

# CITY OF OAKLAND



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Department of Transportation, Safe Streets Division

## Bicyclist and Pedestrian Advisory Commission Special Meeting Agenda

Thursday, September 19, 2024; 6:00-8:00 pm

**81<sup>st</sup> Ave Library, 2<sup>nd</sup> Floor Community Room, 1021 81st Ave, Oakland, CA 94621 (Note the change in location)**

BPAC Home Page: [www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission](http://www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission)

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

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### Commissioners

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

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### 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. 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>.

### PUBLIC PARTICIPATION

The community room is located on the second floor of the library. Immediately after entering the library, take the elevator or stairs to the right of the entrance to the second floor.

There are two bike parking racks one immediately in front of the library at the entrance, and another about 25 feet to the right of the entrance when facing the library entrance, between the library and the school.

If you have any questions, please email Noel Pond-Danchik ([NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov)) staff liaison to the Commission.



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

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

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

Địa điểm tổ chức cuộc họp có đường dành riêng cho xe lăn. Để yêu cầu các phương tiện hỗ trợ phục vụ người khuyết tật hoặc yêu cầu thông dịch viên ASL, tiếng Quảng Đông, tiếng Quan Thoại hoặc tiếng Tây Ban Nha, vui lòng gửi email đến địa chỉ [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov) / [PGerard@oaklandca.gov](mailto: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.

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Time	#	Topic
6:00	1	<b>Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes Attachment</b> (15 minutes) – Chair Gardner will take roll call, determine quorum, and facilitate introductions. He 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: <a href="https://www.oaklandca.gov/topics/traffic-fatality-tracking">https://www.oaklandca.gov/topics/traffic-fatality-tracking</a> . <ul style="list-style-type: none"><li>At around 6:37pm on August 19th, 2024, a vehicle driver struck two pedestrians crossing the street at 72<sup>nd</sup> 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. The other pedestrian hit was a 46-year-old, Hispanic, female Oakland resident who was injured. The driver fled the scene but was later located.</li><li>At around 9:33pm on August 29, 2024, a vehicle fatally struck a 70-year-old, Black pedestrian from Oakland near 98<sup>th</sup> Ave and Bancroft Ave in a hit and run crash.</li></ul>
6:15	2	<b>Open Forum / Public Comment / Announcements Attachment</b> (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 <a href="https://tinyurl.com/Oakland-BPAC-OpenForumTracking">tinyurl.com/Oakland-BPAC-OpenForumTracking</a> .) 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 <a href="http://www.oaklandca.gov/services/oak311">www.oaklandca.gov/services/oak311</a> .
6:25	3	<b>Approval of Meeting Minutes Attachment</b> (5 minutes) – Seek motion to adopt the August 2024 BPAC meeting minutes.
6:30	4	<b>Committee Report Backs Attachment</b> (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 <a href="https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons">https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons</a> . <ul style="list-style-type: none"><li>Infrastructure Committee: As of the time of this agenda posting, the committee is planning to meet on September 5, 2024, from 3:30-5:30 at 250 Frank Ogawa Plaza, Suite 4314, in the Broadway Conference Room. They plan to discuss the Regional Measure 3 (RM3) Safe Routes to Transit &amp; Bay Trail (SR2TBT) grant applications, the Alameda County Transportation Commission (ACTC) Countywide Comprehensive Investment Plan (CIP) status of ongoing CIP projects and application review, and the Caltrans Doolittle Paving Project. More info available at: <a href="http://oaklandca.gov/meeting/september-2024-bicyclist-pedestrian-advisory-commission-bpac-infrastructure-committee-meeting">oaklandca.gov/meeting/september-2024-bicyclist-pedestrian-advisory-commission-bpac-infrastructure-committee-meeting</a> Their next meeting is planned for November 7, 2024 from 3:30-5:30. Committee notes at: <a href="https://docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA/">docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA/</a></li></ul>

- Policy and Legislative Committee: The committee last met on August 12, 2024. They discussed items on 311 Service Requests and fatality/injury related bicyclist or pedestrian related crash data. They chose new committee co-chairs: Commissioner Nick Whipps and Kevin Dalley. Their next meeting is planned for November.
- Ad Hoc 2024 Recruitment Committee: The BPAC is seeking applications to become a commissioner for three-year terms beginning in January 2025 due September 12<sup>th</sup>, 2024. The Ad Hoc 2024 Recruitment Committee will review applications and bring a recommendation for the Mayor's Office for review by the Commission at the October BPAC Meeting.

- 6:40 5 **Safe Oakland Streets Annual Update** *Attachment* (20 minutes) – OakDOT Safe Oakland Streets Coordinator (SOS) Mica Amichai ([mamichai@oaklandca.gov](mailto:mamichai@oaklandca.gov)) will present information from the 2023 annual Safe Oakland Streets update (<https://oakland.legistar.com/LegislationDetail.aspx?ID=6771140&GUID=B5E827EC-A572-48ED-AE82-DF536F565A9C&Options>). More info at: <https://www.oaklandca.gov/topics/safe-oakland-streets>
- 7:00 6 **Upcoming Grant Applications** *Attachment* (30 minutes) – OakDOT staff Audrey Harris, Senior Transportation Planner, and Yvonne Chan, Acting Funding Strategy Lead, will provide a high-level overview of two grant programs and project proposals. The projects were scheduled for review at the September 5<sup>th</sup> Infrastructure Committee meeting. Comments will be collected on the MTC Complete Streets Checklists, a required component of the SR2TBT applications. OakDOT staff will request a letter of support for these applications from the BPAC.
- Metropolitan Transportation Commission (MTC) Regional Measure 3 (RM3) Safe Routes to Transit & Bay Trail (SR2TBT) Grant: OakDOT staff will share an overview of the new MTC RM3 SR2TBT grant program and project proposals for the October 14, 2024, application deadline. OakDOT will be submitting the 8<sup>th</sup> Street Corridor Improvements Project (<https://www.oaklandca.gov/projects/8th-corridor-improvements>), 5<sup>th</sup> Ave Project, and 85<sup>th</sup> Ave Project and MTC will be submitting the West Oakland Link Project (<https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility/west-oakland-link>).
  - Alameda County Transportation Commission (ACTC) Countywide Comprehensive Investment Plan (CIP) Grant: OakDOT staff will provide a status update on funded projects through the ACTC CIP. The upcoming ACTC application round will also include a new funding category, called the Three Major Trails program, specifically for projects connecting to the Bay Trail, East Bay Greenway, or Iron Horse Trail. OakDOT staff will share upcoming project proposals for the October 31, 2024, application deadline.
- 7:30 7 **Near-Term Improvements to Connect East Oakland to the Waterfront** *Attachment* (20 minutes) – OakDOT Bicyclist and Pedestrian Program staff Patrick Phelan ([PPhelan@oaklandca.gov](mailto:PPhelan@oaklandca.gov)) & Jason Patton ([jpatton@oaklandca.gov](mailto:jpatton@oaklandca.gov)) will share about a community-submitted Capital Improvement Project idea to create a safe biking and walking route through the Sobrante Park and Brookfield Village neighborhoods. They will explain how elements of the project idea will be implemented through paving and wayfinding projects and expanded to reach the waterfront and the wider bikeway network.
- 7:50 8 **Three-month agenda look-ahead, suggestions for meeting topics** *Attachment* (10 minutes)

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

- Assault
- Property Crimes
- Homicide
- Patrol Desk
- Patrol Lieutenants

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

- For Public Release
  - Not For Public

## Traffic Case

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## Information

For Additional Information:  
Act/Lt. T. Dolan  
510-507-1712

RD # 24-041650

On August 19, 2024, at approximately 6:37pm, Oakland Police officers responded to a vehicle versus pedestrian collision at 72<sup>nd</sup> Ave and International Blvd.

Upon arrival, officers discovered two pedestrians who were crossing within a marked crosswalk had been struck by a vehicle. OFD and Falck personnel arrived on scene and one of the injured parties was pronounced deceased and the other injured party was transported to Alameda County Hospital.

The pedestrian who passed is a 17-year-old Oakland resident who succumbed to her injuries. The other pedestrian is a 46-year-old Oakland residence who is currently listed to be in stable condition.

The driver fled the scene and was located with the assistance of residents and motorists in the 8400 blk of International Blvd.

Based upon the roadway design and witness statements, it appears the driver was traveling Eastbound on International Blvd at a high rate of speed and struck the two pedestrians within the marked crosswalk. The driver fled the scene and failed to provide required information per the California Vehicle Code. It was later discovered the driver fled from a previous collision in the intersection of Havenscourt Ave and International Blvd.

It does appear alcohol was a factor in this collision.

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

Officer Janay Barnes  
Act/Lt. Tim Dolan  
Traffic Investigation Unit

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

## Traffic Case

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## Information

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

RD #24-043336

On August 29th, 2024, at about 2133 hrs, Oakland Police officers were dispatched to 98th Ave and Bancroft Ave to investigate a report of a vehicle vs pedestrian collision. Officers arrived on scene and located a male laying on the street bleeding from the head. OFD and medical personnel arrived on scene and provided aid.

The pedestrian was transported to Highland Hospital where he was pronounced deceased.

It appears that a Silver 2dr hatchback vehicle (possibly a Honda) was traveling S/B 98<sup>th</sup> Ave approaching Bancroft Ave. Per witnesses, a pedestrian was walking in and out of traffic while in the #3 lane. The Silver vehicle collided with the pedestrian sending the pedestrian approximately 50 feet into the middle of the intersection. The vehicle then fled the scene S/B 98<sup>th</sup> Ave.

The pedestrian is a male Black appearing to be in his 70's from Oakland.

It is unknown if alcohol or drugs played a factor in this collision.

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

Officer Darwin Tellez  
Officer Gerald Pertoso  
Traffic Investigations Unit  
Support Operations Division

## Agenda Item 2. Announcements Attachment

### Announcements

- **BPAC Seeking New Commissioner Applications:** The BPAC is seeking applications for three-year commissioner terms starting January 2025. Applications are due September 12, 2024. For more info, go to: [www.oaklandca.gov/services/become-a-bpac-commissioner](http://www.oaklandca.gov/services/become-a-bpac-commissioner)
- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, or the Bike Oakland Newsletter, sign up at <https://share.hsforms.com/1P5XTjDGyS7q61uFu76CgNQch6is>
- **Calm East Oakland Streets Project 9/7/24 Community Meeting:** For more info, see: [www.oaklandca.gov/projects/calm-east-oakland-streets](http://www.oaklandca.gov/projects/calm-east-oakland-streets)
  - Join OakDOT staff on September 7, 2024, from 11:30-2:30 at the Tassafaronga Recreation Center to review project designs.
  - The project will be installing a traffic diverter demonstration near Pride Elementary in October through early November. The following streets will be one-way for the duration of this demonstration:
    - 81st Ave between Olive St and Plymouth St
    - Plymouth St between 81st Ave and 82nd Ave
- **West Oakland 14<sup>th</sup> St Project Community Meetings:** The West Oakland 14<sup>th</sup> Street Project will be presenting at two upcoming neighborhood council meetings for West Oakland residents on September 5, 2024 at 6:30 and September 12, 2024, at 6:30. For more info about the projects or meetings, see: [www.oaklandca.gov/projects/west-oakland-14th-street](http://www.oaklandca.gov/projects/west-oakland-14th-street)
- **Upper Telegraph Ave Design Decision:** Between August 2023 and February 2024, OakDOT conducted extensive community outreach on two conceptual designs for the Upper Telegraph Avenue Complete Streets Project (52nd St to Woolsey St). Staff also analyzed policy guidance and transit and traffic operations, among other factors. After in-depth analysis of all data, OakDOT has chosen to move forward with the 4-to-3 Lane Road Diet on Upper Telegraph Avenue. For more information, see: [www.oaklandca.gov/projects/upper-telegraph](http://www.oaklandca.gov/projects/upper-telegraph)
- **Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Awarded Affordable Housing Sustainable Communities (AHSC) Grant Construction Funding:** The Oakland Department of Transportation has secured \$8.7 million in construction funding for LAMMPS Phase 2 and Phase 3 ([presented at the March 2024 BPAC Infrastructure Committee Meeting](#)) from the State's AHSC Program, as part of the \$45 million award to the Residences at Liberation Park, an affordable housing project in East Oakland. By building safe and accessible connections on MacArthur Boulevard and Seminary Avenue, the LAMMPS Projects will connect the areas to the east -- including the Residences at Liberation Park, the adjacent Eastmont Town Center, and surrounding neighborhoods in East Oakland -- to essential services, major employment centers, and other destinations, including Northeastern University, the Laurel Commercial District, and Downtown Oakland. The City is currently pursuing additional funding to cover the full construction costs of the LAMMPS Phase 2 and 3 Projects. The community and OakDOT, working together in 2022, came up with great early designs for the project. In early 2025, once there is a design consultant on board, community engagement will start again to revisit and finalize the 2022 designs. For more info, see: [www.oaklandca.gov/projects/lammeps2](http://www.oaklandca.gov/projects/lammeps2) and [www.oaklandca.gov/projects/lammeps3](http://www.oaklandca.gov/projects/lammeps3)
- **Rapid Response Improvements at Seminary and Outlook:** In response to the fatal crash which killed Mara Delaney near the intersection of Seminary Avenue and Outlook Avenue on September 26, 2023, this summer, OakDOT completed a Rapid Response project which installed continental crosswalks and vertical posts. For more info, see: [https://cao-94612.s3.us-west-2.amazonaws.com/documents/Seminary-Outlook-Rapid-Response\\_2024.pdf](https://cao-94612.s3.us-west-2.amazonaws.com/documents/Seminary-Outlook-Rapid-Response_2024.pdf)
- **7<sup>th</sup> Street Connection Project:** Project updates, 35% designs, and a survey for the 7<sup>th</sup> Street Connection Project are all available at: [www.oaklandca.gov/projects/7th-street-connection](http://www.oaklandca.gov/projects/7th-street-connection) Updates available at: [www.oaklandca.gov/news/7th-street-connection-project-summer-2024-updates](http://www.oaklandca.gov/news/7th-street-connection-project-summer-2024-updates)



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

**DRAFT Minutes from the August 15, 2024 Meeting**

**City Hall, 2<sup>nd</sup> Floor, Sergeant Daniel Sakai Hearing Room (A.K.A. Hearing Room 4)**

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

Meeting called to order at 6:01 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 Frank and Whipps were excused (-). Commissioner Mangrum arrived part way through the meeting (x).

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

Introductions were made.

1. Staff: Jason Patton (Oakland Department of Transportation – OakDOT), Noel Pond-Danchik (OakDOT), David Pené (OakDOT), Yvonne Chan (OakDOT), Andre Soucy (OakDOT)
2. Other attendees: Jen Wong (SFMTA), Kevin Dalley (Transport Oakland), Robert Prinz (Bike East Bay), Koushik Roy, George Spies, Ross Parish, Anne Killebrew (District 2 resident), Brian Culbertson, Cassandra Gonzalez

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>.

- At around 5:17pm on July 21st, 2024, a 68-year-old White male bicyclist was killed by a motorist at Broadway and 27th St in a hit and run crash.

Summary of Discussion:

- There will be a commemorative protest action on Thursday, 8/22/24 at 5:30pm at the intersection of Broadway and 27<sup>th</sup> Street.
- There is a project scheduled to begin construction Fall 2025 for a protected intersection at Broadway and 27<sup>th</sup> Street.
- How does the Oakland Police Department respond to and investigate hit and run crashes?

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 [https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW\\_ofuDLSTOy0LdRg9otR63Yp0u5Qw/html](https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/html)

- Residents in the San Antonio neighborhood installed traffic circles made of tires at E 19<sup>th</sup> St and 18<sup>th</sup> Ave and E 20<sup>th</sup> St and 18<sup>th</sup> Ave, installed plastic speed bumps on E 21<sup>st</sup> St, and put tires in the two-way center left turn lane on E 21<sup>st</sup> St between 17<sup>th</sup> Ave and 19<sup>th</sup> Ave to address egregious unsafe speeding and side show issues on the corridor. The City of Oakland removed the materials after a driver was severely injured after crashing into the tires on E 21<sup>st</sup> St.
- Robert Prinz attended a meeting about the Community Initiated Traffic Calming Pilot and provided excellent information on the status of current projects in Oakland which helped the group of residents come to a decision about two locations for projects.
- The City Auditor is discussing how to increase revenues for the City of Oakland. Kevin Dalley plans to suggest raising the price of parking in City owned lots and encourages others to reach out to him if they have other suggestions.

Speakers other than Commissioners: Kevin Dalley, Ross Parish

## **Item 3. Approval of Meeting Minutes**

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

→ A motion to adopt the Bicyclist & Pedestrian Advisory Commission July 18, 2024 meeting minutes was made (Gardner), seconded (Yee), and approved unanimously by voice vote.

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

## **Item 4. Committee Report Backs**

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

- Policy and Legislative Committee: The Committee met on Monday, August 12, 2024. They discussed co-chair elections and committee agenda organization, 311 Service Requests, and fatality/injury related bicyclist or pedestrian related crash data. They selected two new co-chairs, Kevin Dalley and Commissioner Whipps. Future topics include discussion on the General Plan Update of the Land Use and Transportation Element. Additional info at: <https://www.oaklandca.gov/meeting/august-2024-bicyclist-pedestrian-advisory-commission-bpac-policyand-legislative-committee-meeting> They are planning to meet next in November.
- Infrastructure Committee: The last meeting was July 11, 2024. They discussed the 14th Street Corridor Safety Project and the San Pablo Ave Bus & Bike Lanes Project. Notes are here: <https://docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA/> The next meeting is scheduled for September 5, 2024 from 3:30-5:30 in 250 Frank Ogawa Plaza on the 4<sup>th</sup> Floor in the Broadway Conference Room. They are planning on discussing the Regional Measure 3 (RM3) Safe Routes to Transit & Bay Trail (SR2TBT) Grant Application/8<sup>th</sup> St

Project and the Alameda County Transportation Commission Comprehensive Investment Plan (CIP) Grant Application. The application will then go to the full BPAC in September as a shorter presentation. Applications are due in October. More info will be provided at:

<https://www.oaklandca.gov/meeting/september-2024-bicyclist-pedestrian-advisory-commission-bpac-infrastructure-committee-meeting>

- Recruitment Committee: Commissioners Schader and Mangrum tabled at Snow Park at Bike East Bay's Bikes and Brews Fest encouraging people to apply to be BPAC Commissioners. An open house is tentatively planned at Cesar Chavez Library. Applications are due September 12, 2024. For more information, see: <https://www.oaklandca.gov/services/become-a-bpac-commissioner>
- Open Forum liaison Commissioner Jessup is tracking all open forum comments. The tracking form can be found at: [https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW\\_ofuDLSTOy0LdRg9otR63Yp0u5Qw/htmlview](https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/htmlview)

Summary of discussion:

- The Bike Plan and Pedestrian Plan are adopted as part of the General Plan Land Use and Transportation Element. The General Plan Update will include competing viewpoints so it's important for bike and pedestrian advocates to get involved in the engagement for the development of the update.

Speakers other than Commissioners: George Spies, Jason Patton

#### **Item 5. San Francisco's Vision Zero Quick-Build Program**

Jen Wong, Transportation Planner at the San Francisco Municipal Transportation Agency (SFMTA) presented on the Quick-Build Program. The presentation provided an overview of one of San Francisco's project delivery methods for enhancing street safety and reducing traffic fatalities. Launched to support the City's Vision Zero initiative, the Quick-Build Program has been a pivotal element in San Francisco's Vision Zero Action Strategy. The presentation reflected on the program's key features, achievements, and challenges over the past five years. A copy of the presentation is in the agenda for this meeting.

Summary of Discussion:

- The Quick-Build Program team implements about 10 projects a year. Corridor projects range in length from two blocks to 2.5 miles.
- For an average four block project, there are teams of two to six people working on design and outreach at the same time.
- The goal is to have quick build projects implemented within two-years. Construction usually takes no longer than a few months.
- Quick-build projects consider elements like electrical work and rerouting transit stops to be out of scope.
- Projects are expedited by applying for a batch of projects at the same time when applying for grant funding.
- Coordinating with paving, electrical, and sewer teams helps to shorten project timelines.
- Initial improvements in response to fatalities go to the Rapid Response team and are installed within a few days after notification of the fatality. Quick-build projects may come later.

- The Quick-Build Program is mainly funded by local funding like the Transportation Network Company (TNC) Prop D which taxes ride hailing rides from companies like Uber and Lyft. Recently, the program has also been applying for additional funding from grants like the Safe Streets for All (SS4A) federal grant.
- There is interest in doing more roadway narrowing using only paint and posts.
- In contrast to Quick-Build Projects, Pilot Projects typically use non-standard tools, are time constrained, and are removed at a certain point. This is often because there is less political support for the project and gives the community a second chance to approve a project after the pilot has been implemented.
- Road narrowing/lane reduction only projects have been installed within 7-9 months. These projects still need to be reviewed internally in the City of San Francisco by transit departments, American Disability Act compliance teams, and emergency response teams.
- SFMTA has been implementing quick-build projects for five to ten years now and has run out of the easiest win/lowest tradeoff projects. They are now pivoting to upgrading projects that utilize plastic bollards or other materials with significant replacement and maintenance needs to concrete. They are also working on more complicated capital projects.
- Projects involving concrete, rain gardens, electrical changes, etc. cost much more money and include more tradeoffs but are worth it. Longer vision planning and grant funding can help these kinds of projects to be implemented.
- Quick build projects using paint and plastic can help take space for future more permanent improvements.
- All quick build projects follow federal standards and engineering review.
- Maintenance staff provides info on suggested materials.
- Projects are reviewed by the Fire Department and other departments and maintain minimum roadway clearance width on their projects. SFMTA funds a position in the Fire Department and that person helps review the projects and acts as a liaison between the departments.
- Some concrete installations are much easier than others.
- The Quick-Build team prioritizes projects on the High Injury Network. SFMTA receives crash data from the medical examiner office at SF General Hospital in addition to the police department and they can link the two sources. This adds data on the number of crashes, especially those in low-income neighborhoods, and provides more accurate information on the severity of the crashes.

Speakers other than Commissioners: Koushik Roy, Bryan Culbertson, George Spies, Kevin Dalley

#### **Item 6. Highway Safety Improvement Program (HSIP) Grant Cycle 12 OakDOT Applications**

OakDOT staff shared an overview of the crash data driven HSIP grant program and the status of previously awarded completed and ongoing HSIP projects in Oakland. They also discussed and sought feedback on the current proposals to request funds to implement HSIP eligible countermeasures that focus on intersection safety for pedestrians and bicyclists. The applications are due September 9th. They requested a letter of support for the application from the BPAC. A copy of the updated presentation is attached to these minutes.

Summary of Discussion:

- Centerline hardening should be included as an improvement. Pedestrian refuge islands are included at many of the locations in these applications and provide a similar physical, vertical, street narrowing element.
- While the HSIP grant application has a strict scope for what funding can be applied to, OakDOT can use local funds or other grant funding to add additional safety measures. For instance, a project on 14<sup>th</sup> Street was a previously awarded an HSIP grant and OakDOT added additional countermeasures including a road diet to the scope of the HSIP approved design.
- OakDOT can submit multiple applications that score higher or lower with some of the same locations.
- Staff **are encouraged to** bring the projects to Infrastructure Committee for further discussion **as with other past HSIP projects.**
- HSIP projects typically have a three-to-six-year implementation timeline. The projects are often located on the High Injury Network or at high crash locations. While the HSIP funded countermeasures are essential to addressing these locations, there are often more crashes while waiting for the projects to be implemented so these locations should be identified for quick build countermeasures while HSIP projects are in development.
- On multiple lane roadways, rectangular rapid flashing beacons (RRFBs) are not enough. RRFBs should be installed with additional safety elements like reducing the number of lanes.
- There was a recent fatality at Hegenberger Rd and Hamilton St, the same location that an early HSIP grant project implemented traffic signal upgrades. Early HSIP applications often included signal upgrades like adding protected left turn phases, adding mast arms, and making signals larger. Signal improvements are very expensive, so it can be useful to use grant funding for such work. However, OakDOT is pivoting to using the HSIP grant source for a wider array of treatments that prioritize pedestrian and bicyclist safety. The intersection of Hegenberger Rd and Hamilton St is part of the Calm East Oakland Streets project which will deliver additional traffic safety improvements. (<https://www.oaklandca.gov/projects/calm-east-oakland-streets>)

→ A motion to **write a letter of support** was made (Gardner), seconded (Schader), and approved unanimously by voice vote.

Speakers other than Commissioners: Robert Prinz, George Spies, Kevin Dalley, Brian Culbertson

### **Item 7. 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*

- General Plan Update - Land Use and Transportation Element
- OakDOT Project Evaluation

#### *Announcements*

- The September BPAC Meeting will be at the 81<sup>st</sup> Ave Library
- There will be an action put on by Traffic Violence Rapid Response in memory of the bicyclist who was killed at the intersection of Broadway and 27<sup>th</sup> St on Thursday, August 22, 2024.

Meeting adjourned at 7:59 PM.

Attachments:

- Item 6. Highway Safety Improvement Program (HSIP) Grant Cycle 12 OakDOT Applications Updated Presentation

Minutes recorded by Noel Pond-Danchik, Bicycle & Pedestrian Program Transportation Planner II, emailed to meeting attendees for review on August 21, 2024 with comments requested by September 3, 2024 to [npond-danchik@oaklandca.gov](mailto:npond-danchik@oaklandca.gov). Revised minutes will be attached to the September 2024 meeting agenda and considered for adoption at that 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	<b>Robert Prinz</b>	The first Thursday of every other month from 3:30 PM to 5:30 PM	<a href="#">Oakland BPAC infrastructure committee notes</a>
Policy and Legislative Committee	6/21/18	Research and develop policy recommendations for consideration by the BPAC	Frank, Ralston, Whipps	<b>Kevin Dalley</b>	The second Monday in February, May, August, and November from 5:30 PM to 7:00 PM	
Ad Hoc 2024 Recruitment Committee	7/18/24	Outreach and recruitment for new BPAC commissioners beginning January 2025. This Committee is ad-hoc and will be disbanded once recruitment activities are complete.	Altman, Mangrum, Schader			
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			<a href="#">BPAC Open Forum Tracking Form</a>
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	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	<b>Kevin Dalley</b>		

\*Committee Chairs in **bold**

# Safe Oakland Streets (SOS) Initiative

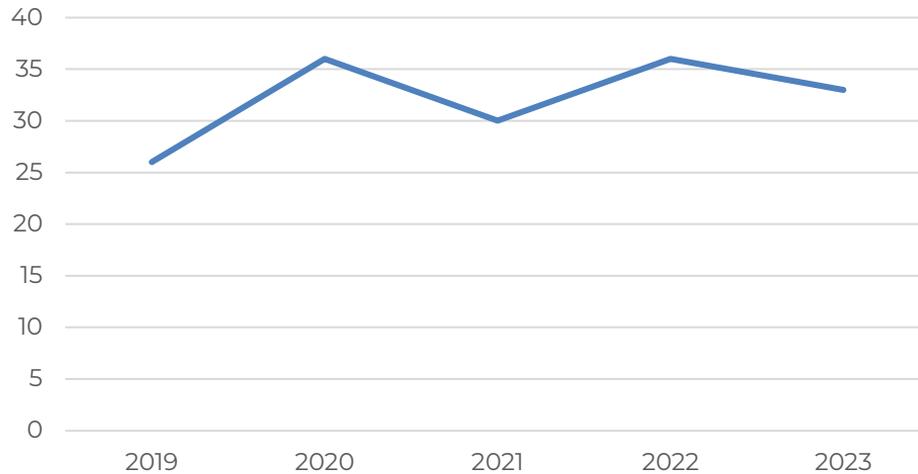


**2023 Annual Report**

# Too Many People are Dying

2023 was another deadly year on Oakland's Streets, with a total of 33 crash fatalities

**Crash Fatalities 2019-2023**

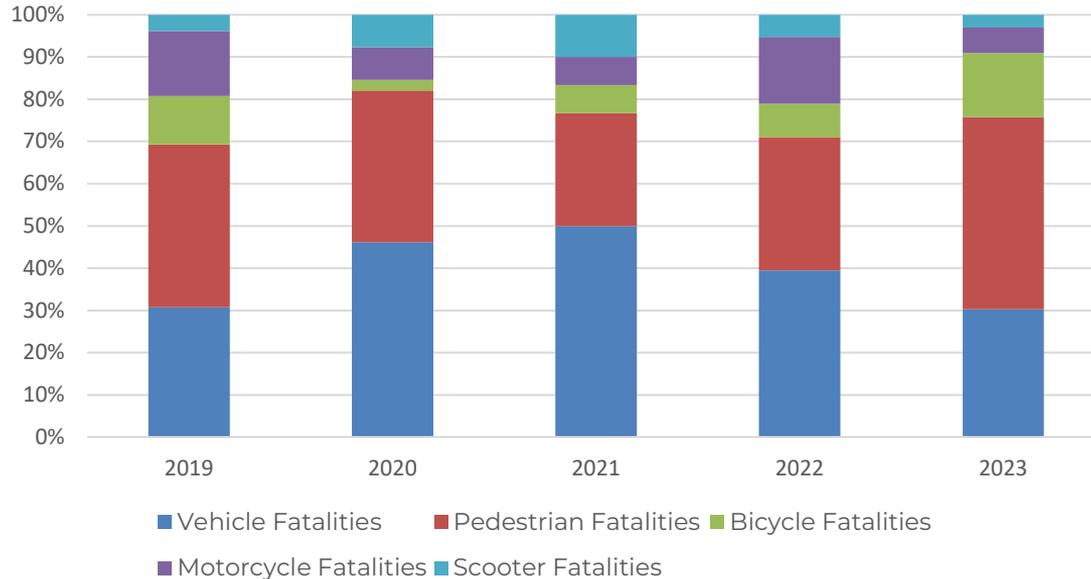


Source: Statewide Integrated Traffic Records System (SWITRS)  
\* 2022 and 2023 data are provisional and may be incomplete or subject to change.



# Too Many People are Dying

## Traffic Fatalities by Mode



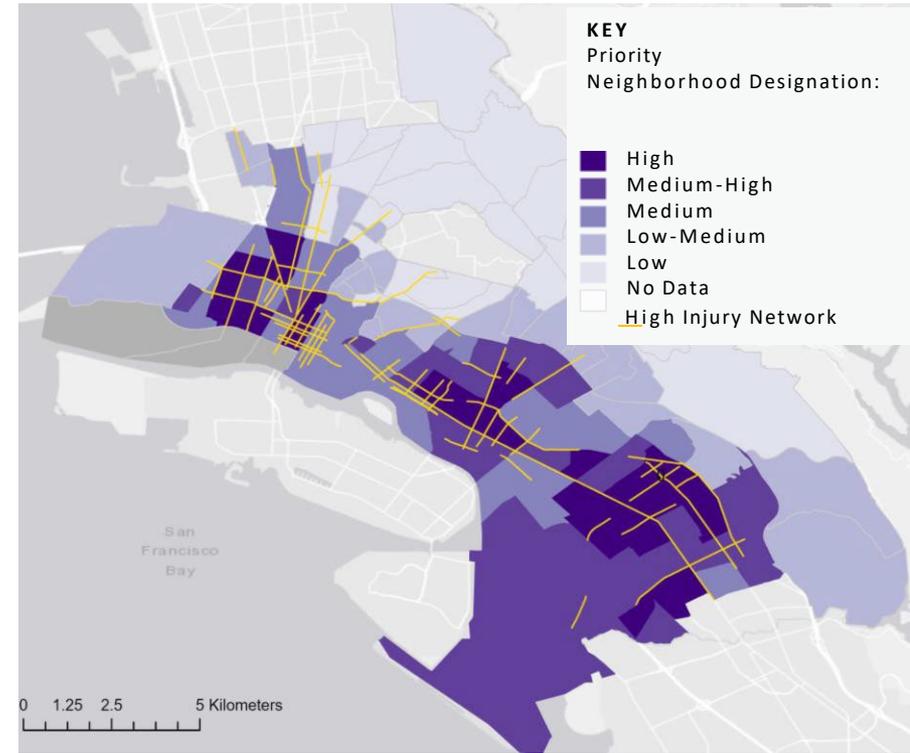
People walking, rolling, biking, taking transit, or riding motorcycles are especially vulnerable to traffic violence

Source: Statewide Integrated Traffic Records System (SWITRS)  
\* 2022 and 2023 data are provisional and may be incomplete or subject to change.

# 2018 High Injury Network (HIN)

**6% of Oakland's Streets**  
that account for  
**60% of severe and fatal**  
**crashes**

**95% of the HIN is in**  
**Medium to High** Priority  
Equity Neighborhoods



*Source: High Injury Network: 2012-2016 Data from SWITRS (Statewide Integrated Traffic Records System) prepared by Fehr & Peers.*

# Most Dangerous Driving Behaviors

**These Factors Account for 74% of Severe and Fatal Crashes**

<b>Crashes Causes (Primary Collision Factors)</b>	<b>Percent of Crashes Resulting in People Being Killed or Severely Injured</b>
 <b>Unsafe Turning</b> (especially left turns)	<b>21%</b>
 <b>Unsafe speed</b>	<b>20%</b>
 <b>Impaired Driving</b>	<b>17%</b>
 <b>Failure to yield</b>	<b>15%</b>

*SWITRS 2021-2023\**

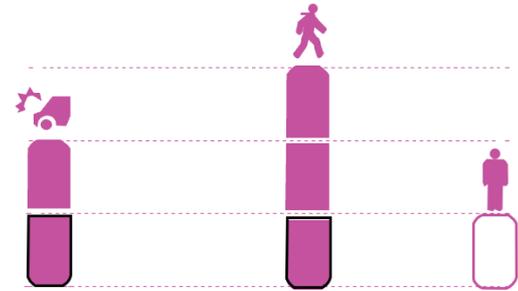
*\*2022 and 2023 SWITRS data are considered provisional and subject to change*

# Severe and Fatal Crashes Disproportionately Impact Black Oaklanders and Seniors

Older Oaklanders  
(65+)



2x more likely to be killed in  
a crash compared to all  
other Oaklanders



Black  
Oaklanders  
are

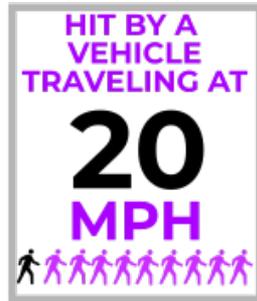
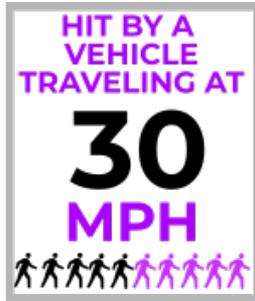
**2 times**  
as likely to be  
killed or severely  
injured in a crash  
(all modes)

**3 times**  
as likely to be  
killed or severely  
injured while  
walking

compared to  
all other  
Oaklanders

# 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

# Safe Oakland Streets Goals

- 1. Prevent severe and fatal crashes** and related disparities impacting Black, Indigenous, and People of Color (BIPOC) communities, seniors, people with disabilities and low-income populations
- 2. Eliminate severe and fatal injury inequities** including racial disparities impacting BIPOC communities that exist today in Oakland
- 3. Inform effective and equitable safety strategies** that prevent injury and injury inequities, and do not have adverse equity impacts on BIPOC communities, seniors, people with disabilities and low-income populations
- 4. Eliminate crash fatalities on all of Oakland's roadways by 2042** through targeted and strategic prevention



# Safe Oakland Streets History

SOS is an Interdepartmental Partnership between:

**Oakland  
Department of  
Transportation  
(OakDOT)**

**Oakland  
Police  
Department  
(OPD)**

**City  
Administrator's  
Office  
(CAO)**

**Department  
Of Race and  
Equity  
(DRE)**

# Efficacy and Equity Assessment

ENGINEERING

POLICY

PLANNING &  
EVALUATION

ENGAGEMENT,  
EDUCATION &  
PROGRAMS

ENFORCEMENT



# Strategy 1. Coordination & Collaboration

## Collaboration between OakDOT and OFD

In 2023, key agreements were reached related to placement of flexible delineator posts in the public right-of-way.



# Strategy 2. Engineering

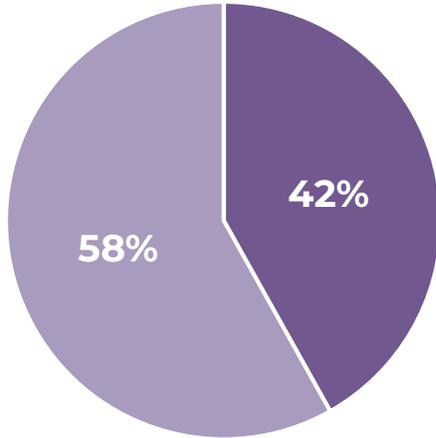
## Traffic Safety Improvement Highlights (2023)



# Strategy 2. Engineering

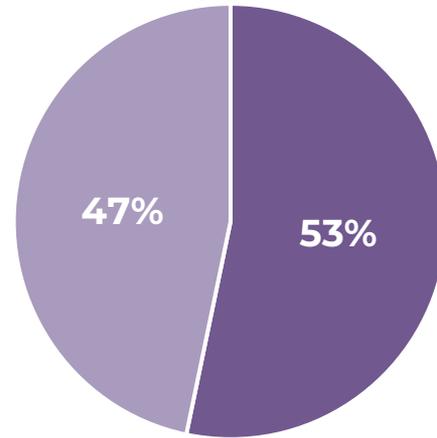
## Near-Term Projects HIN Analysis

2023 Near-Term Projects (86)



■ Projects On 2018 HIN   ■ Projects Not On 2018 HIN

2021-2023 Near-Term Projects (229)

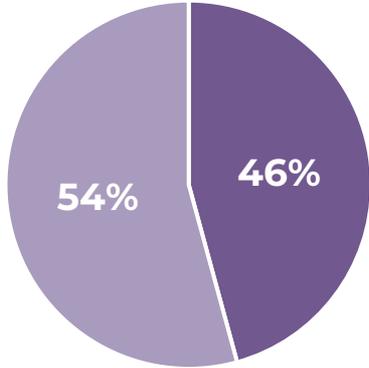


■ Projects On 2018 HIN   ■ Projects Not On 2018 HIN

# Strategy 2. Engineering

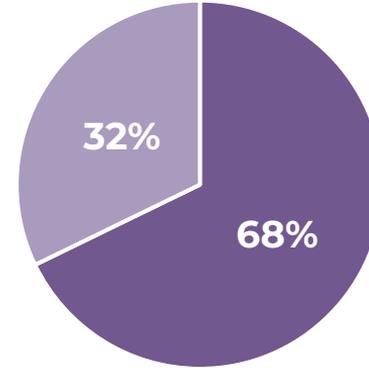
## Near-Term Projects Equity Analysis

2023 Near-Term Projects (86)



- Projects in High and Highest Priority Equity Communities
- Projects in Medium, Low, and Lowest Priority Equity Communities

2021-2023 Near-Term Projects (229)

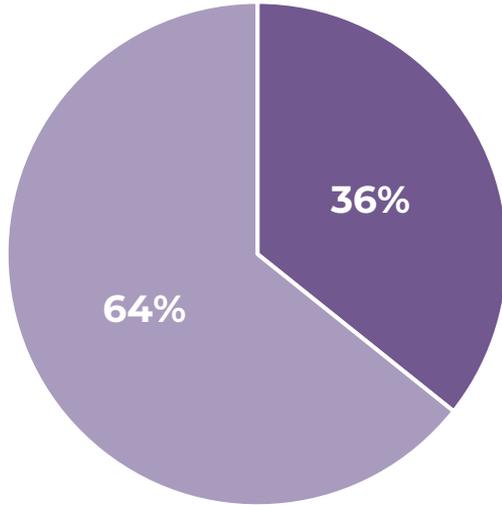


- Projects In High and Highest Priority Equity Communities
- Projects In Medium, Low, and Lowest Priority Equity Communities

# Strategy 2. Engineering

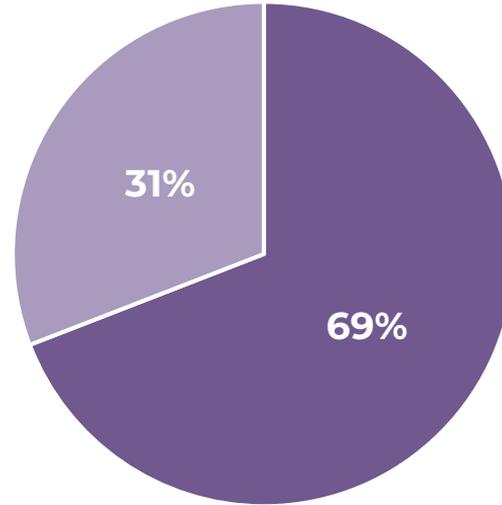
## Capital Projects HIN Analysis

2023 Capital Projects (14)



■ Projects On 2018 HIN   ■ Projects Not On 2018 HIN

2021-2023 Capital Projects (81)

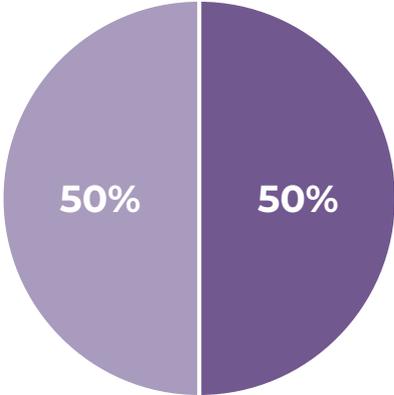


■ Projects On 2018 HIN   ■ Projects Not On 2018 HIN

# Strategy 2. Engineering

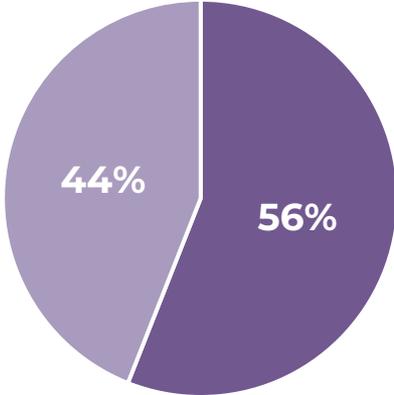
## Capital Projects Equity Analysis

2023 Capital Projects (14)



- Projects in High and Highest Priority Equity Communities
- Projects in Medium, Low, and Lowest Priority Equity Communities

2021-2023 Capital Projects (81)

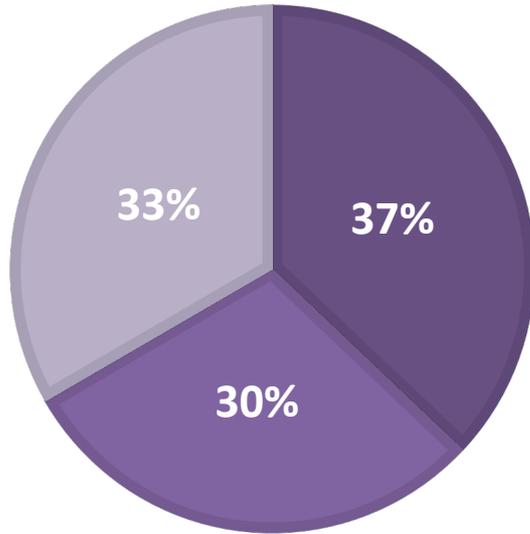


- Projects In High and Highest Priority Equity Communities
- Projects In Medium, Low, and Lowest Priority Equity Communities

# Strategy 2. Engineering

## STATUS OF 2023 RAPID RESPONSE INVESTIGATIONS

■ Installed ■ In-Progress ■ No Engineering Action



- When streets have projects in pre-construction, Rapid Response treatments are identified for inclusion in the larger project



# Strategy 3. Policy



The City of Oakland played a pivotal role in successfully advocating for state authorization for automated speed enforcement.



Oakland is authorized to install up to 18 camera systems as part of a pilot program that includes 5 other cities.



Speed Safety Cameras Pilot Program

City of Oakland is in the process of implementing up to 18 camera systems under the passage of Assembly Bill (AB) 645, which is expected to come online in 2025.

Project updates

OakDOT is in the process of setting up the pilot program. Camera systems anticipated to be operational by end of 2025.

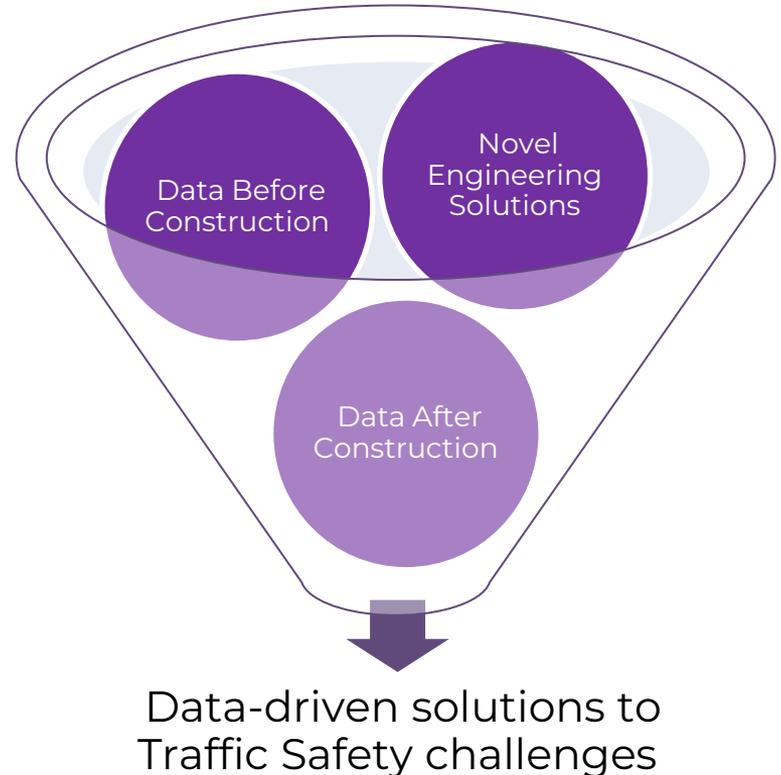
[More information is available at: City of Oakland | AB 645 \(oaklandca.gov\)](https://www.oaklandca.gov/projects/assembly-bill-645-friedman-speed-safety-systems-pilot-program)

<https://www.oaklandca.gov/projects/assembly-bill-645-friedman-speed-safety-systems-pilot-program> 18

# Strategy 4. Planning and Evaluation

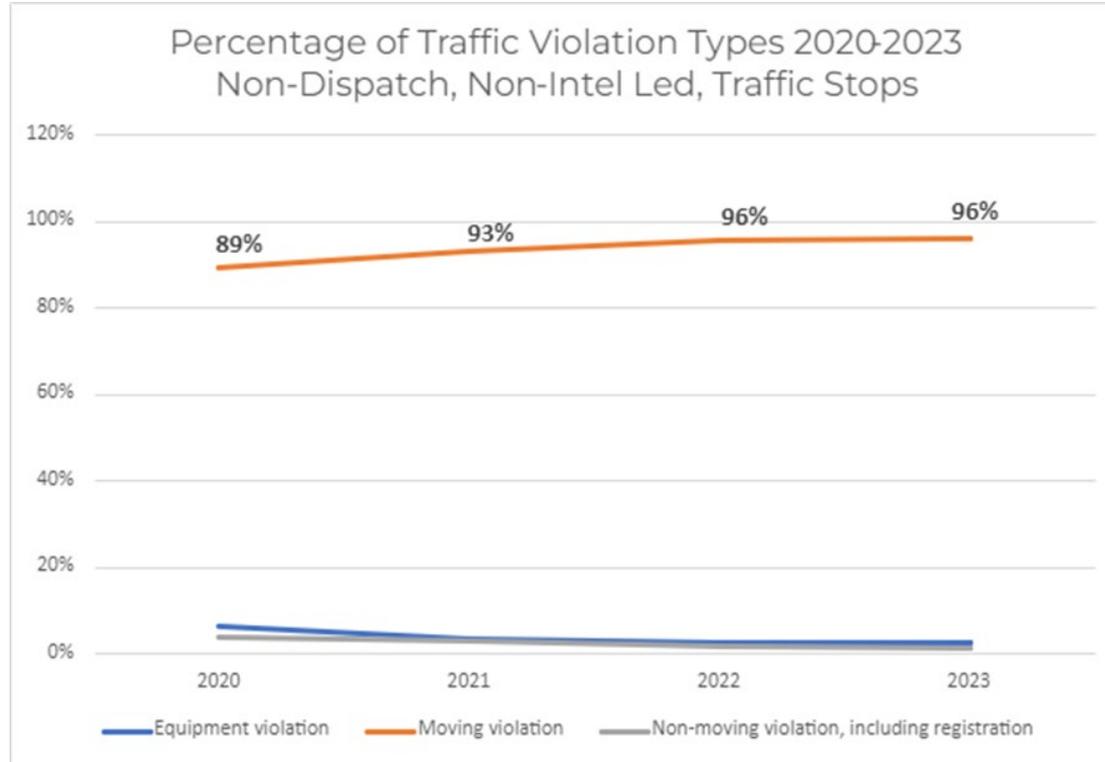
## West Street Road Diet Project Evaluation

- Project evaluation in underway for West Street Road Diet. Improvements included removing lanes and adding pedestrian islands, raised intersections, bike buffers and speed humps.
- Data from the project evaluation will inform future projects and be useful in project reports.



# Strategy 6. Enforcement

## Traffic Stops Continue to Focus on Moving Violations in 2023

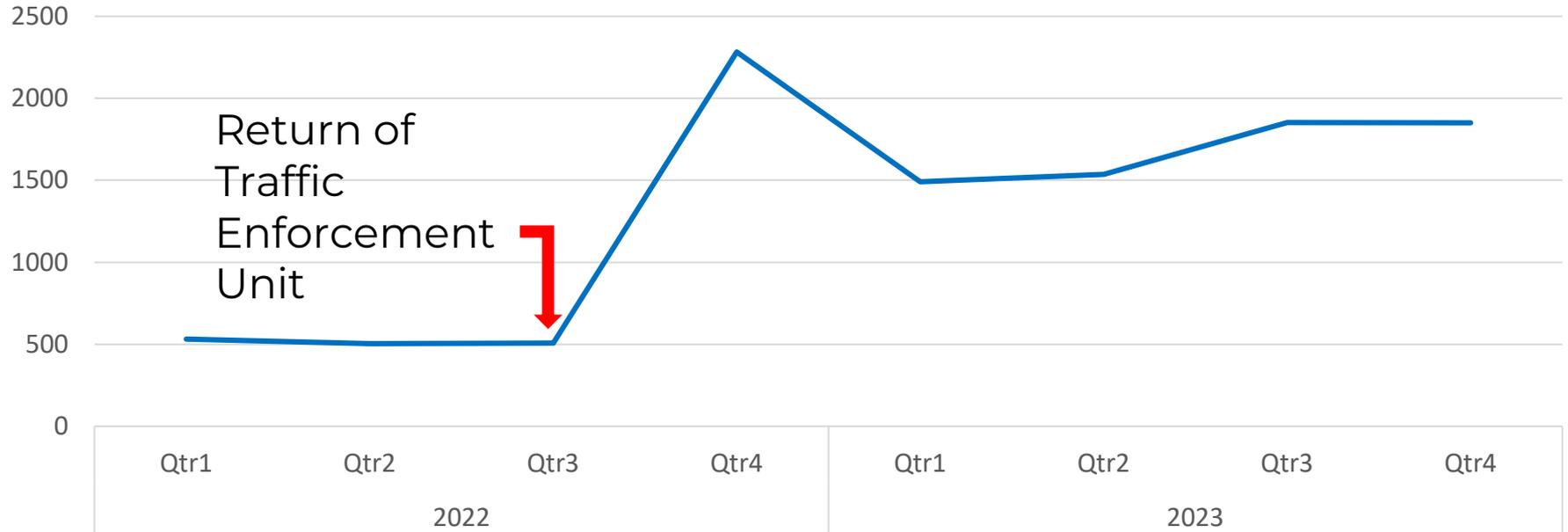


*Non-Dispatch, Non-Intelligence-Led Traffic Stops, 2020-2023, OPD*

# Strategy 6. Enforcement

## Traffic Stops Have Increased with Return of Traffic Enforcement Unit

Non-Dispatch, Non-Intel Led, Traffic Stops



# Strategy 6. Enforcement

## Traffic Stops Are More Focused on HIN and Most Dangerous Moving Violations

- Traffic Stops on the HIN\*
  - 2019: 61%
  - 2023: 63%
- Traffic Stops for Most Dangerous Behaviors\*\*
  - 2019: 40%
  - 2023: 79%

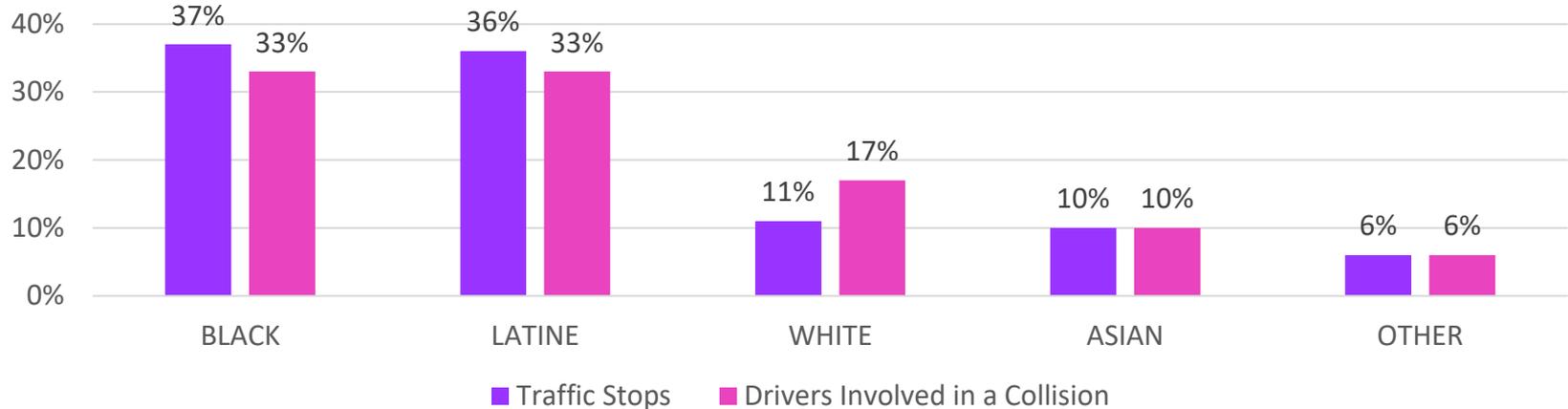
*\*within 500 ft of HIN; Non-Dispatch, Non-Intelligence-Led Traffic Stops, 2019, 2023, OPD*

*\*\*SWITRS 2019 and 2021-2023 (2022 and 2023 SWITRS data provisional and subject to change)*

# Strategy 6. Enforcement

## Racial Disparities in Traffic Stops

- **OPD has reduced racial disparities in stops** since 2016
- **Still, more stops are conducted on Black and Latiné Drivers** than crashes involving Black and Latiné drivers (*our best proxy for who is driving on local streets*) – comprising 73% of stops in 2023



*Non-Dispatch, Non-Intelligence-Led Traffic Stops, 2023 OPD  
SWITRS 2023 (provisional and subject to change)*

# Looking Ahead: Opportunities

1. Continuing to focus resources on the High Injury Network and in High Priority Communities
2. Institutionalize the updated 2024 High Injury Network
3. Evaluate the International Quick Build project and apply the successes to future projects
4. Continue to strengthen OakDOT/OFD partnership
5. Establish Speed Safety Camera Pilot Program
6. Assessing High Impact Policy Opportunities

# Resources

Safe Oakland Streets: [www.oaklandca.gov/SOS](http://www.oaklandca.gov/SOS)

- OakDOT Major Projects Map: [www.oaklandca.gov/resources/active-major-improvements-project](http://www.oaklandca.gov/resources/active-major-improvements-project)
- 5-Year Paving Plan: [www.oaklandca.gov/topics/paving](http://www.oaklandca.gov/topics/paving)
- OPD Stop Data: [www.oaklandca.gov/resources/stop-data](http://www.oaklandca.gov/resources/stop-data)
- Sideshow Prevention: [www.oaklandca.gov/topics/sideshow-prevention-efforts](http://www.oaklandca.gov/topics/sideshow-prevention-efforts)
- Geographic Equity Toolbox: [www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox](http://www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox)
- Speed Bump Application: [www.oaklandca.gov/services/apply-for-a-speed-bump](http://www.oaklandca.gov/services/apply-for-a-speed-bump)



CITY OF OAKLAND

# AGENDA REPORT

**TO:** Jestin D. Johnson  
City Administrator

**FROM:** Josh Rowan, Director  
Oakland Department of  
Transportation

Floyd Mitchell, Chief,  
Oakland Police Department

Darlene Flynn, Director  
Department of Race and  
Equity

Joe DeVries, Deputy City  
Administrator  
City Administrator's Office

**SUBJECT:** 2023 Safe Oakland Streets (SOS)  
Initiative Annual Report

**DATE:** June 24, 2024

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City Administrator Approval

Date:

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## **RECOMMENDATION**

**Staff Recommends That The City Council Receive The 2023 Safe Oakland Streets (SOS) Annual Informational Report From The Department Of Transportation, In Coordination With The Oakland Police Department, The Department Of Race And Equity, And The City Administrator's Office**

## **EXECUTIVE SUMMARY**

To address this continued public safety epidemic of severe and fatal traffic crashes in Oakland, the City launched an interdepartmental partnership, the Safe Oakland Streets (SOS) initiative, in 2021. This report serves as the annual SOS status update on activities for calendar year 2023.

The SOS Initiative recognizes that life-changing and life-ending collisions on roadways are preventable with prioritized, targeted, and comprehensive strategies. Accordingly, the SOS initiative prioritized and made tangible progress in the six strategic areas of work: 1) Coordination and Collaboration; 2) Engineering; 3) Policy; 4) Planning and Evaluation; 5) Engagement, Education, and Programs; and 6) Enforcement. The SOS approach is to focus available resources on the solutions with the most impact to save lives at locations that are

disproportionately impacted by traffic violence. For this reason, the City prioritizes traffic safety investments in High Priority Equity Communities<sup>1</sup> and on the High Injury Network (HIN),<sup>2</sup> and traffic safety enforcement operations to address the most dangerous driving behaviors. The SOS initiative’s novel approach and targeted solutions require the support of elected officials and City departments in the form of concrete actions to increase the delivery of traffic safety improvement projects, policies, programs, and partnerships.

## **BACKGROUND / LEGISLATIVE HISTORY**

Severe and fatal traffic crashes in Oakland remain unacceptably high. In 2023, 33 people were killed by traffic violence – slightly lower than the recent high of 36 fatalities in 2022 (see **Table 1** below). Fatalities involving people walking and biking in 2023, however, were the highest they have been in the last five years, accounting for over 60% of all traffic fatalities.<sup>3</sup> The most common causes of fatal and severe crashes in the City continue to be unsafe turning, speeding, failure to yield, and driving under the influence of drugs and/or alcohol. Crashes continue to disproportionately occur in Oakland’s Priority Equity communities and on the 2018 HIN.

**Table 1. Traffic Fatalities 2019-2023<sup>1</sup>**

	<b>2019 Fatalities</b>	<b>2020 Fatalities</b>	<b>2021 Fatalities</b>	<b>2022 Fatalities</b>	<b>2023 Fatalities</b>
<b>Total Fatalities:</b>	<b>26</b>	<b>36</b>	<b>30</b>	<b>36</b>	<b>33</b>
Pedestrian	10	14	8	12	15
Bicyclist	3	1	2	3	5
Driver	8	15	14	10	7
Passenger	0	3	1	5	3
Motorcyclist	4	3	2	6	2
Other Motorized User <sup>2</sup>	1	0	3	0	1
Other Non-Motorized User	0	0	0	2	0
Other	1	0	0	0	0

Source: City of Oakland. Traffic Fatality Monitoring. <https://www.oaklandca.gov/topics/traffic-fatality-tracking>

1. 2022 and 2023 data are provisional and may be incomplete or subject to change.

<sup>1</sup> Oakland Equity Map, OakDOT Geographic Equity Tool: <https://www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox>

<sup>2</sup> City of Oakland, Department of Transportation, [Citywide Crash Analysis](#) and [High Injury Network](#), 2018.

<sup>3</sup> Please note that these relatively small numbers of fatalities are subject to some random variability year to year.

2. 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 minibike.

The SOS team presented an informational report on the SOS initiative ([File# 21-0167](#)) to the Public Works and Transportation Committee on March 23, 2021, and to the full City Council on April 20, 2021. Since that initial report, the SOS team prepared annual reports on the status of the initiative to the Public Works and Transportation Committee on June 28, 2022 ([File# 22-0236](#)) and May 23, 2023 ([File# 23-0251](#)). This report serves as the annual SOS status update for calendar year 2023.

## **ANALYSIS AND POLICY ALTERNATIVES**

The SOS initiative focuses on six areas of strategic implementation to eliminate traffic fatalities and prevent severe injuries while advancing equity: 1) Coordination and collaboration; 2) Engineering; 3) Policy; 4) Planning and evaluation; 5) Engagement, education, and programs; and 6) Enforcement. These six strategy areas are in alignment with the recommendations of the Reimagining Public Safety Taskforce and support the Citywide priority to create **vibrant and sustainable infrastructure**. Progress on SOS strategies and activities in 2023 include:

### **1. Coordination and Collaboration: Department of Transportation (OakDOT) and Oakland Fire Department (OFD) Agreements**

In 2023, OakDOT and OFD strengthened coordination on street design considerations, including conducting two site visits, vehicle tests, and detailed measurements, as well as hosting monthly meetings to discuss project design recommendations and forge agreements on key points. Key accomplishments in 2023 include the approval of an interdepartmental agreement related to the placement of flexible plastic delineator posts in the public right-of-way. This agreement facilitates a shared understanding between agencies to enable OakDOT to install critical safety improvements that are also supportive of OFD operations and aligned with the Oakland Fire Code. OakDOT and OFD will utilize the once-every-three-years update to the Fire Code as a future prompt for reviewing the memo and making updates as needed to reflect lessons learned and potential changes to the Fire Code. OakDOT and OFD will continue to work together to move projects forward, understand each department's operational needs, and forge agreements to streamline project review.

### **2. Engineering: Implementing data-driven engineering improvements:**

Re-designing streets to be safer for all users remains a central pillar of the SOS initiative. OakDOT continues to prioritize the delivery of safety upgrades and improvements, focusing on the 2018 HIN and in the Highest and High Priority Equity Communities. All OakDOT Paving projects include safety enhancements, such as curb ramps, high-visibility crosswalks, and other intersection safety upgrades, as a cost-effective, efficient, and routine approach to achieving multiple City objectives. In particular, complex paving projects may involve road diets, bulb-outs, and other more extensive geometric roadway design changes to improve safety. One major example from 2023 of OakDOT's approach in leveraging the Paving program is the [High Street Paving Project](#). This paving project delivered holistic improvements to 21 blocks of High Street between Foothill Boulevard and Tompkins Street, including speed cushions to

slow drivers; concrete medians at intersections and other key locations to prevent drivers from unsafely passing in the turning lane; providing pedestrian safety islands, beacons, and curb ramps at numerous crosswalks to help people cross the street safely; and providing ADA accessible bus stops.

In 2023, OakDOT initiated construction on a total of 100 Traffic Safety Improvement Projects (**Attachment A**) where the primary purpose is to substantially enhance pedestrian and bicyclist safety and/or to implement safe routes to schools. To evaluate the effectiveness of OakDOT's prioritization processes with regard to safety and equity, the following analysis examines whether projects were implemented on the 2018 HIN and in the Highest and High Priority Equity Communities. Projects are considered to be on the HIN if over 50% of the project is within 500 feet of the HIN. The 500-foot buffer from the HIN accounts for schools and other sensitive land uses that may not always be directly located on a major street. Using OakDOT's Geographic Equity Toolbox,<sup>1</sup> projects are considered located within a Priority Equity Community if a majority of the project (over 50%) is in a Highest or High Priority Community. For the purposes of this analysis, projects are divided into Capital Improvement projects and Near-Term Improvement projects. Capital Improvements are large-scale and longer-term, generally incorporating whole corridors and including substantial community engagement to inform a project's design. Near-Term projects are much smaller in scope and scale, and generally include improvements delivered in-house such as signage, striping, and other surface-mounted materials. The analysis includes Capital Improvement projects that began construction in 2023 and Near-Term Improvement projects where a Work Order has been completed and improvements installed in 2023.

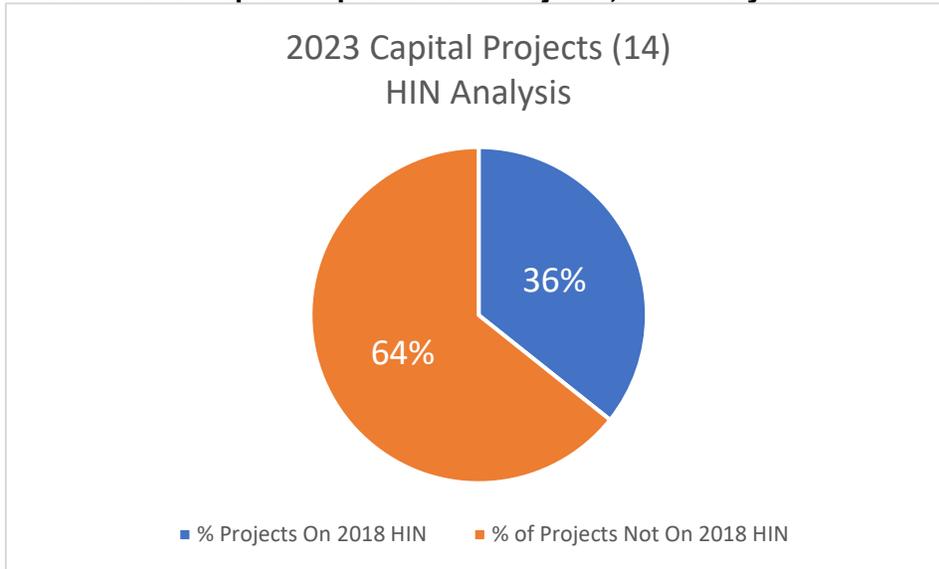
In 2023, 14 Capital Improvement projects began construction, and 86 Near-Term Improvement projects were completed, for a total of 100 traffic safety improvement projects. Of the 14 2023 Capital Improvement projects,<sup>4</sup> 36% are on the HIN (**Chart 1**), and 50% are in High and Highest Priority Equity Communities (**Chart 2**). While it may appear that 2023 Capital Improvement Projects were overall less focused on the HIN and Priority Equity Communities, further analysis shows that 80% of the non-paving capital projects and larger paving projects (East Bay Greenway - Segment II; International Pedestrian Lighting and Sidewalk Repair Project; 8th Street West Oakland Traffic Calming Project; High Street Paving Project; and West Grand Avenue Repaving & Pedestrian Safety Improvement Project) were focused on improvements to the HIN and 83% of these projects will deliver improvements to High and Highest Priority Equity Communities.

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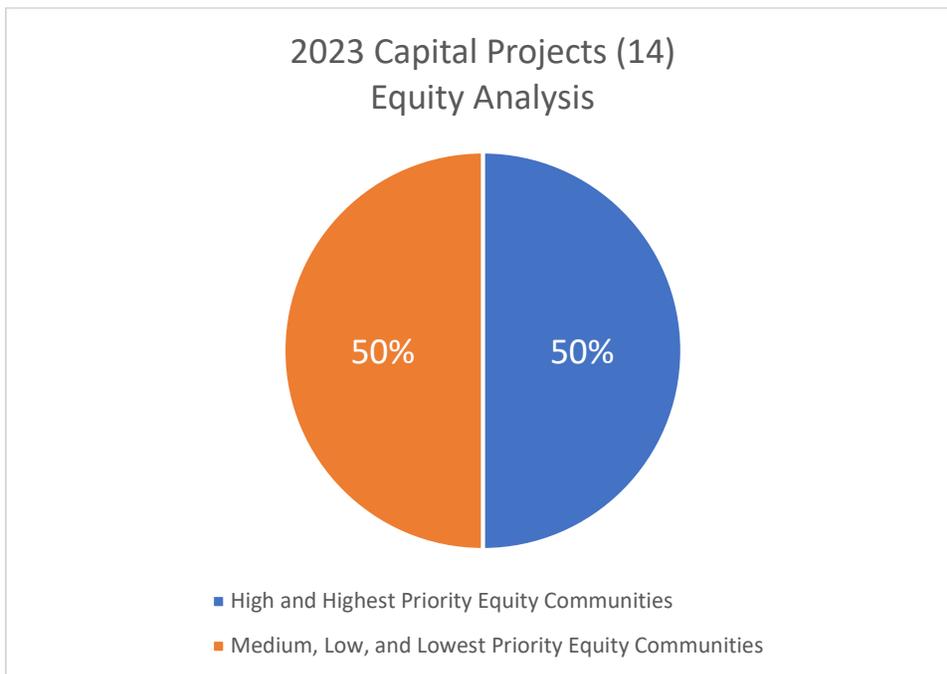
<sup>4</sup> For all capital improvement project development, OakDOT advances an equity framework to address transportation disparities. This equity framework involves:

- 1) Analyzing data to measure existing health, safety, and racial disparities in transportation outcomes for Oaklanders;
- 2) Engaging community members in developing the City's Capital Improvement Program (CIP) and in developing projects; and
- 3) Addressing disparities by centering equity in the City's CIP project selection process to deliver equity-focused infrastructure to Oaklanders.

**Chart 1: 2023 Capital Improvement Projects, HIN Analysis**



**Chart 2: 2023 Capital Improvement Projects, Priority Equity Community Analysis**



Near-Term Improvement projects include school safety improvements, rapid response, violence prevention, City Council Discretionary and Earmark projects, Oak311 traffic safety requests, speed bump requests, and speed limit reduction projects (**Table 2**). All

Public Works and Transportation Committee  
July 23, 2024

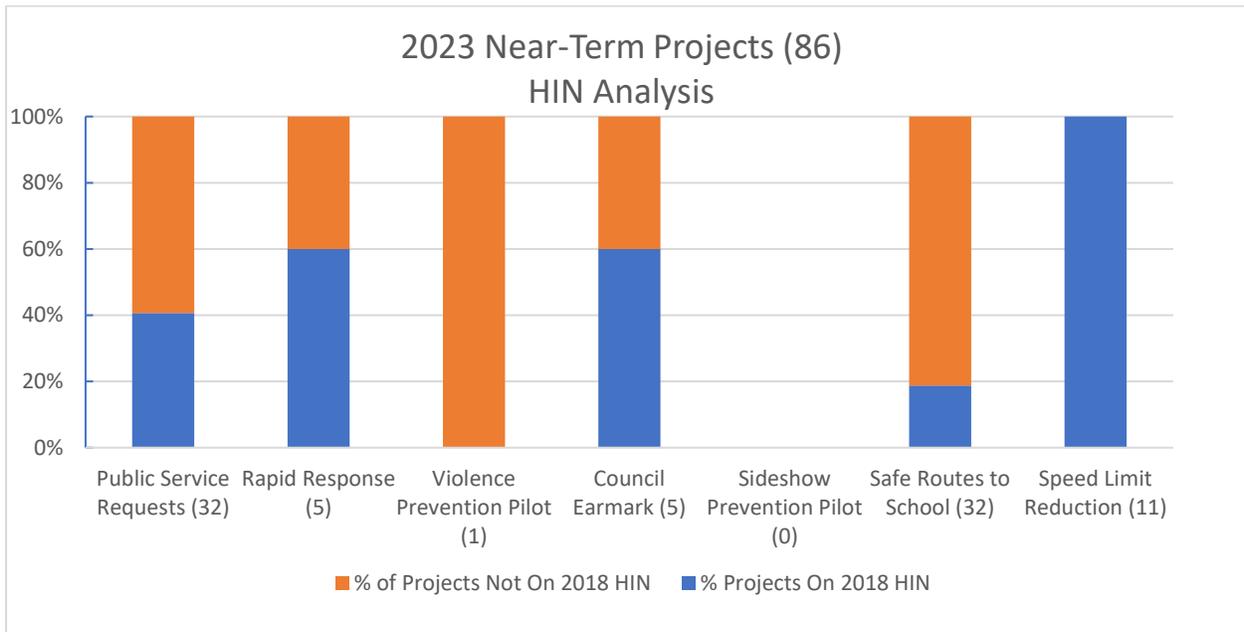
projects on the Near-Term list have been constructed in 2023 (**Attachment B**). Due to contracting challenges, speed bumps were only completed at 4 locations. All approved 2023 speed bump requests will be constructed in 2024 (anticipated total of 79 locations). A significant amount of staff time in 2023 was also dedicated to working with AC Transit and Caltrans on the planning and design of the International Boulevard safety improvements, which will be implemented in 2024.

**Table 2: Near-Term Improvement Project by Program Type and Prioritization Approach**

Program	Prioritization Criteria	2023 (N)
Oak311 (Public) Service Request	Crashes, Equity, Land Use	32
Rapid Response to Traffic Fatality	Traffic Death Locations	5
Speed Bumps	Resident Petition	4
Violence Prevention Pilot Locations	OPD Police Beats with High Violence	1
Council Earmark Locations	Council Discretion	5
Sideshow Prevention Pilot Locations	OPD-identified Locations with Large, Violent, Persistent Sideshows	0
Safe Routes to School	By Request of School Staff	32
Speed Limit Reduction	AB 43 Eligibility, 2018 High Injury Network, Equity	11

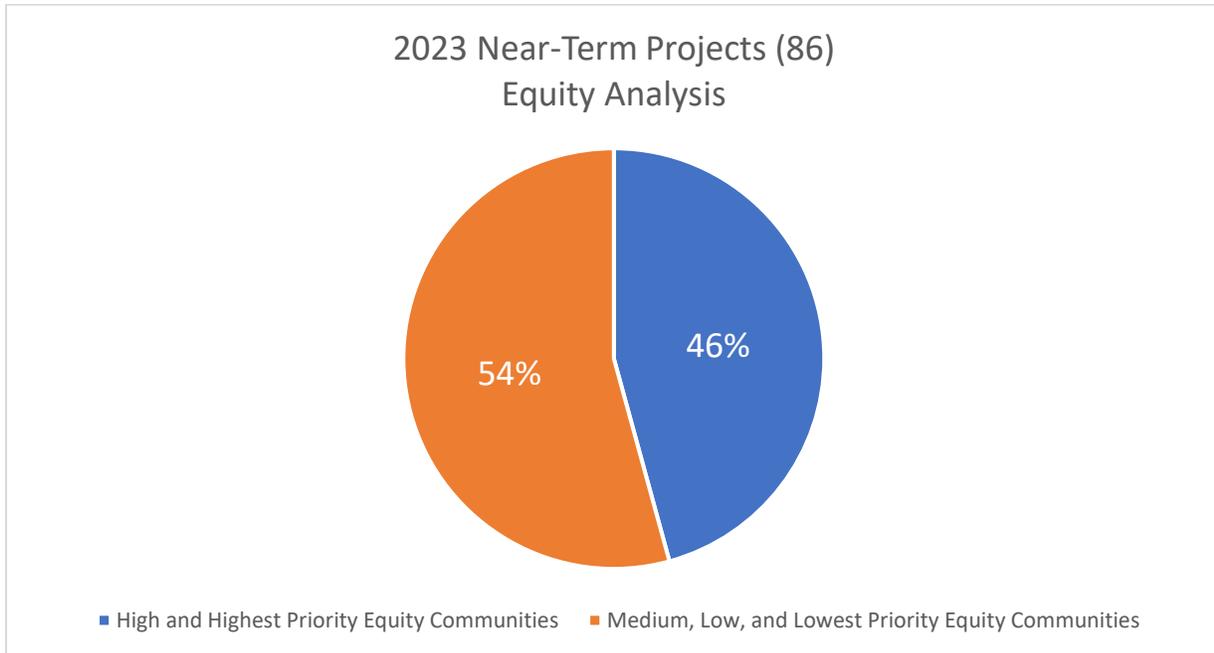
Because speed bumps are only implemented on residential streets, they are not located on the 2018 HIN. Accordingly, the following analysis excludes speed bump projects. Of the remaining 86 Near-Term Improvement projects, 42% are on the HIN (**Chart 3**), and 46% are in the Highest and High Priority Equity Communities (**Chart 4**).

**Chart 3: 2023 Near-Term Improvement Projects\*, HIN Analysis**



\*Excludes speed bumps

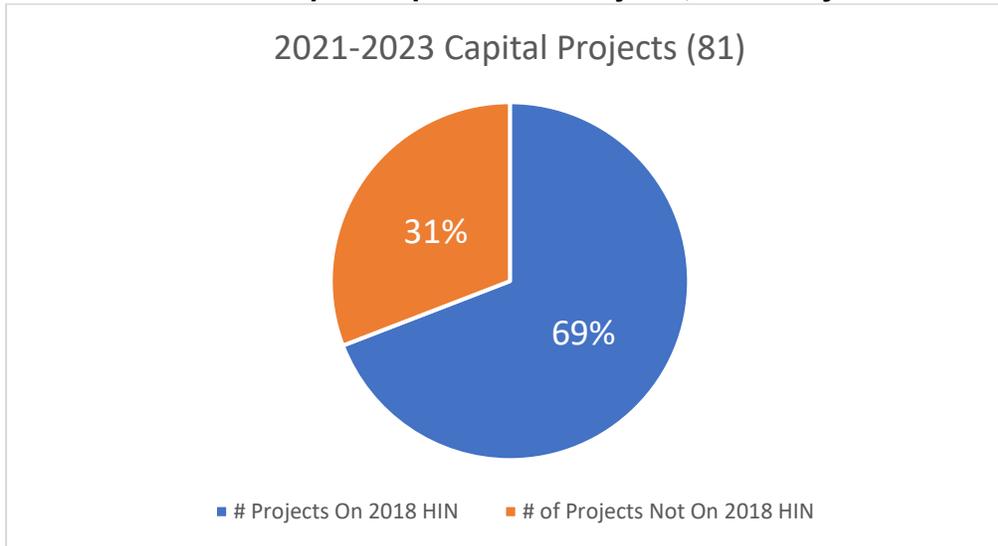
**Chart 4: 2023 Near-Term Improvement Projects\*, Priority Equity Community Analysis**



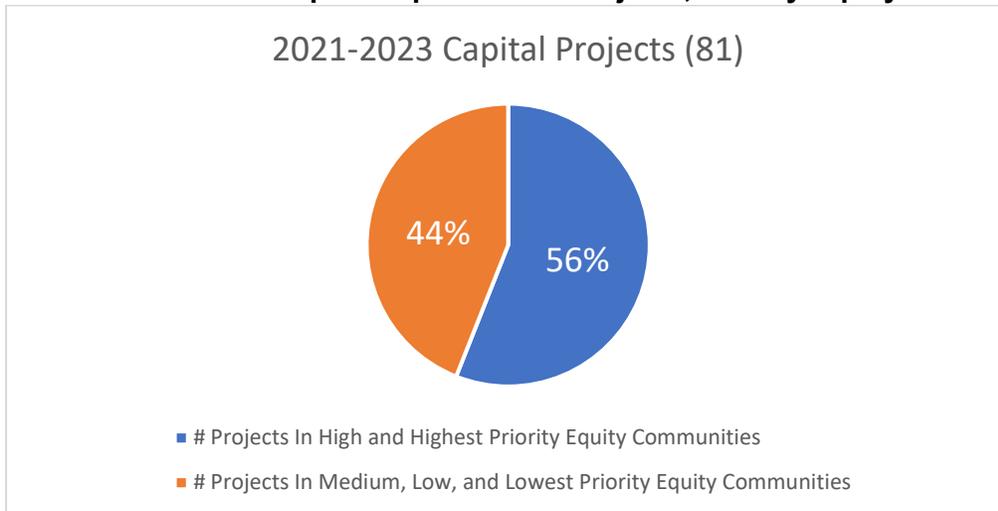
\*Excludes speed bumps

While it is important to monitor performance on an annual basis, year-to-year variations may skew overall progress. Accordingly, OakDOT has conducted a HIN and Priority Equity Community Analysis for the entire set of projects since the launch of the SOS Initiative (2021-2023). Of the 2021-2023 Capital Improvement projects that began construction, 69% are on the HIN (**Chart 5**), and 56% are in High and Highest Priority Equity Communities (**Chart 6**). Of the completed 2021-2023 Near-Term Improvement projects, 53% are on the HIN (**Chart 7**), and 68% are in the Highest and High Priority Equity Communities (**Chart 8**).

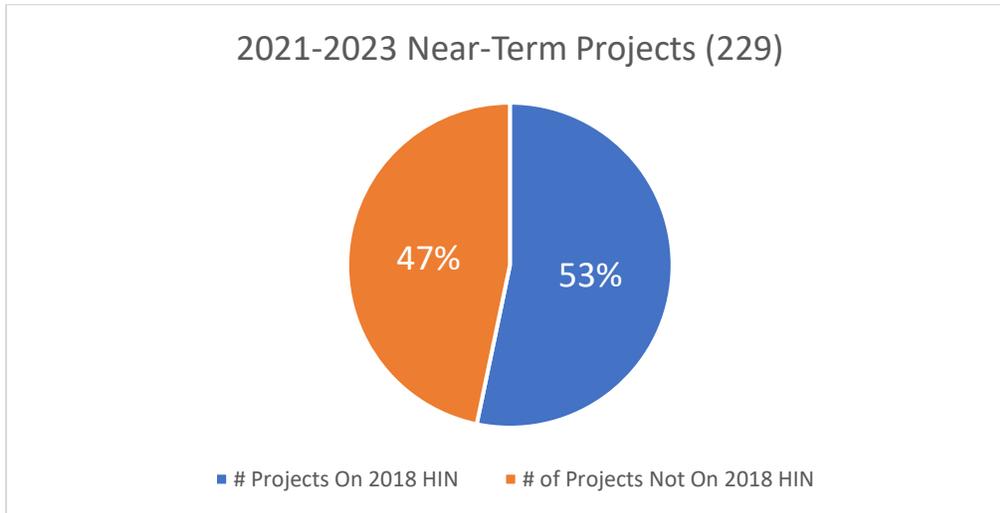
**Chart 5: 2021-2023 Capital Improvement Projects, HIN Analysis**



**Chart 6: 2021-2023 Capital Improvement Projects, Priority Equity Community Analysis**

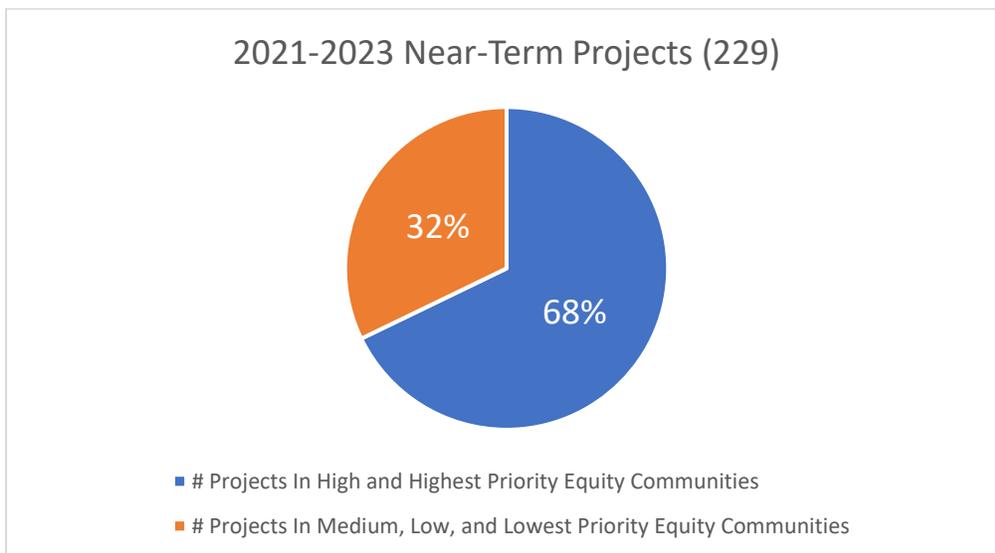


**Chart 7: 2021-2023 Near-Term Improvement Projects\*, HIN Analysis**



\*Excludes speed bumps

**Chart 8: 2021-2023 Near-Term Improvement Projects\*, Priority Equity Community Analysis**



\*Excludes speed bumps

Lastly, **Attachment B** summarizes the current status of all Rapid Response investigations activated in response to 2023 fatalities or collisions.

**3. Policy: Automated Speed Enforcement**

In 2023, the City of Oakland supported and played a pivotal role in collaborative efforts with other cities and non-governmental organizations across the state to advocate for and achieve state authorization to utilize automated enforcement systems (or speed

safety cameras). This was the culmination of a years-long effort with partners from across the state. Mayor Sheng Thao, the Bicycle and Pedestrian Advisory Commission (BPAC), and the Privacy Advisory Commission (PAC) adopted support positions for [AB 645 \(Friedman\)](#) that authorizes a pilot speed safety camera program with appropriate impact mitigation measures for low-income residents of equity priority communities, such as reduced fines and penalty alternatives, and strong privacy protections—in alignment with the recommendations from the Reimagining Public Safety Task Force. The PAC motion declared that the PAC did not find significant privacy intrusion sufficient to oppose AB 645. Additionally, OakDOT provided witness testimony at the July 11, 2023, California Senate Judiciary Committee in support of AB 645. AB 645 was ultimately signed into law by Governor Newsom on October 10, 2023, and Oakland is included as one of six cities authorized to pilot the use of speed safety cameras. OakDOT is in the process of setting up the pilot program and anticipates providing an update to the City Council in Summer 2024, as well as engaging and educating the broader public in late Summer/Fall 2024.

#### 4. Planning and Evaluation: West Street Project Evaluation

Completed in 2022, the [West Street Road Diet Project](#) included the construction of six pedestrian safety islands, two raised intersections, five speed cushions plus one speed hump. It removed the two-way center turn lane to add buffers to bike lanes originally installed in 1997. Work was completed on West Street from West Grand Ave to 52nd Street. A project evaluation is underway that will compare before/after data on traffic speeds, traffic volumes, and stop sign compliance to inform future OakDOT projects and traffic calming strategies. OakDOT has completed a before study of the corridor that is available online.<sup>5</sup>

#### 5. Enforcement: Data-Driven Traffic Safety Enforcement

Under the SOS initiative, OPD's approach to traffic safety enforcement operations leverages data to prioritize the Traffic Enforcement Unit's resources at locations on the 2018 HIN and to address the most dangerous driving behaviors: unsafe turning, speeding, driving or bicycling under the influence of alcohol or drugs, failure to yield, and disobeying traffic signals (including red light/stop sign running).

Non-dispatch, non-intel led traffic stops are the stops that OPD officers make for traffic enforcement (in contrast to stops that are the result of a dispatched call for service or are intelligence-led) and, thus, have the most discretion. This subset of OPD stops is the focus of SOS reporting and analysis. Detailed information regarding all OPD stops is also publicly available here: <https://www.oaklandca.gov/resources/stop-data>.

**Attachment C** includes summary statistics for these non-dispatch, non-intel-led traffic stops for 2023.

Key findings for non-dispatch, non-intel led traffic stops include:

- In 2023, 63% of stops were within 500 feet of the HIN compared to 61% in 2019.

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<sup>5</sup> Oakland Department of Transportation. Road Diet Feasibility Study: West Street, San Pablo Avenue to 52nd Street. 2020. Available at [https://cao-94612.s3.us-west-2.amazonaws.com/documents/WestSt\\_Road-Diet-Study.pdf](https://cao-94612.s3.us-west-2.amazonaws.com/documents/WestSt_Road-Diet-Study.pdf)

- In 2023, 79% of stops were for the most dangerous driving behaviors contributing to severe and fatal crashes, compared to only 40% in 2019.
- In 2023, 83% of stops were in high priority equity neighborhoods; 68% of the 2018 HIN is in high priority equity neighborhoods.
- The return of the Traffic Enforcement Unit in 2022 Quarter 3 has increased the number of non-dispatch, non-intel led traffic stops in Oakland.
- Racial disparities in traffic stops persist, with more stops conducted on Black and Latiné drivers than crashes involving Black and Latiné drivers (the best proxy for who is driving on local streets). Black and Latiné drivers comprise 73% of traffic stops in 2023 compared to 66% of drivers involved in crashes.

OPD regularly assesses traffic violation stops and holds monthly risk management meetings, focusing on stop data and other risk data. Supervisors and Commanders are expected to ensure that officers' actions are lawful, effective and responsive. Where disparity is evident, supervisors and command work to determine causes and potential mitigations.

### SOS Initiative Look Ahead

Collaboration across participating City departments – the CAO, OPD, DRE, and OakDOT – has achieved a remarkable amount of progress that staff are excited to continue building upon, leveraging partnerships that help address other challenges facing Oakland (e.g., community violence, the housing crisis) and despite persistent personnel vacancy challenges. The SOS initiative will focus its efforts over the next year on the following activities, in addition to continual refinement of the key strategies reported above:

- Continue to focus resources on the HIN and Oakland's High Priority Equity Communities**, the areas most impacted by severe and fatal crashes and historic under-investment in transportation infrastructure that saves lives and creates safer, healthier communities.
- Implementation of Updated HIN:** The HIN identifies the most dangerous streets in Oakland, which is then utilized to prioritize locations for SOS activities. OakDOT completed and publicly released the updated 2024 HIN in June 2024<sup>6</sup> utilizing the most recent finalized set of severe and fatal crash data covering 2017-2021. Additional activities stemming from the 2024 HIN include updating the 2018 Citywide Crash Analysis to examine crash outcome patterns affecting different groups. Next year's SOS Annual Report will utilize the 2024 HIN for analysis and reporting purposes and will discuss how the updated HIN affects SOS activities moving forward.
- International Boulevard Safety Improvements and Speed Cushion Pilot:** International Boulevard continues to be a focus corridor from both the HIN and

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<sup>6</sup> Oakland Department of Transportation. 2024 High Injury Network.  
<https://www.oaklandca.gov/resources/high-injury-network-2024>

Priority Equity Community perspective for the City, with severe and fatal crashes persisting despite significant safety investments that accompanied the Bus Rapid Transit project in 2020. Funded and delivered in partnership between the City of Oakland (over \$1.8 million) and AC Transit (\$400,000), the planned safety treatments aim to enhance adherence to the bus-only lane and reduce speeding, red light violations, and other moving violations in the corridor between 14th Avenue and 107th Avenue. The project is now expected to break ground in Summer 2024. The project will include an evaluation of the effectiveness of these treatments, which will then inform a future phase of more permanent improvements to the corridor. In May 2024, AC Transit secured an additional \$3.9 million from the Metropolitan Transportation Commission (MTC) Bus Accelerated Infrastructure Delivery (BusAID) Program to commit to future investments in the International Boulevard corridor. The Mayor's Proposed Budget for Fiscal Year 2024-25 also identifies an additional \$1.28 million in one-time funding to support further safety improvements to International Boulevard and is subject to Council approval.

Additionally, in Spring 2024, the City of Oakland and AC Transit agreed to implement a parallel pilot of speed cushions on International Boulevard. Next year's SOS Annual Report will include a discussion of the evaluation results of both the safety improvements and speed cushion pilot projects.

- d. **Speed Safety Camera Pilot Program:** With the passage of AB 645, OakDOT is leading efforts to establish a Speed Safety Camera Pilot Program as quickly as possible. AB 645 authorized Oakland to establish a pilot at no more than 18 locations citywide and includes many complex state requirements that must be satisfied. Next year's SOS Annual Report will include a progress update on the establishment of the Speed Safety Camera Pilot program.
- e. **Continued OakDOT/OFD Collaboration:** Building on the successful collaboration between departments in 2023, OakDOT and OFD anticipate completing an additional inter-departmental memo in 2024 that will memorialize design approaches for pedestrian safety islands for traffic calming that also balance emergency vehicle access needs.

## **FISCAL IMPACT**

This item is for informational purposes only and does not have a direct fiscal impact or cost.

## **PUBLIC OUTREACH / INTEREST**

In addition to public engagement on safety-focused Capital or Near-term Improvement projects, SOS staff presented at the following public meetings in 2023:

- Bicycle and Pedestrian Advisory Commission (BPAC)
- Privacy Advisory Commission (PAC)
- Mayor's Commission on Aging
- Public Works and Transportation Committee

Public Works and Transportation Committee  
July 23, 2024

## **COORDINATION**

The City departments listed below worked together to advance the SOS strategies to save lives and prevent severe injuries:

- City Administrator's Office
- Oakland Department of Transportation
- Oakland Police Department
- Department of Race & Equity
- Oakland Fire Department

## **PAST PERFORMANCE, EVALUATION AND FOLLOW-UP**

This report is the third Annual Report on the SOS Initiative and provides updates and follow-up on the goals set forth in the launching of the Initiative and subsequent annual reports. Thorough evaluation for equity and efficacy was performed at the launch of SOS, when determining the strategies and actions.

## **SUSTAINABLE OPPORTUNITIES**

**Economic:** The 2018 Citywide Crash Analysis<sup>2</sup> analyzed nearly 2,000 injury collisions from 2012-2016 to understand the impacts on Oaklanders and how to effectively focus safety efforts. During that period, there was a 76% increase in severe or fatal injuries, which accounted for \$900 million in yearly costs of traffic crashes.

**Environmental:** With the transportation sector accounting for nearly two-thirds of local greenhouse gas (GHG) emissions, the City's Equitable Climate Action Plan recognized that encouraging and increasing the use of more sustainable modes of transportation (walking, rolling, biking, or taking transit) is key to achieving the City's climate goals. Creating safer streets for our most vulnerable road users—pedestrians, bicyclists, children, people with disabilities, and older adults—is a prerequisite in the City's efforts to encourage more sustainable transportation choices. The SOS Initiative is squarely focused on improving traffic safety on Oakland streets, making walking, rolling, biking, and taking transit more viable and attractive as daily transportation options for Oaklanders.

**Race & Equity:** The 6% of City streets that account for the majority (60%) of crashes (i.e., the High Injury Network or HIN) also has high overlap with OakDOT's Priority Equity Communities (as identified in the OakDOT Geographic Equity Toolbox<sup>1</sup>). Almost 95% of the 2018 HIN is located in medium to highest priority neighborhoods, despite these same neighborhoods representing only about 40% of the City's total area. In analyzing crash data from 2012-2016,<sup>2</sup> OakDOT found that as compared to all Oaklanders, Black Oaklanders are two times more likely to be killed or severely injured in traffic crashes and three times as likely to be killed or severely injured while walking.

It is through this data analysis and identification of disparities that the SOS initiative was established with an explicit goal of eliminating severe and fatal injury inequities, including racial disparities impacting BIPOC communities that exist today in Oakland. Each SOS Annual Report includes an equity analysis of OakDOT projects that began construction or were delivered in that calendar year to track OakDOT's progress in integrating equity prioritization in project planning, development, and delivery. Due to year-to-year variabilities in crash data, a race and equity analysis of crash outcomes is not completed annually. Still, it will instead be timed with updates to the HIN—this should provide insight into whether the City is making progress on reducing crash outcome disparities.

### **ACTION REQUESTED OF THE CITY COUNCIL**

Staff Recommends That The City Council Receive The 2023 Safe Oakland Streets (SOS) Annual Informational Report From The Department Of Transportation, In Coordination With The Oakland Police Department, The Department Of Race And Equity, And The City Administrator's Office

For questions regarding this report, please contact Mica Amichai, Safe Oakland Streets (SOS) Coordinator, at (510) 238-6653.

Respectfully submitted,

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JOSH ROWAN  
Director, Department of Transportation

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FLOYD MITCHELL  
Chief, Oakland Police Department

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DARLENE FLYNN  
Director, Department of Race and Equity

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JOE DEVRIES  
Deputy City Administrator

Public Works and Transportation Committee  
July 23, 2024

Reviewed by:

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Prepared by:

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Department of Transportation

Mica Amichai, Transportation Planner II  
Safe Oakland Streets  
Department of Transportation

Attachments (3):

Attachment A: 2023 Engineering Safety Improvement Projects  
Attachment B: 2023 Rapid Response Investigations and Status  
Attachment C: 2023 OPD Stop Data Analysis

# **Application Review for Regional Measure 3 (RM 3) Safe Routes to Transit & Bay Trail (SR2TBT)**

**Bicyclist & Pedestrian Advisory Commission  
September 19, 2024**



**CITY OF  
OAKLAND**

**DEPARTMENT OF  
TRANSPORTATION**

# OUTLINE

## Agenda

- Regional Measure 3 Safe Routes to Transit & Bay Trail
- Projects:
  - 85<sup>th</sup> Avenue Corridor Improvements
  - 5<sup>th</sup> Avenue Corridor Improvements
  - 8<sup>th</sup> Street Corridor Improvements

## Desired Outcomes

- Consensus on the proposed project goals
- Feedback on improvements proposed and approaches to engagement
- Support for seeking RM 3 funds to advance the proposed projects

**REGIONAL MEASURE 3  
SAFE ROUTES TO TRANSIT  
(SR2TBT)**

# Regional Measure 3 SR2TBT

## (4) San Francisco Bay Trail/Safe Routes to Transit.

Provide funding for grant program to fund **bicycle and pedestrian** access improvements on and in the vicinity of the **state-owned toll bridges** connecting to **rail transit stations** and ferry terminals. Eligible applicants include cities, counties, transit operators, school districts, community colleges, and universities. The project sponsor is the Metropolitan Transportation Commission. One hundred fifty million dollars (**\$150,000,000**).



CITY OF  
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TRANSPORTATION

# Regional Measure 3 SR2TBT

## Program Priorities.

- Support increasing the carrying capacity and travel options on bridges
- Benefits to Equity Priority Communities
- Bay Trail build-out and gap closures
- Regional active transportation network build-out
- Gap closures in the regional active transportation network
- Consistency with Plan Bay Area 2050
- Multi-jurisdictional projects
- Construction-ready projects
- Proximity to Transit-Rich or Connected Community Priority Development Areas (PDAs)



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TRANSPORTATION

# Regional Measure 3 SR2TBT

## Programming Years & Cycle Structure.

	Program Years					
Cycle Structure	2025	2026	2027	2028	2029	Total
SR2TBT Base Amount	\$50	\$0	\$50	\$0	\$0**	\$100
SR2TBT Transformative Pot	\$25	\$0	\$25*	\$0	\$0*	\$50
<b>Total SR2TBT Amount</b>	<b>\$75</b>	<b>\$0</b>	<b>\$75</b>	<b>\$0</b>	<b>\$0*</b>	<b>\$150</b>

\*Funds may be available for programming if MTC does not select a transformative project for funding in the previous SR2TBT cycle.

\*\* Funds may be available for programming in a future cycle if project savings accrue.

	Programming Years					
Program Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
2025 (Cycle 1)						
2027 (Cycle 2)						
2029 (Cycle 3)*						

\* Funds may be available for programming in a future cycle if project savings accrue.



CITY OF OAKLAND

DEPARTMENT OF TRANSPORTATION

# Regional Measure 3 SR2TBT

## Request for BPAC

- Review and Approval of MTC Complete Street Checklist following the September 19th Commission meeting

## Important Dates.

- Application Deadline: October 14, 2024
- MTC Staff Recommendations Released: February 2025



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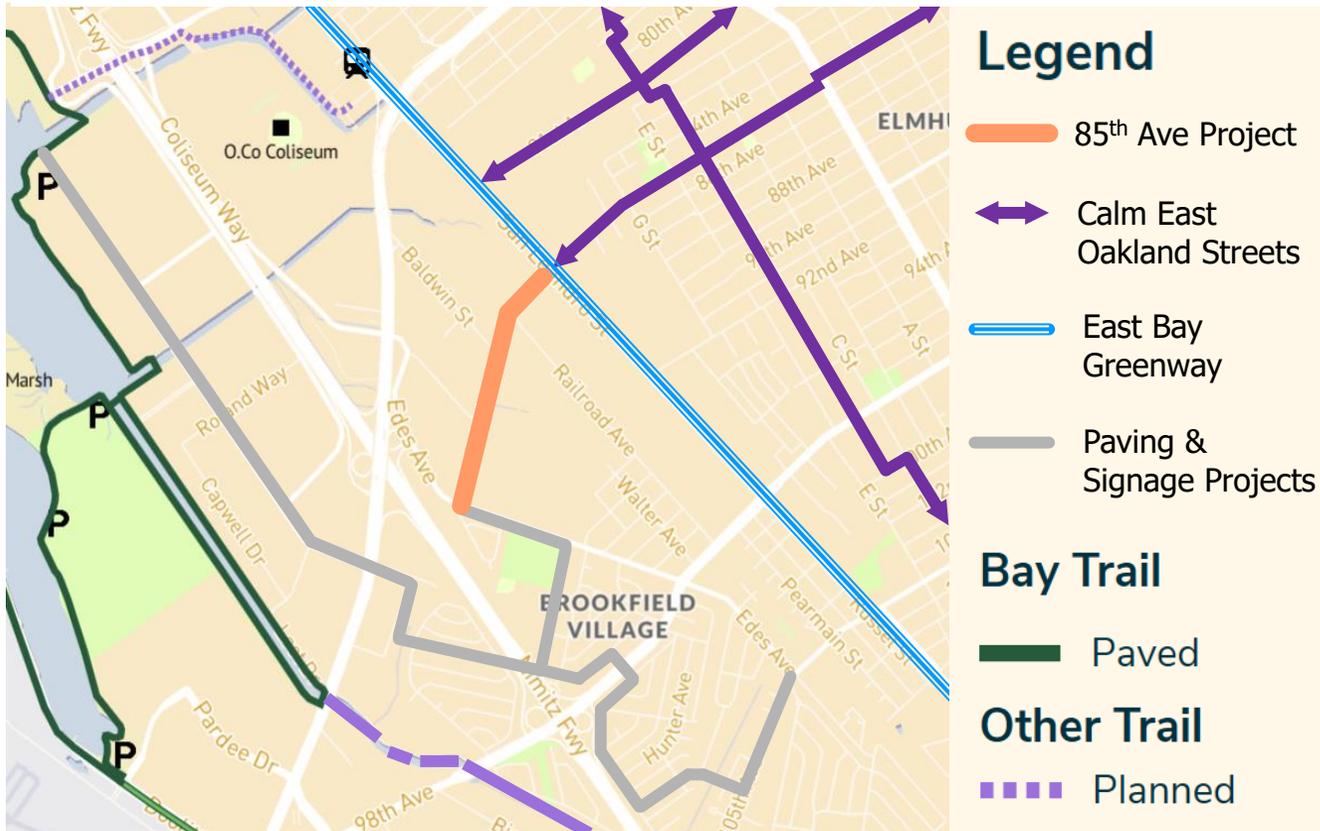
DEPARTMENT OF  
TRANSPORTATION

**SR2TBT FUNDING REQUESTS  
FOR FUTURE PROJECT  
DESIGNS**

# 85<sup>th</sup> Avenue Corridor Improvements

## PROJECT LOCATION AND GOALS

### 85<sup>th</sup> Avenue between Edes Avenue and San Leandro Street



**Goal:** Improve network of calm neighborhood streets in East Oakland, connecting to in-progress projects (East Bay Greenway, [Calm East Oakland Streets](#), Paving Projects) and enhancing access to the waterfront/Bay Trail

#### Funding prioritization:

- Identified as a priority bike corridor in the East Oakland Mobility Plan

#### Proposed scope of work:

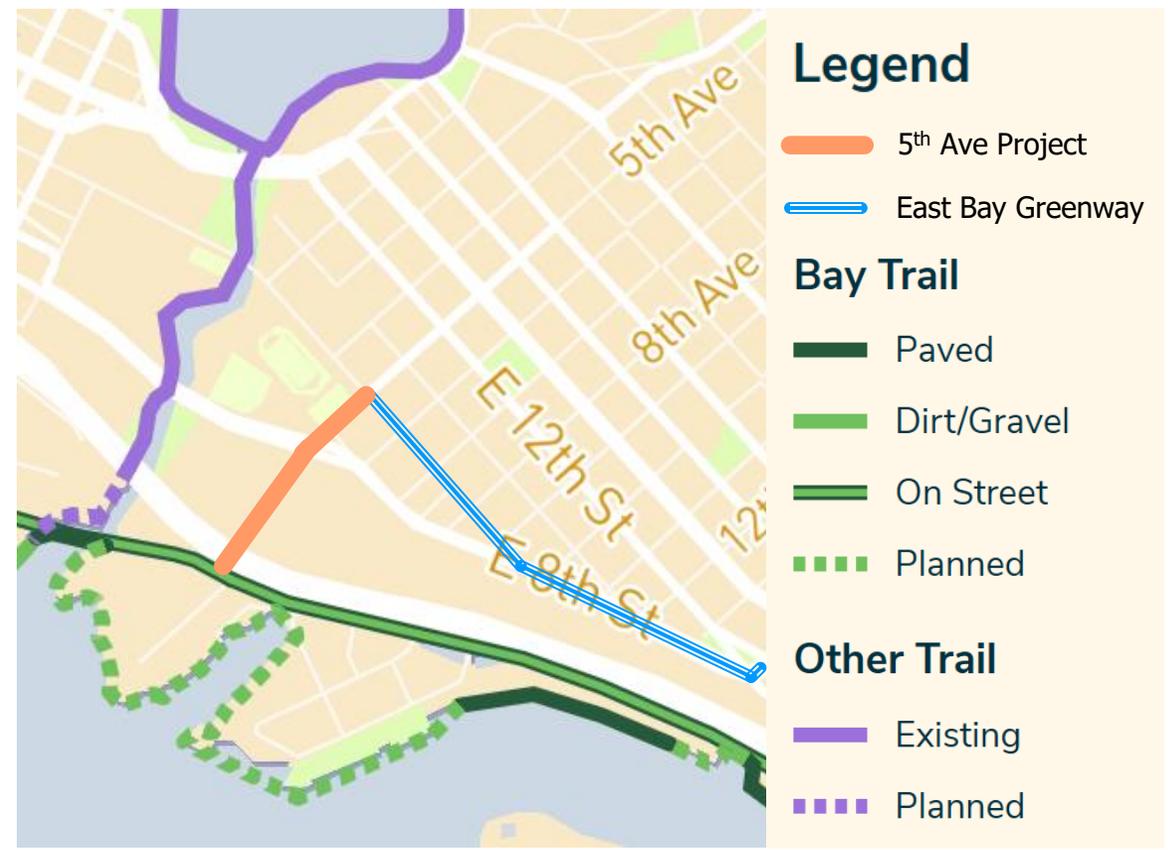
- Request SR2TBT funding allocation in 2027/28 to complete 100% designs
- Design a mixed-use path on one side of the street

# 5<sup>th</sup> Avenue Corridor Improvements

## PROJECT LOCATION AND GOALS

### 5<sup>th</sup> Avenue between Embarcadero and East 10<sup>th</sup> Street

**Goal:** Improve pedestrian and bicyclist access to the waterfront/Oakland Estuary shoreline and Bay Trail



### Funding prioritization:

- Identified as an unfunded priority in the adopted CIP since Fiscal Year 2019

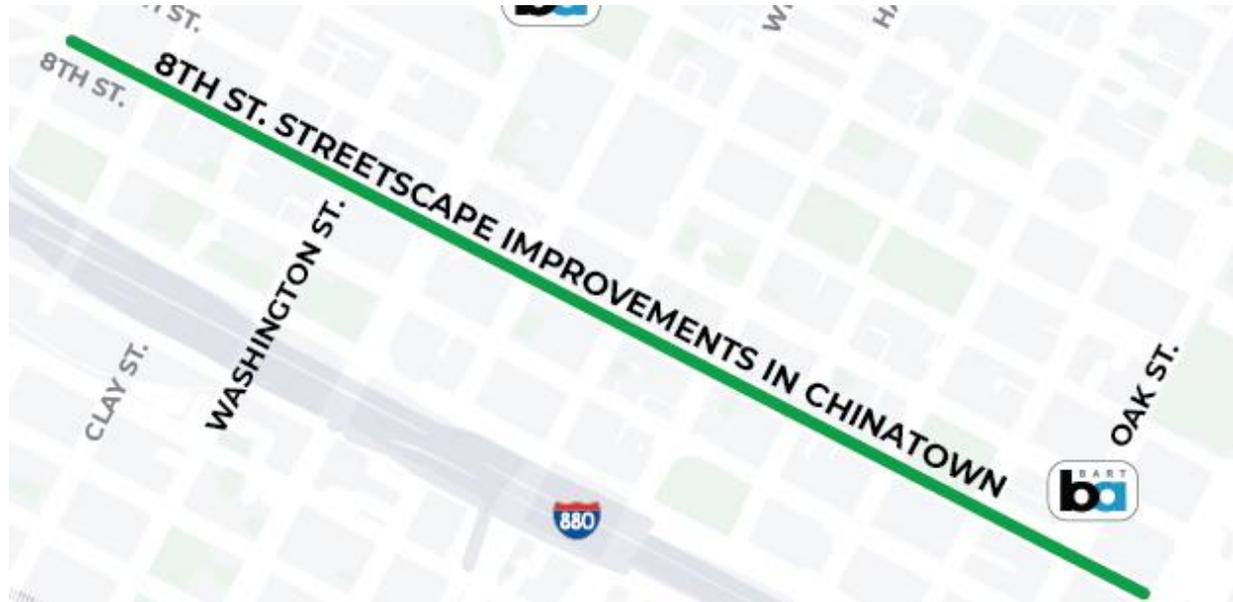
### Proposed scope of work:

- Request SR2TBT funding allocation in 2027/28 to complete 100% designs
- Potential improvements: upgrade bike facilities, pedestrian grade crossing, close sidewalk gaps, lighting

# 8<sup>th</sup> Street Corridor Improvements

## PROJECT LOCATION AND GOALS

**8<sup>th</sup> Street between Fallon Street and MLK Jr. Way**, through Chinatown and Old Oakland



**Goal:** Improves **pedestrian safety and accessibility**, enhance bike connections, access to local and regional transit, and access to nearby regional trails

### **Funding prioritization:**

- Prioritized under the Complete Streets Capital Program adopted in the Oakland Budget (91/100); has other committed State grant funds.

### **Funding Gap & Request:**

- Request RM3 funding allocation in 2027/28 to complete construction

# 8<sup>th</sup> Street Corridor Improvements

## PREVIOUS PLANNING AND ENGAGEMENT

**Past plans have called for improvements on 8<sup>th</sup> Street, including:**

- Intersection safety improvements, such as pedestrian scrambles
- Curb extensions
- Better lighting
- Bike infrastructure
- Reducing number of vehicle lanes
- Two-way street conversion



# 8<sup>th</sup> Street Corridor Improvements

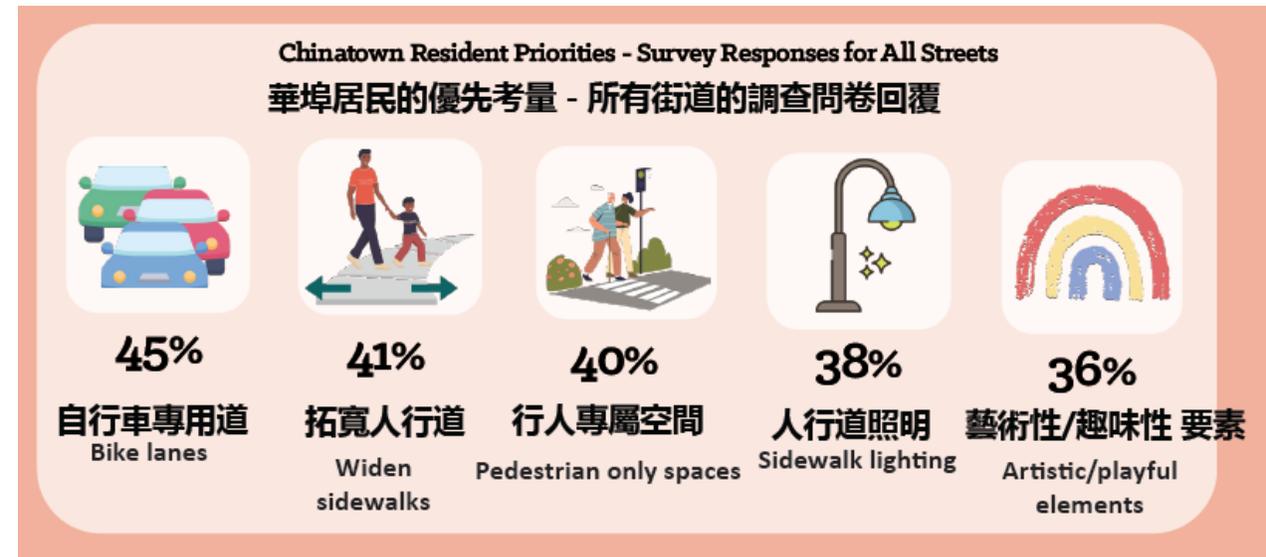
## RECENT ENGAGEMENT

### Community Engagement

- Engagement for this project has been coordinated with the **Chinatown Complete Streets Plan (CCSP)** as 8<sup>th</sup> Street was a community-identified priority.
- **Engagement completed** and in coordination with CCSP since Spring 2024:
  - Community based organization briefings & technical meetings (10x)
  - Tabling at Community Events (2x)
  - Business canvassing (8 businesses)
  - Focus groups with seniors (2x)

### Alignment with Community Priorities identified in the CCSP:

- 8th Street project team referenced CCSP engagement results in determining the project scope of work



# 8<sup>th</sup> Street Corridor Improvements

## ALTERNATIVE DESIGN & COST SCENARIOS

Scenario	Total Cost Estimate	Funding Gap	Staff Recommendation
Baseline	\$20.6M	\$14M	Do not pursue; not responsive enough to community priorities
Baseline + Community Priorities	\$22.4M	\$13.9M	Pursue <b>Advance engagement and design; Pursue additional grant funding</b>
Baseline + Community Priorities & Desires	\$31.2M	\$24.6M	Do not pursue Cost prohibitive

Note: All cost estimates are draft and are subject to change as of August 2024.

# PROPOSED SCOPE OF WORK

- **Improve pedestrian safety at crossings** by...
  - Upgrading existing pedestrian scrambles and a new one at Harrison/8<sup>th</sup> Street
  - Adding a traffic signal at Alice Street & 8th Street
  - Adding bulb outs to shorten crossing distances and protect people on bikes where there are bike lanes
  - Daylighting intersections and driveways to improve sight lines
- **Improve pedestrian experience** by removing sidewalk tripping hazards, installing wayfinding signage, upgrading pedestrian lighting to improve safety and visibility
  - Removing one vehicle lane and using that space to expand pedestrian space, add diagonal parking, and/or add ADA passenger/commercial loading zones
  - Adding new amenities on the sidewalks such as bike racks, new trash cans, transit shelters and street trees (where feasible)

# 8<sup>th</sup> Street Corridor Improvements

## TIMELINE & NEXT STEPS

Milestone	Tasks/Deliverables
<i>Now – End of 2024</i>	<ul style="list-style-type: none"><li>• <b>Continue Engagement:</b> continue to engage community on confirming community priorities and scope evolutions</li><li>• <b>Pursue additional grant funding:</b> Applications due on 10/14 and 10/31</li><li>• <b>Continue Project Development:</b> issue a Design RFP for consultant support to advance designs</li></ul>
<b>2025 - 2027</b>	<ul style="list-style-type: none"><li>• <b>Continue Engagement</b> to gather feedback on lighting, sidewalk amenities, landscaping, and beautification</li><li>• <b>Advance project designs</b> to completion and list for construction</li></ul>
<b>2028 - 2030</b>	<ul style="list-style-type: none"><li>• <b>Construction</b></li></ul>

# Application Review for Alameda County Transportation Commission (ACTC) Comprehensive Investment Plan & Three Major Trails Program

Bicyclist and Pedestrian Advisory Commission (BPAC)  
Infrastructure Committee  
September 5, 2024



# Status of Previously Awarded ACTC CIP Projects

Project	Phase	Next Milestone	Award Amount (millions \$)
14 <sup>th</sup> Avenue Streetscape	Design	Advertise construction contract in fall 2024	6.6
27 <sup>th</sup> Street Complete Streets	Design	Begin construction in 2025	10.3
42 <sup>nd</sup> & High St I-880 Improvements	Right-of-Way	Complete property acquisition negotiations	10.0
66 <sup>th</sup> Avenue BART to Bay Trail	Starting Design	Advertise design contract in fall 2024	2.1
Broadway Streetscape Improvements	Design	Begin construction in 2025	10.2
Broadway Transit Lanes	Completed	N/A	4.0
East 12 <sup>th</sup> Street Bikeway	Design	Advertise construction contract in fall 2024	1.5
East Oakland Mobility Action Plan	Completed	N/A	0.1
Fruitvale Alive! Gap Closure	Construction	Complete in 2025	1.6
LAMMPS Phase I	Completed	N/A	2.5
LAMMPS Phase II	Starting Design	Advertise design contract in fall 2024	1.2
Lincoln Elementary Safe Routes to School	Construction	Complete by December 2024	0.4
MacArthur Smart City Corridor	Starting Construction	Award construction contract in late 2025	11.0
Oakland Mobility Transportation Demand Management (TDM)	Completed	N/A	0.2
Oakland Traffic Management Center Upgrade	Design	Begin construction in 2025	0.4
West Oakland Transit Improvements & Universal Basic Mobility Pilot	Design	Advertise construction contract in 2025	2.0

**UPCOMING CALL FOR PROJECTS**

# 2026 ACTC Comprehensive Investment Plan

- \$100 million call for countywide projects across five years (2025-2030)

2026 CIP Fund Estimate		
Program Category	Fund Sources	Amount (in millions)
<b>CIP Discretionary Programs</b>		
Bicycle and Pedestrian Program	MB Countywide Bike/Ped Discretionary Program MBB Bike/Ped Discretionary Funds VRF Bike/Ped Discretionary Funds Transportation Fund for Clean Air (TFCA)	\$15.0
Transit Program	MB Express Bus VRF Transit for Congestion Relief Program	\$20.0
Community and Transit Oriented Development	MB Transit Center Development Fund MBB Community Development Investment Program	\$10.0
Technology Program	VRF Discretionary Technology Funds	\$15.0
<b>Subtotal Discretionary Fund Estimate</b>		<b>\$60.0</b>
<b>Major Trails Grant Matching Program</b>		
<b>Measure BB Three Major Trails Grant Matching Program</b>		<b>\$40.0</b>
<b>Total 2026 CIP Fund Estimate</b>		<b>\$100.0</b>

# Proposed Applications

## CIP Discretionary Program (max of 3 applications)

1. Speed Camera Program Implementation
2. Martin Luther King Jr Paving Project
3. Chinatown 9<sup>th</sup> Street Corridor Design

## Three Major Trails Program (1 application allowed per applicant)

1. 8<sup>th</sup> Street Corridor Improvements

Project Type	Minimum Request	Maximum Request
Capital Improvement	\$500,000	\$2,000,000
Three Major Trails (MBB TEP-42) Grant Matching Program	\$100,000	Maximum request of up to 30% of the sponsor match identified in an external grant application, up to a maximum of \$10M (whichever is less). Alameda CTC will award the matching funds only to successful external grant award recipients

# (1) CIP: Speed Safety Camera Program Implementation

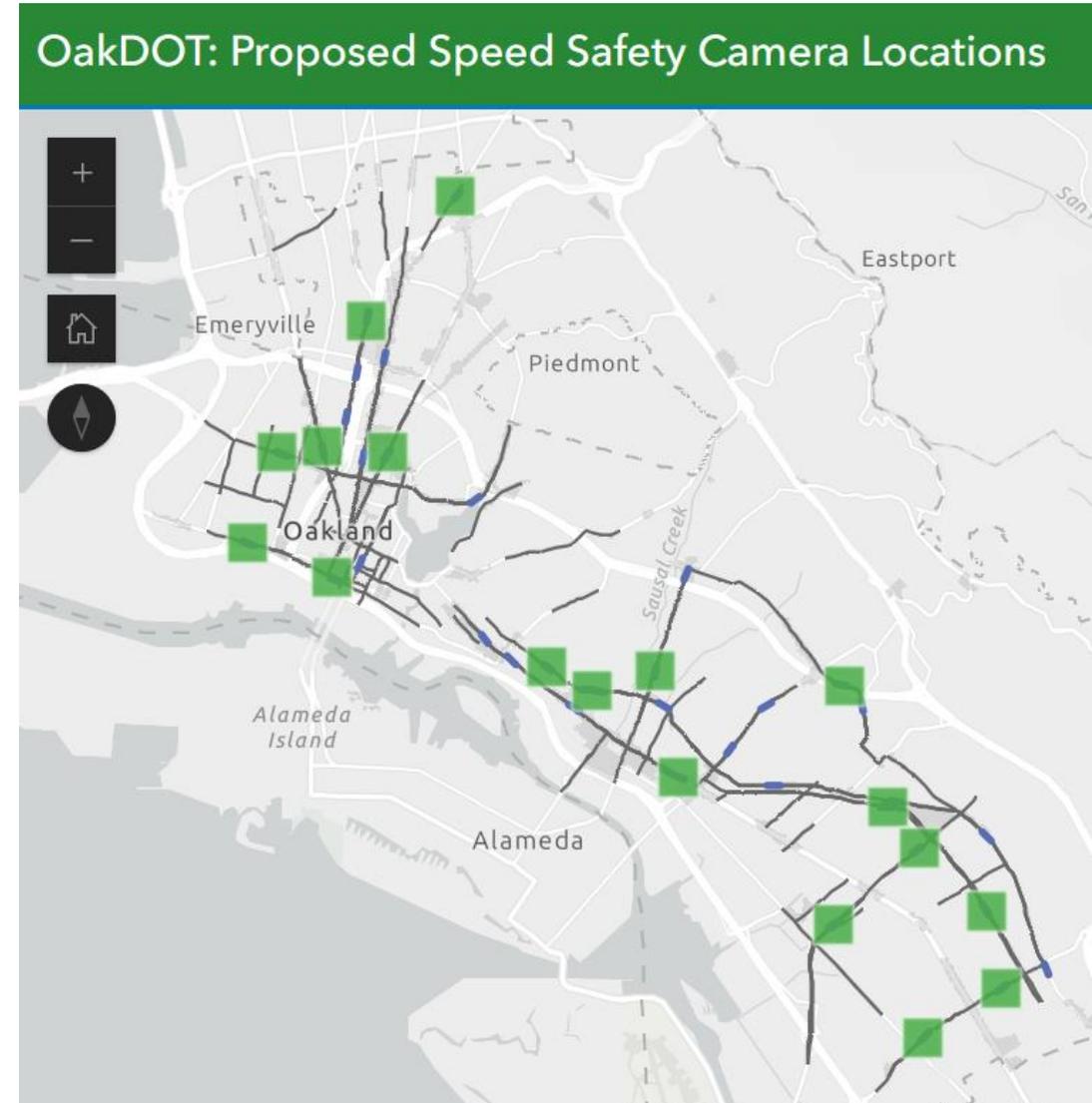
**Funding Request:** \$2M for program implementation

**Funding Prioritization:** Prioritized under the Traffic Signal Management Program adopted in the Oakland Midcycle Budget in June 2024

**Program Details:** Presented at the July 18, 2024 BPAC meeting

- Funding to support installation and operation of automated speed enforcement cameras under authorization from Assembly Bill 645

<https://www.oaklandca.gov/projects/assembly-bill-645-friedman-speed-safety-systems-pilot-program>



## (2) CIP: Chinatown Complete Streets – 9<sup>th</sup> Street Design

**Funding Request:** \$2M for design

**Funding Prioritization:** 9<sup>th</sup> Street is the highest priority corridor identified in the Chinatown Complete Streets Plan

**Project Details:** Begin implementation of past planning efforts by advancing design for the 9<sup>th</sup> Street corridor (between MLK and Fallon). This design process will investigate feasibility of a one-way to two-way street conversion.

<https://www.oaklandca.gov/projects/chinatown-complete-streets-plan>



Table AP/M-6: Potential Streets to be Studied for One-Way to Two-Way Conversions

STREETS: SOUTH TO NORTH				
Project Name (Street)	Cross Street A	Cross Street B	Category	Recommendation
7th St	Castro St	Fallon St	Priority two-way street conversion	Convert from one-way to two-way street
8th St	Castro St	Fallon St	Priority two-way street conversion	Convert from one-way to two-way street
9th St	Castro St	Fallon St	Priority two-way street conversion	Convert from one-way to two-way street

### (3) CIP: Martin Luther King Jr. Complete Streets Paving

**Funding Request:** \$2M for construction

- Total project cost: over \$10M

**Funding Prioritization:** Prioritized under the Complete Streets Capital Program adopted in the Oakland Budget. Project is nearly shovel-ready.

**Project Details:** Presented at the May 19, 2022 BPAC meeting

- Install road diet from 6 lanes to 4, separated bike lanes, traffic safety improvements, pedestrian hybrid beacons, and a new pedestrian crossing

<https://www.oaklandca.gov/projects/mlk-paving>



# Three Major Trails: 8<sup>th</sup> Street Corridor Improvements

**Funding Request:** ~\$2M for construction

- Total project cost: \$22.4M
- Total secured grant funding: \$6M

**Funding Prioritization:** Prioritized under the Complete Streets Capital Program adopted in the Oakland Budget. Project has other committed State grant funds.

**Project Details:** Overview in previous agenda item

- Improve pedestrian safety and accessibility, enhance bike connections, access to local and regional transit, and access to regional trails



# 2026 ACTC Comprehensive Investment Plan

## Request for BPAC

- Provide a letter of support following the September 19<sup>th</sup> Commission meeting

## Important Dates

- Application Deadline: October 31, 2024
- ACTC Staff Recommendations: By May 2025

**Thank you!**





**NEAR-TERM IMPROVEMENTS to CONNECT  
SOBRANTE PARK, BROOKFIELD VILLAGE,  
and COLUMBIAN GARDENS**

**to the  
EAST OAKLAND  
WATERFRONT**

Bicyclist and Pedestrian Advisory  
Commission  
September 19, 2024

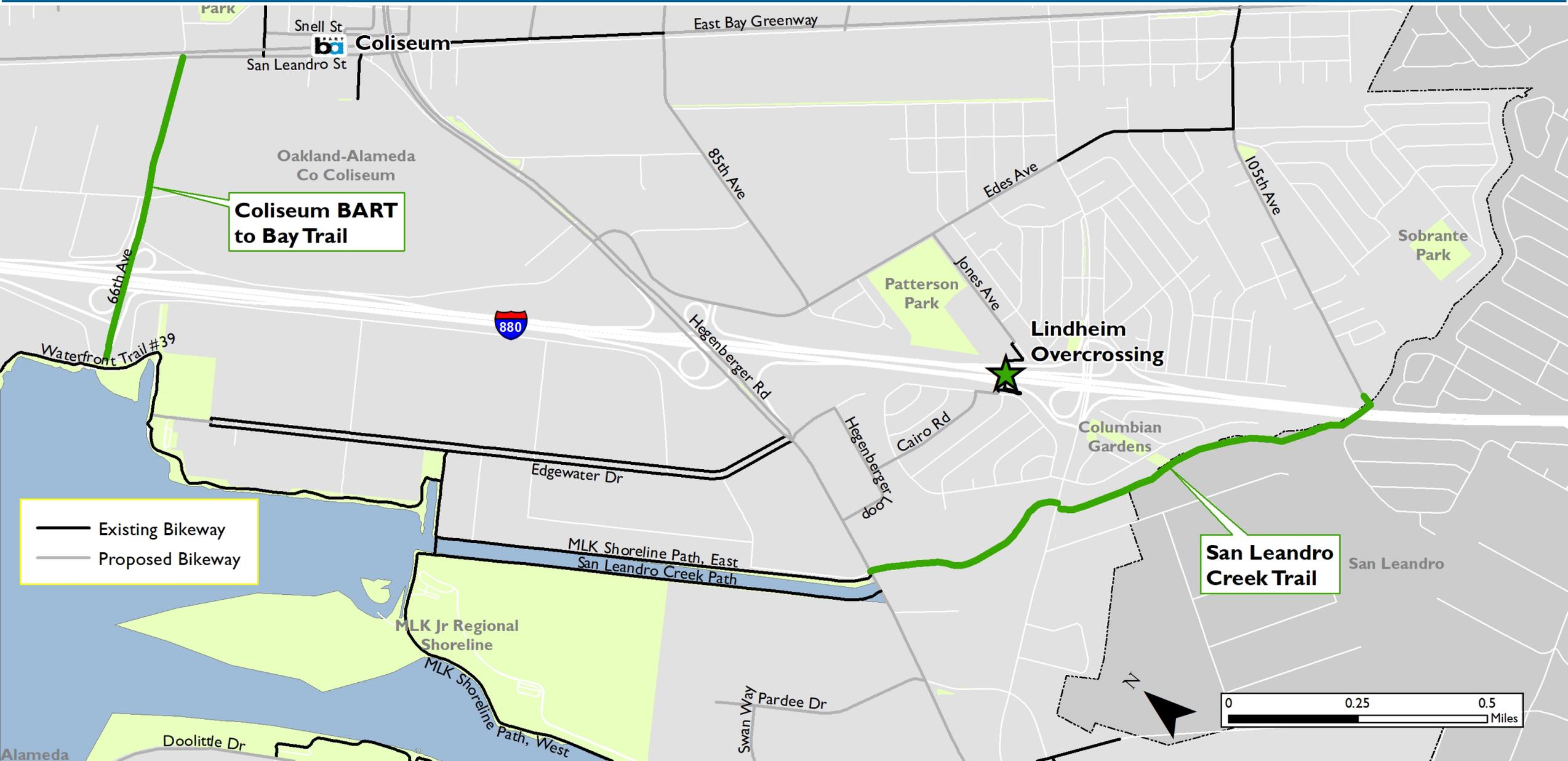


## Project Need

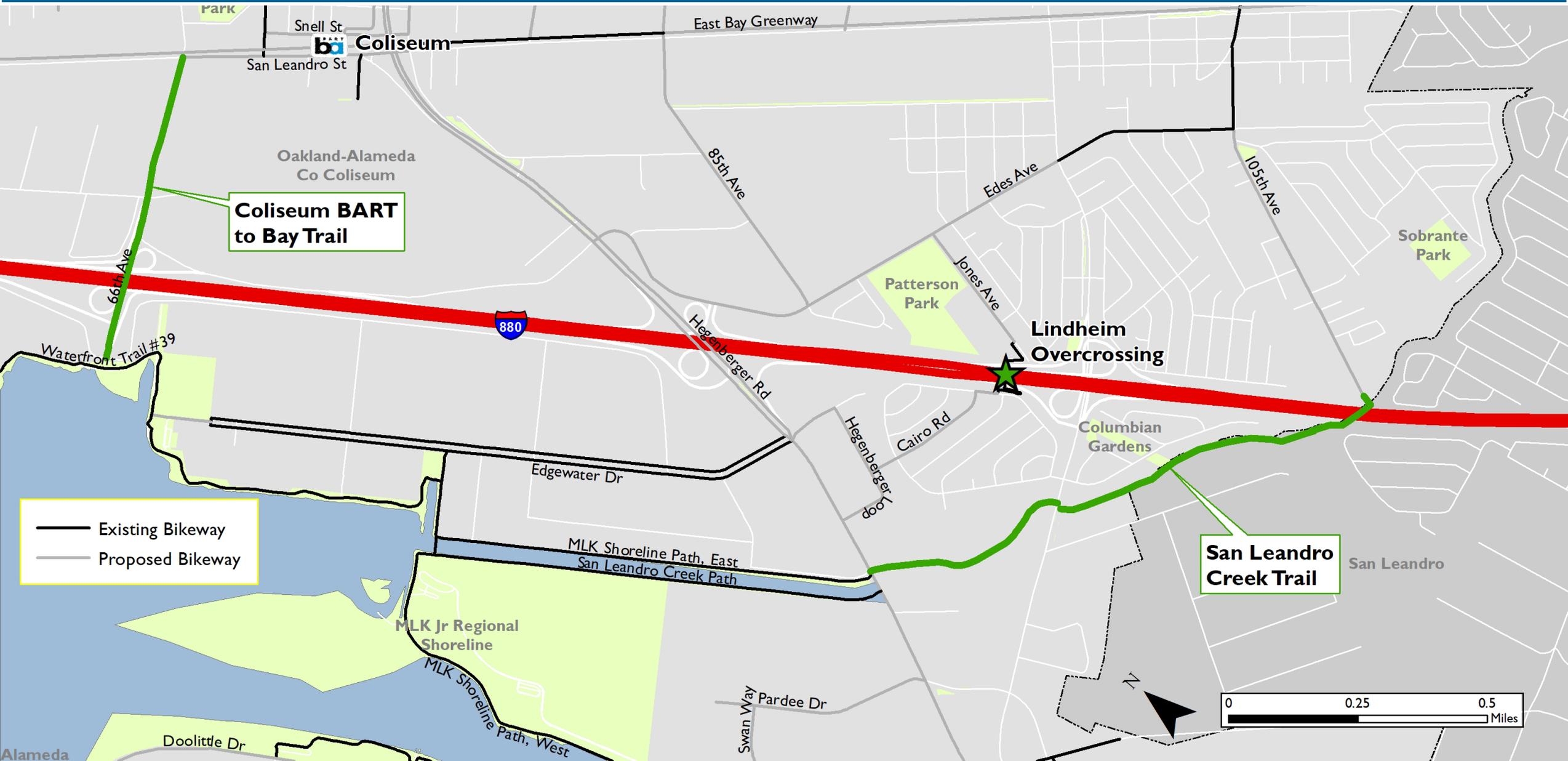
- Poor connectivity between neighborhoods and the waterfront
- I-880, railroad tracks, and major roadways are significant barriers
- San Leandro Creek Trail will help but is delayed
- Coliseum BART to Bay Trail along 66<sup>th</sup> Ave has long schedule

*image: @oaklandbikelab*

# Efforts Underway to Connect Deep East Oakland to the Waterfront



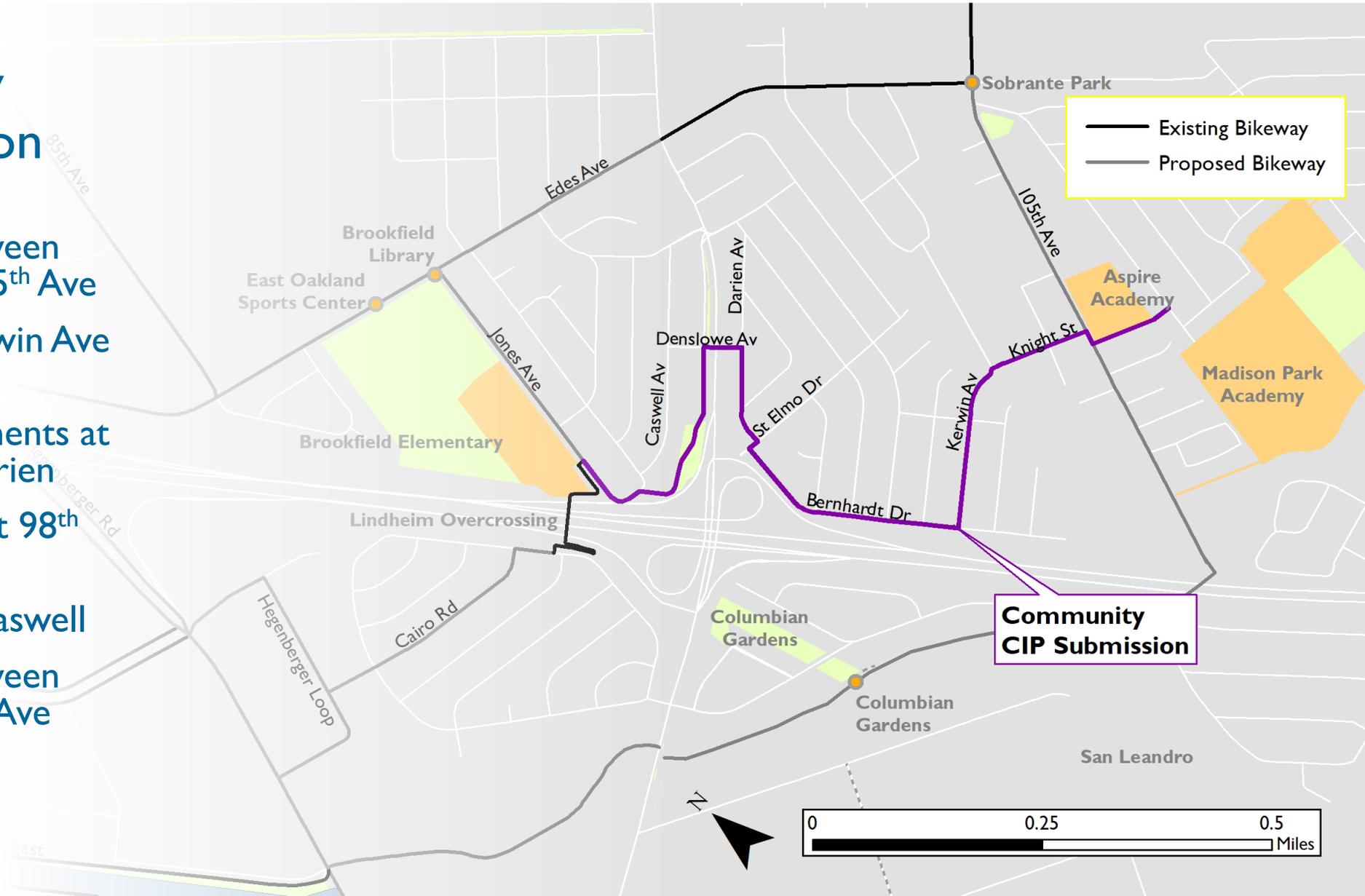
# Efforts Underway to Connect Deep East Oakland to the Waterfront



# Capital Improvement Project

## Community CIP Submission

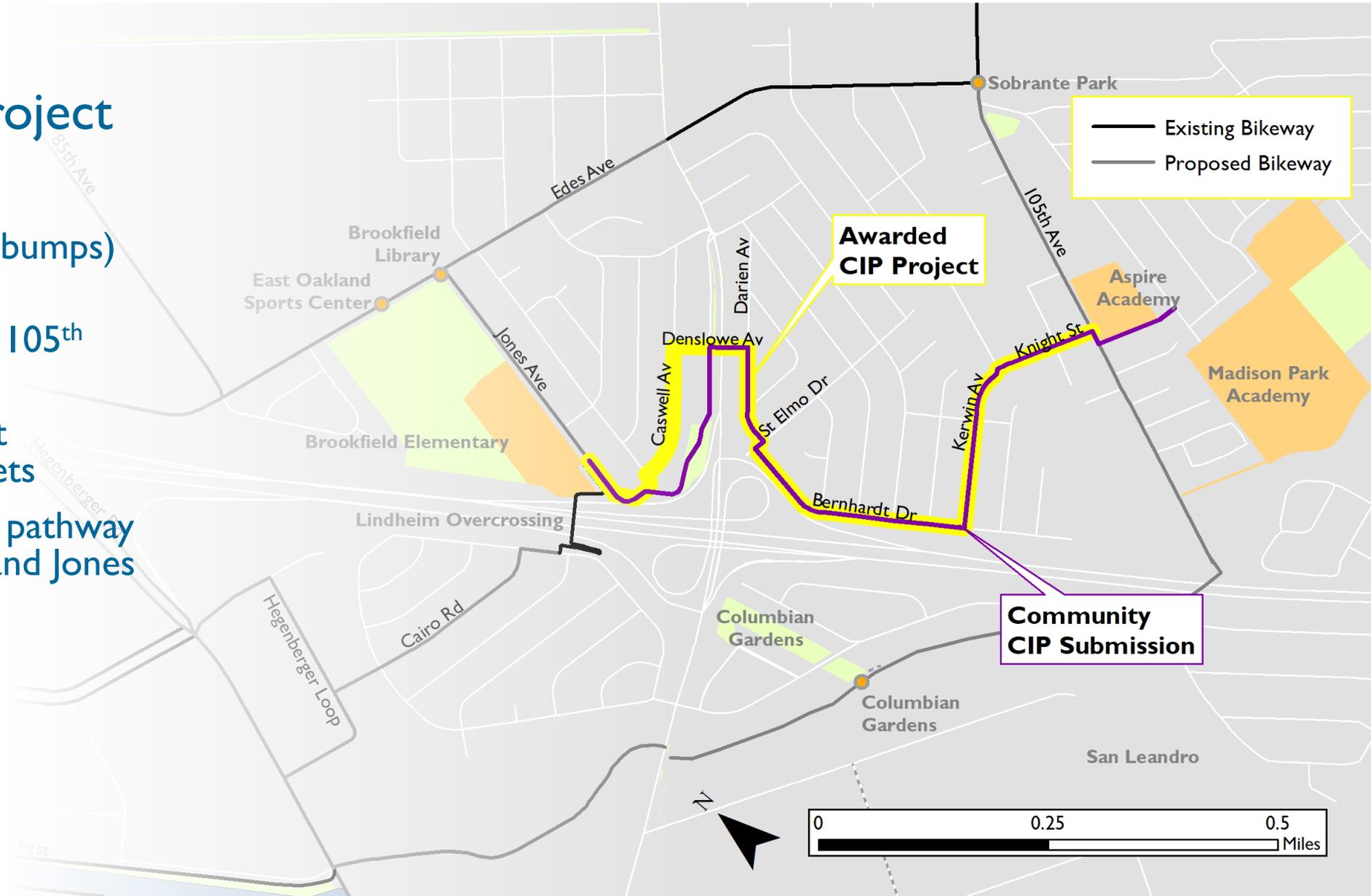
- Improve pathway between Capistrano Dr and 105<sup>th</sup> Ave
- Traffic calming on Kerwin Ave and Bernhardt Dr
- Intersection improvements at Bernhardt/St Elmo/Darien
- Signal improvements at 98<sup>th</sup> Ave
- Improve pathway at Caswell
- Improve pathway between Norgren St and Jones Ave



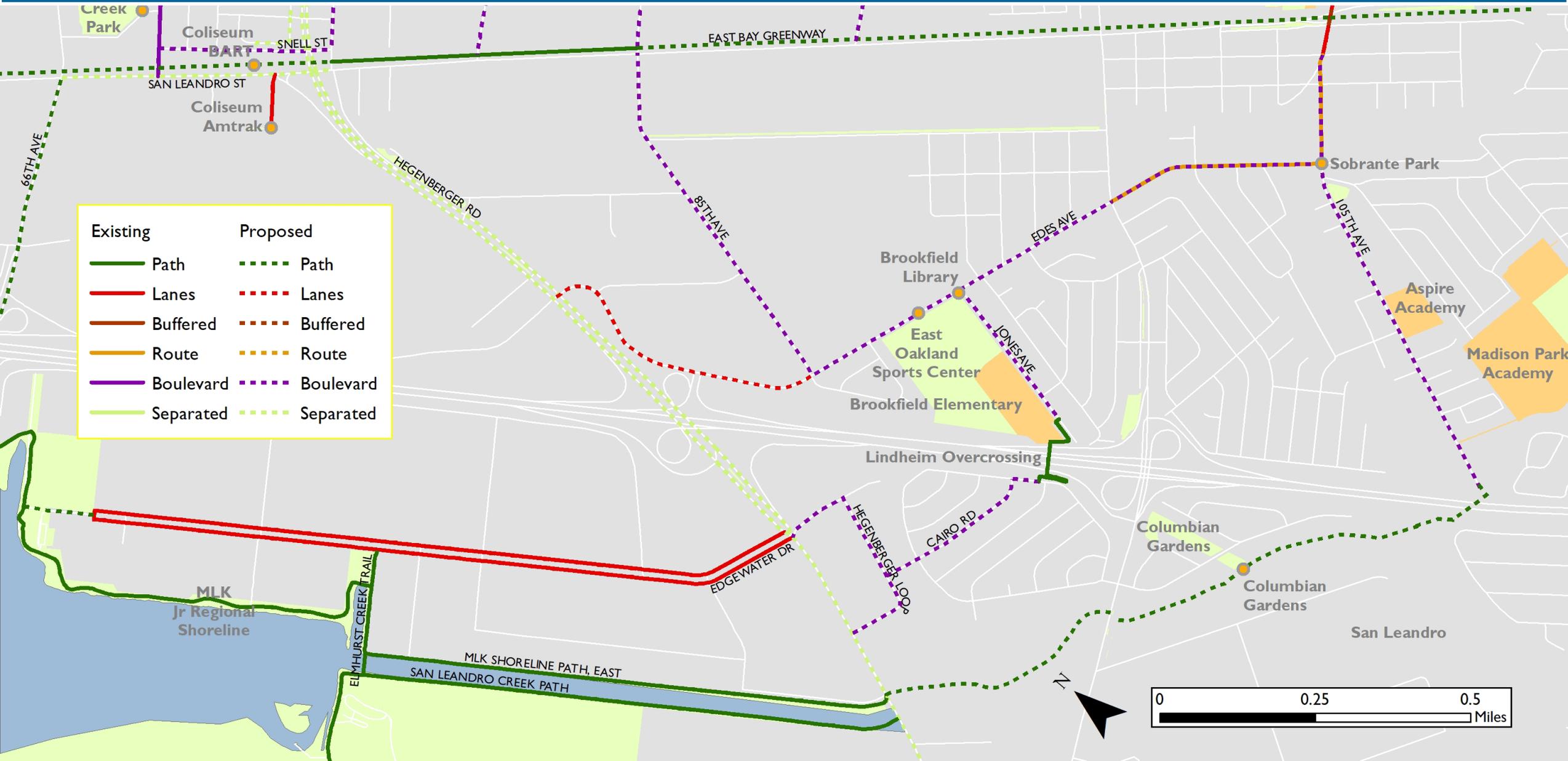
# Capital Improvement Project

## Awarded CIP Project

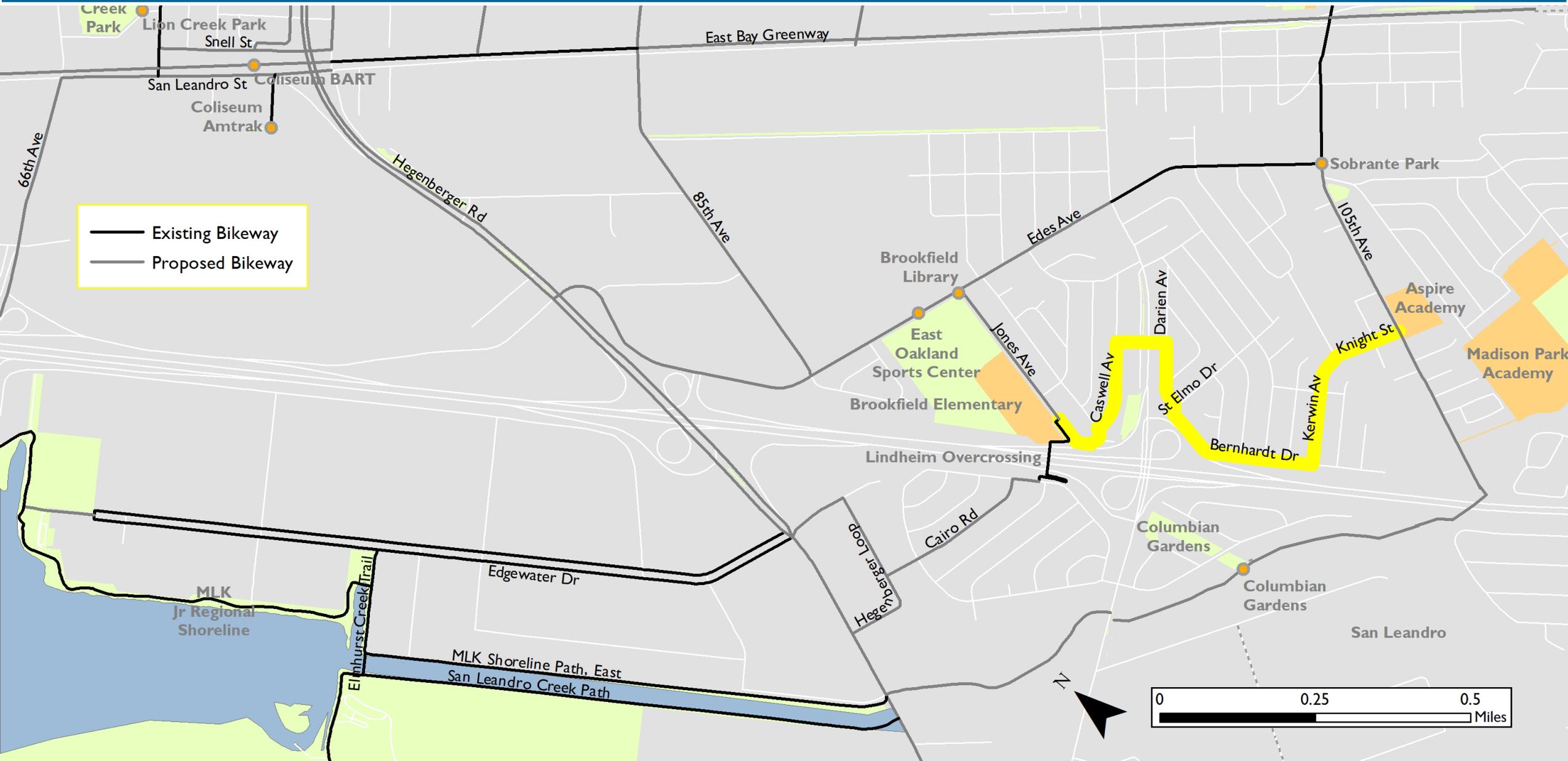
- Traffic calming (speed bumps) on entire route
- Raised intersection at 105<sup>th</sup> Ave & Knight St
- Adding stop control at intersecting local streets
- Curb ramps to access pathway between Norgren St and Jones Ave
- Paving
- Wayfinding signage



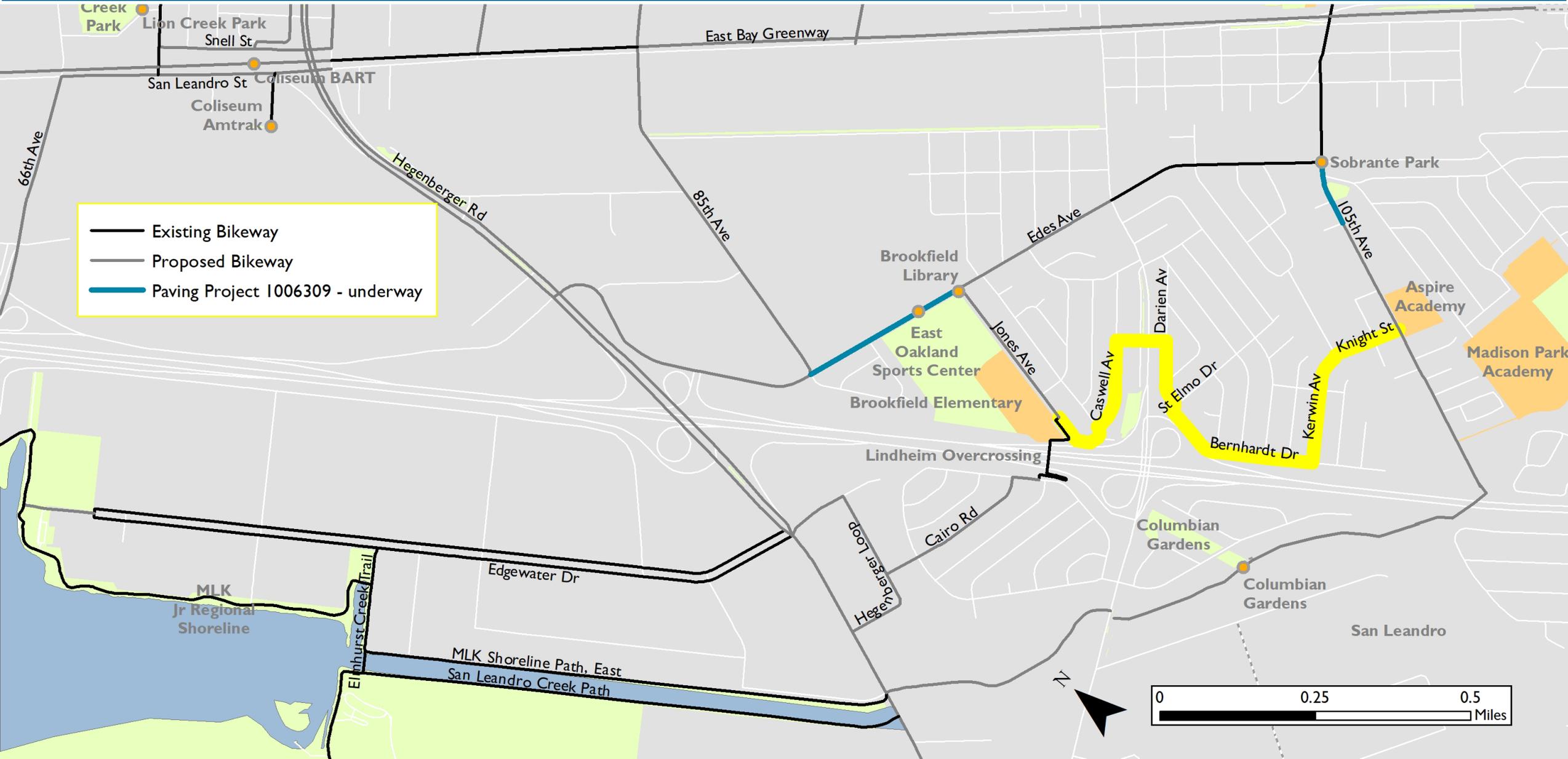
# 2019 Bike Plan Recommendations



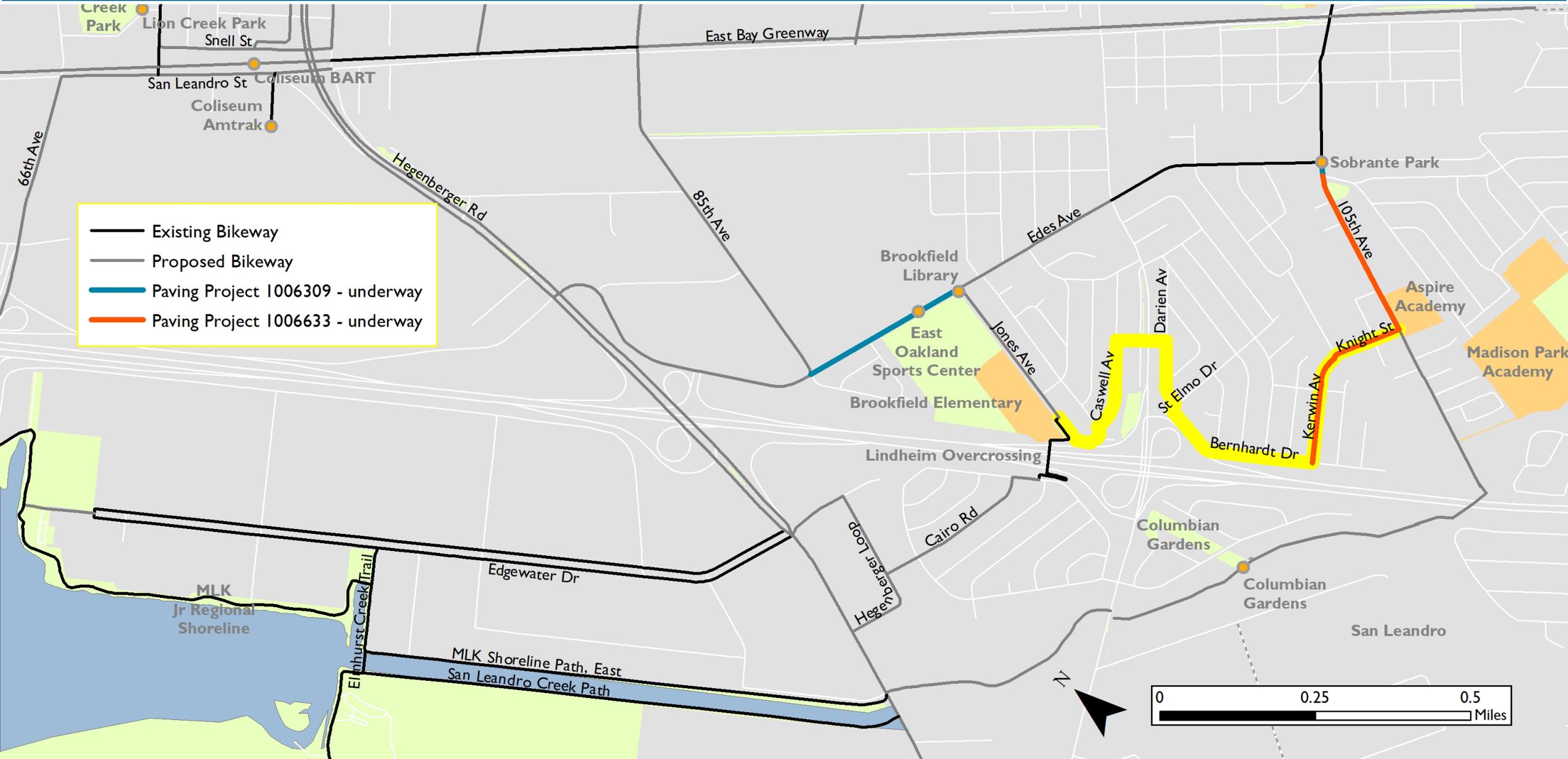
# New Route



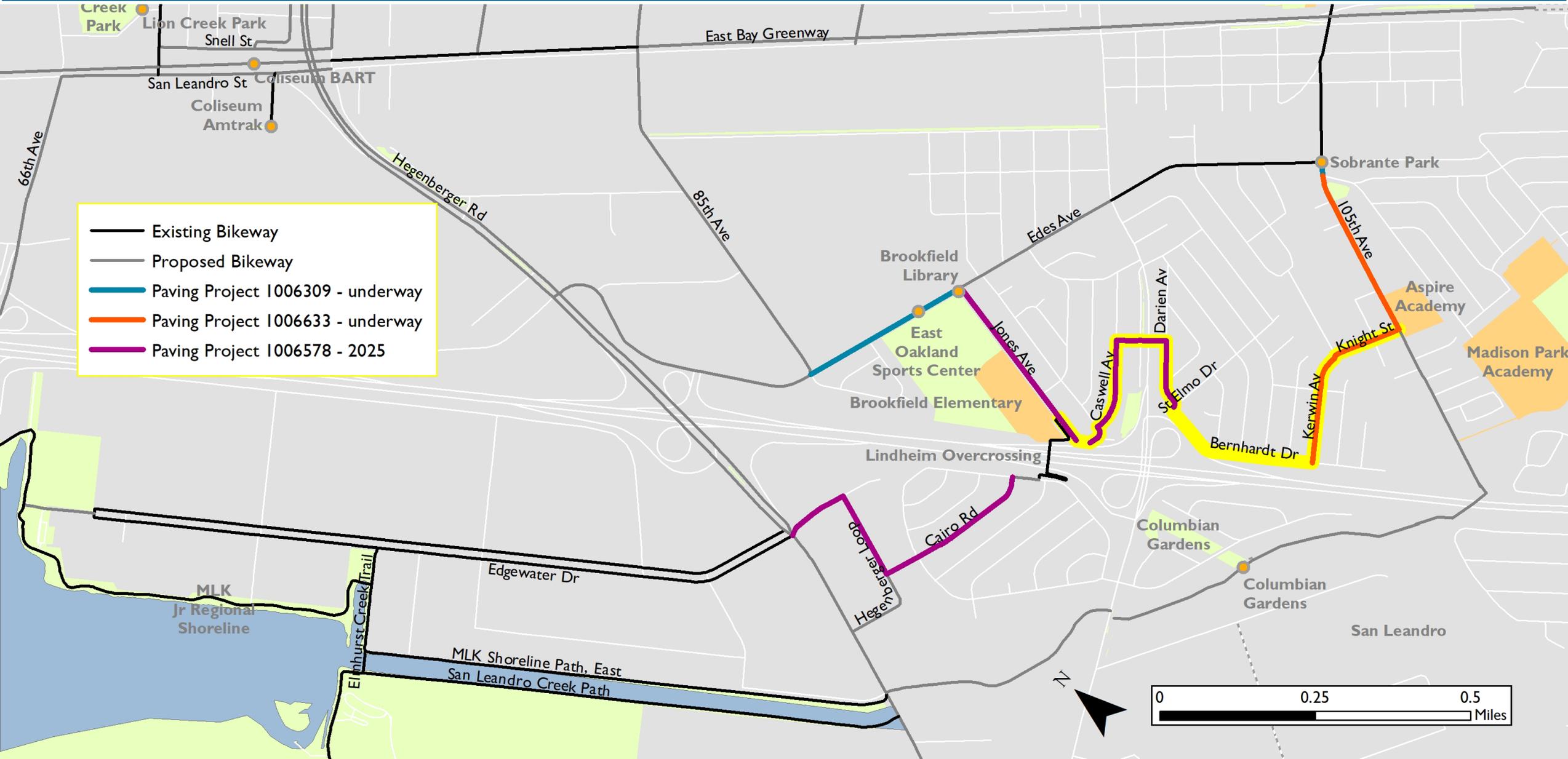
# Implementation via Paving



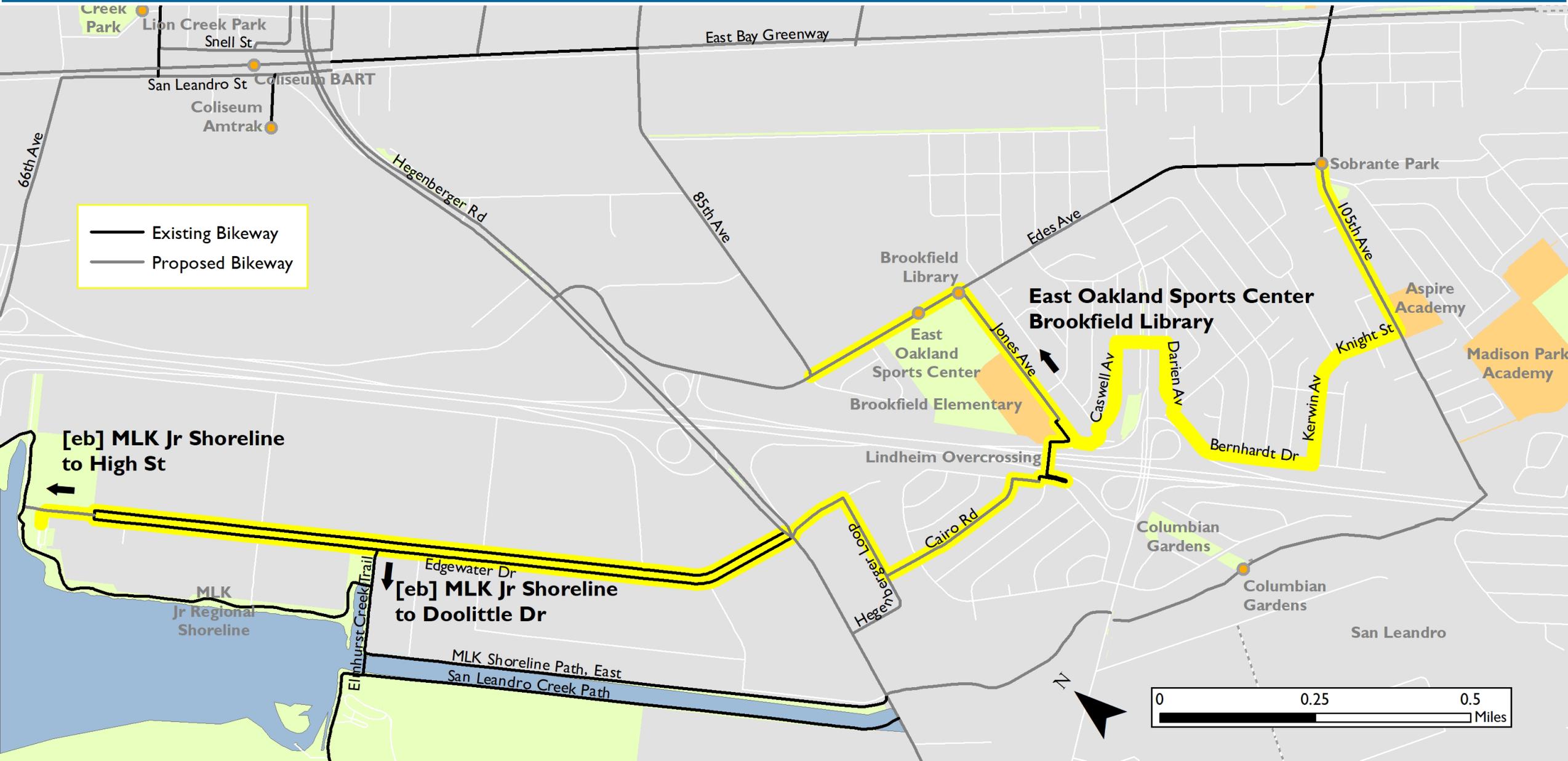
# Implementation via Paving



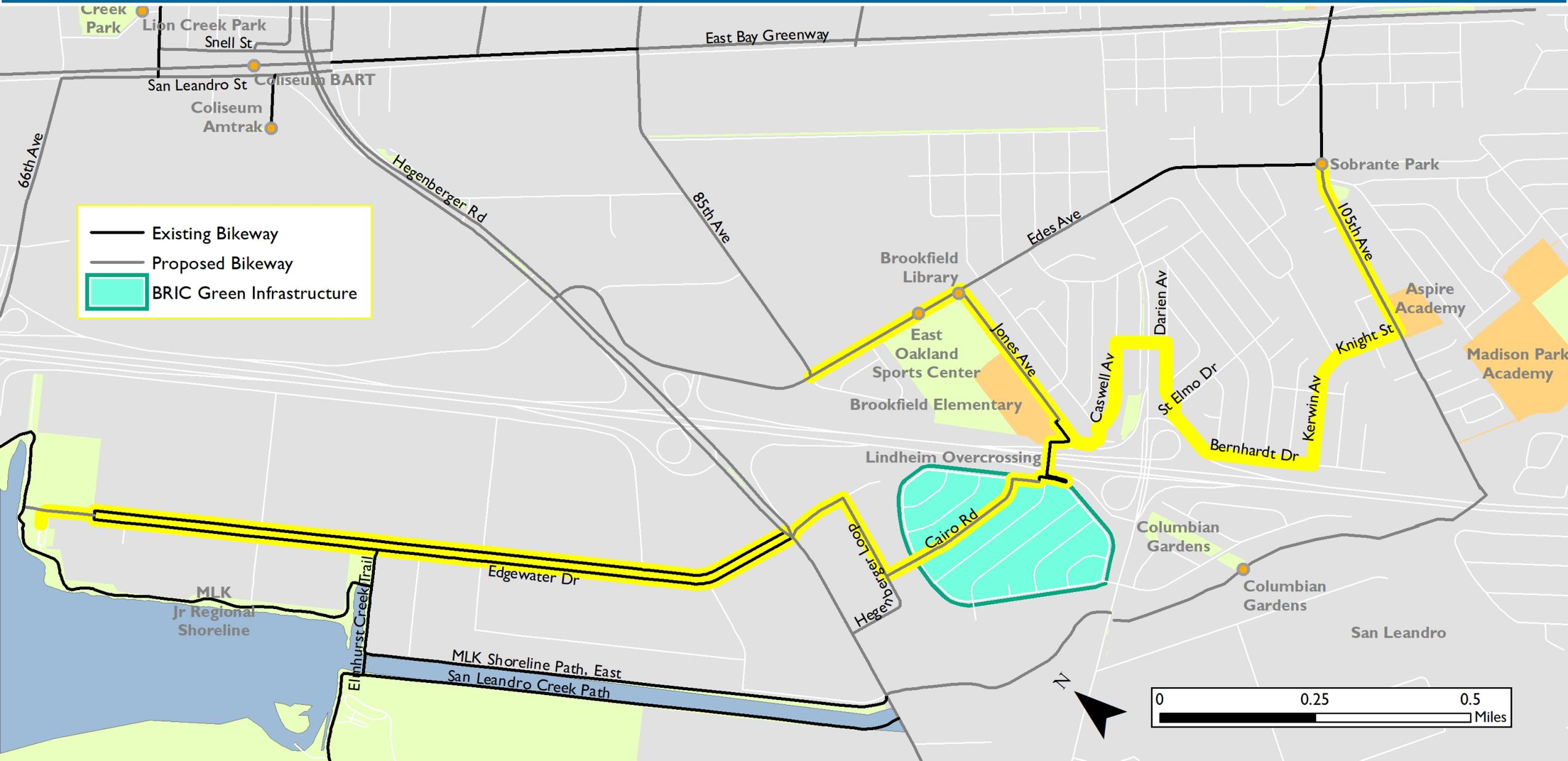
# Implementation via Paving



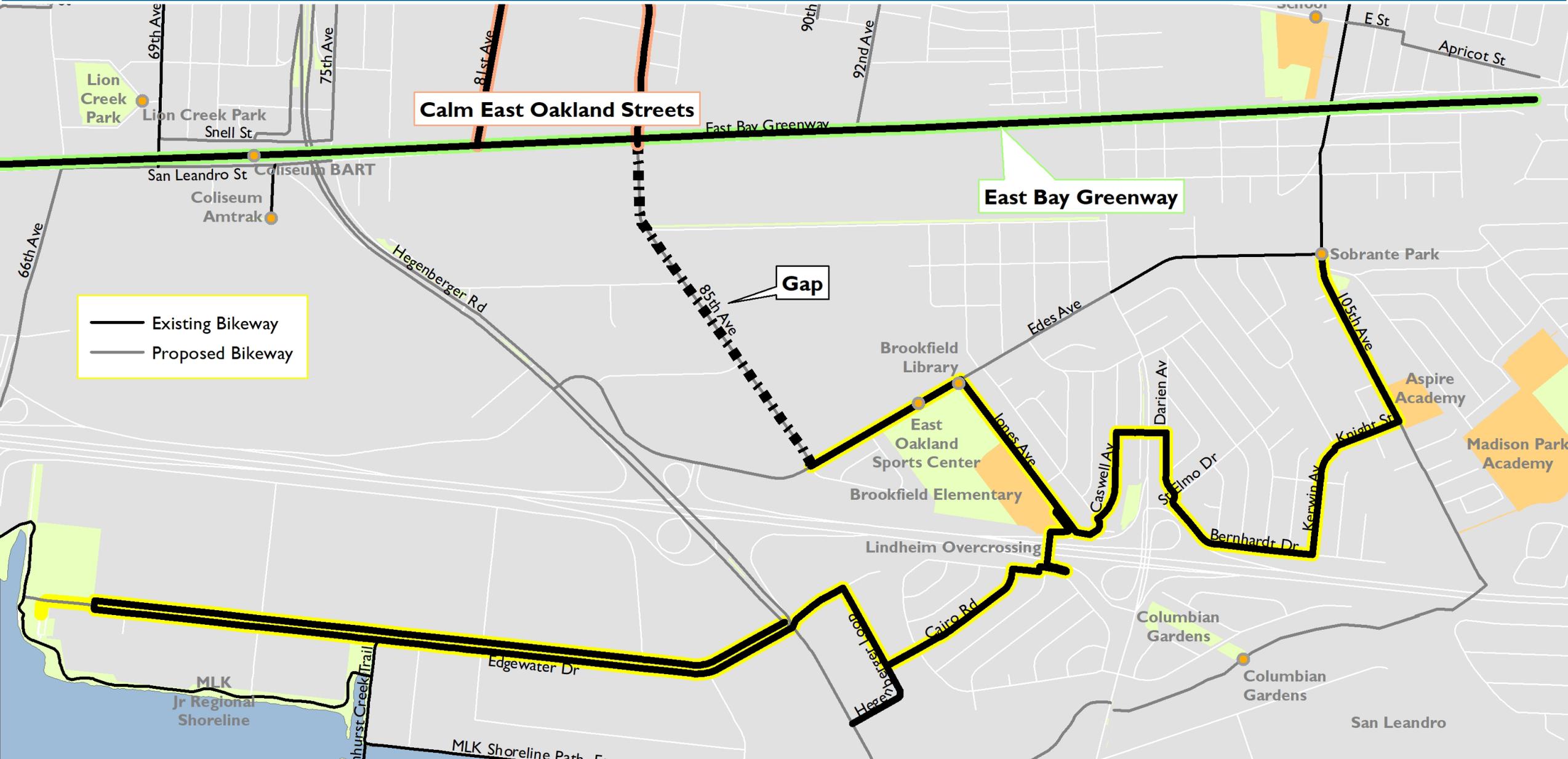
# Tying together with Wayfinding Signage



# Potential overlap with Building Resilient Infrastructure & Communities project



# Future Conditions highlight 85<sup>th</sup> Ave





*image: EBRPD*

**THANK YOU!  
QUESTIONS?**

## **Agenda Item 8. Three-month agenda look-ahead, suggestions for meeting topics Attachment**

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](https://docs.google.com/spreadsheets/d/1PmvGuKNg3lBspg7WwnqB7_MaQumB6BCpA_7Sbvuf8Q8/edit?usp=sharing).

### **Three-month agenda look-ahead**

- BPAC Commissioner Appointment Recommendations
- AC Transit International Blvd Bus Rapid Transit Quick Build Update/BusAID Grant Application (tentative)
- Paving Plan Update (tentative)
- Electric Bike Lending Pilot Program (tentative)
- Grand Ave Repaving Project (tentative)
- Traffic Engineering Section Work (tentative)
- Pedestrian Plan Update (tentative)
- Bike Plan Progress (tentative)
- Land Use & Transportation Element of the General Plan Update (tentative)
- Major Development Projects Update (tentative)
- BPAC Chair's Report to the Public Works Committee

# City of Oakland Bicyclist & Pedestrian Advisory Commission Strategic Plan

April 2023

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

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

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

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

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

<b>Task</b>	<b>Task Description</b>	<b>Next Steps</b>
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.**

<b>Task</b>	<b>Task Description</b>	<b>Next Steps</b>
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.