

City of Oakland, Bicyclist & Pedestrian Advisory Commission Minutes from the May 25th, 2023 Special Meeting City Hall, 2nd Floor, Sergeant Daniel Sakai Hearing Room (A.K.A. Hearing Room 4)

Meeting agenda at https://www.oaklandca.gov/meeting/may-2023-bicyclist-pedestrian-advisory-commission-bpac-meeting.

Meeting called to order at 6:05pm by BPAC Chair Dianne Yee.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with 7 Commissioners present (X). One Commissioner was excused (-).

Commissioners	Present
Andrew Campbell	-
Alex Frank	X
Grey Gardner (Vice Chair)	X
Mike Lok	
Phoenix Mangrum	X
David Ralston	X
Patricia Schader	X
Nick Whipps	X
Dianne Yee (Chair)	X

Introductions were made.

- Staff: KTOP, Pierre Gerard, Jason Patton, Charlie Ream, Megan Wier, Tony Dang, Mica Amichai, Sergeant Greg Bellusa.
- Other attendees: Laura Cohen, Bryan Culbertson, Natalie Mall, Robert Prinz, Koushik Roy, Kevin Dalley, Jean Walsh.

Item 2. Open Forum / Public Comment

 Commissioner Ralston participated in a Bike to Work Day bicycle ride with the East Oakland Neighborhoods Initiative around the Oakland Estuary.

Item 3. Approval of Meeting Minutes

- → A motion to adopt the Bicyclist & Pedestrian Advisory Commission Special Meeting minutes from March 30th was made (Whipps), seconded (Ralston), and approved by voice vote.
- → A motion to adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from April 20th was made (Schader), seconded (Gardner), and approved by voice vote. Commissioners Mangrum, Ralston, and Whipps abstained.

Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 4. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

Commissioner Schader led the Commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.

- On Thursday 5/4/23 just after 5:30pm, a 32-year-old male pedestrian was severely injured by a
 driver near "23rd Avenue, East 11th Street, and Interstate 880" during a Homeland Security vehicle
 pursuit.
- On Wednesday 5/17/23 at approximately 9:19pm, a 50-year-old male bicyclist was killed by a driver in a hit-and-run crash at 98th Avenue and D Street.

Summary of Discussion:

 The following crash information was received after agenda publication and was read during this Special Meeting: On Friday 5/19/23 at approximately 11:30pm, a male pedestrian was severely injured by a driver in a hit-and-run crash at 35th Avenue and East 16th Street. The pedestrian had been crossing 35th Avenue westbound at the intersection with East 16th Street in the marked south crosswalk.

Speakers other than Commissioners: Bryan Culbertson, Pierre Gerard, Jason Patton.

Item 5. Supporting the East Bay Greenway: Recent Work by the Bay Area Trails Collaborative

Laura Cohen, Western Region Director for the Rails to Trails Conservancy (laura@railstotrails.org), presented results of recent work related to the EB Greenway: a Multi-jurisdictional Maintenance Strategy Report and a Low-Stress Connectivity Analysis. The presentation was included in the meeting's agenda packet.

Summary of Discussion:

• The next phase of the East Bay Greenway involves a design plan that is currently being developed by the Alameda County Transportation Commission, which is seeking more funding to implement it. The estimated cost of the Oakland section is about \$120 million, and there is only about \$18 million secured in grant funding for this work so far.

Speakers other than Commissioners: Robert Prinz, Charlie Ream.

Item 6. Safe Oakland Streets (SOS) Annual Report

OakDOT Policy & Intergovernmental Affairs Senior Advisor, Tony Dang (tdang@oaklandca.gov), provided the second annual update of the SOS initiative. The SOS Initiative was launched in 2021 with the primary goal of preventing severe and fatal crashes and related disparities impacting Black Indigenous and People of Color (BIPOC) communities, persons with disabilities, seniors, children, and low-income populations. This presentation focused on reporting on progress made in 2022.

Summary of Discussion:

- The SOS program will be results-focused when considering possible links between SOS-led safety installations and whether people's lives are actually safer.
- There are 6 Oakland police officers performing traffic enforcement duties, including on High Injury Networks like International Blvd and High St. Around five times per day, drivers facing a traffic stop drive away (often at high speeds) from the police, who cannot pursue the traffic offender.
 - o The license plate of the traffic offender can be run, and the vehicle will be towed if found.
- OakDOT is actively working with AC Transit on safety improvements to International Blvd.

- The 66th Avenue BART to Bay Trail project is planned and may take 7-10 years to complete all
 phases due to crossing multiple agencies' right-of-way. Other SOS projects may be completed more
 quickly.
- Quick build safety improvements and an automated enforcement system for speed-related traffic violations may reduce motor vehicle speeds.
- OakDOT is struggling to deliver on projects for which funding has been secured (due to challenges like limited staffing support).
- The list of SOS projects is available in the Annual Report to City Council, attached to these minutes.
- Streets may be closed for a crime or illegal dumping issue, as per State code, via a City Council Resolution. The street must not be intended for through traffic (i.e., it must be a Local Street).
- Bicyclist and pedestrian crashes with drivers occur, in part, on roadways where City transportation safety projects are actively being built.
- 85th percentile speed traffic surveys are used by Oakland police officers to justify a traffic stop based on unsafe motor vehicle speeds (and action is typically taken if the driver is traveling 10-15 miles per hour over the posted speed limit).
- An analysis of traffic crashes grouped by roadway intersection features could help to identify dangerous traffic elements in common with one another.

Speakers other than Commissioners: Natalie Mall, Robert Prinz, Charlie Ream, Koushik Roy, Kevin Dalley, Sergeant Greg Bellusa, Megan Wier.

→ A motion to extend the meeting by 30 minutes was made (Yee), seconded (Frank), and passed unanimously by all Commissioners present.

Item 7. Grand Avenue Repaving Project

OakDOT Planning and Project Development Supervisor, Charlie Ream (cream@oaklandca.gov), presented an update on the Grand Avenue Complete Streets Repaving Project, which will reconfigure Grand Avenue between Broadway to Elwood Avenue along with a planned repaving of the roadway. With Measure KK/U funding, OakDOT will conduct outreach and include bicycle, pedestrian, and transit improvements in the design. The project kicked off in late 2021, and OakDOT staff engaged the community and key stakeholders living near the corridor in Spring 2022. OakDOT worked with a consultant team and completed draft conceptual designs (15% plans) for the corridor in Fall/Winter 2022, which staff shared with the community, including a presentation to the BPAC at the November 2022 meeting. Since circulating those designs, OakDOT incorporated community and stakeholder feedback, and developed an updated design (35% plans) to share with BPAC and others for a final round of design iteration before handing the project over to the OakDOT Paving Program for detailed design and engineering.

Summary of Discussion:

- Outreach so far has included street questionnaires about the transportation mode that business patrons had used to reach the Grand Avenue business district.
- AC Transit does not want a reduction in motor vehicle lanes due to potential negative effects on the bus schedule. Traffic volumes are also high to support a road diet.
- Minimum widths are being used for nearly all modes detailed in these plans.

Speakers other than Commissioners: Bryan Culbertson, Natalie Mall.

→ A motion **to extend the meeting by 15 minutes** was made (Yee), seconded (Gardner), and passed unanimously by all Commissioners present.

Item 8. Three-month agenda look-ahead, suggestions for meeting topics, announcements

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

Suggestions for Meeting Topics

- Broadway road diet pilot (Natalie Mall, Transport Oakland)
- Sideshow reduction (Commissioner Frank)
- Review of CIP infrastructure projects (Commissioner Gardner)
- East Oakland shoreline access issues (Commissioner Gardner)

Announcements

- Universal Basic Mobility Pilot Project Update: As of December 2022, the Universal Basic Mobility Pilot for East Oakland, funded by the Alameda County of Transportation Commission, entered into its second round of funds dispersal, with 242 participants receiving \$200 on a pre-paid card for use on transit, shared mobility, and other mobility-related services. We are asking participants of this second round to take a survey to understand their usage of the cards and participation in the program. Results of this survey are still pending. A second Universal Basic Mobility Pilot for West Oakland residents, also funded by the Alameda County of Transportation Commission, is still in the process of working through an updated contract with the pre-paid card vendor. In the West Oakland Pilot, up to 1,000 West Oaklanders will be eligible to receive up to \$320, and the pilot will operate for at least 18 months. Staff estimates that this pilot will be able to launch during Summer 2023.
- Chair Dianne Yee will write a letter of support as the BPAC Chair (not on behalf of the BPAC) for OakDOT's Safe Streets and Roads for All application for an implementation grant to fund construction of the Broadway Streetscape Improvements Project. This project is focused on improving transit service and reliability and pedestrian safety on Broadway between 2nd and 11th street and between 20th and Grand Avenue. The project will include bus-only lanes, transit signal priority, new ADA curb ramps, high-visibility crosswalks, improvements to the underpass, and other components. More information about the project can be found at: https://www.oaklandca.gov/projects/broadway-streetscape-improvements
- OakDOT staff Jason Patton summarized a draft recommendation for restarting meetings of the BPAC's committees in a manner that meets open meeting requirements for legislative bodies. Staff will be discussing the draft recommendation with Chair Yee and Vice-Chair Gardner with the goal of having the recommendation come to the BPAC's June meeting. Staff welcomes suggestions to get the committees running again as a means of increasing public participation in the BPAC.

Meeting adjourned at 8:44 PM.

Attachments:

- Safe Oakland Streets 2022 Annual Report presentation
- Safe Oakland Streets 2022 Annual Report to City Council, Attachment A
- Grand Avenue Repaving Project concept design plans
- Highway Safety Improvement Project Concept Plan for 98th Avenue
- BPAC Committee Recommendations

Minutes recorded by Pierre Gerard, Bicycle & Pedestrian Program Transportation Planner II, emailed to meeting attendees for review on 5/30/23 with comments requested by 6/8/23 to PGerard@oaklandca.gov. Revised minutes were attached to the June 2023 meeting agenda and adopted at that meeting.

Safe Oakland Streets



2022 Annual Report

Agenda

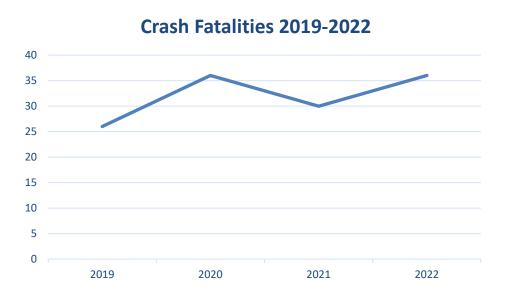
I. Safe Oakland Streets (SOS) Background

II.2022 SOS Updates

III.Looking Ahead

Too Many People are Dying

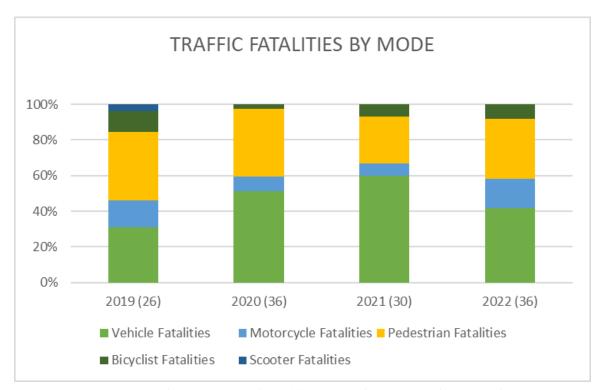
2022 was another deadly year on Oakland's Streets, with a total of 36 crash fatalities



Source: Statewide Integrated Traffic Records System (SWITRS) * 2021 and 2022 data are provisional and may be incomplete or subject to change.



Too Many People are Dying



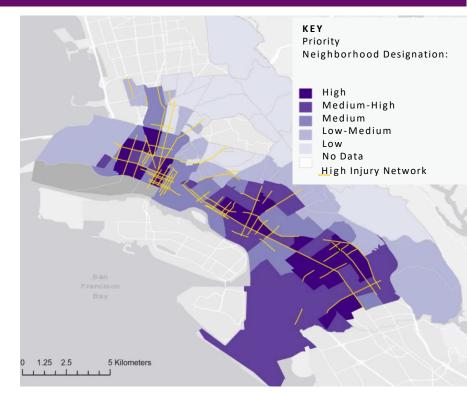
People walking, rolling, biking, taking transit, or riding motorcycles are especially vulnerable to traffic violence

Source: Statewide Integrated Traffic Records System (SWITRS) * 2021 and 2022 data are provisional and may be incomplete or subject to change.

High Injury Network (HIN)

6% of Oakland's Streetsthat account for60% of severe and fatalcrashes

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.

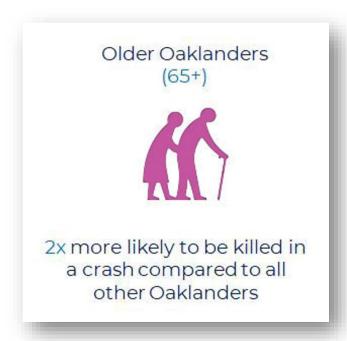
Most Dangerous Driving

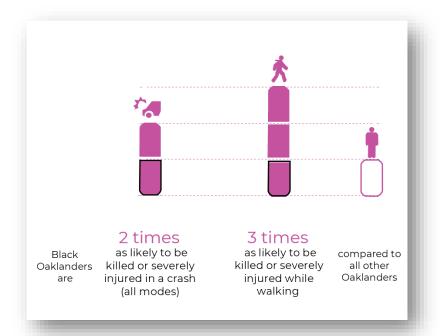
76% of Crashes Result in People Being Killed or Severely Injured

Crash Causes (Primary Collision Factors)	Crashes Resulting in Severe and Fatal Injuries (70%)
Failure to yield	19%
Unsafe speed	18%
Disobeying Traffic Signals and Signs	18%
Unsafe turning (especially Left turns)	15%
Impaired Driving	10%

SWITRS 2019-2022

Severe and Fatal Crashes Disproportionately Impact Black Oaklanders and Seniors





Speed Kills

HIGH SPEEDS ARE MORE DEADLY

 HIT BY A VEHICLE TRAVELING AT

30
MPH

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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 lowincome 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 lowincome populations
- 4. The overarching goal is zero traffic deaths in 20 years and our SOS work will continue until that goal is reached



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

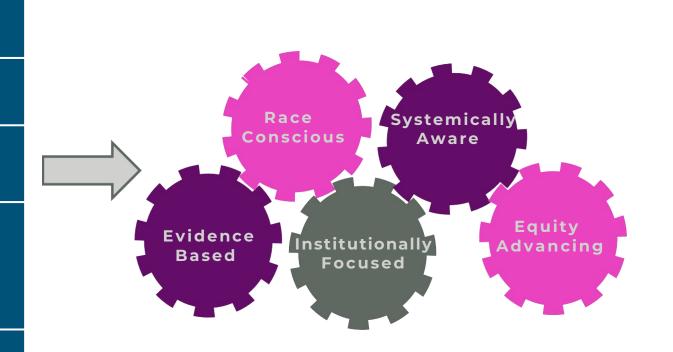
ENGINEERING

POLICY

PLANNING & EVALUATION

ENGAGEMENT, EDUCATION & PROGRAMS

ENFORCEMENT



Agenda

I. Safe Oakland Streets (SOS) Background

II.2022 SOS Updates

III.Looking Ahead

Strategy 1. Coordination & Collaboration



Violence Prevention through Environmental Design:

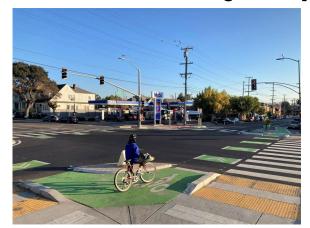
Ongoing pilot installation of traffic diverters along E. 15th Street







Traffic Safety Improvement Highlights (2022)







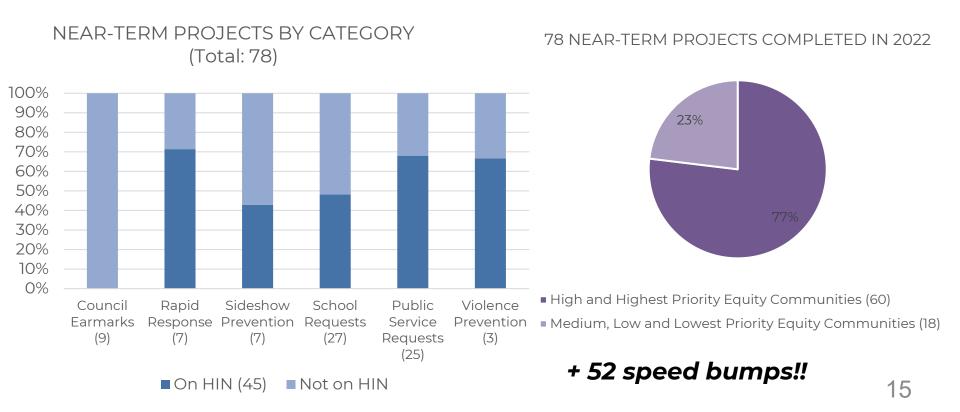




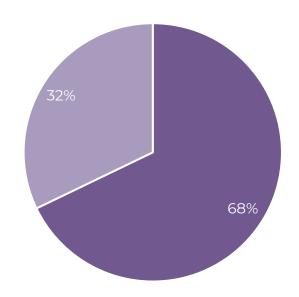


14

The majority of Near-Term Traffic Safety Improvements were constructed in High Priority Equity Communities in 2022



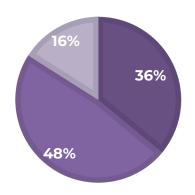
28 CAPITAL PROJECTS, CONSTRUCTION STARTED IN 2022



- On HIN and in High/Highest Priority Equity Community (19)
- Not on HIN and in Low and Medium Priority Equity Community (9)

STATUS OF 2022 RAPID RESPONSE PROJECTS (TOTAL: 26)





 When streets have projects in pre-construction Rapid Response treatments are included in the larger project



Strategy 3. Policy

Lower Speed Limits

15 MPH School Zones

- 20 Schools completed
- Approximately 30 additional schools will be completed by end of 2023

Business Activity Districts

- 26.5 miles of street corridors were identified for speed limit lowering
- Implementation is being prioritized on the HIN and in Priority Equity Communities



* More info at https://www.oaklandca.gov/projects/lowering-speed-limits-in-business-improvement-districts

Strategy 3. Speed Safety Systems

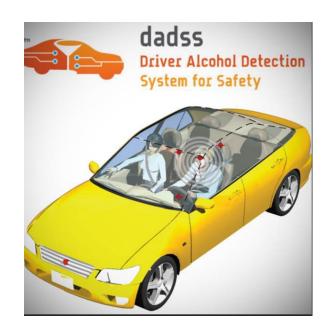
AB 645: Speed Safety Systems Pilot Program (Friedman, Santiago and Ting)

- Lowering vehicle speed is the single most effective way to decreases crash severity
- SOS Equity and Efficacy Assessment rated Automated Speed Enforcement High for Efficacy and High for Equity with proper mitigations
- Awaiting Assembly Floor Vote for first time ever

Strategy 3. Policy

Opportunities:

- Federal Policies to make Vehicles safer through Speed Governors
- Federal Policies for Driver Alcohol Detection Interlock Systems

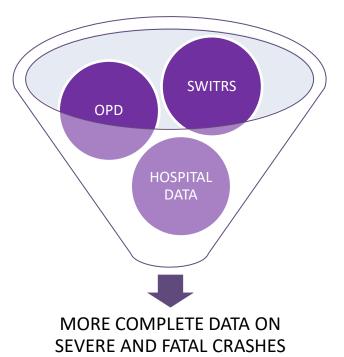


Strategy 4. Planning and Evaluation

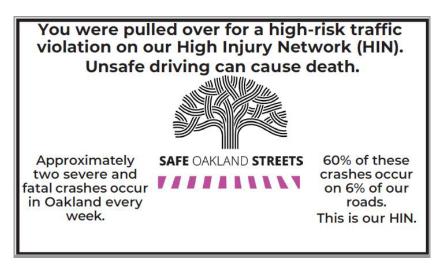
Data Partnership with Alameda County Public Health

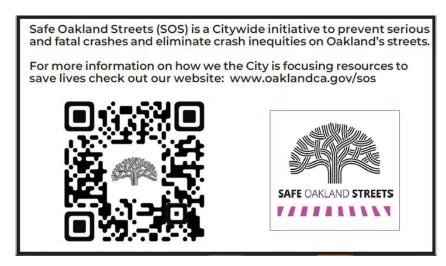
Department (ACPHD)

 In 2022 SOS initiated a pilot to enable data sharing from hospitals to supplement OPD data on crashes on International Blvd.



Strategy 5. Engagement, Education & Programs

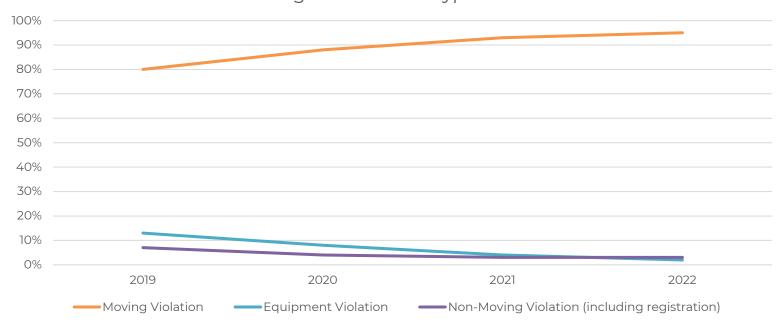




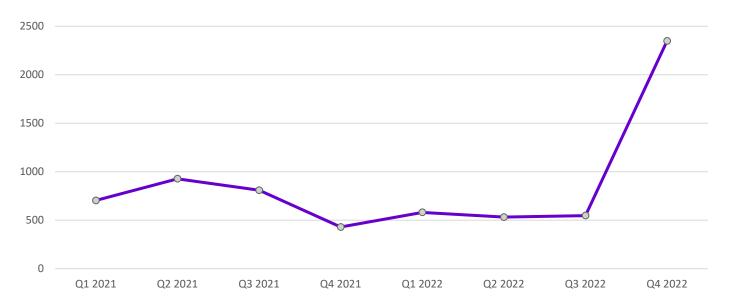
- Informational card for drivers during OPD traffic safety stops
- Fatalities Monitoring Webpage Launched (OakDOT, OPD): https://www.oaklandca.gov/topics/traffic-fatality-tracking

Traffic Stops Increasingly Focused on Moving Violations

Percentage of Violation Types 2019-2022



Stops increased markedly with return of traffic company (Q4, 2022)



Non-Dispatch Non-Intel Led Stops, 2022, OPD

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

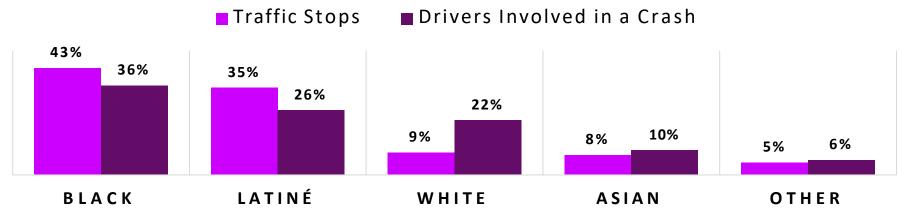
- Traffic Stops on the HIN*
 - 2019: 61%
 - 2022: 69%

*within 500 ft of HIN

- Traffic Stops for Most Dangerous Behaviors
 - 2019: 40%
 - 2022: 72%

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)



Agenda

I. Safe Oakland Streets (SOS) Background

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III.Looking Ahead

Looking Ahead

Opportunities:

- Continuing to focus resources on the High Injury Network and in High Priority Communities
- 2. Update the High Injury Network
- Building community awareness and engagement in the SOS Initiative; explore partnerships with Neighborhood Service Coordinators and Neighborhood Councils
- 4. Improve safety on International Boulevard with Quick Build projects, in collaboration with AC Transit

Looking Ahead

Opportunities:

- 5. Continue to target traffic safety enforcement on the most dangerous driving behaviors on the High Injury Network
- 6. Continuing to advocate for state legislation authorizing an ASE pilot in Oakland
- 7. Pursue policy opportunities for ignition interlock devices and speed governors

Looking Ahead

Staffing

Filling Vacancies – Recruitment & Retention

Mayor's Budget: 10 capital delivery engineering positions and 4 FTE positions in Human Resources

Policies & Procedures

Streamlining Processes – Acceptance, Contracting, Procurement

Proactive, systematic and data-driven approach

Resources

Safe Oakland Streets: www.oaklandca.gov/SOS

- <u>OakDOT Major Projects Map:</u> www.oaklandca.gov/resources/active-major-improvements-project
- <u>5-Year Paving Plan</u>: www.oaklandca.gov/topics/paving
- OPD Stop Data: www.oaklandca.gov/resources/stop-data
- Sideshow Prevention: www.oaklandca.gov/topics/sideshow-prevention-efforts
- <u>Geographic Equity Toolbox: www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox</u>
- Speed Bump Application: www.oaklandca.gov/services/apply-for-a-speedbump
- 2021-2023 Traffic Safety Earmarks: www.oaklandca.gov/projects/2021-2023traffic- safety-earmarks

Attachment A to the 2022 Safe Oakland Streets Informational Report

Engineering Safety Improvement Projects

All the Capital Improvements in the attached table began construction in 2022. Capital Improvements are large-scale and long-term; these projects incorporate whole corridors and include a community engagement process to determine the design.

Near-Term projects are smaller in scope and scale, and include signage, painting, and quick-build projects. The Near-Term projects on the list all completed construction in 2022.

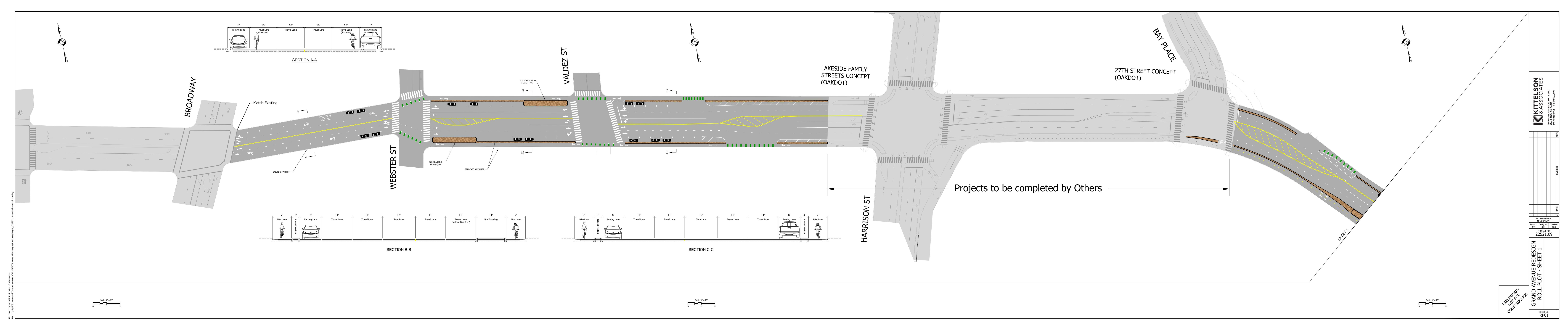
Improvement Type	Subtype	Street	Cross Street	Construction Start/Work Order Completed	Priority Equity Community Designation	HIN
Capital	Safety	105th Ave	Railroad Crossing	2022	High	N
Capital	Safety	8th St	Market St	2022	Highest	Υ
Capital	Safety	85th Ave	Railroad Ave	2022	High	N
Capital	Safety	Foothill Blvd	26th Ave	2022	Highest	Υ
Capital	Safety	Various Locations	Various Locations	2022		N
Capital	Safety	Foothill Blvd	Harrington Ave	2022	High	Υ
Capital	Streetscape	Fruitvale Ave	E 12th St	2022	High	Υ
Capital	Streetscape	66th Avenue	San Leandro St	2022	Highest	N
Capital	Streetscape	71st Ave	Snell	2022	Highest	N
Capital	Streetscape	Broadway	Embarcadero W.	2022	Highest	Υ
Capital	Streetscape	Harrison St	27th St 2022 I		Highest	Υ
Capital	Streetscape		Washington St	2022		Υ
Capital	Utility	53rd St	San Pablo Ave	2022		N
Capital	Paving	John Glenn Dr	Ron Cowan Pkwy	2022		N
Capital	Paving	Brookdale Ave	Fruitvale Ave		Highest	Υ
Capital	Paving	West St	Grand Ave	2022		Υ
Capital	Paving	Miles Ave Bancroft Ave	Patton St		Lowest	N
Capital	Paving	Park Blvd	42nd Ave	2022	Medium	Y
Capital	Paving	3rd Ave	McKinley Ave Park Blvd			Y
Capital Capital	Paving Bike/Ped	Telegraph Ave	20th St	2022 2022		Y
Capital	Developer	27th St	Valdez St		Medium	Y
Capital	Utility	Adeline St	19th St		Highest	Y
Capital	Streetscape	14th Ave	E 12th Ave		Medium	Y
Capital	Capital	Fruitvale Ave	Alameda Ave	2022	High	Υ
Capital	Capital	Telegraph Ave	29th St	2022	Medium	Υ
Capital	Capital	Excelsior Ave/Park Blvd	Kingsley Ave	2022		Υ
Capital	Capital	Thornhill Dr	Moraga Ave	2022	Lowest	N
Near-Term	Council Earmark	101st	Walnut St	2022	High	N
Near-Term	Council Earmark	53rd St	Gaskill St	2022	High	N
Near-Term	Council Earmark	96th Ave	Olive St	2022	High	N

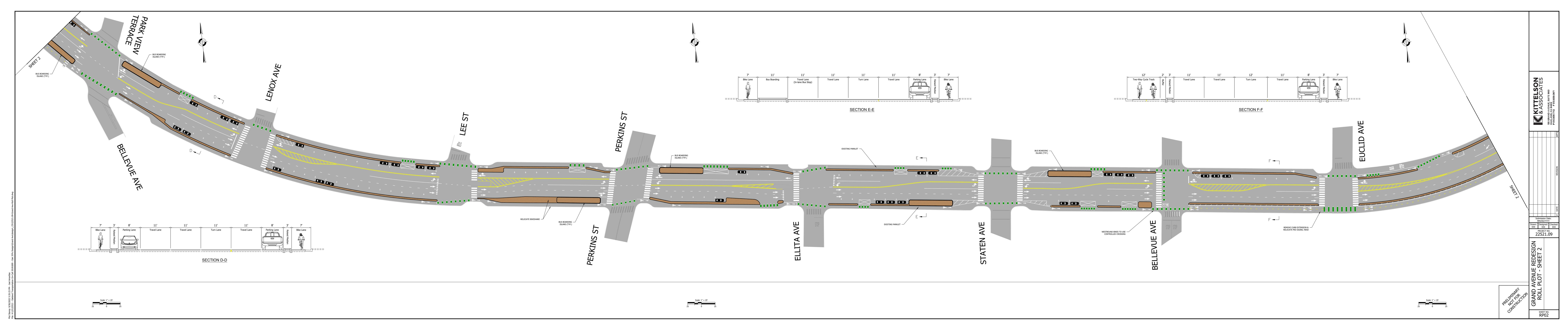
	Council					
Near-Term	Earmark	Crest Ave	Calandria Ave	2022	High	N
	Council				Ü	
Near-Term	Earmark	Crest Ave	Fontaine St	2022	High	N
	Council				J	
Near-Term	Earmark	E St	103rd Ave	2022	Highest	N
	Council					
Near-Term	Earmark	E St	104th Ave	2022	Highest	N
	Council					
Near-Term	Earmark	Fairmount Ave	Bayo Vista Ave	2022	Low	N
	Council					
Near-Term	Earmark	Shattuck Ave	55th St	2022	Low	Υ
ivear remi	Public	Shattack Ave	35(115)	2022	LOW	'
Near-Term	Request	31st St	San Pablo Ave	2022	High	Υ
ivear remi	Public	313030	Jan rabio Ave	2022	riigii	
Near-Term	Request	Elwood Ave	Santa Clara Ave	2022	⊔iah	Υ
ivear-reiiii	Public	Elwood Ave	Santa Clara Ave	2022	півіі	T T
Near-Term	Request	7th St	Filbert St	2022	Highost	N.
Near-Term	Public	7111 31	Filbert St	2022	Highest	N
N T		4.411. 61	D I	2022		,,
Near-Term	Request Public	14th St	Broadway	2022	Highest	Υ
		25.1	5 11 11 51 1	2022		,,
Near-Term	Request	35th Ave	Foothill Blvd	2022	Highest	Y
	Public					.,
Near-Term	Request	Broadway	Telegraph Ave	2022	Highest	Υ
	Public					
Near-Term	Request	Foothill Blvd	35th Ave	2022	Highest	Υ
	Public					
Near-Term	Request	Frontage Rd	7th St	2022	Low	N
	Public					
Near-Term	Request	Thornhill Dr	Mountain Blvd	2022	Low	N
	Public					
Near-Term	Request	Mandela Parkway		2022	Low	Υ
	Public					
Near-Term	Request	Foothill Blvd	9th Ave	2022	High	N
	Public					
Near-Term	Request	Broadway	27th St	2022	High	Υ
	Public					
Near-Term	Request	Foothill Blvd	35th Ave	2022	High	Υ
	Public					
Near-Term	Request	High St	Wattling St	2022	High	Υ
	Public					
Near-Term	Request	Lowell St	57th St	2022	High	Υ
	Public					
Near-Term	Request	Telegraph Ave	17th	2022	High	Υ
	Public	1			_	
Near-Term	Request	70th Ave	Favor St	2022	Highest	N

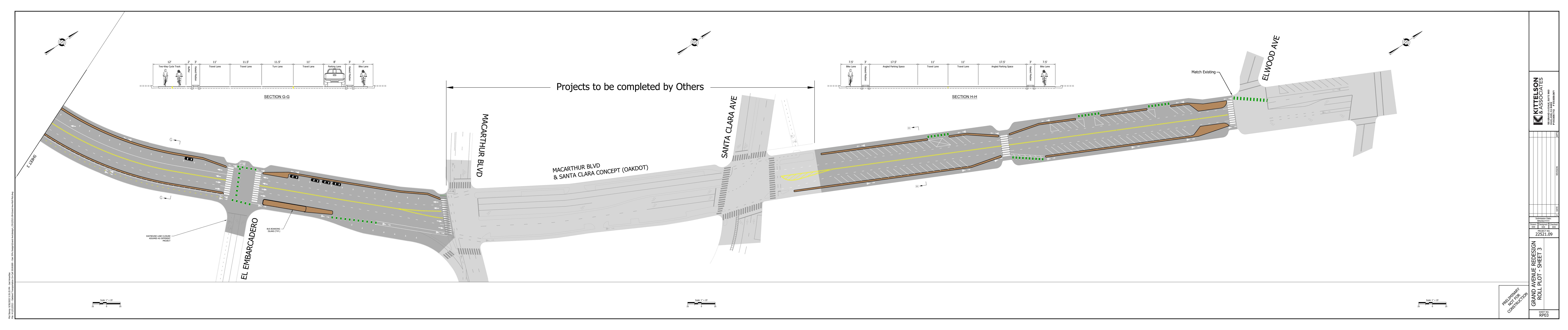
	Public					
Near-Term	Request	17th St	Webster St	2022	Highest	Υ
	Public					
Near-Term	Request	Broadway	5th St	2022	Highest	Υ
	Public	•				
Near-Term	Request	W. Grand Ave	Mandela Pkwy	2022	Highest	Υ
	Public		,		J	
Near-Term	Request	Macarthur Blvd	Pierson St	2022	Low	N
	Public					
Near-Term	Request	Santa Clara Ave	Vernon St	2022	Low	N
	Public					
Near-Term	Request	Mountain Blvd		2022	Lowest	N
	Public					
Near-Term	Request	64th Ave	Brann St	2022	Medium	Υ
	Public					
Near-Term	Request	Jackson St	19th St	2022	Medium	Υ
	Rapid					<u> </u>
Near-Term	Response	Bancroft Ave	61st Av	2022	High	N
	Rapid		0_007.11			- 1.
Near-Term	Response	Jefferson St	14th St	2022	High	Υ
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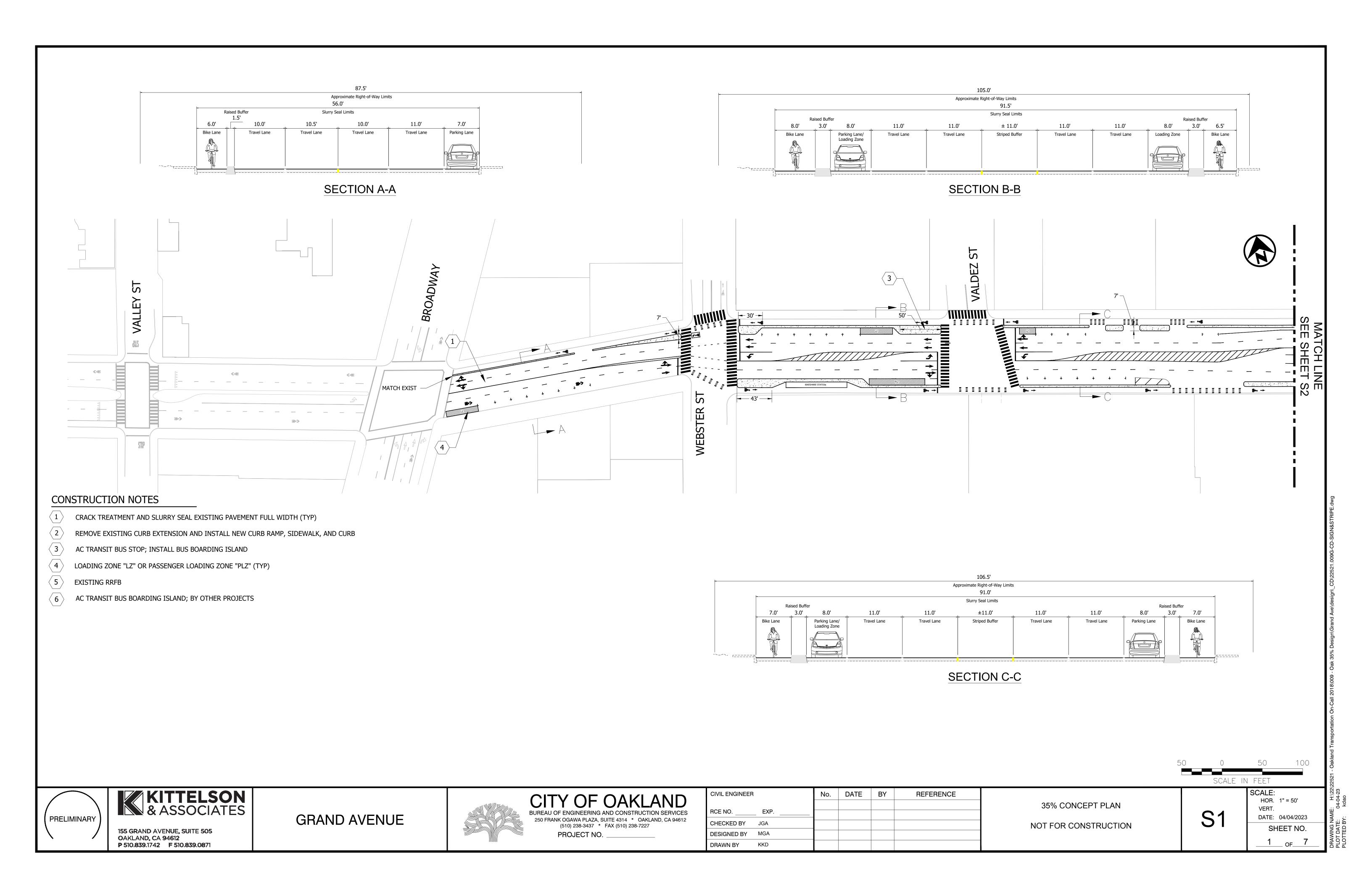
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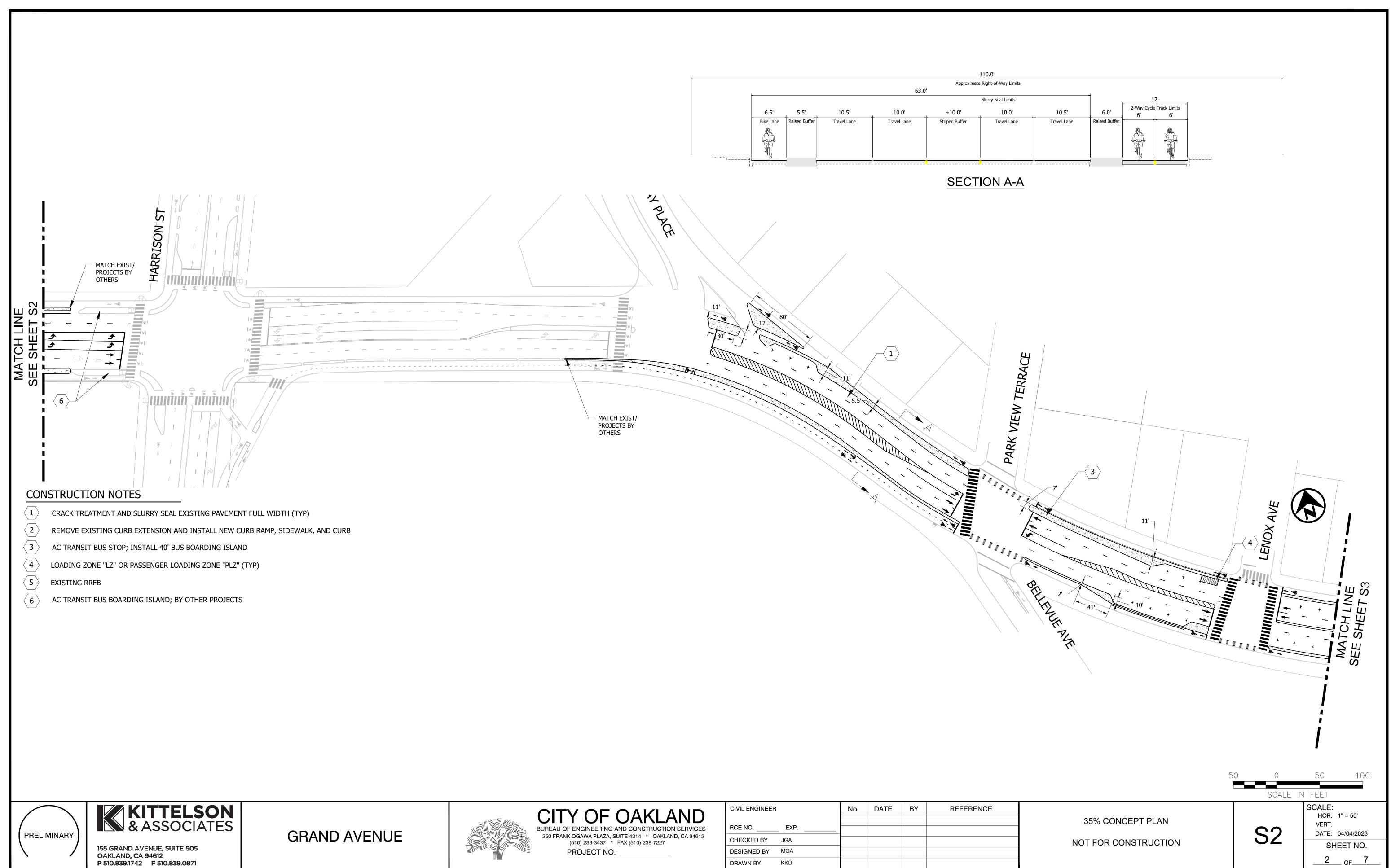
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Near-Term	Prevention	E. 15th St	16th Ave	2022	Highest	Υ
	Violence					
Near-Term	Prevention	Wood St	24th St	2022	Low	N



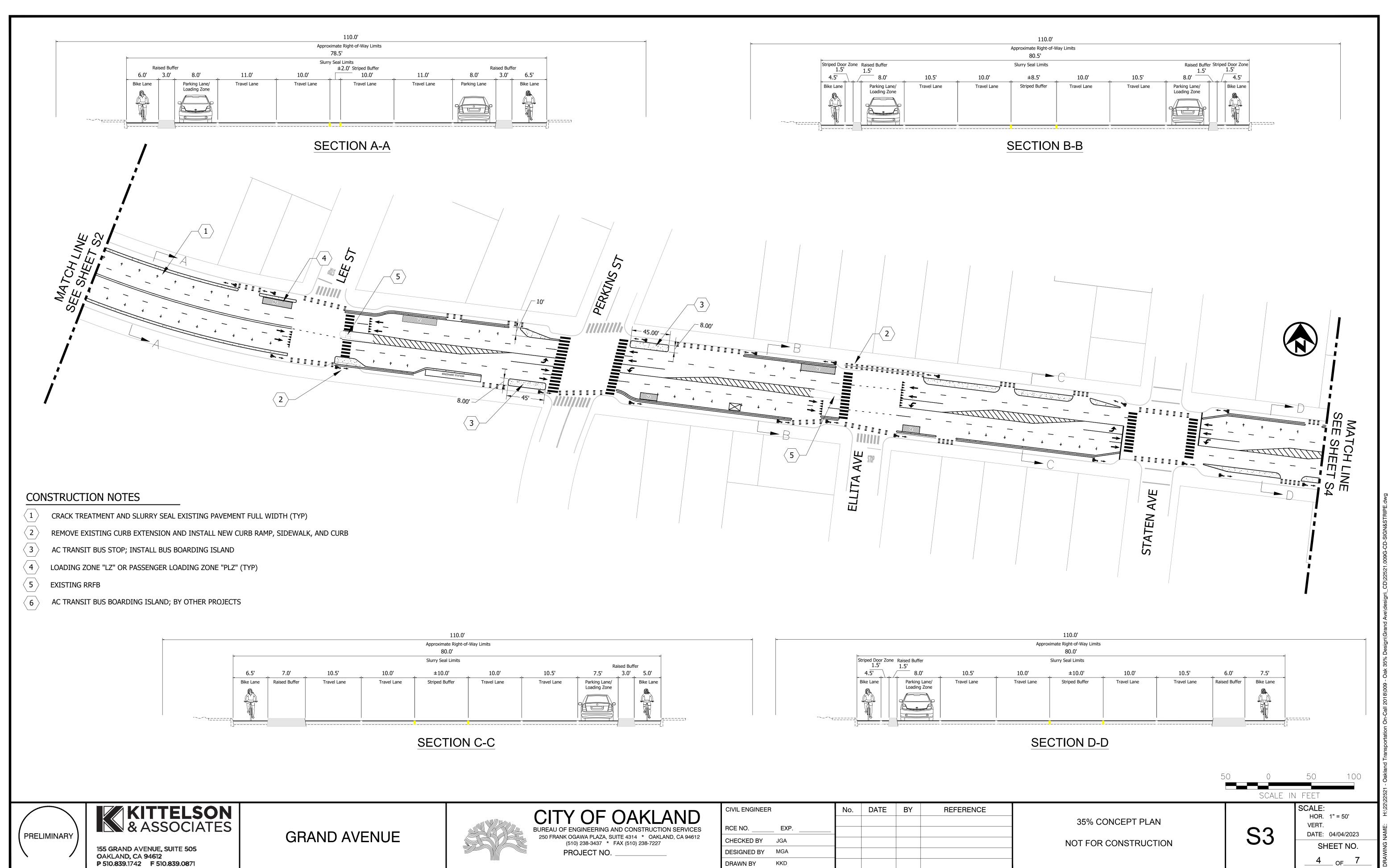




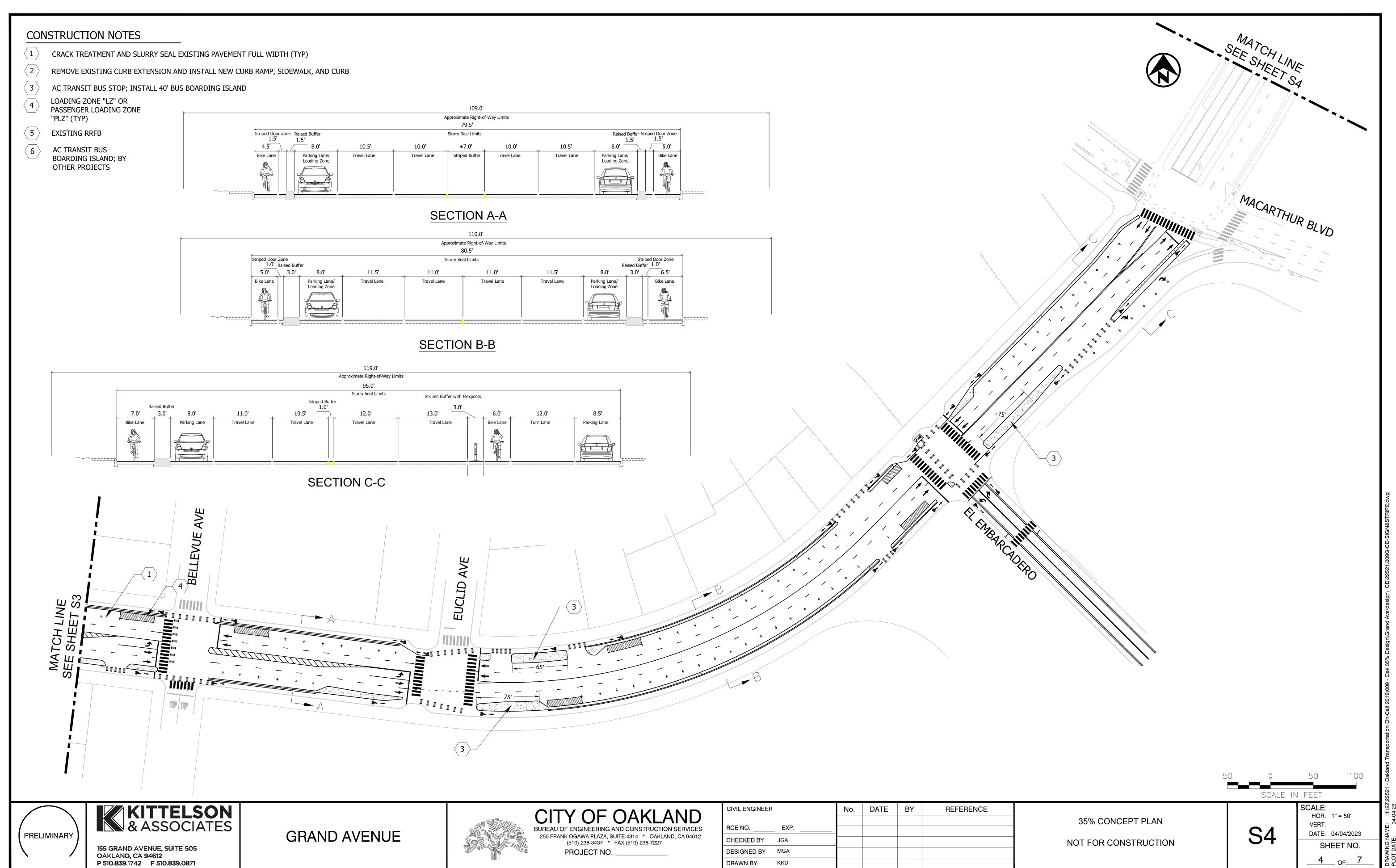


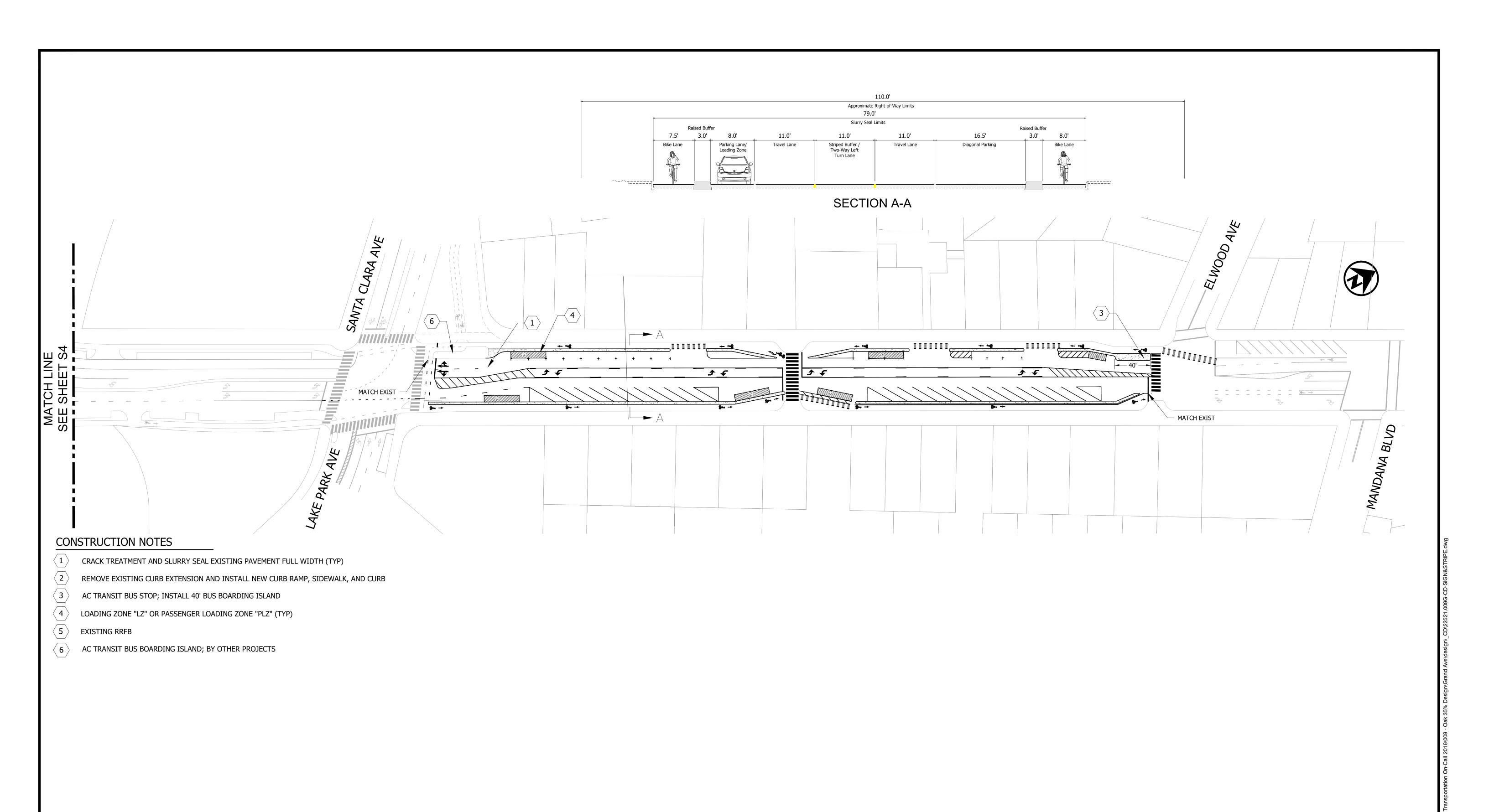


.WING NAME: H:\22\22521 - Oakland T DATE: 04-04-23 TTED BY: kdan



AAWING NAME: H:\22\22521 - Oakland Tran OT DATE: 04-04-23 OTTED RY: kdan









GRAND AVENUE



CITY OF OAKLAND 250 FRANK OGAWA PLAZA, SUITE 4314 * OAKLAND, CA 94612 (510) 238-3437 * FAX (510) 238-7227 PROJECT NO.

CIVIL ENGINEER	No.	DATE	BY	REFERENCE	
RCE NO. EXP.					
HOL NO EXI					
CHECKED BY JGA					
DESIGNED BY MGA					
DRAWN BY KKD					

35% CONCEPT PLAN NOT FOR CONSTRUCTION

SCALE: HOR. 1" = 50' DATE: 04/04/2023 SHEET NO. 7 OF 7

S5

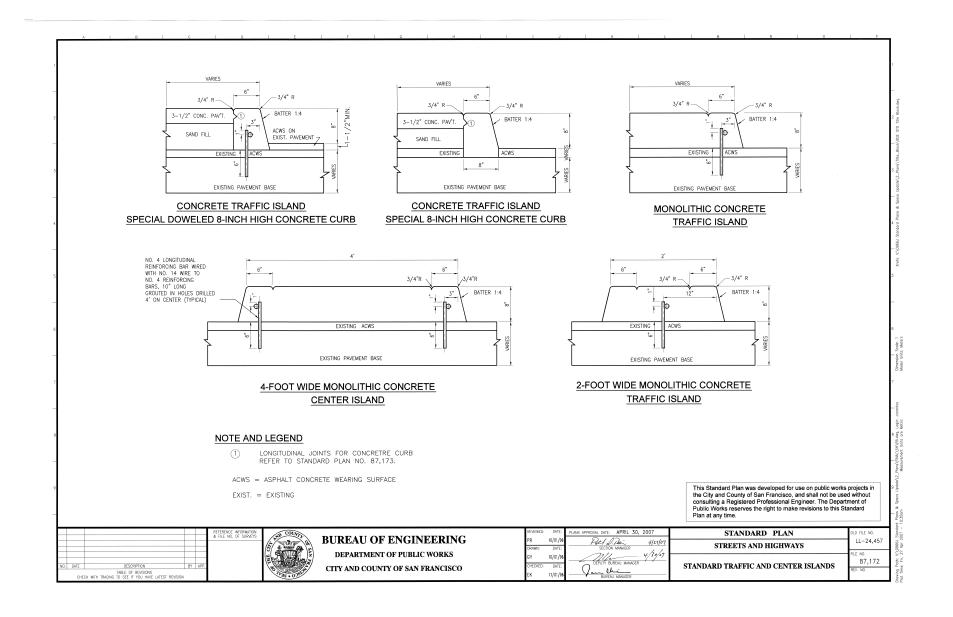
98th and Plymouth (adjacent to Elmwood Middle



- Concepts for Center Turn Lane islands
- Picking spots with no driveway blockages
- Mountable?
- Signed?
- Could pick and choose locations School zones, or just look for spots
 around each of our HSIP 10 locations

•

SF Spec for doweled-in islands on top of asphalt



- No excavation necessary
- Shouldn't be any drainage issues?
 newly paved/crown of roadway
- Need to OK with Mohamed for install in City

Recommendations to the BPAC Regarding BPAC Committees (5/25/23):

- Standing Committees: Requirements include noticing meetings at least 72 hours prior, recording
 meetings, and publishing the agendas, recordings, and minutes on the City's BPAC webpage.
 Committee members are responsible for agendas and minutes. Staff will post agendas with the
 City Clerk and maintain the City's BPAC webpage with the Committee's agendas, minutes, and
 recordings.
- Ad Hoc Committees: Although not required, Committee members will strive to provide advance notice of meetings and agendas.
- Infrastructure Committee: Resume meeting as per the published schedule (i.e., first Thursday of every other month from 3:30 PM to 5:30 PM).
- **Legislative Committee:** Change meeting time to once per quarter (on the first Monday at 5:00 PM). Begin meeting on this modified schedule.
- **Open Forum Committee:** Disband this BPAC committee and designate BPAC liaison(s) to follow-up on Open Forum items brought by the public to the BPAC.
- **Bicyclist Pedestrian Police Relations Committee:** Disband this BPAC committee and designate BPAC liaison(s) to the Oakland Police Department.
- Planning Commission Review Committee: Disband this BPAC Committee.
- Recruitment Committee: Disband this committee. When timely, convene the "2023 Recruitment Ad Hoc Committee" and disband it once its activities are complete. In each subsequent year, convene and disband an ad hoc committee for recruitment activities.