



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the October 17<sup>th</sup>, 2019 meeting**  
**Fruitvale-San Antonio Senior Center, 3301 E 12th St, Suite 201, Oakland, CA 94601**

Meeting agenda at:

[https://cao-94612.s3.amazonaws.com/documents/Oct\\_2019\\_BPAC\\_Agenda.pdf](https://cao-94612.s3.amazonaws.com/documents/Oct_2019_BPAC_Agenda.pdf)

Meeting called to order at 6:01 pm by BPAC Chair, Kenya Wheeler.

**Item 1. Roll Call/Determination of Quorum/Introductions**

At roll call, quorum was established with all nine commissioners present (X).

Commissioners	Present
Reginald K Burnette Jr	<b>X</b>
Andrew Campbell	<b>X</b>
Jesse Jones	<b>X</b>
Phoenix Mangrum	<b>X</b>
George Naylor (Vice-Chair)	<b>X</b>
Zachary Norris	<b>X</b>
Mariana Parreiras	<b>X</b>
Midori Tabata	<b>X</b>
Kenya Wheeler (Chair)	<b>X</b>

Introductions were made.

- Other attendees: John Minot, Grey Gardner, Roger Rudick, Samah Itani, Patricia Schader, Thalia Leng, Debra Israel, Rosa Villalobos, Matthew Ruggiero, Amy Lopez, Dianne Yee
- Staff: Jason Patton, Noel Pond-Danchik, Susan Katchee, Wladimir Wlassowsky

**Item 2. Approval of meeting minutes**

- A motion to ***adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from September 19, 2019*** was made (Tabata), seconded (Mangrum), and approved by consent. Commissioner Parreiras abstained. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

**Item 3. Open Forum / Public Comment**

- John Minot: AC Transit Bus Rapid Transit (BRT) construction has been creating dangerous conditions for pedestrians in East Oakland.
  - AC Transit should present on BRT at BPAC soon.
  - OakDOT should employ more inspectors to address these kinds of complaints for all developments.
- Commissioner Tabata on behalf of Mrs. Ford: Some residents on 90<sup>th</sup> Ave are upset about the bikeway because of the loss of a travel lane.
  - People are also upset because police are using the bikeway to park in.
  - The project manager has committed to adding signage to make it clear it is a bikeway.
  - Doing projects part by part causes constituents to be upset.
- Dianne Yee: Cars have been parking in the bike lane on southbound Mandela Pkwy near Granite Expo. It may be related to a nearby encampment. She submitted the issue on seeclickfix and

contacted a council aide who put her in contact with the encampment manager. The cars have since moved but she has not gotten any responses.

#### **Item 4. Committee Report Back**

Committees of the BPAC with activities in the past month provided brief updates to the Commission. A list of active committees is included in the agenda packet.

- Infrastructure Committee met on October 3<sup>rd</sup>. They discussed Highway Safety Improvement Program (HSIP) Cycles 7 and 8, 20<sup>th</sup> St BART improvements, the bus lane on Broadway, and the West St Project. The minutes are online at <https://docs.google.com/document/d/1TBnVJvDzDY9iUkeWeEl1AOnUnUZ-wffDYY0cW4MTvj4/edit>.
  - On Market/Adeline, Ade Oluwasogo, OakDOT Supervising Transportation Engineer, and Phillip Ho, OakDOT Transportation Engineer, are returning to the project to make it safer.
  - Ade Oluwasogo waited until late in the planning process to show the committee the plans for the HSIP projects.
  - The 20<sup>th</sup> St project has come to the full BPAC once and Infrastructure Committee twice and recommendations still have not been incorporated.
- A report back and handouts from the Affordable Housing & Infrastructure Bond Public Oversight Committee (Measure KK) Liaison are included in the minutes.
- Legislative Committee met and drafted a resolution of support to prioritize safety over parking and vehicle circulation. They have met with advocates and Councilmember Noel Gallo's aides. They are incorporating very specific asks about OakDOT hiring, using consultant support, and lowering speed limits near schools into the resolution.
- Planning Commission Review Committee met last Tuesday and discussed potential bicyclist and pedestrian improvements to a proposed development on 98<sup>th</sup> Ave and San Leandro St and the Downtown Specific Plan. They heard that Planning Department staff prefers the committee provide input through OakDOT staff. The committee will propose a process to DOT staff for submitting comments.
- Police Relations Committee will meet next month. They are hoping to engage the community and other City agencies more in their work.

Speakers other than commissioners: Dianne Yee

#### **Item 5. BPAC Commissioner Appointment Recommendations**

The Nominating Committee, created at the September 2019 BPAC meeting, reported back with recommendations from its review of applications of people seeking to be appointed to the BPAC. There were a record 40 applicants, with every Council District represented except District 4. The committee tried to ensure diversity in terms of gender, ethnicity, background, and location and gave weight to people who have already participated with the BPAC in some way. The committee made recommendations for three new commissioners for the 2020-2022 term. They are recommending: Patricia Schader (D7), Grey Gardner (D2), and Dianne Yee (D3). They are recommending Vrinda Manglik (D3) as an alternate. The recommended candidates will be sent to the Mayor who will make recommendations to City Council. If confirmed by City Council, the new recruits may begin in January. Recruitment, especially from deep East

Oakland was emphasized for next year's recruitment process as well as additional women commissioners. It was pointed out that out of 9 commissioners, we have had at most 3 women at any given time.

- A motion to ***accept the Nominating Committee's recommendations*** was made (Tabata), seconded (Parreiras), and approved with all commissioners voting in favor. The motion passed.

Speakers other than commissioners: John Minot, Jason Patton.

#### **Item 6. Rapid Response: Foothill Blvd/26th Ave Case Study**

Susan Kattchee, Interim Manager of OakDOT's Safe Streets Division, discussed OakDOT's work in responding rapidly to fatal and severe traffic crashes involving Oakland's most vulnerable roadway users. OakDOT is creating a procedure to quickly and consistently respond to tragedies while juggling proactive work. OakDOT's rapid response to the tragic death of a mother and child at Foothill Blvd/26th Ave in April 2019 was presented as a case study. For information on the recent crash at Foothill Blvd and 22<sup>nd</sup> Ave, there will be a meeting on Thursday, October 24<sup>th</sup>, 2019 at 9 am at Garfield Elementary. That crash is also being responded to using Rapid Response protocol. See the attached presentations for further details.

#### **Summary of Discussion:**

- The process will be triggered by a pedestrian or bicyclist fatality or a pedestrian or bicyclist severe injury of a youth or senior. These criteria are being tested for sustainability. This is to move away from responding to crashes based on how much attention they get and making responses consistent.
- The middle lane on Foothill Blvd should be removed and replaced with a bike lane because it is being used as a parking space or to speed around the exterior lanes.
- Foothill Blvd and Bancroft Ave have many diagonally intersecting streets that are dangerous for pedestrians.
- Delivery trucks are parking in the center lane on Fruitvale Ave between Coolidge Ave and 35<sup>th</sup> Ave causing visibility issues for pedestrians staging to cross.
- Before and after evaluations should be done for treatments.
- Long uncontrolled corridors should be controlled. Stop signs can be used as interim measures until pedestrian counts are high enough to warrant signals.
- Oakland's wide streets create high levels of risk and exposure for pedestrians.
- Painting curb red near crosswalks should be done citywide.

Speakers other than commissioners: Jason Patton, Noel Pond-Danchik, Wlad Wlassowsky, Roger Rudick

#### **Item 7. SFMTA's Counts Program**

The San Francisco Municipal Transportation Agency (SFMTA) is working towards achieving Vision Zero, an initiative to prioritize street safety and eliminate traffic deaths in San Francisco. To meet this goal, the City needs to track progress and measure projects. This work, through the Safe Streets Evaluation Program, further bolsters the city and agency's commitment in achieving safer streets for all. In this presentation, Thalia Leng discussed the data-driven metrics, methods, and results of project evaluations completed over the past year using Valencia Street as an example. They focused on before and after studies and used consultants to do monitoring. They are planning to make the data public. See the Safe Streets Evaluation website ([www.sfmta.com/safestreetevaluation](http://www.sfmta.com/safestreetevaluation)) and attached presentation for more information.

#### **Summary of Discussion:**

- Batching projects for evaluation brings the cost down.

- Three staff members dedicate 10-15% of their time on this project in addition to consultants brought on.
- Many project managers were grateful for the new evaluation process. Some project managers participate directly in evaluating their projects while others have deferred entirely to the evaluation team. Evaluation processes and money set aside for evaluation should be institutionalized.
- New technologies like count cameras and databases will be helpful in evaluating projects.

Speakers other than commissioners: Amy Lopez

- A motion to ***extend the meeting by twenty minutes*** was made (Tabata), seconded (Mangrum), and approved with all commissioners voting in favor. The motion passed.

#### **Item 8. Choosing a 14th St Project Liaison**

Kenya Wheeler, BPAC Chair, sought a motion to designate a BPAC commissioner as liaison to the 14th Street, A Great Route in the Town project. Commissioner Mangrum offered to do it with the support of Chair Wheeler until he terms out at the end of the year at which point Vice Chair Naylor or a new commissioner will support Commissioner Mangrum. For more information about the project, see: <https://www.oaklandca.gov/projects/14th-street>.

- A motion to ***designate Commissioner Mangrum with support from Chair Wheeler or Vice Chair Naylor as liaison to the 14<sup>th</sup> Street, A Great Route in the Town project*** was made (Wheeler), seconded (Campbell), and approved with all commissioners voting in favor. The motion passed.

Speakers other than commissioners: Jason Patton

#### **Item 9. Committee Chair By-Laws Discussion**

Kenya Wheeler, BPAC Chair, and OakDOT staff described proposed changes to the Commission By-Laws that would address the qualifications of Committee Chairs and make other minor changes to the by-laws to incorporate current BPAC practices. Two options were provided in the agenda.

- A motion to ***nullify the motion made at the January 2019 BPAC meeting which required each committee be chaired by a commissioner*** was made (Naylor), seconded (Parreiras), and approved with all commissioners voting in favor. The motion passed.

#### **Item 10. Three-month look-ahead, suggestions for meeting topics, announcements**

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

- The AC Transit Bus Rapid Transit item should come as early as possible

##### *Suggestions for meeting topics*

- Commissioner Mangrum: E-Scooter usage with an emphasis on sidewalk riding and scooter/pedestrian crashes.

##### *Announcements*

- There will be monthly community cleanups on 90<sup>th</sup> Ave beginning this Saturday, October 19<sup>th</sup> from 10 am to 12 pm.
- Thank you to Chair Wheeler for organizing this meeting outside of City Hall. It is a huge stride in accessibility.
- The end of the year happy hour needs to be planned.

Meeting adjourned at 8:27 pm.

**Attachments**

- Report back from the Affordable Housing & Infrastructure Bond Public Oversight Committee (Measure KK) Liaison
- Handouts from the Affordable Housing & Infrastructure Bond Public Oversight Committee (Measure KK)
- Item 6. Rapid Response: Foothill Blvd/26th Ave Case Study presentation
- Item 7. SFMTA's Counts Program presentation

Minutes recorded by Noel Pond-Danchik, Pedestrian Program Coordinator, emailed to meeting attendees for review on October 24, 2019 with comments requested by 5pm, Wednesday, October 6<sup>th</sup>, 2019 to [npond-danchik@oaklandca.gov](mailto:npond-danchik@oaklandca.gov). Revised minutes were attached to the November 2019 meeting agenda and adopted at that meeting.

## **Questions Regarding Expenditure of Measure KK Funds**

### **OakDOT**

#### **1. Please describe how the new CIP prioritization process was used.**

In DOT, Measure KK is used primarily for paving, a project which is clearly named in the measure and which also scores highly in the CIP prioritization process.

However, Measure KK also funds many projects in the "Complete Streets Capital Program". In the first tranche of KK funding, this source was used specifically to fund the required local match for grant supported projects. In the first tranche that program was used to specifically fund the local match for outside grant supported projects. For the next proposed tranche, adopted in the FY 19/21 budget, staff continued to use this source to support all discretionary grant projects, but we also decided to request Measure KK funding for all projects that received a score of 75 or above in the CIP process, regardless of grant funding. Projects selected via this process include:

- Lower Park Boulevard Bike and Ped Enhancements
- West Oakland Industrial Streets
- Estuary Park Expansion/Renovation (transportation components)
- Coliseum BART to Bay Trail Project
- Foothill Boulevard Pedestrian Safety Improvements
- East Oakland Industrial Streets

In this tranche, Measure KK funds should have the capacity to support design work on all of these projects, and will potentially assist these projects to obtain outside grant funds for construction.

#### **2. What is limiting your capacity to implement the projects? How do you plan to address these issues?**

Our limiting capacity continues to be staffing and access to consultants to complete project designs and progress towards construction. An additional limitation has been the extremely high cost inflation of capital projects, in which projects bids are consistently well above engineering cost estimates, and thus require additional capital.

The City now has a full slate of approved on-call consultants in all disciplines, as of this summer, and that is already assisting in project delivery. A major success this year is the approval of two on-call construction contracts for paving, as well as the ability for the City Administrator to award \$35 million in paving contracts without returning to Council. This has allowed us to quickly execute contracts for projects going into construction this fall.

Staffing, which is required to complete in-house design as well as to supervise outside consultants, is discussed below.

Unfortunately, we can do very little about the cost environment. Where possible, we value engineer projects and/or use internal sources.

**3. Please describe how staff vacancies have impacted your ability to implement the project and spend the funds. How long have these positions been vacant?**

Staff vacancies have impacted our ability to move projects forward. This has impacted the DOT ever since its creation, and remains an issue. Oakland is also impacted (along with all organizations) by the wave of retirement among the Baby Boom generation. Vacancies often persist because management vacancies are often filled within, which simply creates a new vacancy problem in lower level staff. The current vacancy rate for the DOT is about 20%, and that rate has been relatively constant.

The City and Department have taken measures to solve this problem. Measures include:

- Working closely with HR to prioritize filling high impact classifications. In the past year this has resulted in staffing up in the streets maintenance division to allow in-house paving crews to be fully operational by end of fiscal year 18/19, for instance.
- Assistant engineers are the next priority, and offers are being made now
- Transportation planning staff was bolstered with 4 permanent Transportation Planner 2's, and Planner 1 hiring process is underway
- There remains a critical 50% vacancy in transportation engineer classification
- Have worked with the City Administration to provide additional resources for HR, including consultants to take up part of the work load.

**4. How are decisions made about what parts of the project goes to an external consultant versus city staff? What factors are being considered?**

The primary consideration is staff capacity and technical ability. There are only so many design projects that staff can work on at any one time, and it is often more efficient to have city staff managing outside consultants who can staff up or down more easily to accomplish this work. Management looks for the greatest efficiencies in completing necessary work.

**5. Please list the projects that are currently on the CIP list that were not on the list in the 2017-2019 budget cycle, regardless if they were allocated bond funding. Which of these received bond funding?**

Because DOT's CIP funding list is largely programmatic and consistent from budget cycle to budget cycle, there is only one new CIP project that is funded in the 2019-21 budget cycle:

- Intersection Safety Improvement Program (\$1,375,000, Measures BB & VRF)
- All other categories are consistent with 2017-19.

# DOT Measure KK Series 1

Reported information as of: (fill in date)

9/20/2019

Name of Project	Address/Location	Description of Project that was used to evaluate it	Department (Park, Library, Fire, etc.)	Funding Round (1 or 2)	Which bucket is funding from (parks, library, fire, etc.)	Funding Allocated	Funds Spent as of 9/20	Funding Encumbered	% Spent & Encumbered	Balance Remaining	How much other funding was leveraged? Please list the funding amount and source	source	% spent on external consultants	% spent on city staff	% spent on overhead
Paving Program	citywide	5 year paving plan (2014)	DOT	1	Transportation	28,250,000	16,161,295	1,985,241	64%	10,103,464	Measure B/BB, RMRA, OBAG				
Bicycle Streets Paving Program	multiple locations city-wide	Streetsaver paving condition survey	DOT	1	Transportation	3,000,000	72,599	3,851	3%	2,923,550					
ADA Curb Ramps & Sidewalk Repairs	citywide	existing inventory of repair locations	DOT	1	Transportation	5,600,000	3,912,945	103,744	72%	1,583,311	Measure B/BB				
Safe Routes to Schools	12 locations	ACTC Walk audits	DOT	1	Transportation	500,000	218,969	60,529	56%	220,502	Measure B/BB				
OBAG 1 - 7th Street Streetscape Phase 2	7th Street (Peralta to Wood)	grant match	DOT	1	Transportation	1,136,085	599,987	399,270	88%	136,828	One Bay Area Grant				
HSIP 7 - Telegraph Ave Road Diet	Telegraph (29th to 45th)	grant match	DOT	1	Transportation	37,615	33,747	3,868	100%	-	Improvement Program				
HSIP 7 - Market/San Pablo Safety Improvements	Market (4th to 7th, 18th to 19th)	grant match	DOT	1	Transportation	29,784	4,556		15%	25,228	HSIP				
HSIP 7 - Downtown Intersection Improvements	various locations downtown	grant match	DOT	1	Transportation	39,389	-		0%	39,389	HSIP				
HSIP 7 - Shattuck Ave and Claremont Ave Safety Imp	Shattuck/Claremont	grant match	DOT	1	Transportation	-	-	-		-	HSIP				
HSIP 8 - Bancroft Avenue Safety Improvements	Bancroft (66th - 98th)	grant match	DOT	1	Transportation	229,626	95,646		42%	133,980	HSIP				
HSIP 8 - Fruitvale Avenue Road Diet	Fruitvale (E 10th to E 23rd)	grant match	DOT	1	Transportation	166,060	16,772		10%	149,288	HSIP				
HSIP 8 - 35th Avenue Safety Improvements	35th (San Leandro to Sutter)	grant match	DOT	1	Transportation	119,494	96,562		81%	22,932	HSIP				
HSIP 8 - Downtown Crossing Improvements	various locations downtown	grant match	DOT	1	Transportation	18,217	19,060		105%	(843)	HSIP				
HSIP 8 - High Street Safety Improvements	High St (San Leandro to Porter)	grant match	DOT	1	Transportation	34,644	43,280		125%	(8,636)	HSIP				
HSIP 8 - Guardrails	various locations hills	grant match	DOT	1	Transportation	84,015	21,931		26%	62,084	HSIP				
ATP 3 Crossing to Safety	Park Boulevard ( Excelsior/e. 38th)	grant match	DOT	1	Transportation	150,000	23,103		15%	126,897	Active Transportation Program				
ATP 3 - Fruitvale Alive Gap Closure	Fruitvale (E 12th to Alameda)	grant match	DOT	1	Transportation	-	-			-	ATP				
ATP 3 - 14th Street Safe Routes in the City	14th Street (Brush to Oak)	grant match	DOT	1	Transportation	169,981	276,187	17,510	173%	(123,716)	ATP				
AHSC - International Blvd Pedestrian Lighting	International (11th to 31st)	grant match	DOT	1	Transportation	190,200	14,470		8%	175,730	and Sustainable Communities Program				
AHSC - 10th Street Improvements	10th Street - (Oak to 2nd ave)	grant match	DOT	1	Transportation	-				-	AHSC				
ATP 2 - 19th Street BART to Lake Merritt	20th Street (Broadway to Harrison)	grant match	DOT	1	Transportation	151,106	-		0%	151,106	ATP				
ATP 2 - Telegraph Complete Streets	Telegraph (20th to 41st)	grant match	DOT	1	Transportation	-	-			-	ATP				
ATP 1 - International Blvd Pedestrian Lighting	International (42nd to San Leandro)	grant match	DOT	1	Transportation	10,294	10,294		100%	-	ATP				
Total					Total Funding	39,916,510	21,621,403	2,574,013	61%	15,721,094	47,157,589				



## DOT Measure KK Series 1

Reported information as of: (fill in date)
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9/20/2019

[illegible]

## DOT Measure KK Series 2

Reported information as of: (fill in date)

9/20/2019

[illegible]

DOT Measure KK Series 2

Reported information as of: (fill in date)  
9/20/2019

Name of Project	Original timeline	Project start date	What phase is the project in?	Is the project progressing w/in original timeline? If no, why not?	Is project anticipated to be completed after original timeline? If yes, why?	Project Status	Please describe the community engagement process	What stormwater elements are included? If none, please explain	What are the multi-benefit elements of this project?	Census Tract	City Council District	What was the CIP score?
Paving Program	7/1/2019	continuous	design, construction	may be constrained by bond sale	No		3 year paving plan	stormwater elements included in all transportation projects wherever feasible			all	83.5
ADA Curb Ramps	7/1/2019	continuous	design, construction	may be constrained by bond sale			pedestrian plan				all	
Sidewalk Repairs	7/1/2019	continuous	design, construction	may be constrained by bond sale	no		pedestrian plan				all	79.5
Safe Routes to Schools	7/1/2019	continuous	design, construction	may be constrained by bond sale	yes, project delayed due to staffing		pedestrian plan, ACTC walk audits				all	81
Complete Streets Capital Program	7/1/2019	continuous	design, construction	may be constrained by bond sale			individual to projects				all	
ATP 1 - LAMMPS			construction	yes	no	No KK allocation yet					4,6	86
ATP 2 Lake Merritt to Bay Trail Bike Ped Connector			design			No KK allocation yet					2,3	82
Lower Park Blvd Bike and Pedestrian Enhancements			concept design			No KK allocation yet					2	89.5
West Oakland Industrial Streets			concept design			No KK allocation yet					3	89
Estuary Park Expansion & Renovation (Transportation)			design			No KK allocation yet					3	84
ACTC E. 12th Street Bikeway			design			No KK allocation yet					5	79
Foothill Blvd Pedestrian Safety Improvements			concept design			No KK allocation yet					4	75
Coliseum BART to Bay Trail			concept design			No KK allocation yet					7	78.5
East Oakland Industrial Streets			concept design			No KK allocation yet					5,6	77
ACTC 14th Avenue Streetscape			design			No KK allocation yet					2	72
HSIP 9 Foothill/MacArthur Safety Improvements			design			No KK allocation yet					7-Jun	69
AHSC - East Bay Greenway Segment 2			concept design			No KK allocation yet					6,7	69
ACTC 27th Street Complete Streets			design			No KK allocation yet					3	69
ACTC I-880/42nd/High Freeway Access Project			design complete			No KK allocation yet					5	68
OBAG Lakeside Family Street			starting design			No KK allocation yet					3	62
SRTT - Rockridge Safe Routes to Transit			bid award	No, delayed several years; staff capacity and costs		No KK allocation yet					1	35.5
Antioch Court						No KK allocation yet					4	31
Melrose/High Streetscaping						No KK allocation yet					5	NR
East and West Oakland Beautification and Streetscaping						No KK allocation yet					3, 6,7	NR
Total												
UNFUNDED (top five)												
Plaza de la Fuente			concept design			future grant app?					5	74
Sidewalk Improvement - East Oakland			concept design			future grant app?					7	74
Transit Priority Capital Improvements - Broadway			design			seeking ACTC funds					3	73.5
Adeline Safety Improvements			concept design			future grant app?					3	69.5
Pedestrian Lighting Installation - Citywide			concept design			on hold					all	69.5

# Foothill and 22<sup>nd</sup> Ave Community & School Meeting

Thursday October 24, 2019

9:00 AM

Garfield Elementary School

# Oakland Department of Transportation

## *Rapid Response*



City of  
Oakland

Presented to: Bicyclist & Pedestrian Advisory Commission  
October 17, 2019



# Rapid Response

## What is it?

A rapid response is a coordinated effort in the days and weeks following a traffic tragedy that may include investigations, targeted maintenance, near-term improvements, and the identification of longer term capital needs.



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# Goals and Objectives



OakDOT seeks to eliminate all traffic fatalities and severe injuries while promoting safe, healthy, equitable mobility for all.

OakDOT's efforts to make streets safe include rapid responses to fatal and severe crashes involving the most vulnerable users of Oakland's roadways.



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# Case Study – Foothill Blvd & 26<sup>th</sup> Ave

- On Saturday April 13, 2019, two pedestrians – a mother and her son – were killed at Foothill Blvd & 26<sup>th</sup> Ave.
- They were crossing Foothill Blvd from north to south on the east side of 26<sup>th</sup> Ave.
- They were in the crosswalk when struck by a driver traveling westbound.
- The crash occurred around sunset.
- The driver fled the scene.



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# Case Study – Foothill Blvd & 26<sup>th</sup> Ave



Rapid Response includes

- Investigation
- Research
- Recommendations



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# Case Study – Foothill Blvd & 26<sup>th</sup> Ave



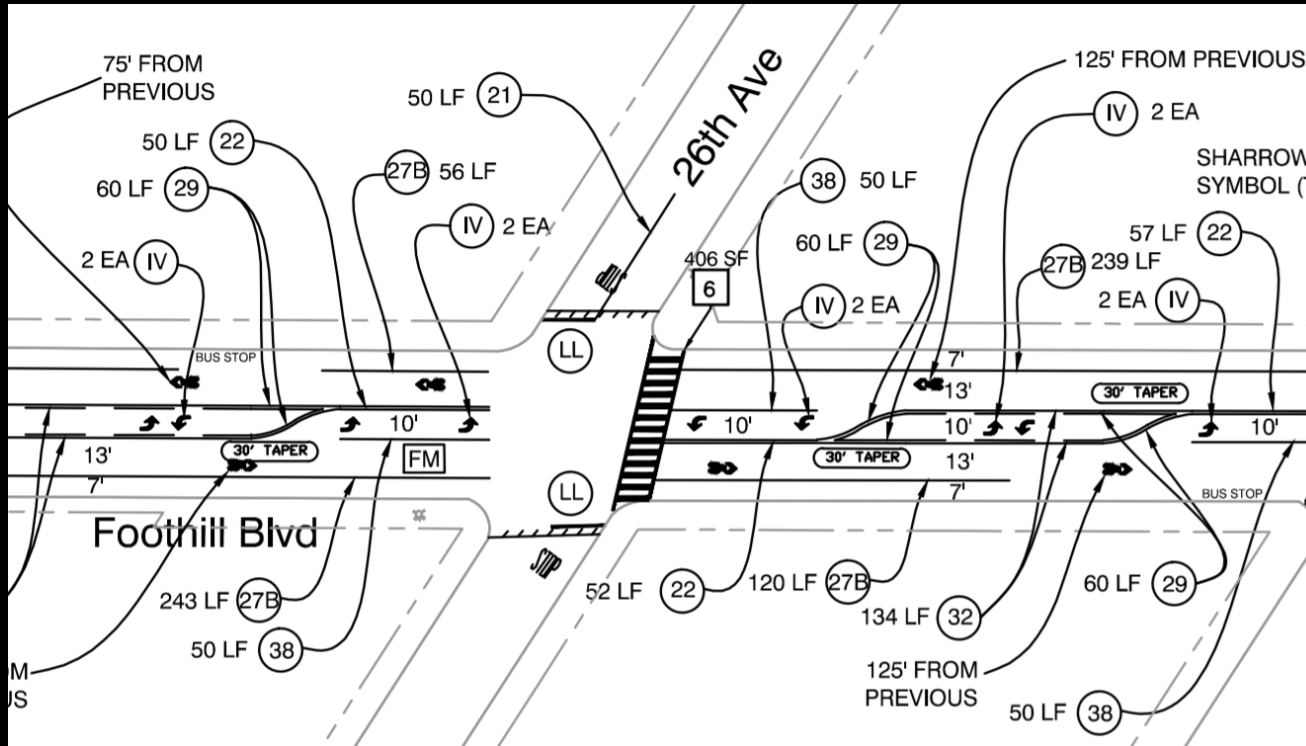
## Investigation

- **Maintenance Issue**
- **Engineering Best Practice**
- **Current Capital Project**
- **New Capital Improvement**



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# Case Study – Foothill Blvd & 26<sup>th</sup> Ave



# Research

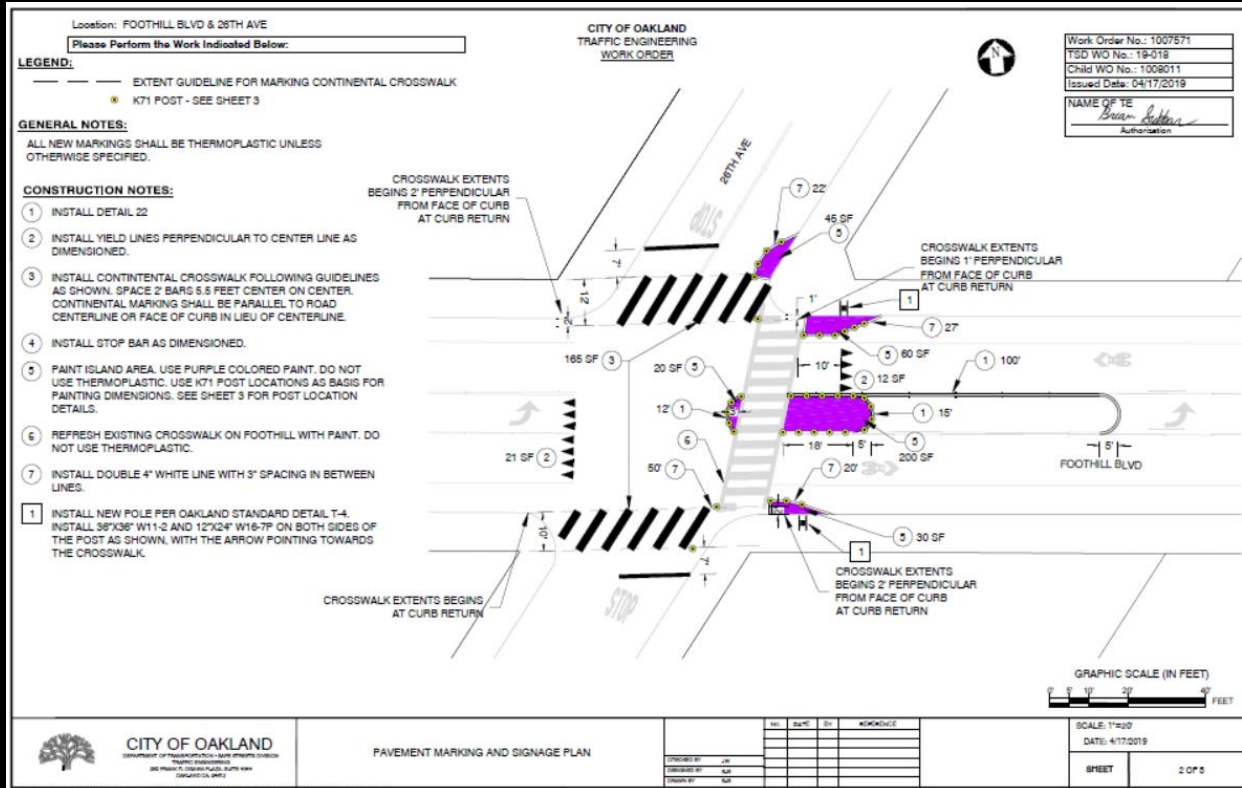
- traffic data, including volumes and speeds
- crash data
- completed and planned capital projects in proximity to the crash location
- planning documents with related recommendations
- additional documentation (e.g., traffic signal timing, lighting)



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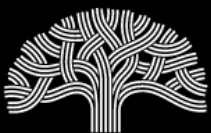


# Case Study – Foothill Blvd & 26<sup>th</sup> Ave



## Recommendations

- Resolve Maintenance Issue
- Implement Engineering Best Practice
- Coordinate with Existing Capital Project - Recommendation
- Develop New Capital Improvement – Recommendation



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# Responding

To immediately improve pedestrian safety:

- Added a pedestrian safety island by removing a left turn pocket
- Created bulbouts with paint and bollards
- Added pedestrian crossing signs
- Installed yield lines
- Extended red curb for visibility



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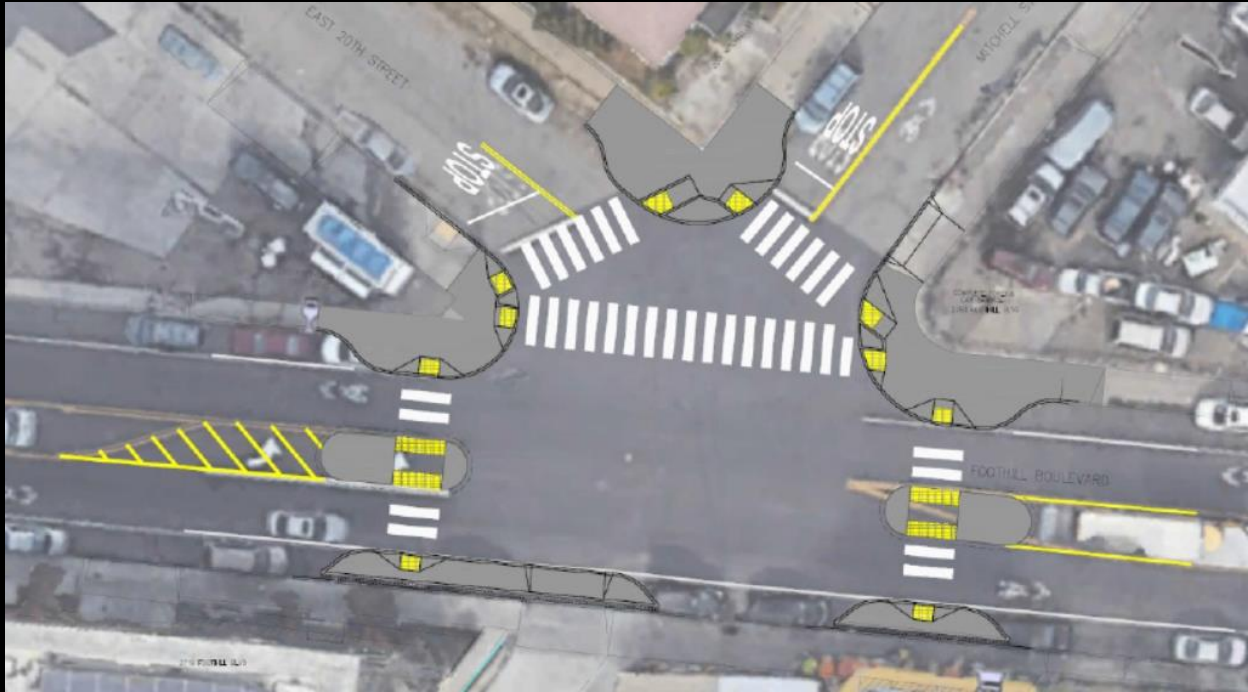


# Implement Engineering Best Practice



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# New Capital Improvements



## Funded Projects

- Foothill Blvd/26<sup>th</sup> Ave: Rectangular rapid flash beacon (RRFB)
- Foothill Blvd/27<sup>th</sup> Ave: New traffic signal
- Foothill Blvd/Mitchell St/E 20<sup>th</sup> St: Bulbouts and new crosswalks



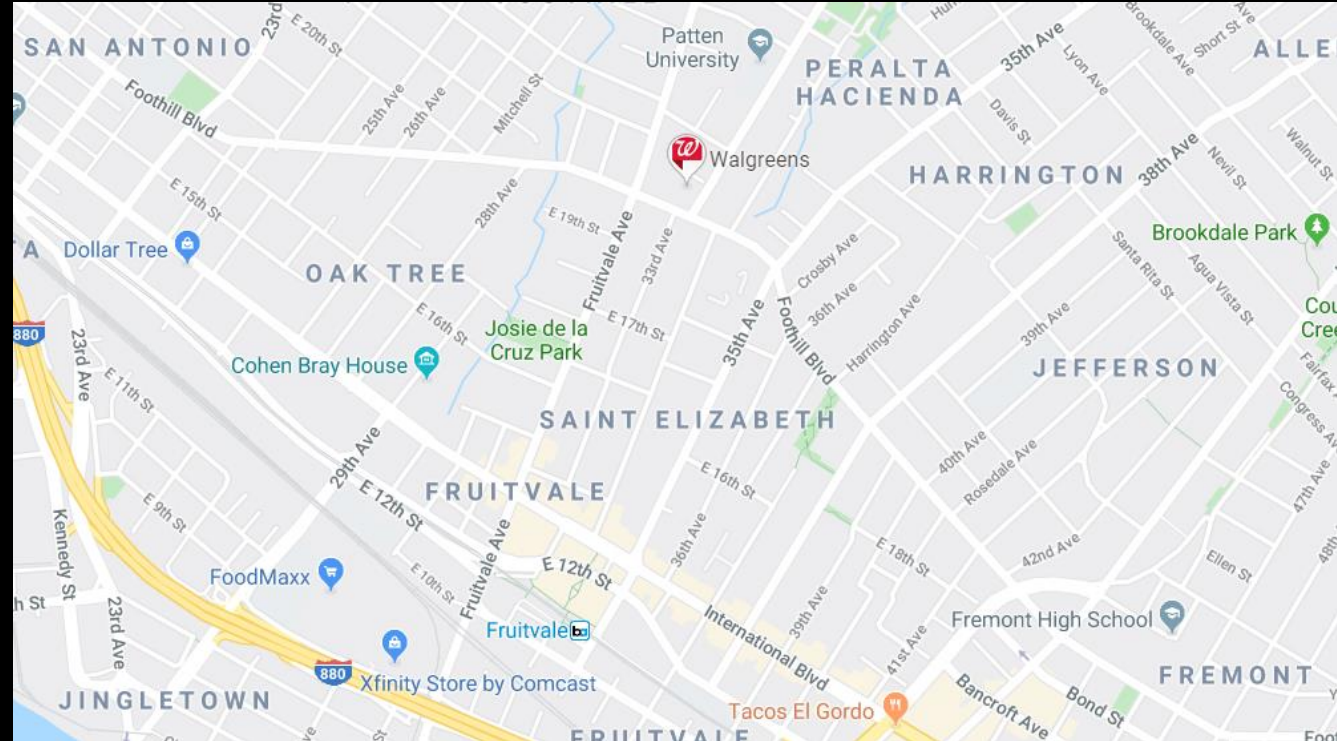
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# Recommendations for Similar Crossings

Identifying and prioritizing pedestrian safety improvements on Foothill Blvd from 23<sup>rd</sup> Ave to 42<sup>nd</sup> Ave:

- Bulbouts and safety islands
- Red curb for improved visibility
- RRFB and HAWK signals
- Red curb and signage



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# Safety Projects on the Foothill Corridor



- Foothill Blvd/E 15<sup>th</sup> St (1<sup>st</sup> Ave to 14<sup>th</sup> Ave) (in progress)
- Foothill Blvd (15<sup>th</sup> Ave to 23<sup>rd</sup> Ave (completed May 2019)
- Intersection improvements: 26<sup>th</sup> Ave, 27<sup>th</sup> Ave, Mitchell St (in progress)
- HSIP9: Foothill Blvd (Harrington Ave to Cole St) (in progress)



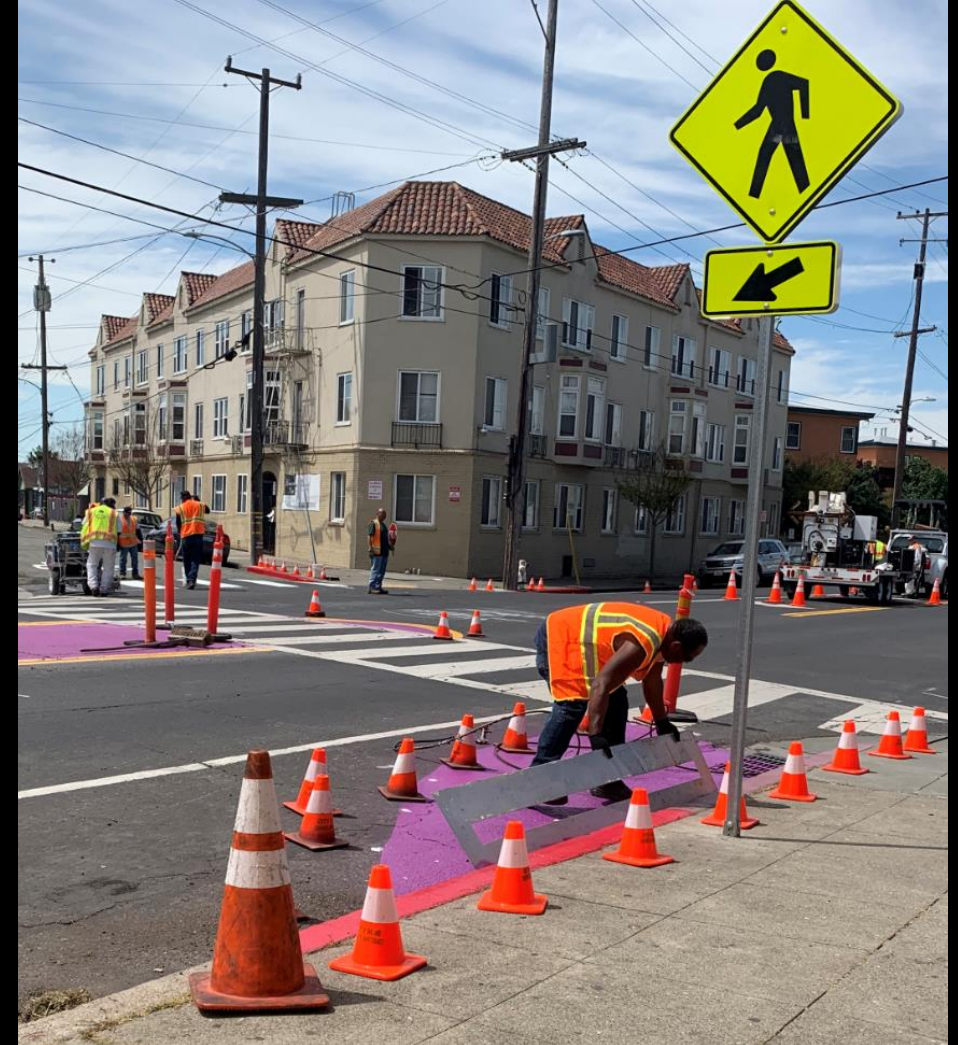
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Oakland

# What We Are Learning

- Rapid response can be data-driven, responding to individual tragedies while analyzing & addressing broader trends
- Rapid responses can pilot new designs and provide rapid feedback
- Rapid response can help OakDOT pursue its priorities by adding urgency to those priorities
- Rapid response is building OakDOT's capacity for teamwork, innovation, and service



City of  
Oakland





# Thank You!

## Contact:

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510-238-7049



City of  
Oakland



# reporting the results

VISION ZERO  
SAFE STREETS  
EVALUATION  
PROGRAM

2018 YEAR-END REPORT





## WHY EVALUATE?



Inform updates and refinements to project designs



Communicate project effectiveness to the public, decision makers and other transportation professionals.



Advance the state of practice for San Francisco street designs.



Streamline the design of future projects.



# **MEASURING THE STREET: THE NUTS AND BOLTS**

# STEP 1: IDENTIFY GOALS & QUESTIONS TO ANSWER

**Safe Behavior** .....Are people behaving safely?

**Effective Design** ..... Are the new design treatments effective?

**Ease of Navigation** .....Are all street users able to travel easily?

**Mobility** .....What are the mobility trends?

**Perceived Safety & Comfort**.....Do people feel safer?

## STEP 2: PICK YOUR TOOLS/METRICS

Safe Behavior	Are people behaving safely?	Driver Yielding Behavior: Crosswalk
		Driver Yielding Behavior: Mixing Zone
		Driver Yielding Behavior: Alleys
		Qualitative Observation of Close Calls
		Collision Analysis
		Mid-block Vehicle/Bike Interactions
		Pedestrian Crossings at Uncontrolled Locations
Effective Design	Are the new design treatments effective?	Bicyclist Compliance at Traffic Devices
		Pedestrian Compliance at Traffic Devices
		Bicycle Path of Travel
		Vehicle Compliance at Traffic Devices
		Vehicle Loading Behavior
Ease of Navigation	Are all street users able to travel easily?	Bicyclist Positioning
		Vehicle Blockage of Bike Lanes
		Vehicle Diversion: Travel Time Runs/Counts
Mobility	What are the mobility trends?	Bicyclist Speeds
		Bicyclist Volumes
		Pedestrian Volumes
		Vehicle Average Daily Traffic
		Vehicle Speeds and Classification
Perceived Safety & Comfort	Do people feel safer?	Public Opinion Surveys



# TOOL/METRIC = STANDARD OPERATING PROCEDURE (SOP)

Detailed Instructions

Data Collection Worksheets

Analysis Templates



# STEP 3: CREATE & EXECUTE THE PLAN

## Create Evaluation Plan/Matrix

- Goals
- Questions to answer
- Metrics to use / data to collect
- Data collection time period
- Data collection method
- Pre/post data collection dates
- SOPs to use for data collection

## Select SOPs

- Detailed Instructions
- Standard Data Collection Worksheets
- Analysis Templates

## Collect and Reduce Data

- Collect in-house
- Use contractor

## Analyze Results

- Review reduced data
- Highlight and communicate key findings

The background is a solid green color with several diagonal stripes of a slightly lighter shade of green running from the top-left towards the bottom-right.

# **CASE STUDY: VALENCIA STREET PILOT**

[illegible]

- A** Parking protected bikeways
- B** Increase visibility at intersection (daylighting & advanced limit lines)
- C** Loading islands w/ protective railing
- D** Increased loading zones
- E** Signal separation
- F** Turn restrictions
- G** Mixing zones

- Outdated bike facility/dedicated bike space
- Pedestrian visibility
- Pedestrian/Bike conflict (from new bike facility)
- Double parking, dooring (high loading demand)
- Intersection conflicts
- Intersection conflicts
- Intersection safety, bicyclist visibility

# VALENCIA STREET : EVALUATION QUESTIONS

## Safe Behavior

- Are vehicles continuing to block the bike? Type and duration? What about double parking?
- Are the new mixing zones helping with conflicts?
- Will new design decrease conflicts, especially dooring and cyclist conflicts with rideshare vehicles?

## Effective Design

- Are bikes and pedestrians conflicting at new parking protected bike lanes at high pedestrian volume sites such as schools and churches?
- How many people are riding in the travel lane vs. parking protected lane (is the channel created by the parking protected configuration too narrow?)

## Mobility

- Has the number of cyclists using the application site increased?

## Perceived Safety & Comfort

- Do cyclists feel safer after design was implemented?
- How do business owners and motorists feel about the changes?



# VALENCIA STREET : EVALUATION PLAN

Intended Outcome		Metrics	Evaluation Tools	Evaluation Location	Data Collection Time Periods			Movements	Data Collection Timeframe			SOP Reference No.
Goal	Objective/Question				Time Period 1	Time Period 2	Notes		Pre-Construction	Interim Evaluation	Post-Construction	
Drop Down Menu	Manual Entry	Manual Entry - Potential Options Below	Drop Down Menu	Manual Entry*	Drop Down Menu	Drop Down Menu	Manual Entry	Manual Entry	Manual Entry	Manual Entry	Manual Entry	Manual Entry
Safe Behavior	Are vehicles continuing to block the bike? Type and duration? Double Parking?	Loading/Curb Behavior	Video with Manual Reduction	Valencia between 14th and 15th (Block Face- East Side)	One Weekday (T,W,Th) 2-Hour Peaks: 9am-11am, 1pm-3pm, 7pm-9pm	Saturday 2-Hour Peaks: 9am-11am, 1pm-3pm, 7pm-9pm	Use High Quality Camera as detailed information is needed, and some video will take place at night when it is dark. Cameras need to be placed so as to accurately capture the entire east and west block faces of Valencia between 14th and 15th.	All movements	Oct-19	May-19	Fall 2019	10
				Valencia between 14th and 15th (Block Face- West Side)					Oct-19	May-19	Fall 2019	10
	Are the new mixing zones helping with conflicts (vs. current condition)	Driver Yielding Behavior: Mixing Zone	Video with Manual Reduction	Northbound Valencia at Duboce, Southeast corner of Valencia and Duboce	One Weekday 2-Hour Peaks: AM/PM			All movements	N/A	May-19	Fall 2019	4b
	Will new design decrease conflicts, especially dooring and cyclist conflicts with rideshare vehicles?	Qualitative Observation of Yielding at Block Face/Mid Block Locations + Dooring	Video with Manual Reduction	Valencia between 14th and 15th (Block Face- East Side)	One Weekday (T,W,Th) 2-Hour Peaks: 9am-11am, 1pm-3pm, 7pm-9pm	Saturday 2-Hour Peaks: 9am-11am, 1pm-3pm, 7pm-9pm	Use High Quality Camera as detailed information is needed, and some video will take place at night when it is dark. Cameras need to be placed so as to accurately capture the entire east and west block faces of Valencia between 14th and 15th.	All movements	Oct-19	May-19	Fall 2019	11
				Valencia between 14th and 15th (Block Face- West Side)					Oct-19	May-19	Fall 2019	11
Effective Design	Looking at vehicle/bikes in pre condition, looking at vehicle/bikes/peds in post condition. Are bikes and peds conflicting at new parking protected bike lanes at high ped volume sites such as schools and churches?	Close Calls between Peds and Bikes	Video with Manual Reduction	Valencia between 14th and Clinton Park (East Side)	One Weekday (T,W,Th) 2-Hour Peaks: 7am-9am, 2pm-4pm			All movements		May-19	Fall 2019	5a
				Valencia between 14th and Clinton Park (West Side)						May-19	Fall 2019	5a
	How many people are riding in the travel lane vs. parking protected lane (is the channel created by parking protected configuration too narrow?)	Bike Positioning	Video with Manual Reduction	Valencia between 14th and Clinton Park (Block Face- East Side)	One Weekday 2-Hour Peaks: AM/PM		Use biking AM/PM peak	All movements	N/A	May-19	Fall 2019	1
				Valencia between 14th and Clinton Park (Block Face- west Side)							Fall 2019	1
				Valencia between 14th and 15th (Block Face- East Side)							Fall 2019	1
				Valencia between 14th and 15th (Block Face- West Side)							Fall 2019	1
Mobility	Has the number of cyclists using the application site increased?	Bicyclists Volumes	Intersection Movements	Valencia from 14th to 15th	One Weekday 2-Hour Peaks: AM/PM			All movements	Oct-19	May-19	Fall 2019	standard
Perceived Comfort	Do cyclists feel safer after design was implemented?	Public Opinion Surveys	Online Survey with Promotion in the Field	Valencia at 14th/ Valencia at 15th	Three Days: 72-Hours			Northbound/Southbound	N/A		Fall 2019	6

# VALENCIA STREET : SAMPLE SOP (LOADING)

## Vehicle Loading Behavior – SOP Summary

### Related Project Objectives

Safer environment

SOP last updated September 2018.

Vehicle loading behavior refers to stopped or parked vehicles obstructing the travel lane, bike lane or vehicles loading legally along the curb.

The SOP for vehicle loading behavior defines where data is collected, what defines a loading event vs. short-term parking, and how loading events are recorded. This SOP and the diagram included may be utilized to observe double parking in vehicle travel lanes.

### Data Collection Procedures

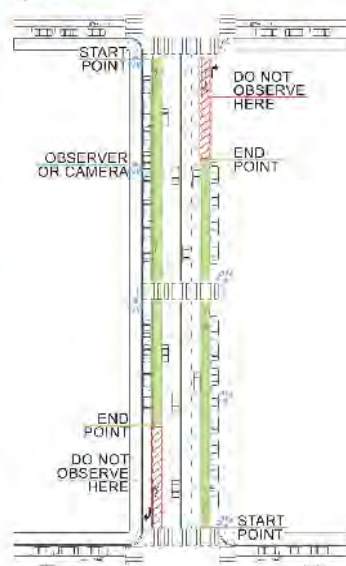
#### Location

- Vehicle loading data are collected along a continuous segment of a block, as shown in Figure 1.
- In most cases, the full length of the block should be observed.
- Intersection approaches (up to 50' from the intersection) should be excluded from the observation area due to turning vehicles and vehicles queuing to turn.

#### Time Period

- Loading behavior data should be collected for a period of at least two hours.
- The time of day and day of the week should be selected based on the area's existing and anticipated loading peak times of day. Consider when volumes of passenger loading are highest and when deliveries are highest. Typical weekday delivery loading peak periods are between 10am-12pm, while passenger loading can vary greatly based on land uses. If peak times cannot be determined, observing loading behaviors for longer periods of time may be preferred (24 hr time period).

Figure 1: Observation Area



### Data Evaluation Procedures

- Vehicle loading data should be analyzed and reported for a given block by 1) vehicle type; 2) frequency for a given time period; 3) duration of the event; and 4) location of event (curbside, bike lane, vehicle lane). Examples of data evaluation are shown in Table 1 and Table 2.
- Vehicle types to counted and classified include:
  - Passenger vehicles (See Figure 2)
  - TNC (transportation network company) vehicles or taxis (See Figure 3) (look for a rideshare company logo on the vehicle)
  - Delivery service vehicles or light trucks or vans such as box trucks, waste haulers, etc. The larger end of the light truck typology may occupy up to 30 to 40 feet when parked. (See Figure 4)
  - Freight vehicles or heavy trucks with wheelbase length of 40 feet or more, whose total length may approach 55 feet, and may occupy up to 60 feet when parked. (See Figure 5)
- Vehicle types not to be counted include:
  - Bus partially obstructing the bike lane while at a transit stop
  - Bus fully obstructing the bike lane at a transit stop because the stop is blocked

### Tools and Templates

- Video data collection is preferred as it allows for more detailed review of drivers' behaviors, as needed. If data are being collected along both sides of the street, two cameras are recommended – one placed on each side of the street.
- Manual field observation is acceptable if video data collection is not possible. A field data collection sheet template is included in the SOP Excel workbook. Data should be recorded by period, day of week, and direction of travel.
- The SOP Excel workbook includes a data summary template. The data collection team would use this template to summarize the observations made either in the field or by reducing video footage.

Table 1: Example Loading Duration Summary

Average Length (seconds)	< 30 seconds	Between 30 and 60 seconds	Between 1 and 5 minutes	5 minutes or more
140	38%	14%	35%	13%

Table 2: Example Loading Type Summary

Passenger Vehicle	Passenger Vehicle Delivery	TNC (Uber/Lyft)	Small Delivery Vehicle	Large Delivery Vehicle	Taxi	Other
10%	10%	30%	20%	20%	5%	5%

Table 3: Example Loading Location Summary

At Curb	At Curb in White or Yellow Zone	In Bike Lane	In Vehicle Travel Lane	Other
10%	10%	30%	45%	5%

### Clarifications for Data Collection Team

- Provide a graphic showing the start and end points of the loading event area of interest, such as in Figure 1. This will ensure the data collection team orients video recording equipment and/or people correctly.
- The Handbook digital files include an example KMZ file for indicating to the data collection team where to collect loading behavior data.
- If data will be collected via direct observation in the field, indicate on the graphic which sections of the bike lane segment each person is responsible for observing. This will ensure the full segment is observed and minimize the risk of double counting. The project manager may conduct a site visit in advance to check for visibility constraints.

Figure 2: Passenger Vehicle



Figure 5: Freight/Heavy Truck Vehicle



Figure 3: TNC (Transportation Network Company or Rideshare)



Figure 4: Delivery Service/Light Truck Vehicle



# VALENCIA STREET : SAMPLE SOP (LOADING)

## Vehicle Blockage of Bike Lane: Loading Behavior

Project Name/Number: Valencia Safety Project / 149738

Location (incl. direction): Valencia St between 14th and 15th

Date (incl. day of week): Tuesday, May 14, 2019

Time Period(s): 9 AM to 11 AM, 1 PM to 3 PM, 7 PM to 9 PM

### Site Characteristics (drop down menu for each)

Weather Conditions	Sunny
Bike Facility Type	Protected
Parking Type	On-Street Parallel Parking between Bike Lane and Vehicle Lane

### Site Photos



Insert Photo/Image of Data Collection Location

Caption:

Location	Date	Time Period	Event #	Arrival Time	Arrival Hour	Departure Time	Duration (HH:MM:SS)	Duration (Seconds)	Loading:Type	Loading: Location
Valencia St btwn 14th and 15th (East)	5/14/2019	9AM - 11AM	1	9:00:00	8	9:32:55	0:46:10	2770	Passenger Vehicle	At Curb
Valencia St btwn 14th and 15th (East)	5/14/2019	9AM - 11AM	2	9:07:24	9	9:07:50	0:00:26	26	Passenger Vehicle	In Vehicle Travel Lane
Valencia St btwn 14th and 15th (East)	5/14/2019	9AM - 11AM	3	9:10:02	9	9:11:46	0:01:44	104	Passenger Vehicle	At Curb
Valencia St btwn 14th and 15th (East)	5/14/2019	9AM - 11AM	4	9:17:01	9	9:17:17	0:00:16	16	Passenger Vehicle	At Curb
Valencia St btwn 14th and 15th (East)	5/14/2019	9AM - 11AM	5	9:25:34	9	9:43:59	0:18:25	1105	Small Commercial Vehicle	At Curb
Valencia St btwn 14th and 15th (East)	5/14/2019	9AM - 11AM	6	9:28:03	9	9:31:20	0:03:17	197	Small Commercial Vehicle	In Vehicle Travel Lane
Valencia St btwn 14th and 15th (East)	5/14/2019	9AM - 11AM	7	9:33:01	9	9:36:32	0:03:31	211	Passenger Vehicle	In Vehicle Travel Lane
Valencia St btwn 14th and 15th (East)	5/14/2019	9AM - 11AM	8	9:38:59	9	9:39:07	0:00:08	8	Passenger Vehicle	In Vehicle Travel Lane



## VALENCIA FINDINGS

Number of vehicles  
loading in the bike lane  
**dropped from  
60.5% to .7%.**

Loading duration and  
double parking also  
**dramatically decreased.**

**95% decrease** in  
mid-block vehicle/bike  
interactions or dooring  
conflicts.





# VALENCIA FINDINGS

**No close calls/near misses** between bikes and pedestrians were observed at loading islands.

**98% of cyclists** positioned in the bike lane or buffer area.



# **2018 PROJECT EVALUATION HIGHLIGHTS**



# FOLSOM STREET

83% of bicyclists reported an increase in comfort.

54% of people feel more comfortable walking along Folsom.

48% of people feel more comfortable driving along Folsom after implementation.  
40% reported no change.





## 7<sup>TH</sup> AND 8<sup>TH</sup> STREETS

16% decrease in vehicle speeds on 7th Street following the project.

9% decrease in vehicle speeds on 8th Street following the project.





## TURK STREET

287% increase in bike counts in the peak evening commute; morning commute counts also significantly increased.

88% fewer loading violations on Turk Street between Jones and Taylor Streets compared to the before condition.





## PAINTED SAFETY ZONES

Motorists turned corners more slowly.

Motorists yielded to pedestrians more often.

More motorists turned further from the curb, at safer distances from people on sidewalks.





## DAYLIGHTING

14% fewer reported collisions at intersections where daylighting treatments were implemented in the Tenderloin.





## SEPARATED BIKE SIGNALS

86% of bicyclists  
comply with signal.

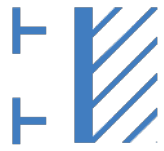
96% of vehicles  
comply with signal.

Close calls dropped from  
17 at mixing zones to 1  
at bike signals.

Bike signals reduce the  
probability of cyclists conflicting  
with vehicles.



## HOW WE ARE DOING?



People feel safer and more comfortable walking and biking in locations with protected bicycle infrastructure.



Vehicles travel at safer speeds after installation of traffic lane reductions and other traffic calming features.



More people are cycling on the streets with new and upgraded bike lanes, especially protected bike lanes.



Mixing zones help with right hook conflicts, but don't solve the problem.



Localized improvements such as daylighting and painted safety zones are helping to create a safer walking environment.





## 7TH AND 8TH STREET





## 17TH STREET BETWEEN CHURCH AND SANCHEZ





**FOLSOM STREET**



## EVALUATION TIPS

Dedicate a person who has allocated staff time to be the point person for project evaluation.

Invest the time into creating thorough SOPs.

Identify year-to-year program funding for staff time and data collection contractors.

Use counts contractors if available to increase efficiency and minimize staff resources needed. Instead prioritize QAQC process.

Communicate your findings.



[sfmta.com/safestreetsevaluation](https://sfmta.com/safestreetsevaluation)

