

OakDOT Community Advisory Committee (CAC)
OakDOT Office Hour - September 2025



9.16.25, 12-1 pm

Please see calendar invite for Zoom link

ATTENDANCE

☒	Audrey Harris	OakDOT ▾	☒	Chelsey Prewitt	CAC Com... ▾
☒	Ruth Meza	OakDOT ▾	☒	Bryan Culbertson	CAC Com... ▾
☒	Manuel Corona	OakDOT ▾	☒	Ola Coleman	CAC Com... ▾
☒	Jane Mei	OakDOT ▾	☒	George Spies	CAC Com... ▾
☒	Edmond Siu	OakDOT ▾	☒	Pastor Gerald Agee	CAC Com... ▾
☒	Celina Chan	OakDOT ▾	☒	Jennifer Cohen	CAC Com... ▾
☒	Acacia Dupierre	OakDOT ▾	☒	Leroy Johns	CAC Com... ▾
☒	Jason Garben	The Port ... ▾	☒	Maxwell Davis	CAC Com... ▾
☒	Tracy Fidell	The Port ... ▾	☒	Carl Chan	CAC Com... ▾
☒	Thomas Guo	The Port ... ▾	☒	Savlan Hauser	CAC Com... ▾
☒	Marjon Saulon	The Port ... ▾	☒	Emilio Elenes	CAC Com... ▾
☒	Diego Gonzalez	The Port ... ▾	☒	Ramasses Head	Team 360 ▾
☒	Laura Arreola	The Port ... ▾	☒	Lula Falol	Team 360 ▾
☒	Shonda Scott	Team 360 ▾	☒	Stevie Gray	Team 360 ▾

AGENDA:

- I. Presentation from The Port of Oakland on 3rd St. & Adeline St. projects, followed by Q&A/feedback session
- II. Open Form agenda:
 - A. Additional questions/feedback from The Port's presentation, CAC Questionnaire, September CAC Meeting, or other.

NOTES:

Presentation

Welcome & Introductions

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- Led by Audrey (OakDOT); all attendees briefly introduced; attendees agree to skip formal introductions to save time for presentation

The Port of Oakland Presentation of 3rd and Adeline Street Projects

- Presented by Tracy Fidell; presentation slide deck provided ahead of the meeting

Questions/Comments:

- (George) This is the first time we are seeing this and will hit 65% in a few months. That's quadruple speed, we won't get community feedback as necessary. Needs to be taken to the BPAC, this needs to be broadly circulated and will impact traffic and pedestrians for decades. Jack London Square is growing as a place for people to live. My concern is also the truck route overweight corridor also. This improves life for pedestrians, happy about that because we are always concerned about pedestrians; but the second thing is encouraging bikes not to be on that corridor doesn't make sense. There are businesses there and people who use bikes for transportation need to get to their homes and retail and there needs to be facility to do that safely. The Port Authority doesn't want bikes and trucks together (because of safety), understood, but parking is an issue. 13ft lanes are pretty wild, I would like to see the angled parking to be parallel and biking facilities to be added to this corridor. Demand for parking in this area is not heavy enough to not have parallel parking.
- (Carl) My concern is about the outreach. I remember this project because of the ballpark, I recall I was helping to outreach to businesses and one was on 3rd and Market, important to do the outreach in the area businesses and residents so they can be aware of this project. The last CAC, Margaret Gordon complained about projects in the area, so for The Port of Oakland, please do the outreach because when the project starts, people start to complain. Would love to work with The Port of Oakland to reach out to those businesses that will be impacted; that's my concern is the two: reaching out to residents and businesses
- (Bryan) In West Oakland, and frequently go to JLS (ferry, and close). My main concern is lack of outreach to all the residents in this corridor, this is a major project and people have not been made aware. Is this because it is led by The Port and they are not accustomed to this outreach? Why is The Port doing this and not OakDOT? OakDOT is more accustomed to doing this kind of outreach, is it possible to change the lead to OakDOT, or at least get OakDOT more involved so that the outreach component is considered? Also, this should go to BPAC before 35% designs. Another question is why the truck route not through 5th and 6th are right along the highway, it would be a better truck route than going through the produce market. The produce market is not going anywhere so it would make sense not to go through them.

- (The Port) *In response to the first three comments:*
 - (Tracy) The Port is leading this project because the Port's Freight Infrastructure Program (PFIP) grant is restricted to only ports. This project was taken on by The Port at the request of the City and it was to free the City up to spend their money elsewhere because The Port had the ability to acquire this grant
 - (Laura) This is our first stop given this level of proposal, so we had touchpoints with the neighboring businesses and entities along the corridor. It was actually a suggestion to share the designs here, this is 'fresh off the press', it is not a year long design that we are only now sharing with stakeholders. We seek your input on how we should be speaking to, hearing from, etc. So we have heard [to reach out to] BPAC, so they will certainly be on our list. Savlan has indicated that she would like to host a direct discussion between The Port and the merchants, we would love to hear any other suggestions especially around who we are missing in this conversation.
 - (Marjon) Home decor (business) will be added as part of our outreach, thank you for the suggestion
- (Savlan) Adding my support and happy to work with Carl and others to work on input and impact, and host a meeting down here [in Jack London Square]. And thanks to The Port team for the early and proactive outreach, it is really helpful.
- (Carl) If this project doesn't happen, will The Port lose this money? When does it need to be implemented?
 - (Tracy) We need to have designs completed by June 2026, and then we have six months to award the contract. Thus we can start by early 2027. Funds from these PFIF grants expire and they go back to the state if unused.
 - (Carl) How realistic is this timeline?
 - (Tracy) We think this schedule is manageable as shown. We have a lot of work to do, and a lot of outreach.
- (Pastor Agee) I echo George, Carl, and Bryan's concerns. My question is to The Port [officials] who [are] on this call. I have been talking to an Oakland Unified School District (OUSD) board member and we are concerned about McClymonds High School. We are concerned about their enrollment, one thing we talked about is if the McClymonds High School and The Port of Oakland could establish a relationship so that those who graduate from the school could have opportunities.
 - (Laura) Yes, please contact me directly.
 - (Diego) Yes, The Port will be in contact with you directly about this.

- (Jennifer) Thank you for recognizing the importance of the truck route. We know it's challenging and necessary. Making sure you are speaking with the Harbor Trucking Association. Wide lanes are important for this, and want to make sure their outreach is included because they sometimes struggle with streetscape projects. Also, outreaching to these businesses, making sure that the businesses have adequate parking, and [acknowledging] that not all of them can bike or walk to work.
- (George) Noting that the Oakland specific plans, call out the need for bike facilities. Also, biking is not a privilege.
- (The Port) addressing the previous questions
 - (Tracy) Regarding the timeline for receiving feedback - the sooner the better.
 - (Jason) We will have to be diligent with outreach, acknowledging there are some conflicting priorities in this area.
- (George) *question from the chat* : When was the grant awarded?

Presentation and Q&A with The Port of Oakland complete; The Port of Oakland team leaves the meeting room.

Open Form Discussion

- (Chelsey) Question about The Port taking the lead on this project- is this helpful? Does this align with OakDOT needs and capacity? Not sure how OakDOT is incorporated...
 - (Audrey) Having another agency deliver a project in the City and *for* the City is unique. What is new is that the Port is leading an improvement project in Oakland outside of the limits of The Port. Together, we have developed clear expectations and a working partnership agreement together. The Port is part of the City per the City charter. We are working with other agencies on their projects, like the OAAP, but this is different because another agency is delivering their project in the City. It is not unusual to pursue funding in partnership with other agencies for improvements in the City, regardless of whose project it is. Myself and Edmond are the two points of contact for coordination with the Port on this project, so we are attending regular meetings with The Port of Oakland to stay in lockstep on decisions around design and engagement to make sure they are meeting our expectations around design and engagement in the most meaningful way.
- (Stevie) The feedback that was collected that was relevant during the Embarcadero engagement, has that been turned over to [The Port]? There was a lot of information about that corridor.

- (Audrey) Yes! We shared critical feedback and the next step is to hand over written feedback that we can search and separate out. We are building the bike as we ride it with engagement. We invited The Port to come to this CAC now at this early stage selfishly because this is near our projects and this is an opportunity for the Port to get feedback from you on their presentation and about how to prioritize community engagement. We are also working with them to develop an engagement plan about who they should meet with next to continue projects communications.
- (Chelsey) Appreciate they did this meeting and are balancing all these priorities, and that they are going to do outreach. But when it comes to actually moving forward with the project, who decides? Can The Port do what they want or does the city have to sign off?
 - (Audrey) If it doesn't meet our city standard and it is not delivering what the city wants then there would be need for additional modification, but as mentioned this project is tied to grant funding and we don't want to lose that or put it at risk. So we are also meeting those requirements and scope commitments that are outlined in the grant application itself.
- (Jennifer) What might be helpful is to explain a little more what the constraints of the funding are, and what it can be used for. 'It can be used for this, it cannot be used for that,' etc. For example, if you put this before BPAC and they want things that cannot be done in this grant, it would be important to share that info to manage expectations.
 - (Audrey) If the project doesn't meet the funding commitments and deadline, then the money goes away. As mentioned earlier, these funds were a one-time post pandemic allotment. Here is the link to the funding and what can/cannot be used for: https://www.portofakland.com/wp-content/uploads/2024/05/CalSTA-PFIP_Fact-Sheet_Arterial-Roadways-Project_Final-Fact-Sheet_1-13-23.pdf. We will also talk to Tracy about including this information at future presentations, etc.
- Meeting Closing Remarks
 - (Audrey) We have noticed an evolution in the questions from CAC members in the questionnaire expanding to curiosities beyond our team's projects.
 - We see the evolution of questions like: *"What is the intersecting work that the city is doing? How do we learn about city processes? What's going on in other neighborhoods in the city?"*

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- This meeting is part of addressing this. Consider this as us branching out and telling a fuller story of what is going on in Oakland