

**Bicyclist and Pedestrian Advisory Commission, Policy and Legislative Committee**  
**January 26, 2026 Meeting Minutes**

6:05p		Chair Dalley called meeting to order
Item 1	Introductions	Committee members, speakers, and members of the public introduced themselves.
Item 2 6:06p	Public comment	<ul style="list-style-type: none"> <li>• No public comment.</li> </ul>
Item 3 6:07p	Proposed Parking Enforcement Organizational Change	<ul style="list-style-type: none"> <li>• Chair Dalley presented and provided an overview of flexible parking, Oakland parking policies, and the reorganization proposal.</li> <li>• Parking Enforcement and Parking Bureau would be transferred to Department of Finance; Abandoned Auto would be transferred to Oakland Police Department, and parking policy tasks such as Mobility Management would remain with the Oakland Department of Transportation (OakDOT).</li> <li>• Information indicated that the reorganization would occur on February 7.</li> <li>• The Oakland Municipal Code delegates substantial reorganization authority to the Administrator’s Office.</li> <li>• The City Council could amend the ordinance that delegates this authority to the Administrator’s Office in a way that would prevent this type of reorganization at least as to OakDOT functions.</li> <li>• Business Improvement Districts are opposed to the reorganization and unions are mixed in their support.</li> <li>• Next Steps: <ul style="list-style-type: none"> <li>○ February 10 Public Works and Transportation Committee meeting will discuss this reorganization as an informational item, and may request an informational report from the Administrator’s Office.</li> <li>○ Unions may provide further information.</li> <li>○ Consider modifying delegation of reorganization authority granted to the Administrator’s Office in the municipal code?</li> <li>○ Have a budget conversation?</li> </ul> </li> </ul>
Item 4 7:00p	Vehicle Speeds, Speed Limits and Vehicle Volumes	<ul style="list-style-type: none"> <li>• Jason Patton presented.</li> <li>• There has been a lot of Oakland Municipal Code clean-up on speed limits. Some code sections referred to streets that have been renamed or no longer exist.</li> <li>• J. Patton previewed the speed data and provided additional background on its datasets and how the map data may be used. J. Patton commented that, although some data was old, traffic speeds do not change much over time.</li> <li>• Jimmy Jessup commented that the maps could be useful to show if traffic behaviors have changed, as evidence of success of traffic calming measures.</li> <li>• J. Jessup also asked whether it might be possible to collect data from the new speeding cameras that OakDOT could then add to the vehicle speed data in the map. J. Patton said OakDOT was actively looking into this.</li> </ul>

7:30 p		<ul style="list-style-type: none"> <li>• Chair Dalley extended meeting by 15 minutes</li> </ul>
Item 5 7:30 p	Tracking Current Issues and Future Agenda Item Suggestions	<ul style="list-style-type: none"> <li>• Potential future agenda item topics: <ul style="list-style-type: none"> <li>○ Discussion of Oakland creating a Transportation Commission.</li> <li>○ Discussion of Oakland revisiting its speed bump policy.</li> <li>○ Contracting reform, to address concerns regarding construction delays and costs.</li> <li>○ Fire truck purchasing.</li> <li>○ Incorporate construction of bicyclist and pedestrian safety into street design.</li> <li>○ Speed limit policy.</li> </ul> </li> </ul>
7:44 p	Meeting adjourned	

# Dismantling OakDOT Parking

City Administrator plans of breaking up parking

# City Administrator refuses to BPAC discussion

The city administrator has decided not to provide support on this topic, though MTC.. Josh Rowan provided an email stating CAO refusal to provide technical support on this topic. The letter also states that proposed changes would not impact policy.

I am not sending anyone from DOT. This decision was not made by the department. We are doing as directed.

The changes will not impact policy. Those responsibilities will remain with DOT.

Josh Rowan

Director

Department of Transportation

City of Oakland

# Oakland Parking History

- 1997-2008 Deborah Edgerly
  - 1997-2003 budget director 1997-2003, managing the accounting, revenue, treasury, parking and budget divisions (linkedin).
  - 2003-2008 City administrator. Parking enforcement remained under city administrator
- 2005 Donald Shoup published **The High Cost of Free Parking**
- 2012 Parking was moved from Finance to OPD. Deanna Santana was city administrator at the time.
- 2013 Established Oakland Parking Principles for City of Oakland Commercial Districts
- 2015, Mayor Schaaf proposed Department of Transportation, including parking policy and parking enforcement under OakDOT
- 2016 OakDOT established
- 2025 City Administrator considers dismantling parking, moving parts to Finance Department

# Oakland Parking Principles

Parking Principles passed 6-0 in city council, October 15, 2013. Jean Quan mayor

- Parking Principles hold that parking should be treated as an asset that helps bolster the economic vitality of neighborhood commercial areas
- Parking is part of a multi-modal approach to developing neighborhood transportation infrastructure.
- Parking should be actively managed to maximize efficient use of a public resource
- Parking should be easy for customers.
- Parking policy and regulations should help the City meet other transportation, land use and environmental goals.

## Flexible parking zones

The first flexible parking zone was Montclair

The second flexible parking zone was Chinatown

2026 Grants have been received to establish flexible parking zones throughout Oakland

## Parking Since 2016

COVID slowed down changes

Enforcement stopped in 2020

Parking technicians reduced in number

Only recently have positions been rehired

2024 December Council adopted OakDOT recommendations to restore parking enforcement

2025 Citations are returning to pre-COVID numbers

# Proposal from City Administrator

In 2025, Deborah Edgerly is leading a plan to move some of parking from OakDOT to Finance.

According to an email to the union, dated October 16. This letter is probably out of date, but the CAO has failed to provide more recent information.

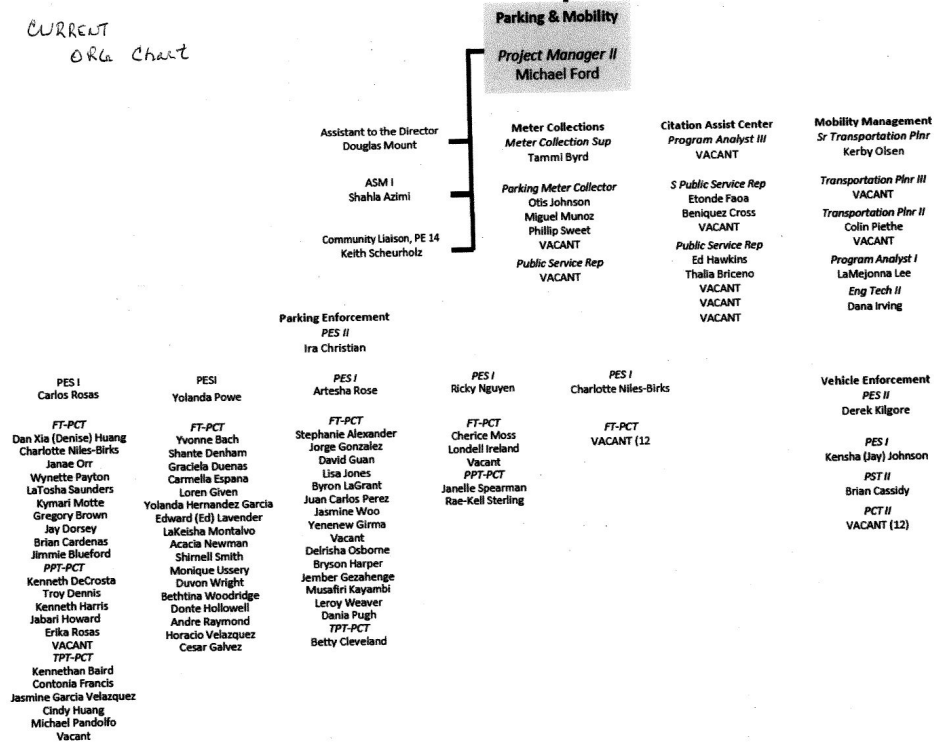
According to that letter, the operations within Parking that will be transferred from OakDOT to Finance are:

- Parking Mobility Management (tracking parking supply and parking demand, and special projects)
- Parking Mobility Center
- Parking Enforcement and Scofflaw
- Parking Meter Collection
- Abandoned Auto (Tagging and Processing)

OakDOT will retain management of the following Parking operations:

- Parking Mobility Management (issues around bus shelters, electric vehicle charging, and electric scooters)
- City owned Parking Garages
- Vehicle Enforcement Unit (Vehicle Encampment)

CURRENT  
ORG Chart





# Which parking functions are policy?

Let's examine that parts of parking which are planned for moving to Finance. This is a moving target, and may have already changed.

**Parking mobility management** is parking policy. This includes tracking parking supply and parking demand, and special projects. Tracking parking supply and demand is parking policy. OakDOT is rolling out a grant this year, establishing flexible parking zones throughout Oakland. When flexible parking zones are fully established, there will be approximately one available parking space on each block. Successful implementation of this policy will result in less parking in bike lanes, less parking in crosswalks, less parking at bus stops, less double parking. Traffic will be reduced due to fewer drivers circling the block looking for traffic. There will be more parking available for persons with disabilities. Meter contracts are part of policy. OakDOT needs to assure that meters are capable of meeting our policy needs. OakDOT controls rates, days, and times. OakDOT needs some control over meter contracts. Ticketing hardware should be chosen to meet OakDOT policy. In the future, I hope to see information on repeat violations, and give the city the ability to increase fines for those repeat offenders. This will bring in money, but it can be used to discourage future violations.

## Which parking functions are policy?

**Parking Mobility Center** This includes the call center, which is policy. The call center involves reporting violations from residents. The call center prioritizes citation of those reports. Violations should not be prioritized by dollars returned for citations. The priority should be based upon OakDOT policy. These choices affect the safety of pedestrians, cyclists, transit riders, and motorists.

**Parking Enforcement and Scofflaw** is part of parking policy. This include Ticketing staff. Tickets should be prioritized for activities which are most in conflict with OakDOT policies, and which are riskiest for people in the city. Tickets should not be prioritized for highest citation value. Parking enforcement includes choosing hours for ticketing staff, decisions on which citations to prioritize. These choices affect the safety of pedestrians, cyclists, transit riders, and motorists.

**Abandoned Auto (Tagging and Processing)** is part of parking policy

**Parking Meter Collection** is not necessarily part of parking policy, though it is part of transportation

# Oakland Municipal Code Department of Transportation

In 2017, resolution 13442, Oakland revised the code detailing its departments. Most of the departments, including the department of transportation, are established by name only. The city council trusted the city administrator to follow norms, placing transportation issues under the department of transportation. However, the city administrator is not legally required to follow these norms, and is allowed to place anything under transportation, and place any transportation topic under any department. Most Oakland departments have no responsibilities defined by code, though some departments do have responsibilities established by resolution and municipal code. The following departments have additional responsibilities specified: Public Ethics, Race and Equity, City Administrator

## **2.29.160 - Department of Transportation.**

There is established in the City government a Department of Transportation which shall be under the supervision and administrative control of the City Administrator. The powers, functions, and duties of said Department shall be those assigned, authorized and directed by the City Administrator. The management and operation of the Department of Transportation shall be the responsibility of the Director of Transportation, subject to the direction of the City Administrator.

## MTC 4108 establishes BPACs

Metropolitan Transit Commission Resolution 4108 requires cities to establish BPACs. In order to receive funds from Transportation Development Act, a city must have a BPAC. The city must provide support for the BPAC:

The City or Town Manager will designate staff to provide administrative and technical support to the Committee

[MTC 4108](#)



Representing over 3,000 businesses and property owners, the BID+ Alliance communicates best practices and resources, connects with key City and agency representatives, and advocates to further the goals of growing and maintaining Oakland's vital commercial districts.

Jan 23, 2026

**RE: Proposed Restructuring to remove Parking Enforcement and Management from the Department of Transportation**

**To: Members of the Oakland City Council**

**CC: City Administration, Mayor Lee, DOT Staff**

Dear Honorable Members of the Oakland City Council,

Oakland's Business Improvement Districts are the City's partners in the stewardship and maintenance of our curbs and streets, collectively reinvesting over \$13 million of private funding to promote vibrant and welcoming commercial communities. We understand there is a proposal under consideration to remove parking management and enforcement from the Department of Transportation and to move it to the Department of Finance. This would have significant implications on the utilization of our curbs and streets as key transportation and mobility infrastructure, the development of policy to support safety, turnover, and successful business operations, the improvement of street design and public spaces, and in maintaining public trust.

Because Oakland's curbs and streets are public assets that serve the entire community—not solely revenue-generating instruments—we believe this decision must be evaluated through an open and transparent process. We respectfully but urgently request that the report be brought to a public forum to committee and council well in advance of the budget approval in June to allow stakeholders the opportunity to provide feedback, address improvements in customer service experience, and help ensure the best possible outcome for Oakland.

Oakland's commercial neighborhoods are the cultural, social, and economic lifeblood of our city, and parking is a critical tool for transportation, mobility, and equitable access. Any restructuring of parking management should strengthen—rather than weaken—Oakland's broader mobility goals and the vitality of the businesses and communities that depend on them.

Oakland BID+ Alliance



# Unions

There are 2 unions involved:

- IFPTE local 21, supervisor and management, including parking control technicians level 2
- SEIU local 1021, handles parking control technicians level 1

IFPTE opposes the change. Individual members also oppose change

SEIU individual members have signed a petition opposing the change, but the local seems to be supporting change. Members are talking to union rep.

Staff meetings are continuing

## Next steps

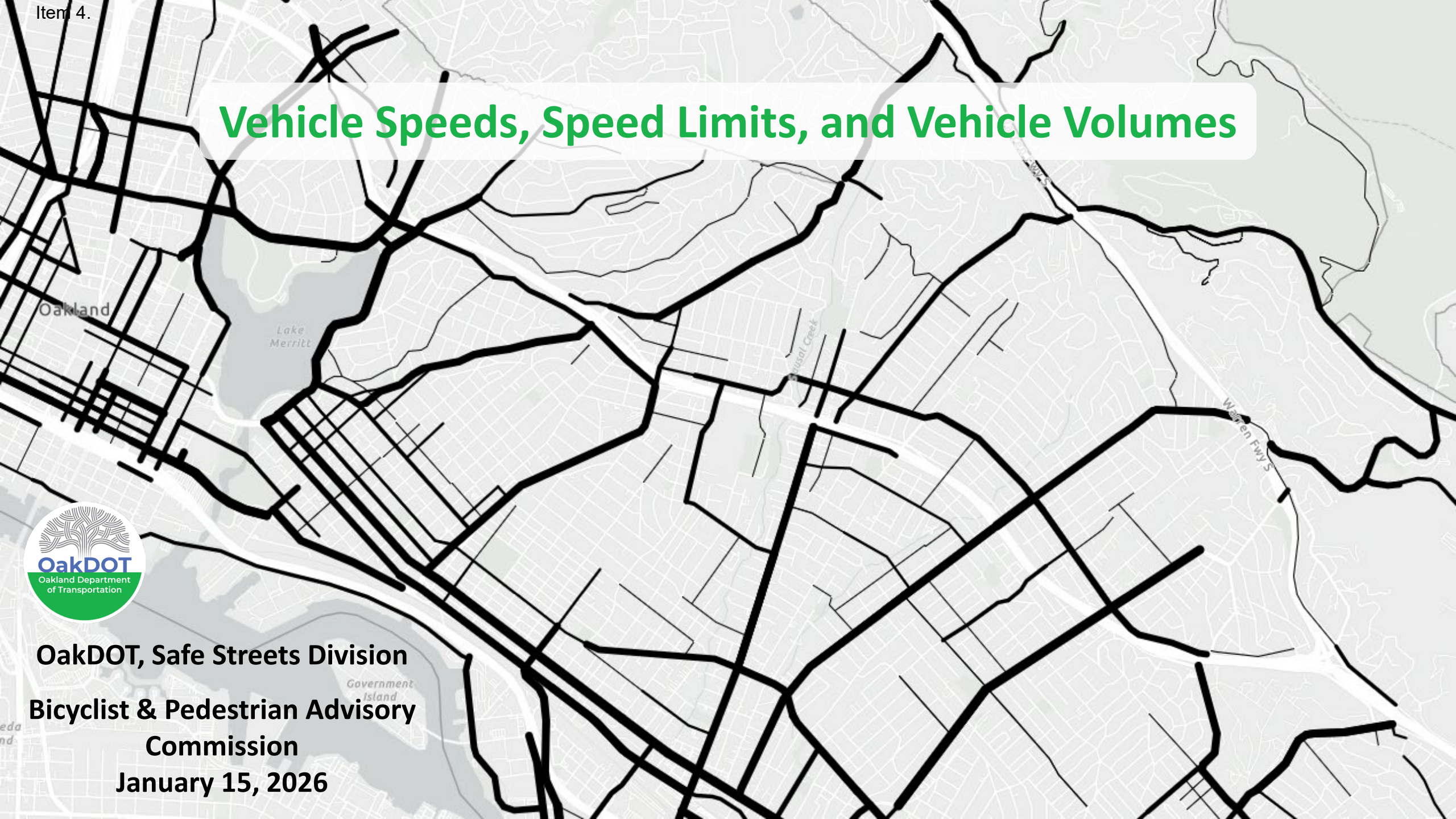
- 26 January 2026 BPAC Policy and Legislative Committee will discuss topic
- 10 February 2026, 11:30AM, Public Works and Transportation will Receive An Informational Report From The City Administrator On The Proposed Reorganization Of The Department Of Transportation's Parking Division
- Further information from union
- Further information from OakDOT staff
- Further information from CAO
- Modify code which establishes Oakland BPAC to include MTC requirement of Oakland city support
- Organize with other commissions

## Possible letter from BPAC

Topics which could be included in letter from BPAC:

1. Request an immediate pause and reconsideration of the announced reorganization
2. Request a report from city administrator explaining the reasons for the change, and what problem is to be solved
3. Request a presentation from Finance Department explaining reasons for the change
4. Request description of Finance Department expertise on the economics of parking, curb management, maximizing merchant visits through the use of parking policy
5. Describe the savings or costs of the reorganization
6. Determine whether council has to approve municipal code changes to OakDOT or just to budget
7. Finance Dept and City Administrator should present to BPAC

# Vehicle Speeds, Speed Limits, and Vehicle Volumes



Oakland

Lake Merritt

Industrial Creek

Warren Fwy 5

Government Island

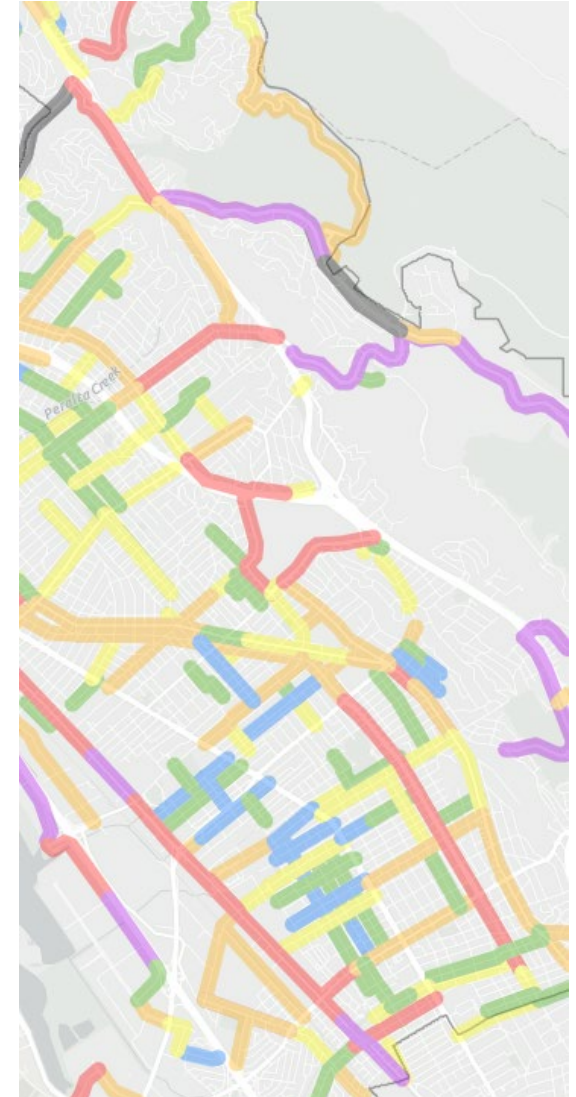


**OakDOT, Safe Streets Division**  
**Bicyclist & Pedestrian Advisory**  
**Commission**  
**January 15, 2026**

# Overview – Organizing Traffic Data



- This ongoing effort is gleaning traffic data from various projects and plans to aid future projects and citywide analysis.
- A web map helps staff (and the public) view the data by providing a “card catalog” with 796 counts (2008 to 2025) included thus far.
- The full library comprises 2.8 GB with 19,000 files and 2,500 folders, including more counts to organize and publish to the map.
- A related recordkeeping effort is underway for speed limits.
- Applications of traffic data include:
  - Analyzing volumes for road diet feasibility studies
  - Comparing volumes and speeds in before/after studies
  - Using volumes to manage the functional classification of streets
  - Planning/designing for target volumes/speeds on slow streets
  - Managing speeds citywide to improve traffic safety



*Vehicle Speeds*

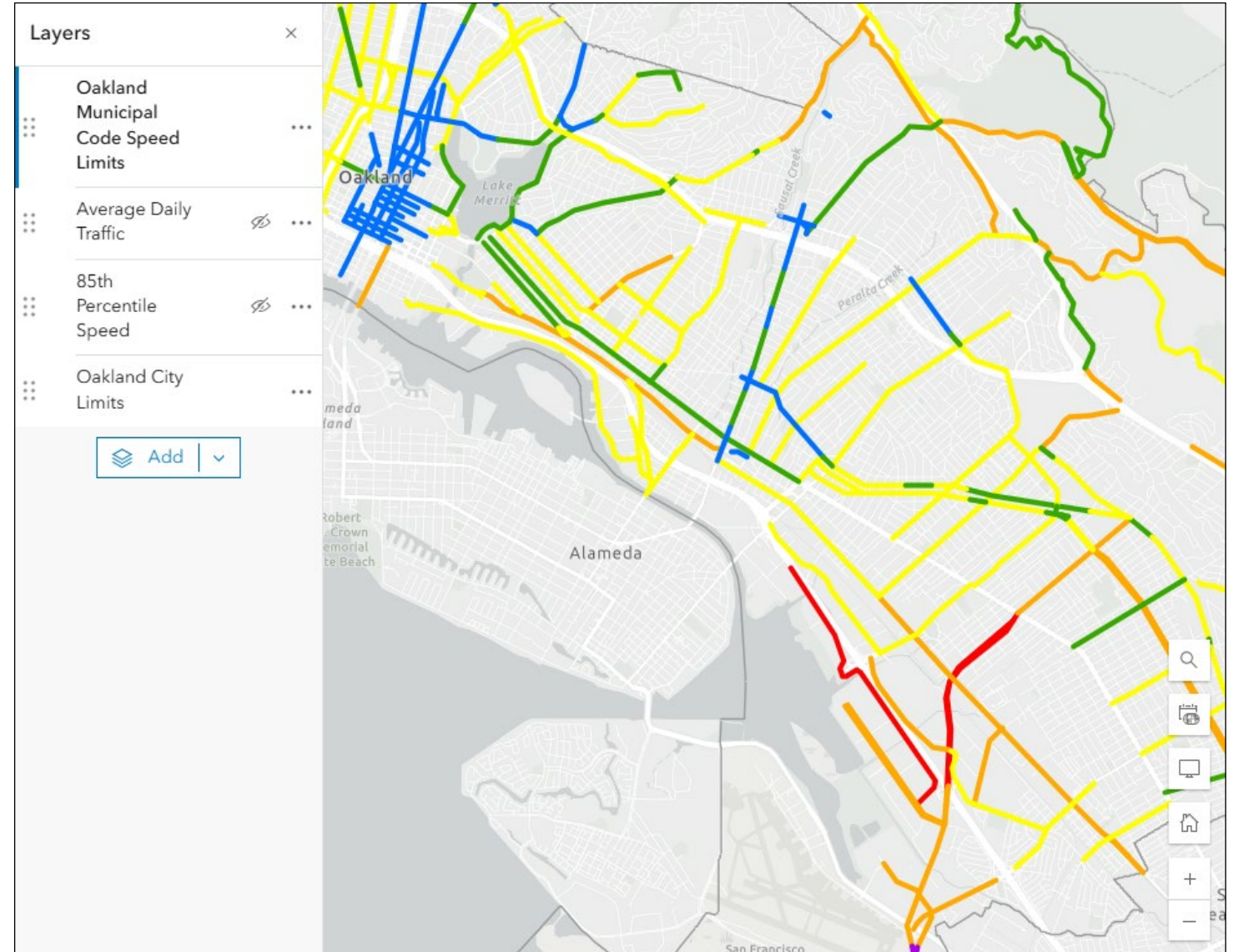


# Accessing Data via the Web Map



## Oakland Speed Limits, ADT, and 85<sup>th</sup> Percentile Speeds

- <https://arcg.is/1fa4Gr0>
- Separate layers for:
  - Speed limits
  - Vehicle volumes
  - Vehicle speeds
- Get more information from:
  - pop-up windows
  - data tables



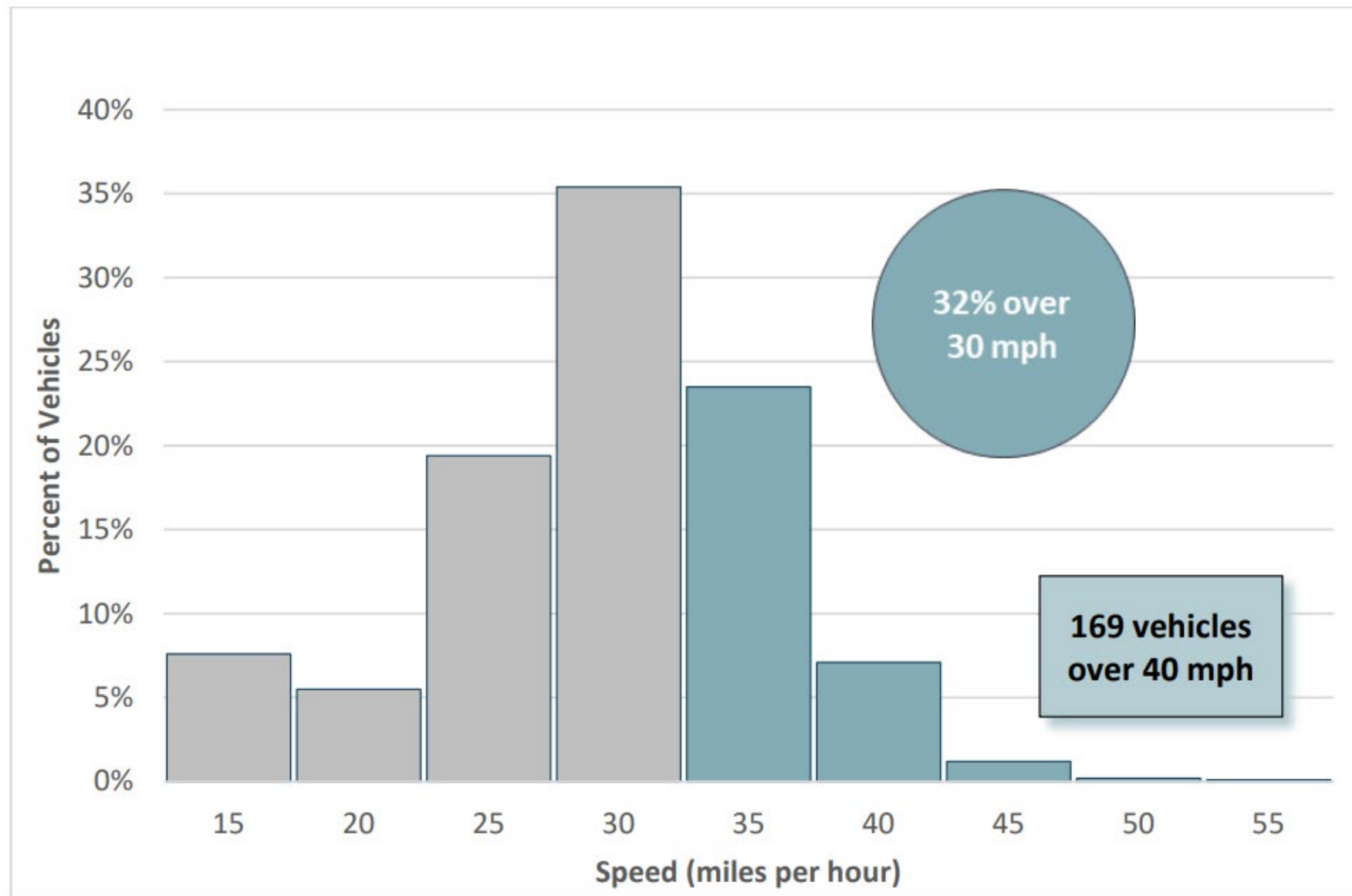
# Traffic Data Applications – West Street Project



## West Street Road Diet Feasibility Study (2020)

Figure 7: Motorist Speeds

- 3-day count
- % vehicles speeding
- # vehicles > 40 mph



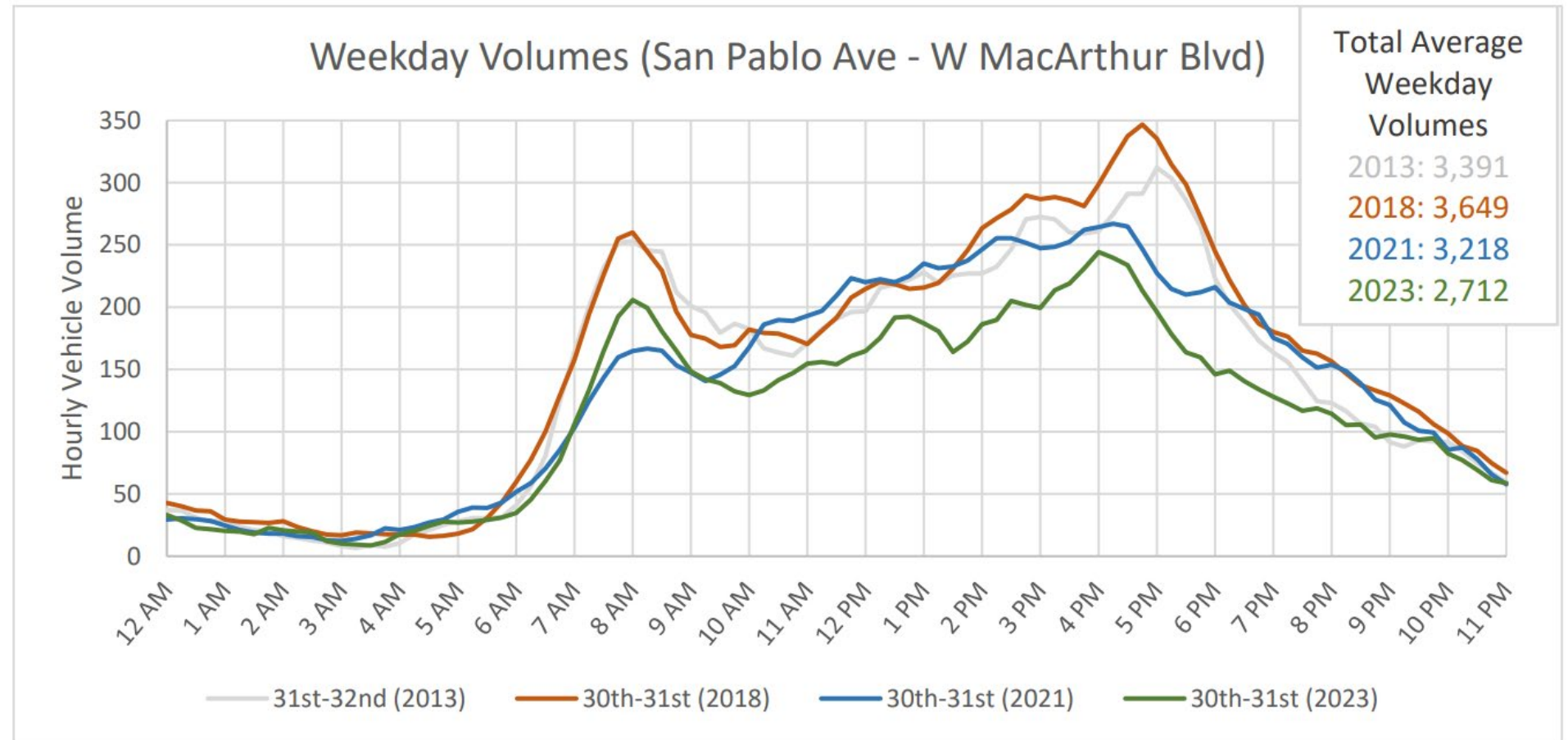
# Traffic Data Applications – West Street Project



## West Street Road Diet Project Evaluation (2025)

Figure 3: Weekday Traffic Volumes

- 10-year range
- pre-pandemic
- pre-project
- pandemic
- post-project



# Traffic Data Applications – Slow Streets Program



Measuring vehicle volumes and speeds on proposed slow streets and making this information publicly available to contribute to the program's outreach process and for ongoing monitoring.

### Oakland Slow Streets Recommendations (May 2025 Draft)

Find address or place

#### 103rd Ave

Zoom to

FID	123
ROADWAY	103rd Ave
BEGINNING	International Blvd
ENDING	Byron Ave
Functional Class	Local
Recommendation	Retain in Slow Streets Network
Rationale	Slow street recommendation is consistent with 2019 Bike Plan NBR proposal
Average Daily Traffic (ADT)	584
ADT Year	2022
Peak Hour Volume	24
95th Percentile Speed	29
AC Transit Route	no AC Transit route



**Pierre Gerard, Transportation Planner II**

**David Lok, Spatial Data Analyst III**

**Jason Patton, Supervising Transportation Planner**

**David Pené, Transportation Engineer**

City of Oakland, Department of Transportation  
Safe Streets Division, Bicycle & Pedestrian Program

**with thanks to the Traffic Engineering Section**