported the establishment of state legislation to allow automated speed enforcement (ASE) pilot projects in several cities, including Oakland, to deploy an equitable automated speed enforcement program. The Commission wrote in support for AB 645 (authorizing pilot projects in 5 California cities) and continues to support the establishment of such a program that will attempt to reduce the general speed of traffic without relying on police enforcement. Since the enactment of AB 645, we have provided input to OakDOT staff regarding its implementation, including recommending that the department to work with the selected vendor to send meaningful information about the dangers of speed to accompany warnings and violations. For several years – even before the passage of legislation to authorize a pilot project to allow automated speed enforcement in select California cities - many Commissioners have also urged that the city pilot a project to use automated “red light” violation enforcement to test whether such automated systems impact compliance with signals. The city could explore adding such capability in a select number of locations as it builds out the automated speed enforcement project.
- (6) *Coordination of agencies to provide crash data*: Mandate greater sharing of real-time (non-personally identifiable) crash data presently maintained by the Oakland Police Department describing the number and locations of traffic collisions occurring in the city. Presently, OPD primarily shares information about fatal traffic collisions, but does not

⁷ See e.g. City of Alameda Resolution No. 15648, available at <https://www.alamedaca.gov/files/assets/public/v/1/departments/alameda/transportation/vision-zero/streetdesignresolution15648.pdf>

⁸ Further information about the City of Oakland’s speed bump application requirements available at <https://www.oaklandca.gov/services/apply-for-a-speed-bump>

appear to provide data on other collision incidents (i.e. non-injury, injury, and hit-and-run incidents) in real time.

- (7) *Engage in public education and outreach regarding street safety*: The city does not appear to engage in substantial public campaigns through social media, direct mail or other communications work to educate the public about the dangers of speeding and other dangerous driving activities. Even if such efforts are expected to have negligible impacts on the most dangerous driving, the City should use existing communications staff and resources to do more that may impact some drivers. Additionally, the city should encourage public members to report dangerous locations and “near-miss” incidents in Oak311.⁹
- (8) *Recognition of lives lost in traffic incidents during Council meetings*: Several years ago BPAC urged the Department to provide public tracking of severe and fatal traffic collisions. The Department has made such information available and maintains publicly accessible maps and data, which is updated frequently. Our commission has also for several years committed a portion of our agenda to recognizing fatal collisions or other known severe-injury incidents. We urge the Council to similarly provide time on at least a monthly basis to recognize the tragic loss of lives on our streets and provide an opportunity to discuss ongoing issues relating to traffic calming needs and efforts to address such issues.
- (9) *Shoreline access*: BPAC has repeatedly requested presentations regarding projects that may enhance access to the shoreline for bicyclists throughout East Oakland. The Council should

⁹ See e.g. City of Alameda “near-miss” data collection, available at https://www.alamedaca.gov/files/assets/public/v/2/departments/alameda/transportation/vision-zero/appendixc_communityreportednearmisses.pdf

Appendix A: Commissioners

BPAC Commissioners are appointed by the Mayor of Oakland and commissioners serve three-year terms during each appointment. Efforts are made to appoint Commissioners from each of the city's council districts and bring a range of experience. The 2024 BPAC Commissioners are the following:

Grey Gardner, Chair (District 2): Grey is a District 2 resident living in the Eastlake area. Having commuted to work by bike for over twenty years, he is eager to see Oakland's roads become increasingly safer and more comfortable for bicyclists and pedestrians. He served for more than a decade as a public defender and presently works on drug policy and criminal-justice reform issues in California and throughout the U.S.

David Ralston, Vice Chair (District 2): David works as policy advisor for the regional Bay Area Air District focusing on local health equity land-use planning, environmental justice policy, and community engagement around designing and implementing green infrastructure. David has also worked as a strategic planner and urban economic analyst for the City of Oakland's Redevelopment Agency helping to realize key bicycle/pedestrian projects such as Fruitvale Alive, the Laurel to Mills access project, and the San Leandro/Lisjan Creek Greenway. David enjoys working with local community and neighborhood groups as part of a larger goal to build out an accessible grassroots-led inter-connected citywide "green network" that reflects the culture and diversity of Oakland. David is an avid bicyclist and hiker when he is not at the Lake or relaxing at home with his family in District 2.

Phoenix Mangrum (District 5): Phoenix has been a bicyclist since the age of 4. For over 10 years he has worked as a bike mechanic and bicycle safety educator with youth and adults. The focus has been teaching bike safety through the safe routes to schools program—elementary, middle and high school students. Phoenix also teaches a bike safety class for low-income adults who need a bike for transportation.

Patricia Schader, (District 7): Patricia grew up in East Oakland and currently resides in Deep East Oakland. When she moved back to Deep East Oakland the first item that she noticed was the lack of infrastructure. As an avid cyclist and runner, for every bike ride she would have to drive somewhere to ride because of the lack of infrastructure. However, she noticed other parts of Oakland have great bike lanes, walking paths and wide sidewalks with children in other areas on bikes in the bike lanes enjoying their bikes. She joined the BPAC to advocate to improve Infrastructure in East Oakland and bring equity and equality to the underprivileged citizens and the at-risk children in East Oakland. Nick Whipps (District 6): Nick lives in District 6 and has been a member of BPAC since January 2022. He cares about Oakland bicycle & pedestrian equity and safety issues, especially in the Deep East.

Dianne Yee, (District 3): Dianne is a transportation planner who grew up in the East Bay. She attended UC San Diego where she saw that suburban land uses and limited transportation choices are unsustainable and inconvenient. She continued her studies at Portland State

University and earned her Master in Urban and Regional Planning. She returned to Oakland to serve her community and because the Bay Area is home.

Alex Frank, (District 4): Alex was born and raised in Oakland. His perspective includes a number of years living, walking, and riding bikes in other cities and countries around the world. His educational background is in Economics, Public Policy, and Urban Development. He sees bicycles as one tool to help economically disadvantaged people gain a competitive edge and enjoy a fun, healthy way of getting around. His main focus is on road safety and assurance as a means to get people to try modes of transit outside of driving. His hope is this will help create more caring and thriving neighborhoods in Oakland. Through his work with the non-profit Campmobility.org he spends a great deal of time walking, riding and taking transit throughout Oakland, and East Oakland in particular. He is usually smiling and loves to meet new people, so feel free to reach out to him, or wave if you see him in your neighborhood.

Nick Whipps (District 6): Nick lives in District 6 and has been a member of BPAC since January 2022. He cares about Oakland bicycle & pedestrian equity and safety issues, especially in the Deep East.

Priyanka Altman (District 1): Priyanka Altman is an avid pedestrian and cyclist in Oakland and joined the BPAC in 2024. She lives car free and is committed to making Oakland's streets safer and more enjoyable for all users. When she's not meeting with the BPAC, she serves as a board member of Walk Oakland Bike Oakland, plays violin in the Oakland Civic Orchestra, and runs with Oakland Track Club. Spot her most days strolling with her dog Molly in Adams Point and by the lake, rain or shine!

Jimmy Jessup (District 4): Jimmy joined the BPAC in March 2024. He grew up in Western Colorado, holds a Chemical Engineering degree from Rice University and a Masters in Urban Planning from Texas Southern University. His impressions and enthusiasm for meeting the needs of all transportation users is shaped by living and working in numerous European countries and American regions. He loves nothing more than a brisk morning jog or exploratory cycle ride through the city, observing the street activity as it begins to come to life.