

Equity, Safety, Sustainability, Trust

OakDOT Five-Year Accomplishments Report

City of Oakland, Department of Transportation

June 2022



Initiated at start of Mayor Libby Schaaf’s first term in 2015, and fully launched in 2017, the **Oakland Department of Transportation (OakDOT)**, was created with the idea that **managing streets is about more than maintenance, and transportation is about more than getting vehicles from point A to point B.** We recognized the opportunity to help Oaklanders thrive, save them time and money, improve their access to schools and services, grow their economy, strengthen bonds in their community, and keep them safe.

Five years since its launch OakDOT has become a national model for incorporating equity into transportation planning, policy, programs and operations. From paving plans to emerging mobility, OakDOT is working to center racial equity in every organizational aspect and long-neglected communities are now being more authentically engaged and collaborating with government.

This **“Five-Year Accomplishments Report”** catalogues the **key areas of progress with a special focus on the people who have been getting the job done in the face of so many challenges.** As a season of transitions begins, it is important to memorialize where we started, how far we have come, and how we will take on the pressing challenges and needs that our City and community members still face.





Oakland Department of Transportation (OakDOT) **Five-Year Accomplishments Report**

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Oakland Department of Transportation (OakDOT) **Five-Year Accomplishments Report**

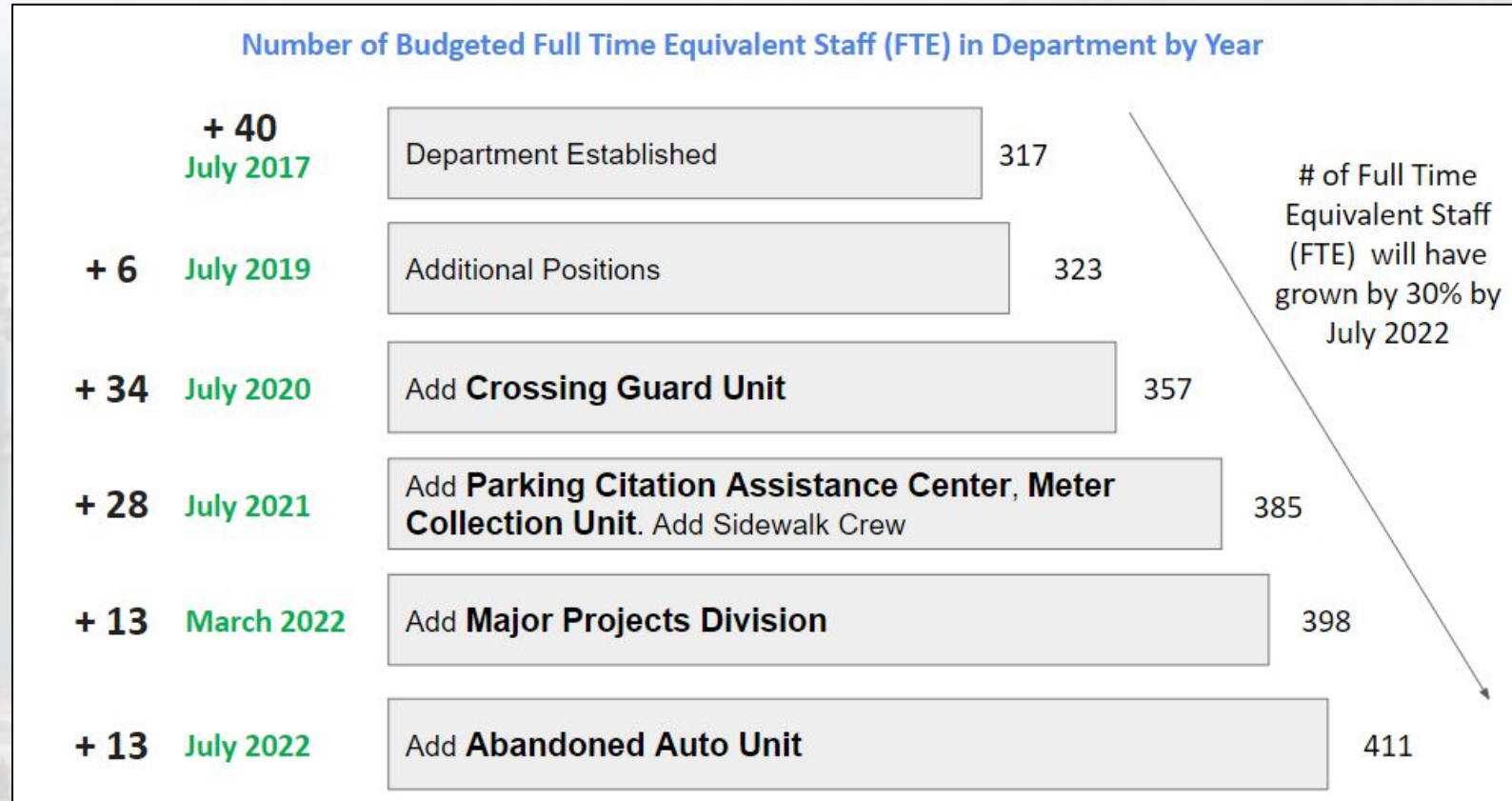
I. Who We Are



WHO WE ARE

OakDOT is a team of more than 350 dedicated public servants working in a wide range of functions and classifications. OakDOT launched largely made up of staff teams that had been housed in the Department of Public Works, particularly those that maintain and improve the City's streets and sidewalks. The department's launch was also timed in conjunction with a voter-approved infrastructure bond Measure KK, which seeded the department with \$350 million intended to address Oaklanders' frustration with the state of disrepair of streets and sidewalks.

Fundamental to its success, OakDOT has attracted and retained a team dedicated, values-driven public servants who have stepped up in the face of many obstacles. As a signal of OakDOT's success, the City Council has consistently asked the department to take on more responsibility and be part of solving complex problems. With each successive budget cycle since its initiation, OakDOT has grown, both with new positions in existing divisions, or with new functions such as Parking Enforcement, School Crossing Guards, Meter Collections, the Parking Citation Assistance Center, a new Major Projects Division and, coming soon, the Abandoned Auto Unit. **Five years after its initial launch, OakDOT will be 50% larger in budgeted headcount as of July 2022.**



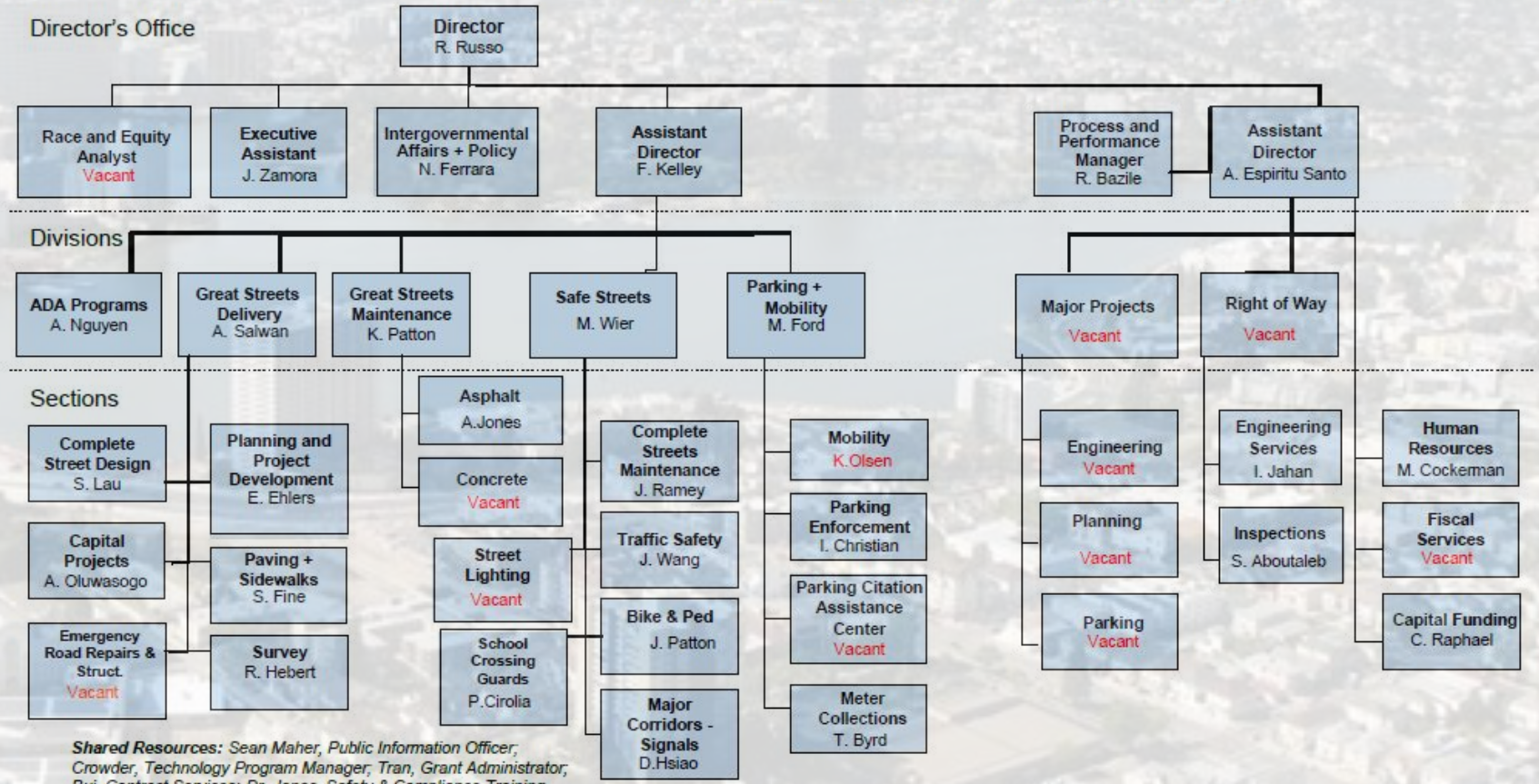
Oakland Department of Transportation (OakDOT)

Current Structure

Mission Statement

The Department of Transportation will **envision, plan, build, operate** and **maintain** a transportation system for the City of Oakland and assure **safe, equitable, and sustainable access and mobility** for residents, businesses and visitors.

OakDOT Management Organization



Shared Resources: Sean Maher, Public Information Officer; Crowder, Technology Program Manager; Tran, Grant Administrator; Bui, Contract Services; Dr. Jones, Safety & Compliance Training Coordinator

WHO WE ARE

Executive Management Team

The OakDOT Executive Management provides the overall leadership and direction for the department. Its focus is on supporting the teams getting the work done, addressing challenges like recruitment and retention, liaising with City Council, the Mayor's Office and City Administrator's Office and sister departments and agencies

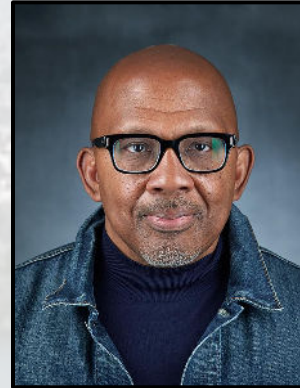


Ryan Russo
Director

Years at Oakland: 5

Birthplace:
Mineola, New York

Mode choice:
Electric cargo bike with
kids on back



Fred Kelley
Assistant Director

Years at Oakland: 1

Birthplace:
San Francisco, CA

Mode choice:
Plane to Hawaii



Ariel Espiritu Santo
Assistant Director

Years at Oakland: 5

Birthplace:
Lewisburg, Pennsylvania

Mode choice:
Wine train



Jasmine Zamora
Executive Assistant

Years at Oakland: 13

Birthplace:
Oakland, CA

Mode choice:
Plane out of the country



Nicole Ferrara
Policy Advisor

Years at Oakland: 5

Birthplace:
Flushing, New York

Mode choice:
Running



Reg Bazille
Process &
Performance Manager

Years at Oakland: 3

Birthplace:
Washington, D.C.

Mode choice:
Muni streetcar



Sean Maher
Public Information
Officer

Years at Oakland: 10

Birthplace:
Santa Ana, CA

Mode choice:
Crowd surfing

WHO WE ARE

Safe Streets

Responsible for actively developing and efficiently maintaining transportation programs and assets in ways that promote the safety and well-being of Oakland residents and visitors.

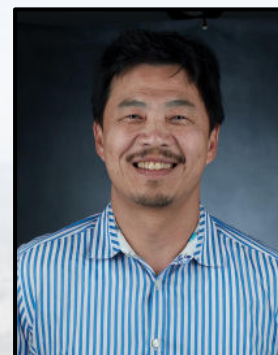


Megan Wier
Safe Streets Division
Manager

Years at Oakland: 2

Birthplace:
Saginaw, Michigan

Mode choice:
Hiking in forest



Joe Wang
Neighborhood Traffic
Safety

Years at Oakland: 25

Birthplace:
Tapei, Taiwan

Mode choice:
Train in a foreign country



Jamie Ramey
Complete Streets
Maintenance

Years at Oakland: 32

Birthplace:
Oakland, CA

Mode choice:
Dogsled

Neighborhood Traffic Safety

Support a safe city by assessing traffic safety issues identified by the public based on safety history and socio-economic factors with emphasis placed on residential neighborhoods and school areas. Employ decision and design strategies that ensure limited resources are used efficiently and equitably.

Complete Streets Maintenance

Install and replace City traffic signs, striping, and legends and maintains 200,000 traffic signs, 3,600 miles of lane striping, 400,000 linear feet crosswalks and 6,000 legends. The group also supports a project delivery pipeline by combining in-house capacity and on-call striping contract for the responsive and efficient construction of striping only projects. Meter maintenance is responsible for the City's 3,900 single-space parking meters and 567 multi-space parking kiosks.

Bicycle & Pedestrian Programs

Advance and improve Oakland's bicycle and pedestrian infrastructure to promote equity and sustainability. The group coordinates implementation of the City's Bicycle and Pedestrian Plans; delivers low-cost, high-impact projects in a programmatic manner; manages transportation-related data; and provides staff support to the City's Bicyclist & Pedestrian Advisory Commission.

Major Corridor Multimodal Operations

Balance the needs of transit, pedestrians, bicycles and the changing flow of vehicles at different times of the day by engineering and maintaining the City's 700+ traffic signals, regulating the right-of-way and playing a critical role in creating new rules for safety on Oakland's streets.

Streetlighting

Provides maintenance and repair of 38,000 City street lights and provides design standards for proper City street lighting. Committed to leveling the playing field and providing affordable, energy-efficient and efficiently maintained lighting in every neighborhood for pedestrians, cyclists and transit riders, as well as motorists, helping make every journey safe.

Crossing Guard Operations

Support traffic safety by assisting children and other pedestrians to cross the street in designated crosswalks and stop traffic accordingly. The Crossing Guards may also report traffic violations occurring during school traffic hours or report accidents which involve school children and/or guards while on duty.

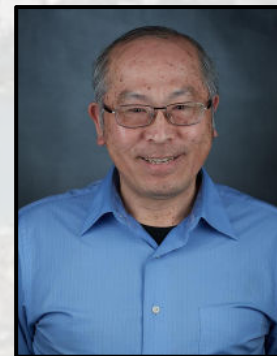


Jason Patton
Bicycle & Pedestrian
Programs

Years at Oakland: 20

Birthplace:
Berkeley, CA

Mode choice:
Hiking in the High Sierra



Dean Hsiao
Major Corridor
Multimodal Operations

Years at Oakland: 2

Birthplace:
Kaohsiung, Taiwan

Mode choice:
Scenic drives



James Womack
Streetlighting

Years at Oakland: 27

Birthplace:
San Francisco, CA

Mode choice:
Planes & hiking boots



Paul Cirolia
School Crossing Guards

Years at Oakland: 14

Birthplace:
Melrose, Massachusetts

Mode choice:
European railways

Great Streets Maintenance

Responsible for maintaining streets, sidewalks, guardrails and other major road features, including over 800 miles of asphalt pavement within the public right-of-way, requiring ongoing crack sealing, pothole filling, trench paving, and maintaining asphalt berms. The division responds to service requests to repair 200 miles of curb and gutter, 66 miles of concrete streets, 72 miles of concrete medians, and 1,120 linear miles of sidewalks. In addition to maintenance, this division delivers concrete and pavement capital projects with in-house construction crews.

Asphalt Section

Manages the in-house street repaving and pothole repair activities.

Concrete Section

Responsible for sidewalk, roadway base, curb, gutter and pedestrian ramp repairs.



Kenneth Patton
Division Manager

Years at Oakland: 31

Birthplace:
Cleveland, Mississippi

Mode choice:
Luxury cross-country train



Tony Jones
Asphalt Section

Years at Oakland: 23

Birthplace:
Compton, CA

Mode choice:
Golf cart



Luis Mora, Jr.*
Concrete Section

Years at Oakland: 8

Birthplace:
Oakland, CA

Mode choice:
Speed boat and fishing

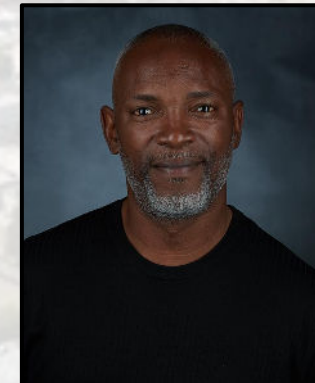


Alonzo Walker*
Concrete Section

Years at Oakland: 24

Birthplace:
Oakland, CA

Mode choice:
Fishing boat on the lake



Dwayne Thomas*
Concrete Section

Years at Oakland: 21

Birthplace:
Oakland, CA

Mode choice:
Helicopter

*Rotating as acting section leader (Public Works Supervisor II)

Great Streets Delivery

Responsible for planning, designing, implementing and managing capital transportation infrastructure projects via six sections:

Complete Streets Design

Prepare design and construction documents for capital improvement projects that are major investments that will transform the right of way to encourage and facilitate walking, biking, and transit service.

Traffic Capital Projects

Manage the preparation of design and construction documents for capital improvements related to traffic safety and major traffic operational improvements.

Pavement & Sidewalk Management

Provide safe, well-maintained local transportation networks for every neighborhood, supporting access by bus, bike, on foot, in a wheelchair or in a car.

Survey

Provide essential survey services for anything being built in the City of Oakland and support the department's civil engineers as they enter the design phases of major streets projects

Structures and Emergency Response

The Structures and Emergency Response team focuses on seismic retrofits, bridge maintenance, emergency roadway repairs, retaining wall construction, stairway repairs, railroad crossing improvements, and abandoned railroad track removals.

Planning & Project Development

Plan and develop Oakland's Complete Streets Policy through a corridor approach that values all users—pedestrians, cyclists, transit riders, and drivers—in ways that improve the safety and livability of key corridors across the City.



Amit Salwan
Division Manager

Years at Oakland: 9

Birthplace:
Banga, India

Mode choice:
Long train rides



Si Lau
Complete Streets Design

Years at Oakland: 19

Birthplace:
Macao, China

Mode choice:
Norwegian airlines



Ade Oluwasogo
Traffic Capital Projects

Years at Oakland: 34

Birthplace:
Oyan, Nigeria

Mode choice:
Biking along a waterfront



Sarah Fine
Pavement & Sidewalk Management

Years at Oakland: 6

Birthplace:
Ada, Oklahoma

Mode choice:
Walking around the block



Ray Hébert
Survey

Years at Oakland: 10

Birthplace:
Lynn, Massachusetts

Mode choice:
Elliptical 9 Cell Parachute



Emily Ehlers
Planning & Project Development

Years at Oakland: 3

Birthplace:
Rhineland, WI

Mode choice:
River Canoeing

WHO WE ARE

Parking & Mobility Management

Responsible for managing the City's on and off-street parking system including non-sworn vehicle enforcement activities. Abandoned vehicle enforcement coming to the division later in 2022.

Parking Enforcement

Parking Enforcement is dedicated to the issuance of citations through the consistent enforcement of parking laws to incentivize drivers to comply with regulations. This results in parking turnover, greater availability of parking, and the safe and efficient movement of traffic

Mobility Management

Innovations in transportation are changing the way people move around cities. Mobility Management focuses on active management of the city's on and off-street public parking supply and curb space to serve public needs for private vehicles, transit, taxis, commercial loading, preferential permit parking, bicycle parking, parklets, food trucks, and other public benefits. Mobility Management also works on projects and programs that improve and expand transportation choices – including carsharing, bicycle sharing, and scooter sharing – to further the City's equity, safety, environmental, and economic goals.

Meter Collections

Responsible for the secure collection and processing of coin payments to parking meters

Parking Citation Assistance Center

Assists the public in paying and contesting parking citation fines. Processes and issues residential parking permits.



Michael Ford
Division Manager

Years at Oakland: 9

Birthplace:
Kansas City, MO

Mode Choice:
Walking to the office



Ira Christian
Parking Enforcement

Years at Oakland: 28

Birthplace:
Oakland, CA

Mode Choice:
Being chauffeured around



Kerby Olsen*
Mobility Management

Years at Oakland: 5

Birthplace:
Healdsburg, CA

Mode Choice:
E-Bike



Tammi Byrd
Meter Collections

Years at Oakland: 12

Birthplace:
San Francisco, CA

Mode Choice:
Airplane



Etonde Faoa*
Parking Citation
Assistance Center

Years at Oakland: 4

Birthplace:
Oakland, CA

Mode Choice:
Muscle car

WHO WE ARE

ADA Programs

Implement policies regarding disability access compliance (excluding employment), administering the citywide ADA Buildings and Facilities Transition Plan and ADA Accommodations capital programs, reviewing other City capital improvement and major development projects for access compliance, responding to ADA grievances and facilitates reasonable program modifications for customers with disabilities, administering the Auxiliary Aides and Services Program that provides communications services to employees and customers with disabilities, and facilitates, monitors, and implements ADA litigation settlements.



Anh Nguyen
Division Manager

Years at Oakland: 5

Birthplace:
Saigon, Vietnam

Mode Choice:
Adaptive e-bike



Funding & Administration

Supports the department-wide administrative, fiscal and grant functions.

Human Resources

Provides human resources support including covering the following functions: payroll, recruitment, grievance responses, administrative investigations, processing of medial and other leaves.

Capital Funding

Supports the cradle to grave funding of capital projects; identifies grant opportunities, oversees application development. provides ongoing oversight and management of capital funding sources. This team also develops and implements department policies related to effective, equitable allocation of limit capital resources.

Fiscal Services

Ensures the fiscal integrity of the department. This team executes all fiscal transactions within the City's financial system, supports audits of our various funding sources, ensures compliance of expenditures, proper reporting and processes reimbursement from grantors..



Melanie Cockerham
Human Resources

Years at Oakland: 26

Birthplace:
Oakland, CA

Mode Choice:
Bicycle Rickshaw
(someone else peddling)



Craig Raphael
Capital Funding

Years at Oakland: 2

Birthplace:
NYC, NY

Mode Choice:
Subway Line 1: Budapest



Marissa Bernabe*
Fiscal Services

Years at Oakland: 23

Birthplace:
Manila, Philippines

Mode Choice:
Bike



Grace Feng*
Fiscal Services

Years at Oakland: 3

Birthplace:
Guangzhou, China

Mode Choice:
Walking



*Rotating as acting section leader

Right-of-Way Management

Ensures that work done in the public right-of-way (ROW) adheres to the City's highest standards, and that construction projects that bring housing and jobs to the City are implemented per safety standards. This group also provides engineering oversight for private development projects, develops traffic control plans and oversees construction inspectors who confirm that private projects in Oakland's ROW are being carried out per plan.



Ishrat Jahan
Engineering Services

Years at Oakland: 8

Birthplace:
Dhaka, Bangladesh

Mode Choice:
Rickshaw



Saleh Aboutaleb
Inspections

Years at Oakland: 3

Birthplace:
Cairo, Egypt

Mode Choice:
Biking with his kids



Racial Equity Team

The overall mission of the RET is to end systemic causes of racial disparity through improving and developing policies, programs, and practices at OakDOT. Models our commitment to developing racial equity competency by engaging in capacity building, facilitating activities and dialogue, identifying opportunities to improve racial equity outcomes, providing support to workgroups and individuals, and support development and implementation of the equity component of the departments' Strategic Plan



Charlotte Niles
RET Co-Chair & Parking Control Technician
Years at Oakland: 9
Birthplace: Panama City, Panama
Mode choice: Surfing



Josie Ahrens
RET Co-Chair & Transportation Planner
Years at Oakland: 3
Birthplace: Los Angeles, CA
Mode choice: Gondola



Jasmine Zamora
RET Co-Chair & Executive Assistant
Years at Oakland: 13
Birthplace: Oakland, CA
Mode choice: Plane out of the country







Oakland Department of Transportation (OakDOT) **Five-Year Accomplishments Report**

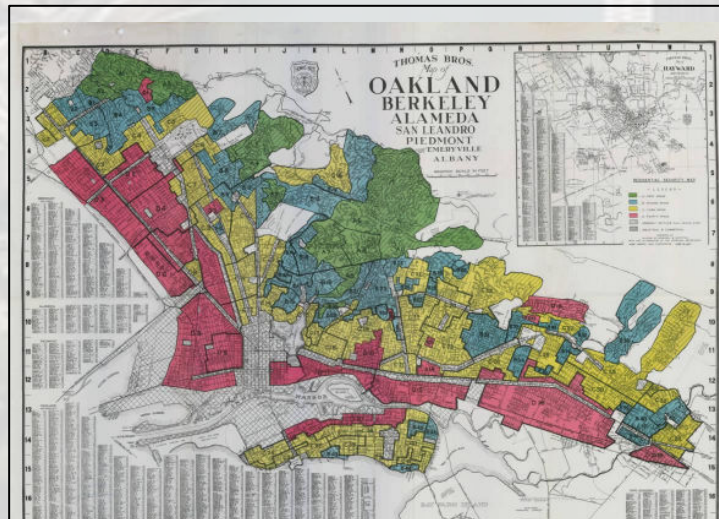
II. Why & How We Do This Work



WHY & HOW WE DO THIS WORK

Despite Oakland's rich history of fighting against injustice, inequalities persist – due in no small part to the role of government's infrastructure development. OakDOT was formed and its mission shaped with an understanding of the legacy of policies like redlining, urban renewal, and freeway building. The new department would need to be intentional and proactive to play a role in repairing these harms and eliminating systemic inequity. While OakDOT launched with ambitious goals, it also was tasked with proving to Oaklanders that delivering the basics -- smooth and safe streets and sidewalks – was possible after decades of neglect.

OakDOT's ambitious kick-off Strategic Plan recognized that the department should focus on the needs of the most vulnerable—helping tackle issues like housing affordability, high transportation costs related to automobile dependency, the burgeoning climate crisis and disproportionate severe injuries and fatalities from traffic collisions. The plan called for OakDOT to approach all its responsibilities in a values-first manner.



WHY & HOW WE DO THIS WORK

Working in close collaboration with the City's Department of Race and Equity – which was launched the same year -- OakDOT developed its plans, programs, and projects by pairing a data-driven, evidence-based approach with a community engagement approach that emphasized the prioritization of, partnership with, and humility toward communities that have been historically underserved and systemically excluded. The department worked hard at meeting those communities where they are and breaking down barriers to having their voices heard and included.

Our North Star in this work has been Equity, we have sought to make equity part of every process that we participate in, both internal and external. Ultimately, we work towards a vision where four main values are advanced:

- **Equity.** Delivering services that remove barriers that systemically impact specific communities;
- **Safety.** No one should be served injured or killed just moving from place to place; and,
- **Sustainability.** Supporting affordable and efficient ways of getting around that don't impact future generations;
- **Trust.** Big problems will be addressed only when a government and the community it serves have built a foundation of trust, especially in communities where government has been a contributing factor in sustained inequity.



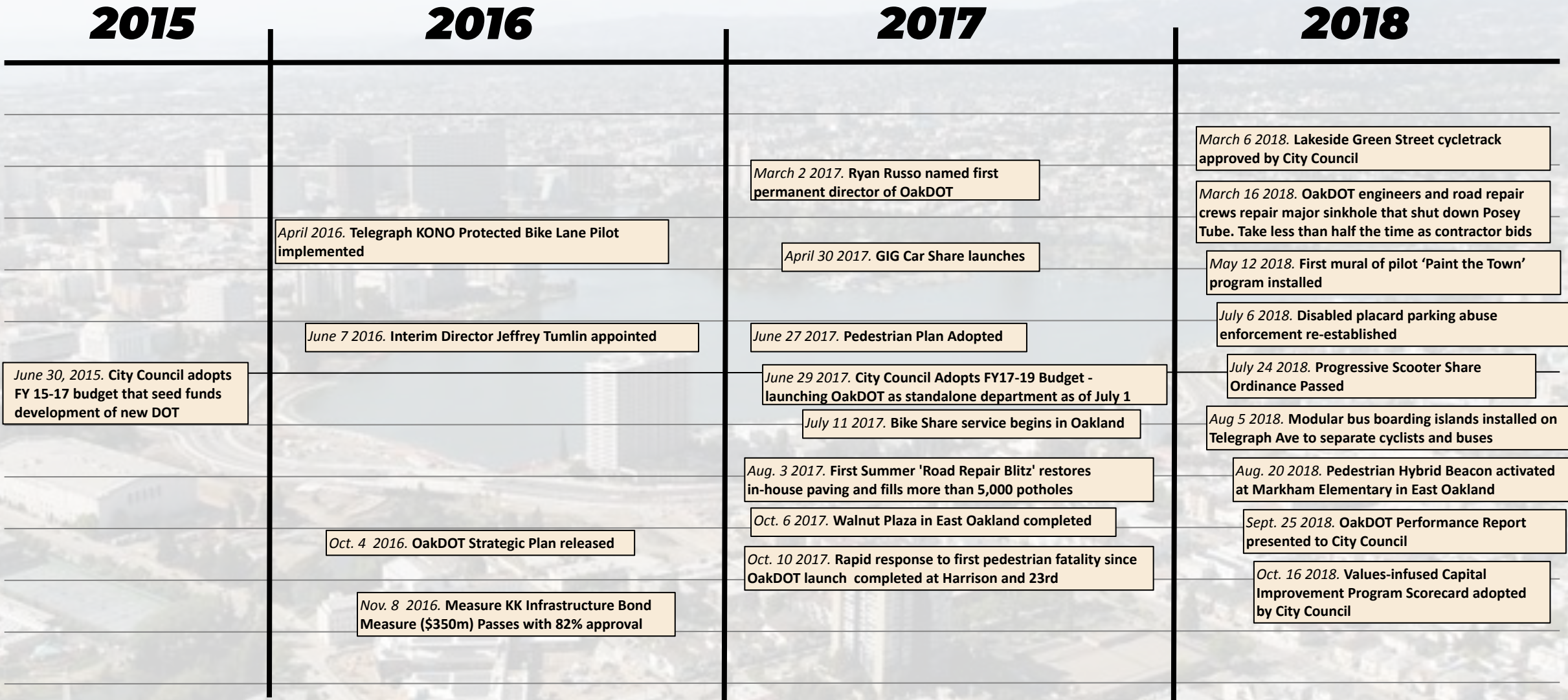


Oakland Department of Transportation (OakDOT)
Five-Year Accomplishments Report

III. When: OakDOT Timeline & Milestones



OakDOT Timeline & Milestones



* Digital version: hover over box and click for more info.

OakDOT Timeline & Milestones

2019

2020

2021

2022

Jan. 15 2019. OakDOT completes Strategic Plan Assessment and Progress Report	Jan. 29 2020. Chinatown Loading & Parking Pilot brings first split metered loading zones to Oakland	Feb. 8 2021. OakDOT awarded \$31mil. from the state Active Transportation Program for projects that grew out of equitable planning in East and West Oakland	Jan. 1 2022. East Oakland Mobility Action Plan completed
May 17 2019. Unveiling of 'Deontae Bush Way', the new commemorative street name for Galindo Street	April 9 2020. OakDOT announces "Slow Streets" as first of its kind and national model pandemic response to restrict thru-traffic on neighborhood streets	Feb. 23 2021. Oaklands first arterial 'speed cushion' installed along 35th Ave; developed after deep engagement following the death of Deontae Bush on the corridor	Jan. 6 2022. Launch of Universal Basic Mobility pilot
May 21 2019. City Council approves nations first equity-driven 3-Year Paving Plan	May 22 2020. Responding to feedback from priority communities, OakDOT adds "Essential Places" to the Slow Streets program	April 15 2021. School crossing guards return to re-opened schools under OakDOT leadership; reorganized from Oakland Police Department	March 1 2022. City Council approval of permanent Flex Streets program
May 31 2019. Vice Mayor proposes eliminating OakDOT as a stand-alone department, idea quickly rejected by rest of City Council	June 19 2020. Flex Streets pandemic response program launches. Permits small businesses to use streets and sidewalks for outdoor dining and othe merchant activities	May 23 2021. Safe Oakland Streets - an interdepartmental initiative eliminate inequity and end serious injuries and deaths from traffic crashes is launched	April 1 2022. Concrete safety improvements along Telegraph Ave in KONO break ground
June 10 2019. Lakeside Green Street cycletrack completed	July 1 2020. OakDOT sets record for miles paved in a single year (32)	June 23, 2021. OakDOT wins \$1million from California Climate Investments for an equitable E-Bike Lending Library	
June 18 2019. City Council passes innovative 'Buy-Sell-Repair' Sidewalk Ordinance requiring repair at sale	July 31 2020. Telegraph Ave bike lanes completed in Temescal, along with Flex Streets the district thrives during the pandemic	June 24 2021. City Council passes budget moving Abandoned Auto from OPD to OakDOT	
July 1 2019. Lake Merritt BART ped. improvements completed	Aug. 31 2020. Red bus lanes completed on Broadway downtown - regions most rapid conversion of auto space to transit priority	June 30 2021. New record of miles paved in a single year (44) established	
July 9 2019. Let's Bike Oakland equitable bike plan adopted	Oct. 23 2020. OakDOT and AC Transit complete first 'Transit Action Strategy'	Aug. 7 2021. Paint the Town open as permanent city program	
Sept. 7 2019. 90th Ave Scrapper Bikeway completed (phase 1) w/Paint the Town mural		Nov. 15 2021. Parking Citation Assistance Center and Meter Collection Unit begin operating under OakDOT leadership	
Nov. 6 2019. West coast's first hardened centerlines/left turn traffic calming installed after tragic pedestrian crash at Garfield elementary		Nov. 19 2021. Federal RAISE Grant Awards Oakland \$14.5 Million to Fund 'Reconnecting the Town,'	
		Dec. 21 2021. City Council approves equitable 5-Year Paving Plan	

* Digital version: hover over box and click for more info.



market hall FOODS

HIGHWIRE
COFFEE ROASTERS

Market Hall Bakery
HIGHWIRE
= COFFEE =
open
7-7pm
Coffee & yummy
Pastries... a Perfect
Blend!

College

Shafter
Keith

China MARKET
Coca-Cola
Keith

Oakland Department of Transportation (OakDOT) **Five-Year Accomplishments Report**

IV. Where We've Made Progress



1. Developed and delivering on an award-winning **Paving Plan** that uses equity to direct paving and sidewalk repair resources



San Francisco Chronicle

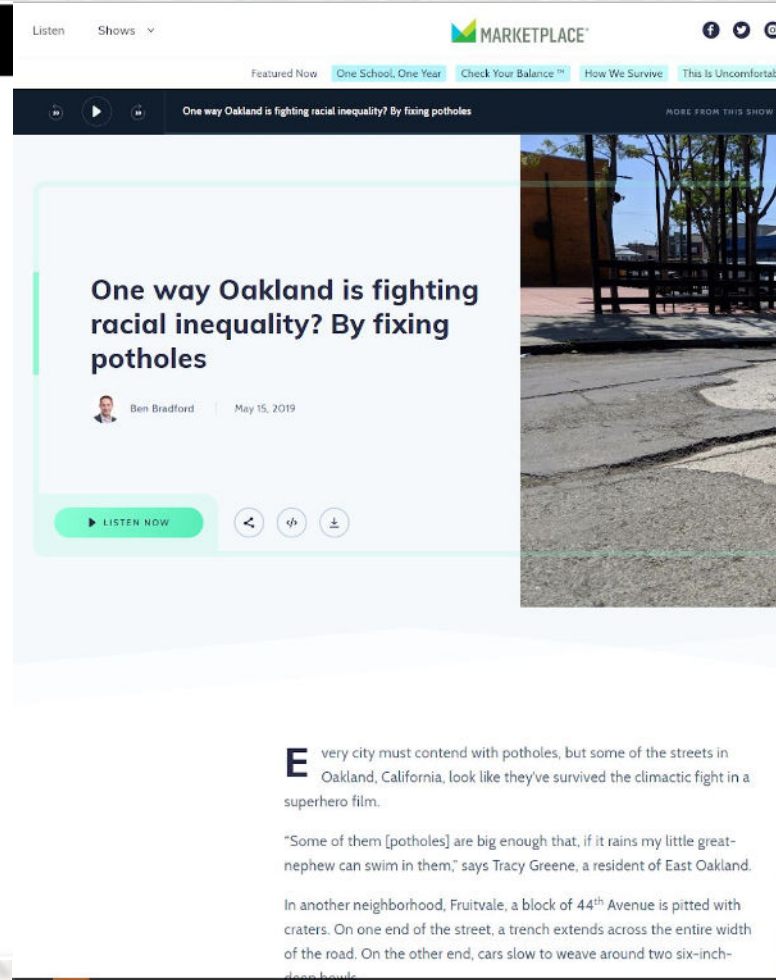
Oakland pothole plan paves path to equity for lower-income areas

By **Otis R. Taylor Jr.** | April 7, 2019 | Updated: April 7, 2019 4:45 p.m.



Potholes are seen on Park Blvd in Oakland, Calif. on Thursday, March 28, 2019. Photo: Brittany Hosea-Small / Special to the Chronicle

Oakland's Department of Transportation wants to drive a larger portion of the city's infrastructure bond money to the low-income neighborhoods in the flatlands of East Oakland



MARKETPLACE


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Featured Now [One School, One Year](#) [Check Your Balance™](#) [How We Survive](#) [This is Uncomfortable](#)

One way Oakland is fighting racial inequality? By fixing potholes

By **Ben Bradford** | May 15, 2019

[▶ LISTEN NOW](#)



Every city must contend with potholes, but some of the streets in Oakland, California, look like they've survived the climactic fight in a superhero film.

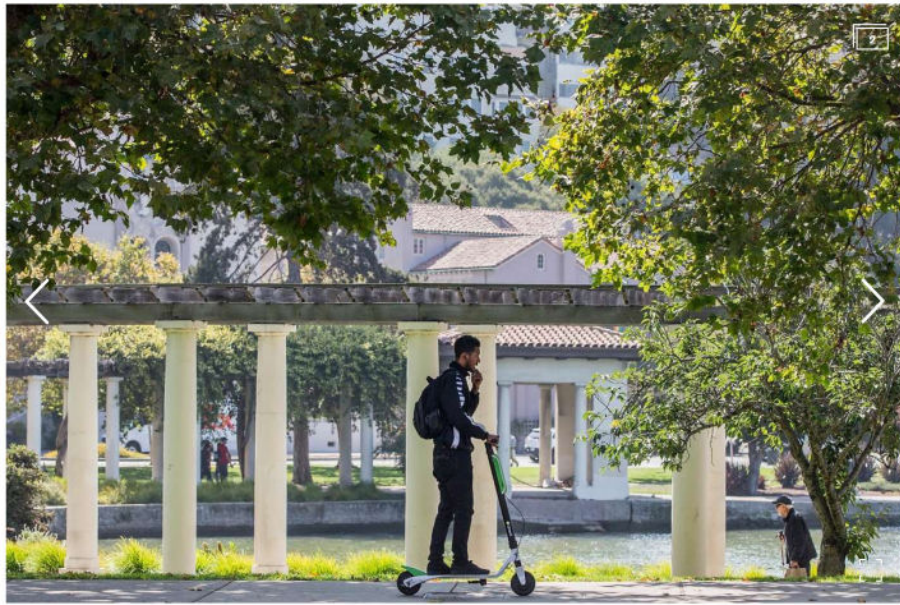
"Some of them [potholes] are big enough that, if it rains my little great-nephew can swim in them," says Tracy Greene, a resident of East Oakland.

In another neighborhood, Fruitvale, a block of 44th Avenue is pitted with craters. On one end of the street, a trench extends across the entire width of the road. On the other end, cars slow to weave around two six-inch-deep bowls

2. Leader in emerging and **Shared Mobility** and electric vehicle planning with respect to equity and accessibility.

As San Francisco banned scooter use, Oakland embraced the two-wheelers

 Rachel Swan | Sep. 1, 2018 | Updated: Sep. 2, 2018 11:51 a.m.



3. Nationally recognized **Bike Plan** update that set a new standard for engaging historically underserved communities in modal planning efforts.



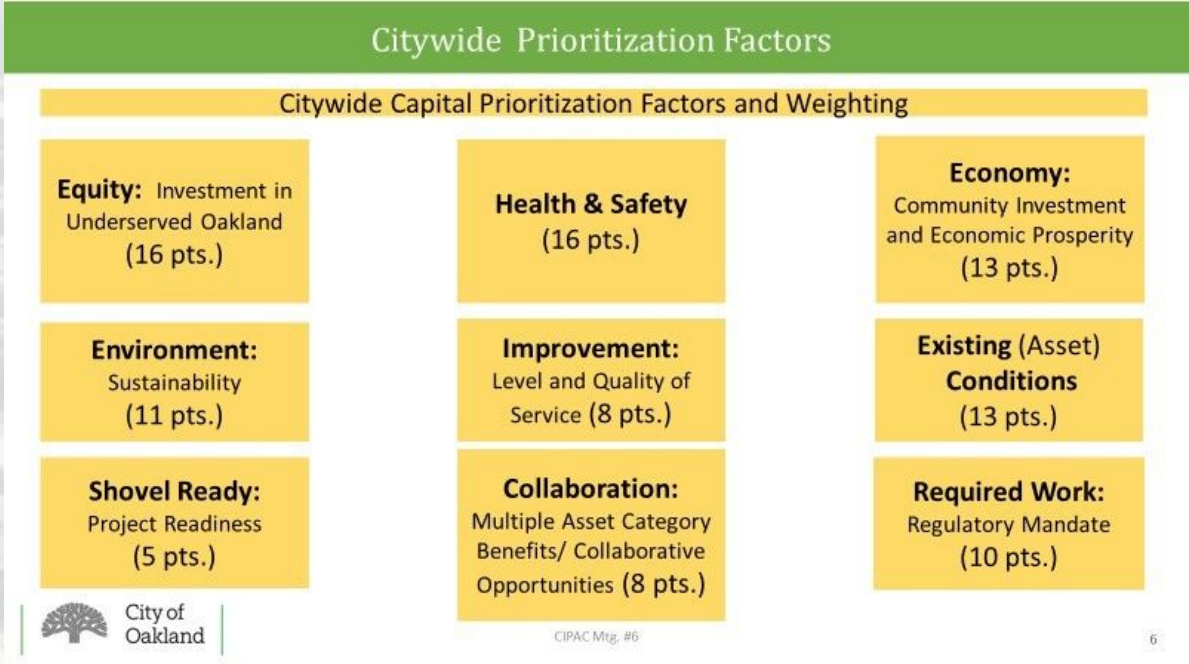
WHERE WE'VE MADE PROGRESS

4. Development of a **Rapid Response** protocol to address severe and fatal injuries including deploying innovative street design treatments



Harrison Street
Safety Improvement Project
2017

5. Using community **Values & Data Driven Prioritization Processes** to distribute capital investments and operational safety improvements, centered on promoting equitable outcomes.



Prioritizing Traffic Safety Investigations

<p>Vulnerable Population</p>  <p>Proximity to Schools</p>	<p>Equity</p>  <p>Minority-majority areas, low-income households, limited English, zero car households, etc.</p>	<p>Traffic Collisions</p>  <p>Areas with a history of severe injuries and fatalities</p>
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WHERE WE'VE MADE PROGRESS

6. Accelerated the delivery of street improvements that promote the use sustainable transportation – particularly **walking, biking and public transit**.



7. Launched and adapted **Oakland Slow Streets** to provide car-lite streets and safe crossings at essential places during the COVID-19 pandemic, a model that was quickly adopted by cities around the country



8. Developed programs and projects like **“Paint the Town”** and **90th Ave Repaving & Redesign** to lift up Oakland culture and support belonging in our community



9. Leading the development and implementation of **Safety Focused Vehicle Enforcement** programs that seek to eliminate disparities and in outcomes around both traffic death and injuries and encounters with armed police enforcement.



AB 2336 (Friedman): Speed Safety Systems Pilot Program

Status:
Planned

Assembly Bill (AB) 2336 would give the City of Oakland authority to use up to 18 speed safety systems to enforce speed limits on high crash streets for a 5-year pilot period.

Stay Informed!

About

Every week two Oaklanders are killed or seriously injured by traffic violence. These crashes disproportionately impact BIPOC communities, seniors, children, and people with disabilities. The [Safe Oakland Streets \(SOS\)](#) Initiative aims to prevent severe and fatal traffic crashes, eliminate injury inequities, and carefully assess and mitigate any equity impacts resulting from safety measures.

SOS found that, in addition to engineering, automated speed enforcement is highly effective at preventing traffic deaths, while also advancing Reimagining Public Safety Task Force goals of moving most traffic enforcement from OPD to DOT. **Assembly Bill 2336 is a proposed state law that would allow Oakland and 5 other cities to administer these speed safety systems as a pilot program.** Oakland would be permitted a total 18 safety systems administered by the Department of Transportation.

Equity and privacy provisions include:

- Small fines that start at 11 mph over the speed limit (\$50) and offer a 50-80% fine reduction if unable to pay, v. hundreds for traditional speeding tickets.

Timeline

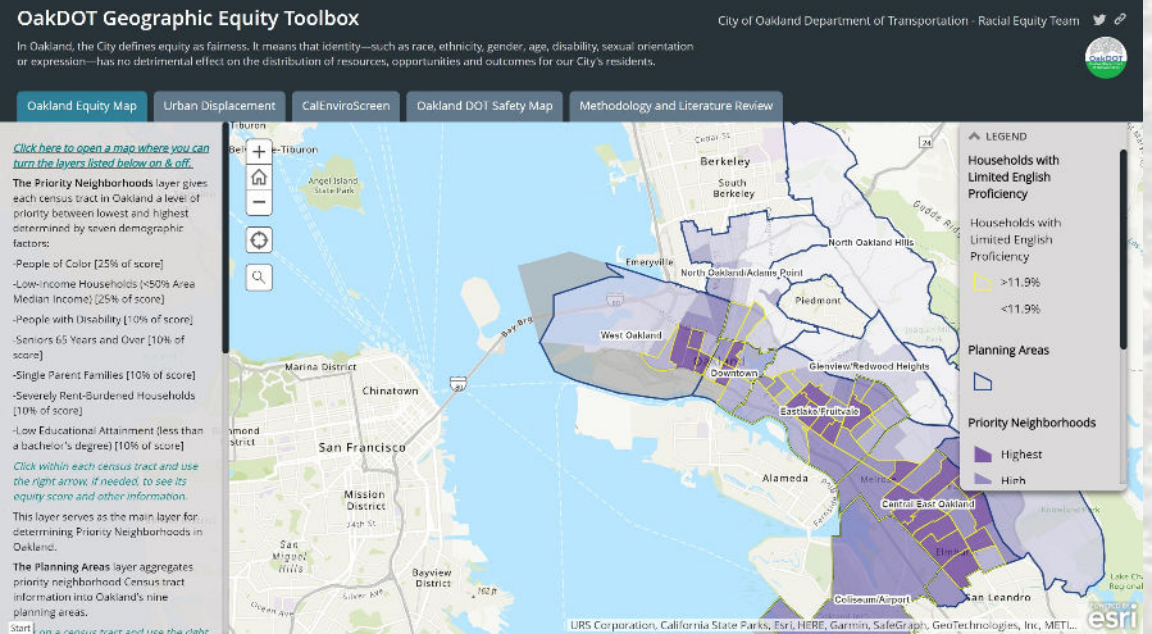
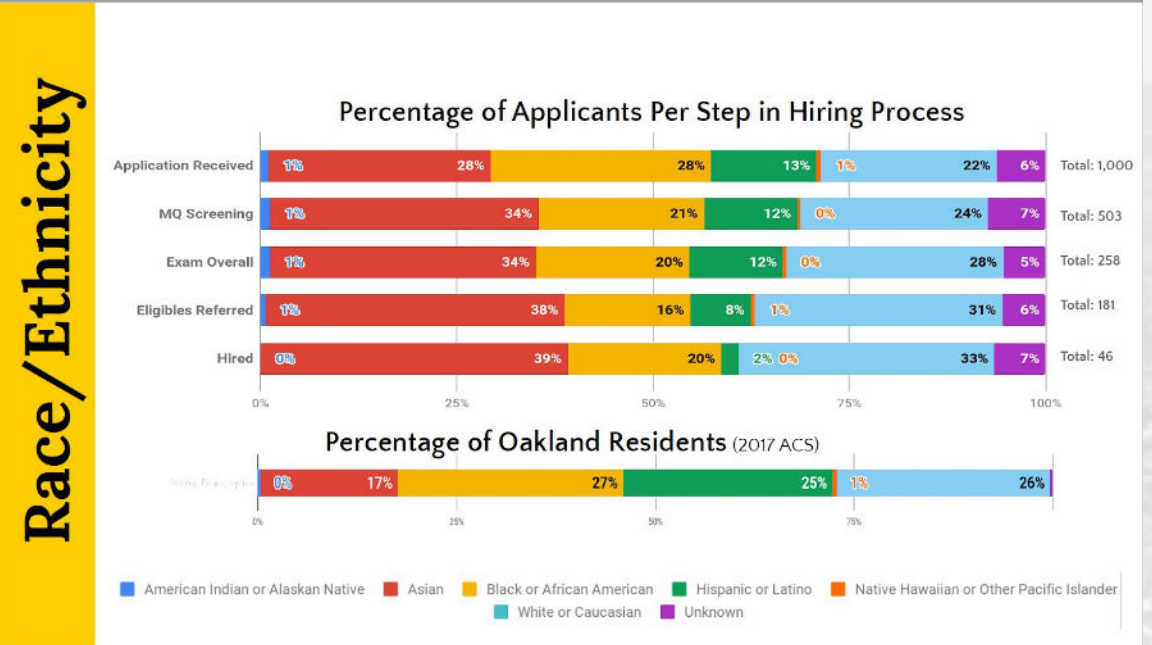
- Assembly Transportation Committee - Passed 3/28/2022
- Assembly Privacy Committee - Upcoming 4/19/2022

Related Pages

[Safe Oakland Streets](#)

WHERE WE'VE MADE PROGRESS

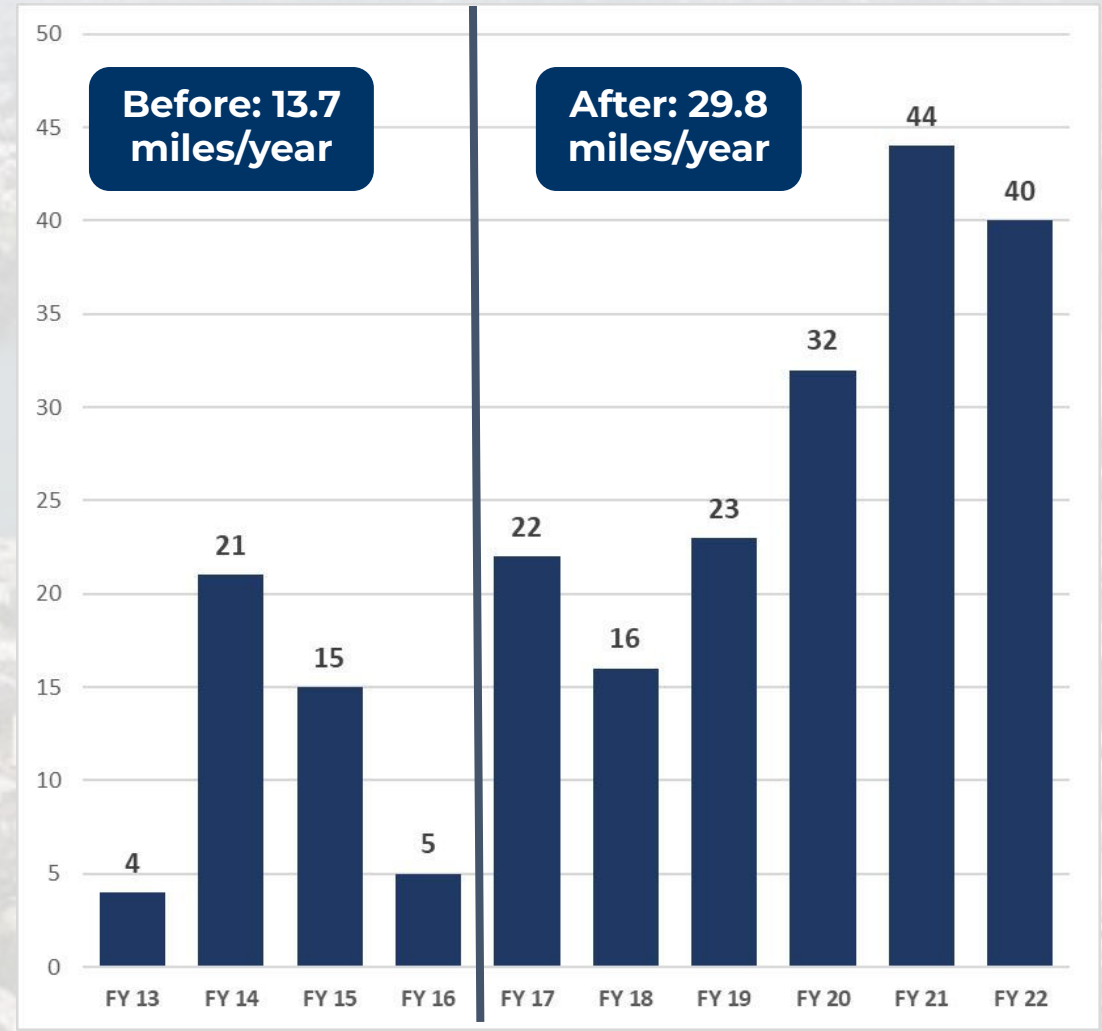
10. Empowering staff-lead **Racial Equity Team** working to build and inclusive and representative department and hold OakDOT accountable to live up to its stated values.



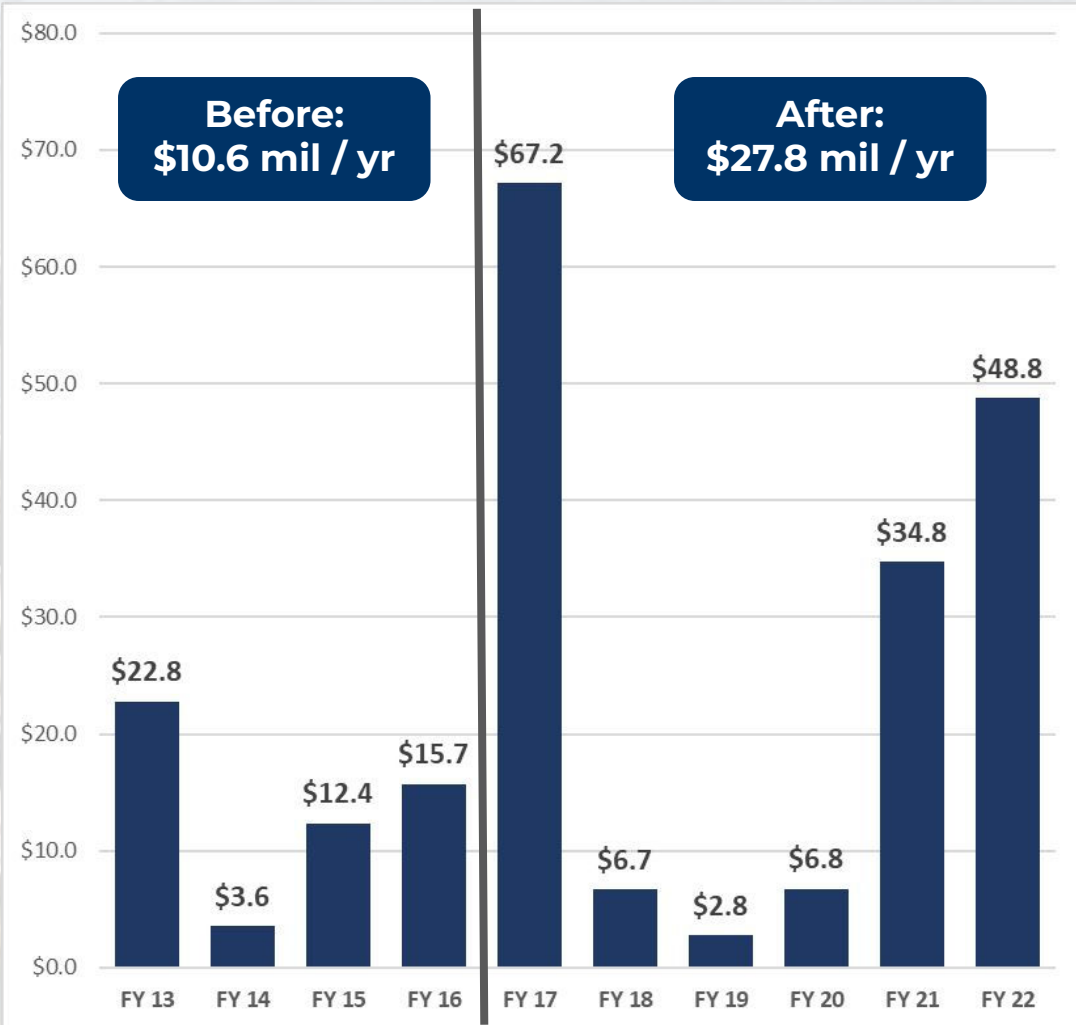
WHERE WE'VE MADE PROGRESS

Annual Miles Paved

**2.2X
Growth**



Grant Funding Won (\$ millions)



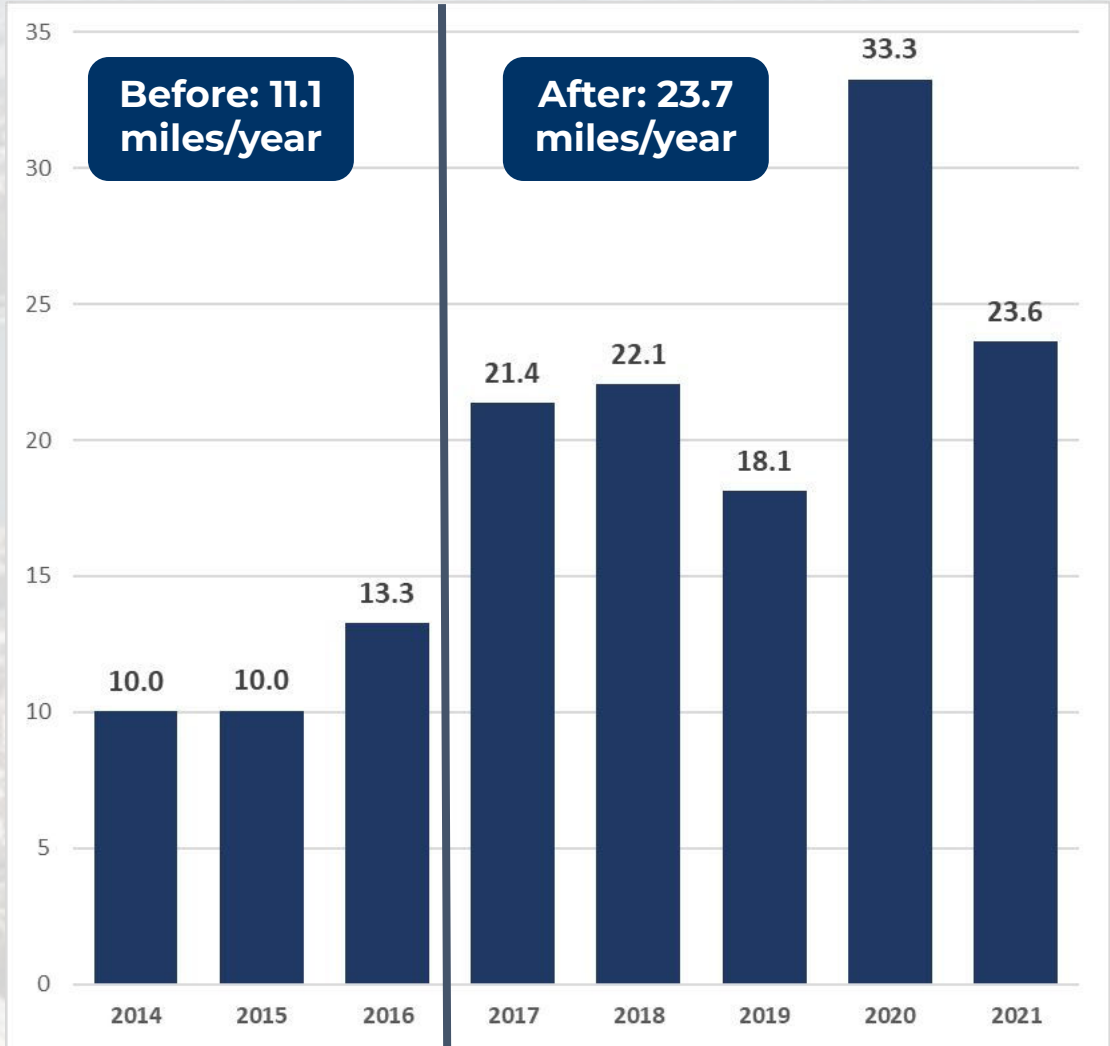
**2.6X
Growth**



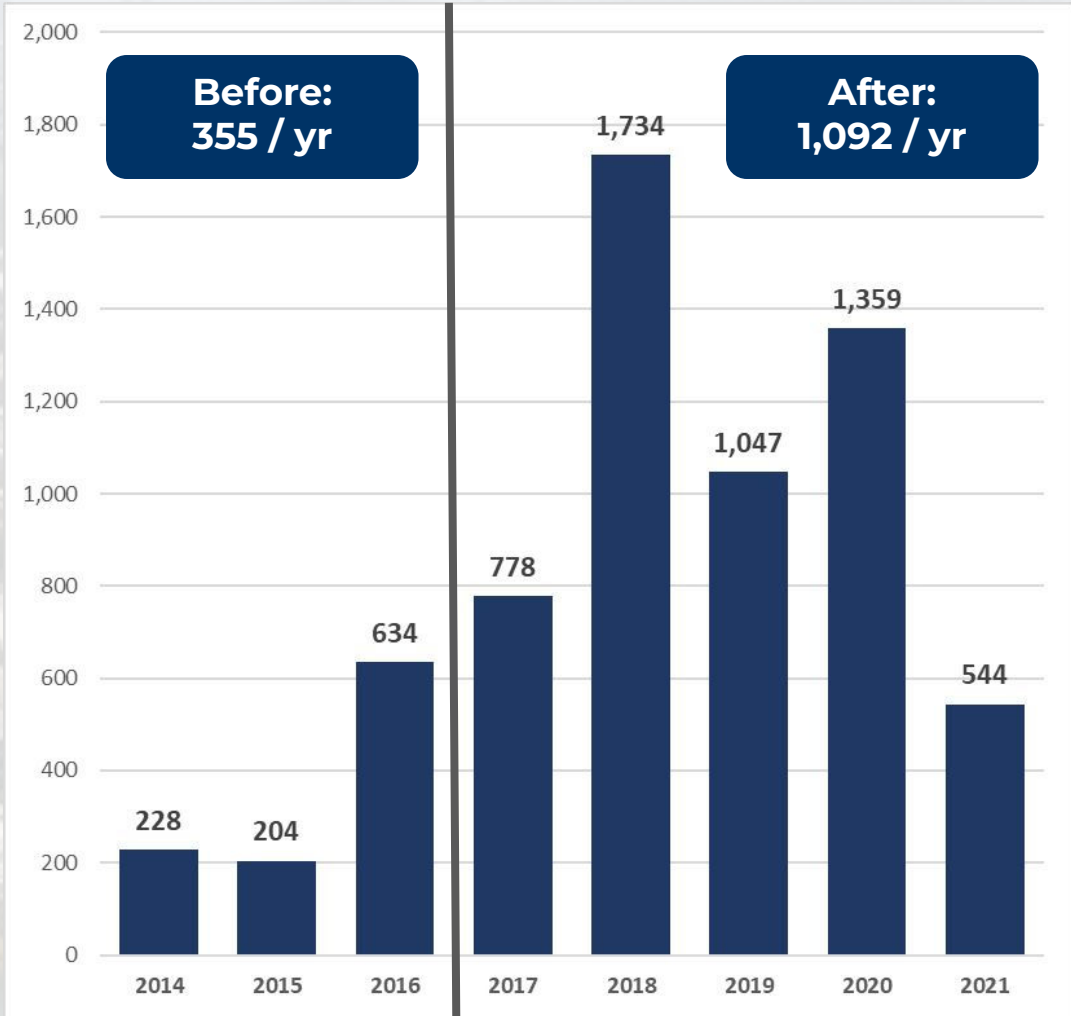
WHERE WE'VE MADE PROGRESS

Bikeway Miles Added (*new + upgrades*)

**2.1X
Growth**



Bike Lane Blocking Citations Issued



**3X
Growth**









LOOKING TOWARDS THE FUTURE

To the Oakland Community,

Five years ago, I had the honor of being appointed to build and lead a new department charged to reimagine how city streets and sidewalks are used, with a focus on serving people, rather than simply moving vehicles. OakDOT was launched with high aspirations to take on the challenges of equity, safety, sustainability and building trust with communities. We started with an identity of “scrappy” — hustling to achieve big goals; today we are firmly entrenched in the City organization, with an increasing set of responsibilities and expectations.

As shown in this report, today, OakDOT is a national leader among local transportation agencies and Oaklanders have more affordable, safe, efficient and sustainable choices for moving around their City. Streets that had not been touched for decades have been repaved and repaired. Internally and externally, we have used data and transparency along with a partnership-focused approach to put equity into action. We’ve met communities where they are and have worked to listen and to change course if it is what the situation calls for. OakDOT has stepped up to contribute to numerous non-transportation challenges and emergencies – from the pandemic, to wildfires, to sideshows, to the call to address crime prevention with infrastructure design, and enforcement alternatives to armed policing.

The driving force behind these accomplishments remains all the people of OakDOT — from those on the frontlines filling potholes, striping crosswalks and writing parking citations, to those in leadership positions. I could not be more grateful for the opportunity to serve alongside this team – a team that has pushed, innovated, and overcome in the face of a long list of challenges – from the COVID-19 pandemic to outdated systems and staffing shortages. OakDOT today is team of dedicated public servants who truly care about the Oakland community and furthering its values.

As the department and City leaders look toward the future, we know our community will be best served by taking on some key priorities and challenges:

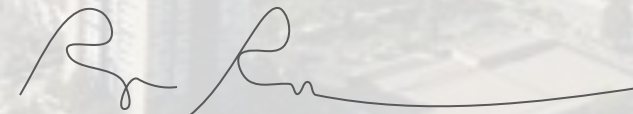
- Supporting and expanding this team should be the focus of those in positions of power who care about Oakland’s streets and the Oaklanders who move around on them. The ‘silver tsunami’ of retirements related to the Baby Boom generation, pandemic-exacerbated economic challenges, and increasing demands in terms of number of budgeted positions and areas of responsibility – including a new Major Projects Division and an Abandoned Auto/Vehicle Enforcement detail – mean this department faces high levels of vacancies, particularly in engineering and skilled labor classifications. There is no one easy fix to this challenge, and it needs ideas and participation from all stakeholders.

- The City would also be well-served to build upon the data-driven, evidence-based approaches we have put in place to allocate inherently limited resources. These systems are delivering improvements to the communities most in need and being replicated by cities around the country. Local governments often perpetuate and even exacerbate inequities if it centers “squeaky-wheel” systems. In addition, jumping from loudest issue to loudest issue can lead to inefficiency and damages staff morale. The systems we’ve built could benefit from further transparency and reporting for improved accountability.
- The City additionally needs to improve its contracting policies and procedures for both construction and professional services to better achieve the double bottom line that public dollars can, and not slowing the delivery of improvements when more speed is needed. An adopted Disparity Study with accompanying policy making is needed to set clear goals for bidders to achieve. Without clear expectations, the risk is a slowed pace of improvements for Oaklanders.

OakDOT has a lot to be proud of, but there is so much more work to do. Inequities persist with global, national, and regional forces all creating headwinds for progress. True equity, comprehensive safety, environmental sustainability, and deep trust between government and those it serves all remain significantly aspirational. More literally, many streets remain riddled with potholes and sidewalks remain cracked; transportation costs still impact housing security, buses still get stuck in traffic, cycling remains a mode a that many do not feel safe choosing, and injuries and fatalities from traffic collisions disparately impact vulnerable communities.

With its best-in-class team, OakDOT stands ready to stay in the fight to take on these challenges. I have no doubt that with the proper support and partnership, progress for the Oaklanders that are so deserving it, is on its way.

With the deepest gratitude,



Ryan Russo
Director, OakDOT



WITH SPECIAL THANKS

OakDOT's accomplishments have been a team effort with so many inside and outside of City government. We could not be more grateful for the partnership and leadership that all of you provided over the last five plus years.

Mayor's Office

Mayor Libby Schaaf
Shereda Nosakhare
Alex Evans
Matt Nichols*
Warren Logan*

City Administrator's Office

Ed Reiskin
Betsy Lake
LaTonda Simmons
Joe DeVries
Sabrina Landreth*
Jason Mitchell*
Christine Daniel*

Past OakDOT Leadership

Jeffrey Tumlin
Wladimir Wlassowsky
Mike Neary
Mohamed Alaoui
Iris Starr
Ahmed Ali Bob
Brianna Horton

City Council

President Nikki Fortunato Bas
Vice Mayor Rebecca Kaplan
President Pro Tempore Sheng Tao
Dan Kalb
Carol Fife
Noel Gallo
Loren Taylor
Treva Reid
Abel Guillen*
Lynette Gibson McElhaney*
Annie Campbell Washington*
Larry Reid*
Desley Brooks*

Boards & Commissions

Bicyclist & Pedestrian Advisory Commission
Mayor's Commission for Persons with Disabilities
Privacy Advisory Commission
Affordable Housing & Infrastructure (I-BOND)
Public Oversight Committee
Neighborhood Crime Prevention Committees
Business Improvement Districts

Community & Advocacy Partners

Transport Oakland
East Oakland Collective
Walk Oakland Bike Oakland
Bike East Bay
Cycles of Change
The Original Scraper Bike Team
Transform
Just Cities
East Side Arts Alliance
SPUR - Oakland
California Cities Transportation Initiative (CACTI)

Partnering Departments

Oakland Public Works
Department of Race & Equity
Oakland Police Department
Oakland Fire Department
Economic & Workforce Development Department
Department of Planning & Building
Department of Violence Prevention
Finance Department
Human Resources Management

Partnering Agencies

Alameda County Transportation Commission (ACTC)
Alameda-Contra Costa Transit District
Metropolitan Transportation Commission (MTC)
Bay Area Rapid Transit (BART)
East Bay Municipal Utility District (EBMUD)
Pacific Gas & Electric (PG&E)
Caltrans
California Transportation Commission (CTC)

*Past position

OakDOT Team 2017-2022

Serving the City of Oakland during the last five years has required dedication and perseverance. OakDOT's accomplishments are thanks to its great people. So many show up each day without receiving the acknowledgement and recognition. From helping students cross streets safely to filling potholes, we thank all those who served over these last five years.

Caleb J Abad
Saleh Aboutaleb
Aminah Lashawn Adcock
Willie Mae Adcock
Omolola Esther Aderemi
Cheryl Louise Agee
Shahram Aghamir
Isaac Aguilar
Lydia Aguilar
Josephine Claire Ahrens
James Olusiji Akinjo
Abdulmalek Al Kabsh
Ben M. Alaoui
Stephanie D. Alexander
Danica Lauren Ramos Alfajora
Ahmed A Ali Bob
Curtis Don Allen
Andrew Xavier Altamirano
Manuel O Altamirano
Oscar Altamirano
David J Amate
Maya Amichai
Renee A Armas
Mandana Ashti
Robert W. August
Darian D Avelino
Shahla K Azimi
Yvonne H Bach
Chris A. Bacina

Gaurav Bagga
Lisa M. Bains
Kennethan Baird
Rudi Bala
Hoang Le Banh
Najib Ullah Barati
Harry S Battiste Jr
Reginald P Bazile
Marisa S Bernabe
Tsfaye Beyene
David Kalani Bishop
Tiffany Monique Bishop
LaVonce Eugene Block
Austria Marie Blow
Jimmie Blueford
Paul T Boholst
Beaver Boonsook
Jesse Alexander Boudart
John Richard Bradford
Ivone' Briceno
Ralph M. Brooks
Bryan Brown
Brytanee Brown
Dimitrius M Brown
Gloria L Brown
Lily Brown
Nigel A Brown
Tyler C Brown
Verdessa LaShaunda Brown

Ronald J Bryant
Devin Courtney Burton
William Clarence Butler
Tanya A Button-Wolf
Tammi Faye Byrd
Christine Calabrese
Michael A. Campbell
Troy A Campbell
Moises Campos
Allan E Canestro
Nicole Monique Carden
Nicolas Ray Cartagena
Angel D. Carter
John Matthew Casey
Jose M Casillas
Azucena Castro
Victoria A Cenac
Jose Cervantes Jr
Roya Ashlee Chagnon
Celina Chan
Yvonne Judy Chan
Xue Y. Chen
Yung Chang Chen
Mastewal A. Cherinet
Austin Osolonye Chibueze
Johnathan Chin
Ira M. Christian
Tyler James Chu
Amy Pingg Chun

Peter F Chun
Joann Chung
Tabin Chung
Paul J Cirolia
Kohyon Marquez Clayton
Betty Sue Cleveland
Julia C. Clyburn
Melanie A. Cockerham
Justine Marie Colon
Jason John Cook
Detra Cooley
Manuel Corona Jr.
Peter J Couch
Beniquez Cross
Beatrice B Crusto
Marielle Jean Angeles Cuison
Richard L Curtis
Matthew Alexander Da Silva
Danielle Yu-Chen Dai
Shawn D. Daniel
Levy Davis III
Roderick Lavell Davis Sr.
Christopher K. Daye
Kenneth James Daye
Juan J De La Torre
Marina De La Torre
Kenneth McAllister DeCrosa
Marie A. Deer
Dominic Joseph Del Monte
Aquilina Velasco Dela Cruz
Reveriano Dela Torre
Shante Trenae Denham
Karen E Denicore
Troy Leroy Dennis
Louis Vincent Dianda
Christopher Anthony Diano
Jorge Antonio Diaz
Kevin Anthony Diep

DeMarco Devonne Doakes
Ankitha Doddanari Nalin Kumar
Devon Dominick Donahue
Corey Cornell Drew
Graciela Duenas
Fiona Jules Duerr
Danielle Akilah Dynes
David B Edgerly
Emily J Ehlers
Joshua Charles Ekstedt
Mohamad Bilal Louai El-Halabi
Ellen Ann Ellsworth
Carmella Ashley Espana
Norma Alejandra Espinoza
Ariel McGinnis Espiritu Santo
Etonde Bahiyyih Faoa
Zhuanyun Feng
Nicole Helena Ferrara
Vincent A Ferrell
Sarah Marie Fine
Carolyn Fontineau
Sherrell Lanae Fontineau
Michael P. Ford
Cesar A Fortuno
Contonia Kimberly Francis
Waribugo S. Frank
Brenda C. Fransaw
Redell Frazier
Roger Garcia Campos
Jasmine Garcia Velazquez
Pedro Moises Garibay Navarro
Mahendra Gautam
Willie Gayton
Pierre David Gerard
Jember Gezahenge
Jr. Gibson
Lulseged Girma
Yenew Girma

Loren Joseph Given
Johnea Tenise Gasper
Gumaro Gomez
Yanatzeli Elizabeth Gomez
Joan Jairo Gonzalez
Jorge R Gonzalez
Quintor Gonzalez
Surlene G Grant
Joseph Daniel Grassick
Craig Lamont Griffin
Crystal Antoinette Griffin
Daniel A Griffin
David Guan
Joseph Robert Guerrero
Eathen Gums III
Amy Elise Gunn
Eldora Hall
Le-Quang Hang
Audrey Miko Saito Harris
Kenneth Jerome Harris
Rosalie P Harris
Tonie L Harris
Rolanda Lynnese Hartfield
Edward Lamon Hawkins
Gilbert or Barbara Ann E. Hayes
Raymond R. Hebert
Joshua Shad Heilig
Wolde Dembelo Hereno
Yolanda R Hernandez Garcia
Walter Omar Hernandez
Leonardo C Hernando Jr.
Mikaela Marie Hiatt
Gregory Devante Jr Hill
Bryant E Ho
Philip C. Ho
Chong Hong
Brianna Nicole Horton
Jabari K Howard

Chien-Hua Hsiao
Dan Xia Huang
Jufen Huang
Xin Y Huang
Yue Fen Huang
Mustafa Humran
Samuel Morris Hutcher
Karen Giang Huynh
Ofurhe Igbinedion
Swara Vikas Inamdar
Dana Irving
Charles Jackson Jr.
Jai Allen Jackson
Mattie J. Jackson
Elisa Policarpio Jacob
Ishrat Jahan
Jose L. Javier
Regina Gail Jeuitt
Zakihna Renae Jeuitt-Roane
Victor Jimenez
Godfrey Johnson Jr
Cameron Isaiah Johnson
Kensha C. Johnson
Otis V Johnson
Tiago Alexander Johnson
Lisa Annette Jones Smith
Anthony C. Jones
Jimmie J. Jones
Linda Sue Jones
Matthew Benjamin Jones
Salustia B Campos Josefino
Emily Jue
Sean Ronald Justice
Elliot Gary Karl
Kevin G. Kashi
Enayat Katouli
Susan A Kattchee
Musafiri Kayambi

OakDOT Team 2017-2022

Fred Douglass Kelley	Kyle Brendhan Lunt	Lakeisha Montalvo	Lisa Y Patterson	Talmera Richardson Craig	Khuram Shakir	Yolanda M Taylor	Xiao Hua Wang
Derek Kilgore	Glenn Lamont Mabry	Dennis Obrian Moody	Michael J. Patterson	Dorothy Jean Richardson	Jian Shao	John E Tenette	Brenda Joyce Waters
Jacquelyn King	Lily C MacIver	Christopher S Moore	Jason William Patton	Roy Lee Rideout	Mayonah E. Shine	Merhawit Tesfai	Joe Watson Jr.
Robbin Marie King	Lorenzo A Macias	Luis Mora Jr.	Kenneth F. Patton	Sherri Lynne Rita	Paris D Shivers	Carolyn L Thaxton	LeRoy L Weaver
Daniel Lee Kolosta	Saraha Louann Mack	Carlos Roberto Morales	Wynette Yvonne Payton	Mary Lou Rivera	Carl Sibley	Jasmine S Thibeaux	Nico T Wells-Thomas
Daniel Garam Kook	Claudia M Madrid Miranda	Maria E. Morales	Louis H. Pegross Jr.	Samuel Leroy Roberson Jr	Jaspreet Baljinder Sidhu	Byron Anthony Thomas	Lee White
Jeffrey S Krohn	Revos Mahoro	Cherice L Moss	David Edward Pene	Nathalia J Roberts	Donald James Simon Jr.	Dwayne A. Thomas	Tenisha S. White
Sow (Sally) Kham Kueh	Dan Na Mai	Douglas Mount	Juan C Perez	Janet F Robinson	Edmond Siu	Edward Demond Thomas	Trese D. Whitlock
Shirley Kwan	Negine Malboubi	Ezekiel KM Muhammad	Marissa Ariana Perez	William H. Rodgers	Gary E. Smiley	Benjamin Paul Thompson	Megan Lynn Wier
Joan Kwong	Linda Malbreau	Miguel Munoz	Rickey G. Persons	Jesus I. Rodriguez Palacios	Anthony L. Smith	Brooklyn R Thompson	Eric Joseph Wilhelm
Y Thuan La	Janea Alversa Martin	Bruce Darwin Myers	Teresa Lynn Peterson	Cecilia Carlisa Rogers	Ayana Dyese Smith	Steve Jay Thompson	George F Wilkerson IV
Byron LaGrant	Fidel C. Martinez	April Chiniece Myles	Hank Phan	Diego Romero Evans	Gerald D Smith	Ivy To	Bruce A Williams
Rhonda D Lane	Victoriano O Martinez	Carlos Luis Navarro	Eva E Phillips	Neftali Rosado Jr	Raven Smith	Wai Peng To	Charles E. Williams
Christopher Manuel Laquian	Emaan Massoomi	Guy L Navellier	Chanelle Denise Pierce	Carlos R Rosas	Shirnell E Smith	Kathy N Tran	Robert R. Williams
Si V. Lau	Marcia Myrtle Mayberry	Michael J Neary	Kenen Karrol Pierce	Artesha Rose	Jamesetta Sparks	Minh Tuan Tran	Tanya X. Williams
Vicente Lau	Alexander S. Mc Math	Ray Arnold Nelson Jr.	Colin James Piethe	Tyrone D. Rowe	Janelle Ladeana Spearman	Quoc Chan Tran	Andrew James Wilpolt
Edward C Lavender	Kweli Milele McCockran	Emanuel Newell	Holly L Pinn	Emily Lisette Rubalcava	Keturah Toniq Stallworth	Thao Thanh Tran	Minnie Wilson
Allen Law	Dwight McElroy	Acacia C Newman	Ronald C. Podesta	Juan A Rubio	Dajahna Marie Stanley	Timothy S. Trawick	Stephanie J Wilson
Carolyn A Law	Jim Lyrell McGee	Anh Phan Nguyen	Noel Lily Pond-Danchik	Veronica Ruiz	Jennifer Stanley	Raymond Mark Tse	Wladimir Wlassowsky Jr
Joseph Clifford Lawrence	Mario McGlothlin	Ricky Banh Nguyen	Suchita Potta	Ryan Russo	Iris Clair Starr	Eric A Uddenberg	James D. Womack
Trinh Le	Michael Paul McHenry	Charlotte Ann Niles-Birks	Yolanda Denise Powe	Madeline Rose Ruvolo	Rae-Kell Sterling	Sandra S Ue	Lisa Wong
Carissa Mei Huang Lee	Tovarro James McIntyre	Renard Noble	Elliott Joseph Prevost	Gina Saechao	Michelle A Stevens	Emanuel Esteves Ulloa	Tjing Liang Wong
Rodney L Lee	Willie J McIntyre	Monaliza Noormohammadi	Dania Enya Pugh	Andrew Kao Chio Saephan	Kynyetta M. Stevenson	Daniel Martin Ursini	Jasmine Woo
Billie Jo Lewis-Sumler	Garry Owen McLeod	Abdul Manan Noorzad	Alfonso Quintor II	Amit Kumar Salwan	Gary E. Stone	Monique M. Ussery	Deetera A. Woods
Yue Ying Liang	Regina McMillian	Vincent E Norris	Nader Z Rabahat	Troy Aidan M. Sambajon	Brian Joseph Sukkar	Yvonne M Valle	Lucas James Woodward
Siotame Likio	Edward Anthony McNair	Irma Odilon Lopez	Jamie P Ramey	Alexis Joann Sams	Mikaela Summerfield	Mateo Van Thienen	Duvon Ray Wright
Jing Jing Lin	Raevin Denise McNair	Kerby Andrew Olsen	Juan A Ramos	Marco Antonio Sanchez	Seymond RCI Sumulong	Sanh Van	Redia Bae Wright
Xing Lin	Jackqueline Medina	Ade O Oluwasogo	Zenaida D Ramos	Tirrell A. Sanders	Amado Barbante Jr Sy	Vincent Joshua Vaughn	Li Hong Yee
Zhuo H Liu	Reinaldo A. Mejia	Jing Kai Ong	Michael A. Randolph II	Yaphet Omari Santana	Jie Zhen Tan	Roberto Vega De	Thomas Ryan Yowell
Keith Livingston	Ruth Abigail Meza	Janae Marie Orr	David Randolph	Kenneth Ernest Santiago Jr.	Valerie Yunhan Tan	Hernandez	Erik Jeramie Yslas
Fred A Loeser	Howard D. Mills	Julieth H Ortiz	Craig Richard Raphael	Maya M. Sapienza-Lundie	Jun William Tanabe	Chanchal S. Viridi	Ming-Chang Yu
David Ka Yee Lok	Pablo Andres Miras	Nathaniel Owens	Charles Tyler Ream	Felicia Monique Scaggs	Destinee Kristine Tankson	Alonzo Walker	Jasmine Zamora
Jackie Lok	Phillip Anthony Mitchell Jr.	Erika A. Pacheco	Gregory S Reft	Heidi A. Schmidt	Anup Jawaharlal Tapase	Ricco St Julian Walker	Jackson Zeng
Paul Lonestar	Adriana K. Mitchell	Joseph M Palacio	Matthew S Reiter	Karina Lynn Schneider	Rachel Pace Tavistock	John Wall	Jingzhou Zhang
Elmarco R. Long	Kent Y Mo	Michael D Pandolfo	Rhymes Jr.	Keith Shallcross Schuerholz	Evelyn Jeanette Taylor	Quinn Graham Wallace	Naijun Jay Zhang
Gudelia Lopez	Menaka C. Mohan	John R Pankey	Clarence P Rice	Mary A Scoggins	Kadijha Sharon Taylor	Jessie Jean-Ni Wang	Clara M. Camille de Martel
Terry Luc	Rodolfo Molina	Roberto M. Pardo	Terriayn Latrice Richard		Patrick J. Taylor	Joe S Wang	

