

WEBVTT

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00:00:09.900 --> 00:00:14.999

Carolyn Chung / SPUR: Hi! Everyone welcome. We'll give it a few minutes for folks to come in before we get started.

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00:00:50.470 --> 00:01:06.069

Carolyn Chung / SPUR: Perfect! We'll get started now. Hi, everyone welcome. My name is Carolyn Chung, and I am a senior public engagement associate here at Spur. Thank you all for joining us for this Digital discourse today, many of you here are spur members. So thank you so much for your support.

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00:01:06.220 --> 00:01:19.890

Carolyn Chung / SPUR: If you are not a member, I encourage you to join spurs ongoing work in using education, policy, analysis, and advocacy to make our cities and regions more prosperous, sustainable, and equitable places to live.

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00:01:20.120 --> 00:01:31.700

Carolyn Chung / SPUR: Your financial support encourages us to continue our work, including the hosting of programs like today's. you'll find more information about membership online@spur.org slash join.

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00:01:32.610 --> 00:01:36.360

Carolyn Chung / SPUR: We also have another digital discourse scheduled for tomorrow.

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00:01:36.630 --> 00:01:45.729

Carolyn Chung / SPUR: join us for our programme, looking at Santa Clara Street in San Jose, and what it will take to re enchant its future and take it from Bland to Grande.

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00:01:45.830 --> 00:01:47.739

Carolyn Chung / SPUR: we will drop the link in the chat

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00:01:50.600 --> 00:01:57.770

Carolyn Chung / SPUR: to day's digital discourse is called a conversation with Fred Kelly, director of the Oakland Department of Transportation.

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00:01:58.590 --> 00:02:05.469

Carolyn Chung / SPUR: Since July 2022, Fred Kelly has served as a director of the Oakland Department of Transportation.

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00:02:05.480 --> 00:02:13.989

Carolyn Chung / SPUR: where he leads Oakland's work to plan, to plan, envision, build, operate, and maintain an equitable transportation system

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00:02:14.470 --> 00:02:28.750

Carolyn Chung / SPUR: prior to his current role. Director Kelly served at Oakland Department of Transportation's assistant director, leading 6 operating divisions, staffed by 375 engineers, planners and maintenance workers.

12

00:02:29.080 --> 00:02:44.169

Carolyn Chung / SPUR: Today we will hear a one on one conversation between spurs, transportation policy manager, Jonathan Cass, and Director Kelly to learn more about Kelly, director Director Kelly's plans to deliver safe transportation to all Oaklanders.

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00:02:45.110 --> 00:02:58.869

Carolyn Chung / SPUR: Now for today's Q. And A. We would like this to be an interactive conversation, and to plan on spending as much time as possible with all of you. So I encourage you to use a chat box to share your thoughts with each other and the speakers.

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00:02:59.320 --> 00:03:04.119

Carolyn Chung / SPUR: I encourage you to submit any questions you may have by using the Q&A panel.

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00:03:04.330 --> 00:03:09.330

Carolyn Chung / SPUR: It should appear as a button at the bottom of your screen. or at the top of your screen on the mobile app.

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00:03:09.680 --> 00:03:16.899

Carolyn Chung / SPUR: Within the next few days we'll be sharing a copy of the recording transcript and chat with everyone who registered.

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00:03:17.400 --> 00:03:21.040

Carolyn Chung / SPUR: Now I'll turn it over to Jonathan Cass to start the conversation.

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00:03:26.960 --> 00:03:40.589

Jonathon Kass: Thank you, Carolyn, and and thank you again, Director Kelly, for for joining us today. We are really thrilled to hear how how things have been going and how things are

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00:03:40.900 --> 00:03:44.009

Jonathon Kass: gonna go in the future. So thank you.

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00:03:44.760 --> 00:03:54.100

Jonathon Kass: Just just to start off, would you? Would you tell us a bit about your background and the role of the

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00:03:54.330 --> 00:03:56.849

Jonathon Kass: director of Oakland's Department of Transportation

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00:03:57.170 --> 00:04:04.099

Jonathon Kass: and and if you're willing, perhaps any sort of overarching philosophy you bring to this job?

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00:04:05.310 --> 00:04:24.650

Fred Kelley: Absolutely. Thank you, Jonathan, and thank you spur team for having me this afternoon and thank you to everyone who's tuned in, and I think that I'll start with the overarching philosophy, my overarching philosophy. I'll start with that first, then I'll get to who I am, and I hate to talk about myself so, but I'll I'll try to make it interesting.

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00:04:24.830 --> 00:04:33.230

Fred Kelley: My overarching philosophy when I came to. You know, Oakland. was that government historically.

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00:04:33.480 --> 00:04:38.299

Fred Kelley: on various levels, whether that be local, state or Federal has failed us.

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00:04:38.400 --> 00:04:42.820

Fred Kelley: Over time, it's failed. Specially marginalized communities

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00:04:42.850 --> 00:04:45.050
Fred Kelley: in the in investments.

28
00:04:45.170 --> 00:04:48.760
and in providing resources.

29
00:04:48.800 --> 00:04:52.910
Fred Kelley: and in ignoring health and safety

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00:04:54.250 --> 00:05:07.220
Fred Kelley: issues in those communities. So that's why that's what I bring, I think, to the table here@oak.is to understand that. You know this is systemic

31
00:05:07.340 --> 00:05:21.649
Fred Kelley: is institutionalized and Oakdod. The reason I joined Oakdod is because of the amazing work that they've done in the very short period of time that they have been an agency in trying to

32
00:05:23.290 --> 00:05:27.320
Fred Kelley: deal with the systemic and institutional inequities.

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00:05:27.650 --> 00:05:32.319
Fred Kelley: So that's my overarching principle. our priority for thought.

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00:05:32.780 --> 00:05:33.740
So.

35
00:05:34.410 --> 00:05:40.610
Fred Kelley: as it was said, I've been with Oak Dodd for about 3 years, coming up. 3 years. In January

36
00:05:40.660 --> 00:05:46.699
Fred Kelley: I first started as assistant director @og.in January of 2021, I do believe.

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00:05:46.810 --> 00:05:54.049
Fred Kelley: and with Ryan Russo, who, I'm sure you're mostly familiar with with his departure in

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00:05:54.200 --> 00:06:02.380

Fred Kelley: approximately April I became acting director and then named Director in July of 20

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00:06:02.400 --> 00:06:07.669

Fred Kelley: 2022. So I've just passed my one-year stint as director.

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00:06:07.910 --> 00:06:18.600

Fred Kelley: My my career has been sort of half private sector, half public sector. I started head out in the Midwest, working with regional a bi-state, Mpo.

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00:06:18.640 --> 00:06:21.850

Fred Kelley: It had approximately 121 members.

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00:06:21.980 --> 00:06:24.010

Fred Kelley: as part of that collective.

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00:06:24.020 --> 00:06:44.720

Fred Kelley: I think the thing that I take away from there is, you have a hundred, 21 cities within your Mpo. You learn very quickly the importance and how you develop consensus and how you allocate resources. So I've I've been very fortunate to bring that to me. Came out to the West Coast a little over 20 years ago. Started a private sector career.

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00:06:44.800 --> 00:06:47.630

Fred Kelley: I've worked with some of the

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00:06:47.660 --> 00:06:55.210

Fred Kelley: larger engineering firms throughout the Bay area, leading transportation, planning and traffic engineering practices.

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00:06:55.460 --> 00:07:07.540

Fred Kelley: about 9 years ago I left the private sector and jumped into the public sector. Starting out with the city of Hayward, where I

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00:07:09.220 --> 00:07:12.230

Fred Kelley: where I had pinure for about 7 years.

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00:07:12.390 --> 00:07:22.790

Fred Kelley: until I left the city of Hayward to join an amazing team, city of Oakland, and primarily because of all the innovative work

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00:07:22.950 --> 00:07:30.529

Fred Kelley: that the city of Brooklyn was doing relative to social justice and racial equity. I wanted to be part of that.

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00:07:30.570 --> 00:07:37.970

Fred Kelley: and I am part of you know, an amazing team that is so passionate and committed

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00:07:37.990 --> 00:07:50.000

Fred Kelley: to the city of Oakland, and pushes the envelope every day. In the work that they do in, in in trying to deal with the inequities that have occurred again historically within the city.

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00:07:51.080 --> 00:08:00.910

Fred Kelley: I don't know, Jonathan, if you want me to talk about Dod at all that's sort of a little history of my background.

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00:08:01.010 --> 00:08:03.000

Let me know if you wanna

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00:08:03.010 --> 00:08:05.999

Fred Kelley: you want me to delve into that discussion.

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00:08:07.320 --> 00:08:14.230

Jonathon Kass: Well, why don't? Why don't you weave that in? Maybe as we get into some some particular topics as it's relevant?

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00:08:14.420 --> 00:08:17.259

Jonathon Kass: I we we do

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00:08:17.640 --> 00:08:26.160

Jonathon Kass: want to actually talk about some. Some of the work that Oakland has done very directly on on

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00:08:26.540 --> 00:08:33.249

Jonathon Kass: equity issues, as you have cited because it has been the the oak. Dot has been a leader in that space.

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00:08:33.270 --> 00:08:36.290

Jonathon Kass: I wanted to jump in with a couple

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00:08:36.559 --> 00:08:38.840

Jonathon Kass: sort of very timely issues

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00:08:38.850 --> 00:08:48.639

Jonathon Kass: first, which which certainly relate to equity. One is is a an area where Oakland has. Oakland has been very helpful

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00:08:48.700 --> 00:08:52.030

Jonathon Kass: on state legislative issues. There is a

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00:08:52.510 --> 00:08:57.480

Jonathon Kass: bill. This relates to automated speed enforcement. There's a bill

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00:08:57.900 --> 00:09:05.470

Jonathon Kass: I think a any day. Now coming to the Senate floor in the the California Senate. trying once again to authorize

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00:09:05.550 --> 00:09:11.510

Jonathon Kass: automated speed enforcement for pilot programs, including a pilot program in Oakland.

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00:09:11.610 --> 00:09:29.680

Jonathon Kass: And II know that Oakland has been supportive of this generally. I wonder can can you tell us how you think about the role of enforcement relative to roadway design changes as you try to encourage safe speeds on Oakland streets.

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00:09:37.980 --> 00:09:53.940

Jonathon Kass: Jonathan, my network connect. Oh, go ahead. Sorry! No, sorry. I know you said you. You had a few audio issues. Body. Let me just let me just repeat. How do you think about the role of enforcement relative to road design changes

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00:09:53.980 --> 00:09:57.980

Fred Kelley: to encourage safe speeds on Oakland Street.

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00:09:59.140 --> 00:10:04.140

Fred Kelley: So let me just start big picture and sort of

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00:10:04.620 --> 00:10:08.120

Fred Kelley: expound on a narrative is that the city of Oakland

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00:10:08.400 --> 00:10:12.469

Fred Kelley: have approximately 800 miles of of roadways.

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00:10:13.490 --> 00:10:15.680

Fred Kelley: 700 signalized intersections.

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00:10:16.000 --> 00:10:23.780

Fred Kelley: and and and maybe 10 times that number of uncontrolled intersections. And you sort of exist in a built environment

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00:10:24.150 --> 00:10:25.640

Fred Kelley: whose sole purpose

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00:10:25.880 --> 00:10:32.900

Fred Kelley: and I'm not telling you any anything that that the audience doesn't know the sole purpose of moving vehicles from point A to point.

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00:10:35.300 --> 00:10:42.100

Fred Kelley: In an expeditious manner. What we found as be because of this built environment.

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00:10:42.210 --> 00:10:46.210

Fred Kelley: 25% of of all fatal crashes.

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00:10:46.880 --> 00:10:48.580

Fred Kelley: In Oakland

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00:10:48.800 --> 00:10:53.650

Fred Kelley: occur. The the cause is is speeding

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00:10:54.430 --> 00:11:01.060

Fred Kelley: And when we talk about design from a design perspective, OP. God is 6 years old.

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00:11:01.270 --> 00:11:10.140

Fred Kelley: and, to be quite honest, one of the delicacies with this vast network of infrastructure that has been underinvested. Historically.

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00:11:10.300 --> 00:11:11.950

Fred Kelley: we're playing ketchup

83

00:11:12.670 --> 00:11:16.999

Fred Kelley: we're playing catch up and implementing traffic safety countermeasures.

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00:11:17.580 --> 00:11:24.670

Fred Kelley: And so we need. And what's important to us is that we have other

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00:11:24.700 --> 00:11:26.350

Fred Kelley: tools in our toolbox.

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00:11:27.160 --> 00:11:32.839

Fred Kelley: While we are heavily invested in wholesale redesign of most of our dangerous street.

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00:11:33.460 --> 00:11:38.969

Fred Kelley: one figure that we throw out is that 6%. 6% of the streets

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00:11:39.000 --> 00:11:43.260

Fred Kelley: in Oakland Eye injury network account for 66%

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00:11:43.500 --> 00:11:48.450

Fred Kelley: of our severe of all severe and fatal injuries. So

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00:11:48.870 --> 00:12:01.590

Fred Kelley: automated speed enforcement gives us that additional tool, the 2 bucks, to combat this up tick and traffic violence. I was fortunate enough, and I was humbled to to have been asked to testify

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00:12:01.720 --> 00:12:05.110

Fred Kelley: in July before the Senate a judiciary committee

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00:12:05.590 --> 00:12:14.549

Fred Kelley: And we knew, and our our team and our staff. Oakland is one of 6 pilot cities about California.

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00:12:14.810 --> 00:12:20.920

Fred Kelley: And we've worked together with those pilot cities to work with the Assembly members staff

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00:12:21.110 --> 00:12:28.459

Fred Kelley: to really drill down and address some of the outstanding privacy and equity concerns.

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00:12:28.550 --> 00:12:31.199

Fred Kelley: so that those wouldn't be

96

00:12:31.430 --> 00:12:39.060

Fred Kelley: part a or or a rationale for the bill to be

97

00:12:39.190 --> 00:12:53.460

Fred Kelley: either suspended, rejected, or put on hold again. This is the this is the third year, fourth year. I believe that the bill has been introduced, and this is the furthest. It's gone

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00:12:53.830 --> 00:12:59.420

Fred Kelley: As you mentioned last week it cleared the Senate Appropriations Committee.

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00:12:59.460 --> 00:13:11.619

Fred Kelley: and will be sent to the Senate or for final vote, and then to the governor's desk. So we are wholeheartedly supportive of again as a tool.

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00:13:11.730 --> 00:13:15.249

Fred Kelley: as a very viable tool to help us address

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00:13:15.470 --> 00:13:21.950

Fred Kelley: traffic violence in addition to the work that we do, and then we continue to do will continue to do

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00:13:22.050 --> 00:13:25.199

Fred Kelley: in redesigning our roadways.

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00:13:25.460 --> 00:13:29.320

Fred Kelley: I think that

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00:13:29.910 --> 00:13:35.699

Fred Kelley: we will have an opportunity, as we talk about how to implement.

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00:13:35.940 --> 00:13:48.439

Fred Kelley: The pilot we will bring, or my my goal is to bring under the tent. Those individuals who had some concerns about implementation of the bill.

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00:13:48.600 --> 00:13:50.350

Fred Kelley: the aclu

107

00:13:50.510 --> 00:13:53.700

Fred Kelley: the black lives matter.

108

00:13:53.730 --> 00:14:04.359

Fred Kelley: Anti police terror project. Bring them into the conversation, so that when we start to implement, we understand all their concerns and try to alleviate those concerns.

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00:14:04.570 --> 00:14:06.979

Fred Kelley: Before the planet goes live.

110

00:14:09.640 --> 00:14:11.929

Jonathon Kass: That that sounds like a

111

00:14:12.210 --> 00:14:29.809

Jonathon Kass: terrific step. If this, if this bill can pass and Oakland is is authorized to explore actual implementation of some sort of speed, automated speed enforcement. Obviously, some folks are concerned about

112

00:14:30.150 --> 00:14:36.790

Jonathon Kass: what the goals are sometimes with these programs. Sometimes people are concerned, whether it's revenue or really safety.

113

00:14:36.970 --> 00:14:46.249

Jonathon Kass: Can you tie? And obviously oak? Oakland? Oakdot is interested in the safety safety benefits here. Could you say something about

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00:14:46.370 --> 00:14:57.290

Jonathon Kass: how you all interact with the police department in in implementing something like speed enforcement or traffic enforcement priorities generally.

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00:15:00.640 --> 00:15:01.510

Jonathon Kass: and

116

00:15:02.190 --> 00:15:10.080

Jonathon Kass: sorry that the audio was not great. How do you interact with the police department in prioritizing enforcement issues.

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00:15:17.680 --> 00:15:22.129

Jonathon Kass: Seems like, maybe we're still having trouble.

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00:15:23.480 --> 00:15:30.020

Jonathon Kass: can can you tell us how you interact with the police department on prioritizing enforcement.

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00:15:38.280 --> 00:15:41.080

Jonathon Kass: Well, I think we're gonna restart

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00:15:41.340 --> 00:15:43.290

Fred Kelley: with, Oh, here you go.

121

00:15:43.420 --> 00:15:46.850

Okay. Sorry. I got kicked out and came back in automatically.

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00:15:47.690 --> 00:15:49.089

Jonathon Kass: Okay, can you hear me.

123

00:15:49.280 --> 00:15:50.300

I can.

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00:15:50.650 --> 00:16:00.960

Jonathon Kass: Great. How how do you? How do you coordinate with the police department when it comes to enforcement priorities, whether it be automated or other traffic enforcement.

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00:16:01.630 --> 00:16:05.620

Fred Kelley: Well, II I'll start. I'll start with

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00:16:06.290 --> 00:16:11.069

Fred Kelley: As I mentioned earlier. We want to ensure that

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00:16:11.280 --> 00:16:13.080

automated speed and

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00:16:13.690 --> 00:16:16.520

Fred Kelley: morbid enforcement before we implement

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00:16:16.570 --> 00:16:28.880

Fred Kelley: again that we bring everyone to the save all the stakeholders. Even those who have opposed the bill understand their concerns. We thought that we, we think that we did a very good job of incorporating or addressing those concerns

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00:16:29.360 --> 00:16:32.179

Fred Kelley: and the revisions to the bill. However.

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00:16:33.250 --> 00:16:37.149

Fred Kelley: again, during the implementation phase, we still want to hear from the community.

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00:16:37.420 --> 00:16:43.860

Fred Kelley: Is it revenue? This is this is not a revenue. Issue.

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00:16:43.980 --> 00:16:45.249

Fred Kelley: This is a

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00:16:45.280 --> 00:16:53.239

Fred Kelley: trying to save lives at you. Oakland is no different than I think many of the major cities

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00:16:53.460 --> 00:16:58.769

Fred Kelley: across the nation that have seen a reduction in their

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00:16:58.880 --> 00:17:08.019

Fred Kelley: police force. Now that could. That's for various reasons. Just like with the with dot. We have a number of individuals who

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00:17:08.550 --> 00:17:19.480

Fred Kelley: we have reached retirement age. The baby boomers are stepping away. And so we're having. You know, they're having a very hard time trying to replenish those

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00:17:19.569 --> 00:17:23.990

Fred Kelley: spots left by the retirees, and those who transfer to other departments.

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00:17:24.180 --> 00:17:38.169

Fred Kelley: How do we work with them? Oakland is, has a very innovative, safe, open streets program in which we have partnered with our department of of of race and equity. Our police department

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00:17:38.190 --> 00:17:42.610

Fred Kelley: dot in the city administrator's office in addressing

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00:17:42.980 --> 00:17:46.350

Fred Kelley: traffic violence and in addressing

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00:17:46.440 --> 00:17:52.470

Fred Kelley: how enforcement is being implemented throughout

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00:17:52.480 --> 00:18:10.589

Fred Kelley: the city relative to who's getting tickets relative to the demographic of those getting tickets relative to our high injury network designating or high injury network identifying those locations that need enforcement.

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00:18:10.690 --> 00:18:14.929

Fred Kelley: And so we work hand in hand with the police department.

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00:18:15.070 --> 00:18:29.669

Fred Kelley: In identifying those locations that need, you know, enforcement win. There are available staff to do so. You know, the thing about this bill is is that it takes away the human interaction between the police department and

146

00:18:30.020 --> 00:18:32.429

Fred Kelley: and the individuals who may be

147

00:18:32.460 --> 00:18:36.790

Fred Kelley: recklessly driving. Those interactions, as we all know.

148

00:18:37.010 --> 00:18:40.619

Fred Kelley: have sometimes provide, or have sometimes been

149

00:18:40.800 --> 00:18:45.570

Fred Kelley: resulted in deadly confrontations. The automated speed enforcement

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00:18:46.290 --> 00:18:47.380

Fred Kelley: own it, and

151

00:18:47.980 --> 00:18:52.359

Fred Kelley: or tool eliminates the human vert to humanity.

152

00:18:52.420 --> 00:19:01.570

Fred Kelley: human interaction versus enforcement. And one thing that we that I vehemently. Addressed in my conversation with

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00:19:01.650 --> 00:19:24.840

Fred Kelley: send a judiciary committee is that we cannot. If this bill fails, we cannot go back to the status quo, because the status quo leave individuals in, in, in communities of concern, black and brown people that are disproportionately being injured and killed in our community. So we can't go back to the status quo

154

00:19:24.940 --> 00:19:33.729

Fred Kelley: right? We have to do something. And I think this this gives us an opportunity to do that. We will be. The bill itself

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00:19:33.810 --> 00:19:37.419

Fred Kelley: eliminates the police department from

156

00:19:38.370 --> 00:19:39.780

Fred Kelley: operational

157

00:19:40.010 --> 00:19:42.669

Fred Kelley: aspects of of the pilot.

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00:19:42.870 --> 00:19:46.760

Fred Kelley: I'm sure that as we ramp up to

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00:19:46.800 --> 00:19:52.829

Fred Kelley: implementation, there will be consultation between us and Opd. This will be a civilian led

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00:19:52.950 --> 00:19:56.949

Fred Kelley: effort. Queen BOT.

161

00:19:57.250 --> 00:19:59.850

Fred Kelley: and and and implementing the bill

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00:20:02.600 --> 00:20:13.779

Jonathon Kass: great. Well, well, thank you for for bringing Oakland's experience in your words to to this legislative effort, and we'll we'll know soon where it lands. II wanna move to another

163

00:20:14.520 --> 00:20:35.580

Jonathon Kass: sort of timely topic. And and there's a question in the QA. Panel related to this, and that is is bus transit. I say timely,

because Spur just today released a report on on how to get buses out of traffic, and we'll put a link to that for folks. But Oakland's got a lot of bus riders.

164

00:20:36.130 --> 00:20:43.510

Jonathon Kass: and some of Oakland really relies purely on bus. so I'm wondering if you can tell us

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00:20:43.660 --> 00:20:56.150

Jonathon Kass: what o.is doing to make sure buses don't get stuck in traffic. How are you using some of the toolbox of transit priority to to help our bus riders and our future bus riders.

166

00:21:01.730 --> 00:21:11.079

Fred Kelley: Sure, thank you, John. I'll try to do the best I can. I think I know where the question is going again. Excuse everyone excuse this poor connection that I have.

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00:21:11.880 --> 00:21:29.090

Fred Kelley: Let me just start out by saying that unequivocally we're 100% committed to working with A/C transit. There are. There are partners like there are. There are very important partners. We're cognizant. That A/C transit, you know, provides affordable mobility. Options for marginalized community. So we need them.

168

00:21:29.230 --> 00:21:32.829

Fred Kelley: Right? We're all trying to. At the end of the day. We're

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00:21:33.590 --> 00:21:42.140

Fred Kelley: we're all trying to realize that same goal of moving individuals and communities in an affordable manner. So we need A/C transit. Now.

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00:21:43.000 --> 00:21:45.190

Fred Kelley: there are a couple of factors involved.

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00:21:46.110 --> 00:21:49.339

When we look at

172

00:21:52.850 --> 00:21:59.689

Fred Kelley: addressing questions related to A/C transit or transit

mobility. One is limited right away.

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00:21:59.700 --> 00:22:02.860

because from a cost perspective.

174

00:22:03.840 --> 00:22:06.040

Fred Kelley: almost none of our projects

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00:22:06.060 --> 00:22:10.470

Fred Kelley: involve acquiring right of way. So whatever we do

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00:22:11.090 --> 00:22:19.090

Fred Kelley: is going to be within the existing right of way. So the question becomes. how do we prioritize modes?

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00:22:19.630 --> 00:22:30.689

Fred Kelley: Is transit to priority in a certain corridor is bike and pedestrian, the the priority in a certain goal, I mean in a certain corridor

178

00:22:30.700 --> 00:22:33.710

Fred Kelley: is parking, which I know we all

179

00:22:35.420 --> 00:22:39.679

Fred Kelley: dislike, but it is a factor.

180

00:22:39.920 --> 00:22:41.569

Fred Kelley: unfortunately, politically.

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00:22:41.600 --> 00:22:47.030

Fred Kelley: is that the priority? So we have to juggle the priorities when we look at

182

00:22:47.370 --> 00:23:05.620

Fred Kelley: how we assign, you know, the existing right of way to a particular mode. And so, you know, as we move through the implementation of our paving plans on our complex, our complete streets project. We need to work side by side with easy transit

183

00:23:05.640 --> 00:23:11.950

Fred Kelley: to come to understanding and understanding and compromises. How we're gonna divide up

184

00:23:12.210 --> 00:23:18.780

Fred Kelley: the existing right of way to to benefit. You know, these marginalized communities?

185

00:23:18.890 --> 00:23:20.639

Fred Kelley: There's one.

186

00:23:20.760 --> 00:23:22.520

Fred Kelley: And the second thing is.

187

00:23:22.890 --> 00:23:27.869

Fred Kelley: it's not just us. I know that other cities are going through the the same.

188

00:23:28.600 --> 00:23:32.089

Fred Kelley: having the same question of how do we implement traffic safety

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00:23:32.230 --> 00:23:33.430

Fred Kelley: improvements

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00:23:33.680 --> 00:23:47.470

Fred Kelley: because traffic safety improvements? The goal is whether that be a road diet, whether that be speed pumped, whether that be speed, cushion, speed, whether whatever those may be, those are designed to slow traffic down.

191

00:23:47.550 --> 00:23:49.629

but those also convergely

192

00:23:51.030 --> 00:24:02.720

Fred Kelley: slow, in many cases slow down. the speeds of of transit buses also. So it becomes a matter of what's more important is is the loss of

193

00:24:02.920 --> 00:24:14.740

Fred Kelley: of, of of travel, time important, or is reliability within that court are more important. But again, these are trade offs that we have to work with our partners at A/C transit to sort of

194

00:24:14.750 --> 00:24:15.890

Fred Kelley: to work through.

195

00:24:16.250 --> 00:24:19.349

Fred Kelley: we cannot abandon

196

00:24:19.990 --> 00:24:22.660

Fred Kelley: our our our

197

00:24:23.980 --> 00:24:27.399

Fred Kelley: obligation. Provide, you know, safe

198

00:24:27.940 --> 00:24:33.299

Fred Kelley: roadways for for a pedestrians, bicyclist

199

00:24:33.510 --> 00:24:35.259

Fred Kelley: and and

200

00:24:35.440 --> 00:24:44.059

Fred Kelley: and drivers. But, on the other hand, how do we make that all work within an environment where you have transit. So these are very important and very

201

00:24:44.300 --> 00:24:48.459

Fred Kelley: challenging discussions, and there's no one answer for all.

202

00:24:48.980 --> 00:24:59.669

Fred Kelley: No one answer fits everything. These are quarter by corridor discussions that we have to have, understanding that there are going to be trade offs, and sometimes some very difficult conversations that are

203

00:25:05.610 --> 00:25:13.560

Fred Kelley: well. I think we just lost Fred again. Very difficult, very difficult conversations that are gonna be need to.

204

00:25:13.600 --> 00:25:15.460

Fred Kelley: he had with all stakeholders.

205

00:25:15.960 --> 00:25:18.860

Fred Kelley: I don't want to sugarcoat it. It's not easy.

206

00:25:21.620 --> 00:25:25.140

Jonathon Kass: Well, well, thank you, I as long as we're I

207

00:25:25.480 --> 00:25:32.289

Jonathon Kass: trade-offs between bicyclists, buses, pedestrians. These are tough, tough issues, as you say.

208

00:25:32.840 --> 00:25:38.030

Jonathon Kass: Sometimes the trade offs are are not as complicated. II wanted

209

00:25:38.050 --> 00:25:48.550

Jonathon Kass: get your input on a recent incident. there, I think I think there was a 4 year old that was

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00:25:48.990 --> 00:25:57.830

Jonathon Kass: on the back of her father's bike in a bike lane in A, in a kid's bicycle seat, and she she died

211

00:25:57.930 --> 00:26:00.830

Jonathon Kass: after being dored by a vehicle

212

00:26:01.300 --> 00:26:09.639

Jonathon Kass: on Lake Shore, I believe. There, there's been a lot of of outcry about the design of some of these

213

00:26:09.870 --> 00:26:12.969

Jonathon Kass: bicycle facilities. I wonder if you could tell us.

214

00:26:13.710 --> 00:26:20.860

Jonathon Kass: What what do you do after an incident like that to to consider design changes policies.

215

00:26:23.610 --> 00:26:24.350

Thank you.

216

00:26:24.610 --> 00:26:31.060

Fred Kelley: Jonathan. I hope I'm coming through clearly, it's a combination of both short-term and long term.

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00:26:31.200 --> 00:26:32.889

Fred Kelley: Whenever there's any

218

00:26:34.140 --> 00:26:41.999

Fred Kelley: incident, severe and fatal incident on our on our roadways. What do t has is is is

219

00:26:42.240 --> 00:26:47.469

Fred Kelley: hey? God! I'm I'm I'm drawing a blank. A rapid reaction crew.

220

00:26:47.660 --> 00:26:51.330

Fred Kelley: a team of engineers that meets with

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00:26:51.550 --> 00:26:54.859

Fred Kelley: the police department, and typically within

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00:26:55.340 --> 00:27:02.319

Fred Kelley: a day or 2 would be incident. and they share information with us that is typically not shared with the public.

223

00:27:02.370 --> 00:27:10.570

Fred Kelley: And I say that and the whole purpose is is to understand as many times there's misinformation as to what occurred, how it occurred.

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00:27:10.980 --> 00:27:14.310

Fred Kelley: and so forth. And so what this

225

00:27:14.420 --> 00:27:17.730

Fred Kelley: meeting. Death between Dod and Opd.

226

00:27:17.850 --> 00:27:23.570

Fred Kelley: Provides an opportunity for us to hear first hand from the investigators. and then to go back

227

00:27:23.720 --> 00:27:25.110

and

228

00:27:26.400 --> 00:27:29.730

Fred Kelley: determine whether or not there are immediate

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00:27:30.710 --> 00:27:34.000

Fred Kelley: design. Revisions can be made.

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00:27:34.050 --> 00:27:46.940

Fred Kelley: you know, within, say, 2 weeks, 3 weeks, a month. Again a medium, rapid response that can be made, and then, after that we look to long term solutions.

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00:27:47.500 --> 00:27:54.220

Fred Kelley: I know that Lakeside has was on the 2019 plan, I believe.

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00:27:54.580 --> 00:27:58.750

Fred Kelley: And I believe it called for protective pipeline.

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00:27:59.870 --> 00:28:05.089

Fred Kelley: Again, these are some of the trade offs that we're going to have to have and discuss

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00:28:05.300 --> 00:28:15.090

Fred Kelley: from a policy standpoint, because. as I mentioned with transit. There are going to be. There's only so much right of way.

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00:28:15.150 --> 00:28:30.929

Fred Kelley: and we're going to have to have some very hard discussion about what? What would be the trade off in implementing the protected bike line? That's 3, you know, 2 to 3 feet or so that are gonna have to come from somewhere. And so does that mean we eliminate parking.

236

00:28:31.370 --> 00:28:32.260
which

237

00:28:32.880 --> 00:28:59.320

Fred Kelley: you know, is certainly a viable option. But what's gonna be the feedback from that from either residents of the business community. So we're gonna we're gonna look at all the options that exist and lay those out. And again, these are going to be community and policy driven discussions that are going to happen in in in the long term in the short term we have met with opd, and we are media.

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00:28:59.520 --> 00:29:05.539

Fred Kelley: or should be within the next week or so. Implementing

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00:29:06.180 --> 00:29:09.900

Fred Kelley: Rapid response to the to the incident.

240

00:29:10.100 --> 00:29:11.770

Yeah.

241

00:29:14.860 --> 00:29:26.750

Jonathon Kass: Great, thank you. Well, I suspect we could spend the rest of the time talking about the trade offs of of an issue like that. I'm gonna try to pull in several more topics here.

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00:29:26.850 --> 00:29:27.980

Jonathon Kass: I'm sorry.

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00:29:29.180 --> 00:29:30.790

Jonathon Kass: because well.

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00:29:30.800 --> 00:29:41.620

Jonathon Kass: a lot of this depends on delivering capital capital projects, delivering real changes to our infrastructure. So I wanna ask about capital project delivery.

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00:29:42.370 --> 00:29:52.019

Jonathon Kass: You know, we're entering a period of large capital investment in transportation with major federal and state funding increases, working their way to

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00:29:52.290 --> 00:30:01.649

Jonathon Kass: actual project investments. So what is Oak Dot doing to increase the capacity to deliver capital projects

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00:30:01.850 --> 00:30:05.219

Jonathon Kass: while still being responsive to community feedback.

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00:30:07.680 --> 00:30:12.910

Fred Kelley: You'll have to answer the question, and I do appreciate that this has definitely been an ongoing challenge for us.

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00:30:13.230 --> 00:30:17.580

Fred Kelley: we are

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00:30:18.270 --> 00:30:20.919

Fred Kelley: slated in the next 3 or 5 years

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00:30:22.220 --> 00:30:23.340

Fred Kelley: deliver

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00:30:24.490 --> 00:30:30.370

Fred Kelley: approximately half a billion dollars, and that would be worth of infrastructure projects throughout open

253

00:30:30.560 --> 00:30:33.280

1 billion, and maybe even three-quarters of a billion.

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00:30:33.500 --> 00:30:35.190

Fred Kelley: Our teams have been

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00:30:36.520 --> 00:30:38.170

Fred Kelley: immensely successful

256

00:30:38.800 --> 00:30:41.539

Fred Kelley: in obtaining federal, State

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00:30:42.320 --> 00:30:47.460

Fred Kelley: and local funds to provide infrastructure improvements

within the city

258

00:30:47.780 --> 00:30:49.540

Fred Kelley: incredibly

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00:30:50.350 --> 00:31:00.760

Fred Kelley: successful. But that comes with a price tag. Not a literal price tag, but that price tag is. Now you have to deliver those projects.

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00:31:00.930 --> 00:31:07.760

Fred Kelley: That's where rubber meets the road again. Pardon the pun. What! What we have the challenge being.

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00:31:08.480 --> 00:31:10.919

Fred Kelley: he said. Since I've been at Odot

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00:31:11.080 --> 00:31:18.930

Fred Kelley: for the 3 years we vacillated between 25 and 33 ish per cent vacancy rate.

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00:31:19.040 --> 00:31:21.429

Fred Kelley: So just think about that for a second.

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00:31:21.580 --> 00:31:27.849

Fred Kelley: We've got half a billion dollars or more projects to deliver in the next 3 to 5 years.

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00:31:28.510 --> 00:31:36.980

Fred Kelley: But a third of our workforce doesn't exist. They're not here. They're not at their tests. They're not at their computers. How do we do that as a talent, it's extremely challenging.

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00:31:37.320 --> 00:31:39.469

Fred Kelley: My team will

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00:31:39.750 --> 00:31:47.190

Fred Kelley: not be happy if I don't mention this at this particular point, and I don't know if it's going to be put in the chat. But we are indeed

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00:31:48.090 --> 00:31:52.820

Fred Kelley: hiring for 0 dot engineers and planners

269

00:31:53.830 --> 00:32:06.549

Fred Kelley: and parking control technicians. We are definitely in dire need to help deliver on our promise. We've made a promise to Oaklanders that we are going to deliver these projects, and we need really committed fashion. People

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00:32:07.340 --> 00:32:12.820

Fred Kelley: do that. So to go backwards the mayor, when I mean it's not just

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00:32:13.790 --> 00:32:15.350

Fred Kelley: hope not, really.

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00:32:15.380 --> 00:32:21.909

Fred Kelley: The city of Oakland that has is dealing with a very critical staffing choice upon

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00:32:21.990 --> 00:32:29.839

Fred Kelley: coming into office in January, has declared a firing blitz and has energized the

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00:32:30.030 --> 00:32:33.650

Fred Kelley: human resources. The Central Human Resources Department

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00:32:33.860 --> 00:32:46.390

Fred Kelley: to do whatever can be had can be done to eliminate some of the hurdles and obstacles that have sort of put us at a disadvantage, as as you know.

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00:32:46.970 --> 00:32:58.549

Fred Kelley: and, as I know, being in the private sector, our private sector, hiring and public sector hiring are 2 different animals. and and even among agencies, private sector or public sector hiring

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00:32:58.910 --> 00:33:07.009

Fred Kelley: is is can be different between agency. The agency. What

we've got to do is eliminate the time, because we have

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00:33:07.650 --> 00:33:19.000

Fred Kelley: over time lost individuals who were really wanted to work with those at the time between when they submitted their application, and when they interviews happened

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00:33:19.040 --> 00:33:33.379

Fred Kelley: they've moved on. We've got to eliminate those those obstacles as best we can. And we we are now in that environment with mere support of, of of looking at how we can cut down the time, and how we can eliminate unneeded.

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00:33:33.780 --> 00:33:45.359

Fred Kelley: you know, steps things that really have been institutionalized, but don't really need to happen. So those are the things that we can do internally to do that other than you know.

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00:33:46.520 --> 00:33:54.390

Fred Kelley: going out and really selling the work that we do as a department going out to whatever it may be. Community

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00:33:54.400 --> 00:33:57.789

Fred Kelley: community Fair is going to, you know, doing covid

283

00:33:58.270 --> 00:34:01.639

Fred Kelley: the job fairs at schools.

284

00:34:01.740 --> 00:34:03.210

Fred Kelley: Basically

285

00:34:04.460 --> 00:34:12.589

Fred Kelley: cease to exist. And we've got to get back on that force. We've got to go to schools that we never visited before, you know Cal and

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00:34:12.639 --> 00:34:25.539

Fred Kelley: State and Stanford. Great. But you know we've gotta go to the Hbcu's. We've gotta go to this state. We've got to go to the Santa Clara. We've gotta go. We've gotta broaden that

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00:34:25.570 --> 00:34:29.859

Fred Kelley: that net. We have a very robust internship program.

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00:34:30.199 --> 00:34:35.919

Fred Kelley: We've gotten interns from UCLA and and Southern California, other other schools.

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00:34:35.989 --> 00:34:51.060

Fred Kelley: a broad breath of of of of schools. So we think that that's gonna help increase our pipeline as we as we hire and one other thing I will also say that again, like I mentioned with the police department

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00:34:51.159 --> 00:34:52.899

Fred Kelley: that baby boomer

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00:34:53.080 --> 00:34:54.250

retirement

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00:34:54.770 --> 00:35:09.380

Fred Kelley: really hurt us. We not only do we have we lost bodies. We've lost years and years and years of institutional knowledge. So we're trying to do what we can to build up our resource or our internal capacity, so that we can deliver on our promise.

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00:35:09.430 --> 00:35:10.520

Oaklanders.

294

00:35:13.590 --> 00:35:19.489

Jonathon Kass: Well, no knowing that a lot of agencies are are facing this struggle.

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00:35:20.080 --> 00:35:27.740

Jonathon Kass: Do you do you find, or believe that some of the issues we've been talking about being being

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00:35:28.040 --> 00:35:41.769

Jonathon Kass: cutting edge and pushing the envelope on on equity on bicycle pedestrian transit innovations do does sort of being a real standout on those issues help when it comes to recruiting?

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00:35:45.240 --> 00:35:53.449

Jonathon Kass: Sorry? The the question was, does it help in recruiting that you are a state that that you are innovative on those topics?

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00:35:55.020 --> 00:36:05.269

Fred Kelley: I would say, Jonathan, based on my experience? The answer is absolutely yes, I think the challenge is, we have to remain in what I do in talking to and what our leadership team does is

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00:36:05.380 --> 00:36:19.220

Fred Kelley: we don't wanna be cutting edge. We don't wanna be innovative just for the sake of being able to pat ourselves in the back and saying, Oh, aren't we special? We wanna be cutting edge. And we wanna be innovative because the Oakland community deserves it

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00:36:19.360 --> 00:36:30.210

Fred Kelley: right after years and years and years of disinvestment, years and years and years of being basically marginalized or and not being at the table.

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00:36:30.650 --> 00:36:35.910

Fred Kelley: we deserve everything that we can bring. And again, our our teams are passionate.

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00:36:36.050 --> 00:36:42.889

Fred Kelley: committed to doing so. So. And I think that's helped itself. We again. We're a new agency just 6 years old.

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00:36:43.030 --> 00:36:51.689

Fred Kelley: Our strategic plan, in which this agency was founded was the first one, and and in the nation to be

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00:36:51.770 --> 00:36:56.059

Fred Kelley: to be. to have equity as a foundational principle.

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00:36:56.110 --> 00:37:06.999

Fred Kelley: and I think that that sales itself, and yes, others have followed along. But this agency really, truly, and and not just the agency, but the city really, truly walk the walk and talk to talk.

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00:37:07.020 --> 00:37:12.899

Fred Kelley: So this is what we do wholeheartedly in everything, whether that be in our capital plan.

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00:37:13.620 --> 00:37:22.079

Fred Kelley: Open the program, whether that be our traffic safety program, whether that be again across the board and how we invest our resources.

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00:37:22.150 --> 00:37:33.019

Fred Kelley: I think that that's a calling card or drawing part for many in the industry who were were somewhat frustrated or disenchanted with with the status quo.

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00:37:35.840 --> 00:37:43.690

Fred Kelley: and basically being able to undo, as I mentioned earlier, to be able to help, to be able to undo some of the damage that transportation

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00:37:44.720 --> 00:37:45.950

Fred Kelley: agencies.

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00:37:46.020 --> 00:37:53.530

Fred Kelley: departments, whether, again, whether they be local, state, federal, have done to communities especially marginalized communities over time.

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00:37:56.730 --> 00:38:01.899

Jonathon Kass: Well, that that leads to the next topic, which

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00:38:02.510 --> 00:38:13.600

Jonathon Kass: is really getting more directly at the equity question. There's a lot of talk about using transportation investment. To reduce segregation.

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00:38:13.820 --> 00:38:21.140

Jonathon Kass: Oakland is, is one of the most diverse cities in the country, but neighborhood by neighborhood it is fairly segregated

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00:38:21.210 --> 00:38:27.240

Jonathon Kass: in places. So how do you think about transportation's role in in integrating the city

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00:38:27.510 --> 00:38:33.150

Jonathon Kass: and allowing it to benefit more from from the citywide diversity?

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00:38:33.370 --> 00:38:36.629

Jonathon Kass: And maybe particularly.

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00:38:36.650 --> 00:38:41.360

Jonathon Kass: how does that filter into specific projects or programs.

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00:38:44.330 --> 00:38:47.129

Fred Kelley: So thank you, excellent question.

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00:38:47.350 --> 00:38:52.570

Fred Kelley: So I wrote this down because I think this is important. And I wanna make sure I don't get this wrong. But

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00:38:52.620 --> 00:38:55.090

Fred Kelley: 5 of Oakland, 17 zip codes.

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00:38:56.130 --> 00:39:01.100

Fred Kelley: 5 of 17 are among the wealthiest and most well educated in the nation.

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00:39:02.930 --> 00:39:10.590

Fred Kelley: Same time, one in 4 Oakland households earn below the Federal poverty limit. So I think that that really gets to the disparity

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00:39:10.860 --> 00:39:12.980

Fred Kelley: of who we are as a city.

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00:39:13.370 --> 00:39:21.860

Fred Kelley: and where investment has occurred, where investment did not occur, and just the challenges of of of of of a

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00:39:21.970 --> 00:39:27.030

Fred Kelley: city department, and as as a city in and of itself. So

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00:39:28.320 --> 00:39:40.000

Fred Kelley: this challenge is, how do we provide accessibility and mobility options to those who have been left behind? Right, who have been historically underserved? How do we do that? How do we make that happen?

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00:39:40.550 --> 00:39:41.939

Fred Kelley: Think it's really kind of

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00:39:42.020 --> 00:39:44.180

Fred Kelley: knowledge, I see, is 3 prongs

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00:39:45.280 --> 00:39:49.410

Fred Kelley: provide safe and affordable mobility options for

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00:39:49.550 --> 00:39:51.769

or you know, these these communities

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00:39:51.910 --> 00:39:57.529

Fred Kelley: and not necessarily just traditional programs, but non traditional programs, such as

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00:39:57.650 --> 00:40:06.760

Fred Kelley: mobility. Oh, goodness! My mind to be drawn up by

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00:40:07.060 --> 00:40:20.600

Fred Kelley: our mobility pilot program that we had for East and West open leaders that provided a set amount of funds so that these individuals could access transit that was being paid for by a grant

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00:40:20.910 --> 00:40:35.969

Fred Kelley: and then also, how do we mitigate severe and fatal injury injuries? And, as I mentioned earlier. Those disproportionately occur within communities of concern where infrastructure investments historically have been lacking. Lack of sidewalks.

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00:40:36.140 --> 00:40:47.759

Fred Kelley: lack of bike lanes, lack of many different infrastructure investments and make it dangerous. Even walk your children to school.

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00:40:47.850 --> 00:40:50.730

Fred Kelley: Right? These are the things sort of like

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00:40:51.230 --> 00:40:52.630

Fred Kelley: these are the

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00:40:52.850 --> 00:40:58.519

Fred Kelley: the ramifications of not investing in

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00:40:59.130 --> 00:41:01.340

Fred Kelley: in in certain parts of your community.

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00:41:01.420 --> 00:41:11.220

Fred Kelley: Either the result is they do have a disproportionate amount of black and brown individuals who were dying or severely injured in your city. No, it's no it's no surprise.

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00:41:11.310 --> 00:41:12.350

Fred Kelley: And then.

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00:41:12.630 --> 00:41:25.520

Fred Kelley: I think, in a totally different aspect, and I mentioned it earlier. It's like look looking to undo the harm that's been done to marginalize communities. How do we? How do we undo this harm? And I think that's an important part of who we are as a

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00:41:25.530 --> 00:41:32.109

Fred Kelley: as an agency, and there's so many different ways to do that. But let's let's talk about one that

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00:41:32.570 --> 00:41:37.219

Fred Kelley: near and dear to my heart. It's under under way right now. Last year, about at this time

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00:41:37.270 --> 00:41:39.249

Fred Kelley: Congressman

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00:41:39.490 --> 00:41:42.950

Congresswoman Barbara Lee was in town and

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00:41:43.330 --> 00:41:45.030

Fred Kelley: She met with Mayor Schaaf

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00:41:45.170 --> 00:41:46.410

Fred Kelley: and myself.

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00:41:46.590 --> 00:42:03.259

Fred Kelley: A/C transit executive director, Mike Hirsch, and Secretary Pete Buttigieg. and we did a tour of some of the open projects. But the last stop was the 9 80 court. We wanted to give Secretary, but a very clear understanding of how 9 80,

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00:42:03.310 --> 00:42:04.600

Fred Kelley: like many

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00:42:04.780 --> 00:42:06.570

Fred Kelley: State and Federal

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00:42:06.800 --> 00:42:08.700

Fred Kelley: highway

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00:42:09.590 --> 00:42:15.510

Fred Kelley: projects has divided a community. They and you know Secretary Buttigieg is committed to

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00:42:15.520 --> 00:42:20.110

Fred Kelley: working with us to see what could be done to, you know.

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00:42:20.390 --> 00:42:40.370

Fred Kelley: Remove the remnants of of of these discriminatory practices, and as you know that Caltrans is now studying at, at, at, certainly at urging from Dod and the and and city council looking at what can be done to

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00:42:40.530 --> 00:42:48.189

Fred Kelley: mitigate the harm of of of the 980 freeway? And what then what would it take then, to

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00:42:48.310 --> 00:42:54.139

Fred Kelley: re-engage those communities removing the infrastructure and re engaging those communities?

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00:42:58.170 --> 00:43:04.189

Jonathon Kass: Well, that's that's we are all really excited to see what comes of the

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00:43:04.200 --> 00:43:10.019

Jonathon Kass: sort of preliminary study and the possibility of of reconnecting

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00:43:10.210 --> 00:43:13.580

Jonathon Kass: across that that trench.

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00:43:14.170 --> 00:43:35.710

Jonathon Kass: III we don't have too much time. So I want to try and pick up some of the questions. and thank you to some of your staff who are busily answering some of the specific questions in the QA. So know that you have the opportunity to have a a professional answer to your questions, even if we don't. Don't call it out here live?

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00:43:36.470 --> 00:43:44.300

Jonathon Kass: There! There's some questions about modal priorities which have already come up a lot in our discussion.

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00:43:44.840 --> 00:43:47.299

Jonathon Kass: But does does Oakland

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00:43:47.590 --> 00:43:51.300

Jonathon Kass: create some policies that create kind of a hierarchy

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00:43:51.450 --> 00:43:59.320

Jonathon Kass: of when you prioritize different modes, or which modes are ultimately the priority you you mentioned

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00:43:59.520 --> 00:44:01.240

Jonathon Kass: when you take away parking

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00:44:01.760 --> 00:44:06.800

Jonathon Kass: businesses come out, some drivers come out and residents come out

369

00:44:07.150 --> 00:44:08.870

Jonathon Kass: so so that will happen.

370

00:44:09.330 --> 00:44:19.669

Jonathon Kass: But do you have a sort of guiding hierarchy that says, when when the rubber meets the road, which mode is gonna come out ahead

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00:44:21.790 --> 00:44:27.920

Fred Kelley: and and thank you. That was an excellent question. I know that, and this this precedes my time in open.

372

00:44:28.050 --> 00:44:32.719

Fred Kelley: but I know that in Hayward sometimes there are regional or regional partners

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00:44:32.730 --> 00:44:37.660

Fred Kelley: are engaged in these discussions. In this case it was the Alibi County Transportation Commission

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00:44:37.760 --> 00:44:44.930

Fred Kelley: had funding to basically do just that. But they did modal priority studies in in each of the

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00:44:44.950 --> 00:44:46.829

Fred Kelley: communities within

376

00:44:46.850 --> 00:45:13.960

Fred Kelley: Alameda County, and so I know that when I was in April there was a tremendous amount of work that went into working with A/C transit and identify, identifying the different tiers of modal priorities on each of our major corridors. Now, I haven't seen that report for open. I know it must exist. But I think that we have to then use that as a starting point in our discussion with

377

00:45:14.010 --> 00:45:19.439

Fred Kelley: easy transit and and and our policy makers.

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00:45:19.720 --> 00:45:23.590

Fred Kelley: That that is indeed. That would indeed be a good starting.

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00:45:26.900 --> 00:45:33.519

Fred Kelley: This in this study was, and it can't be more than 2 years old, so it's still still relative, I would believe.

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00:45:36.630 --> 00:45:40.140

Jonathon Kass: Great. It's a question about

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00:45:40.920 --> 00:45:53.919

Jonathon Kass: a y. This again. This again relates to Oaklands leadership on on equity. Oakdot was a national leader in creating an equitable system for prioritizing roadway repairs.

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00:45:54.590 --> 00:46:04.520

Jonathon Kass: and I know that the the particularly heavy rains this winter accelerated the degradation of some roads.

383

00:46:04.830 --> 00:46:09.109

and you face some sort of record numbers of potholes.

384

00:46:10.310 --> 00:46:13.199

Jonathon Kass: What can you say something about

385

00:46:14.030 --> 00:46:24.970

Jonathon Kass: whether you've had to reconsider some of the equity priorities as you confront exceptional degradation across your network, or whether you're able to

386

00:46:25.100 --> 00:46:30.330

Jonathon Kass: handle handle priorities and maintain the equity framework.

387

00:46:31.720 --> 00:46:39.540

Fred Kelley: That's an excellent question. And one that we have had internal discussions about, especially at the onset of unprecedented

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00:46:40.300 --> 00:46:42.590

Fred Kelley: winter storm.

389

00:46:43.100 --> 00:46:52.429

Fred Kelley: we typically have as a goal from asset management standpoint,

390

00:46:52.730 --> 00:46:54.090

Fred Kelley: fulfilling

391

00:46:54.850 --> 00:46:59.110

Fred Kelley: 12,000 potholes year. That's our that's our target.

392

00:46:59.900 --> 00:47:04.180

Fred Kelley: But since February, March until

393

00:47:06.710 --> 00:47:08.740

Fred Kelley: June, I believe it was

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00:47:10.010 --> 00:47:14.579

Fred Kelley: after the Mayor Court, or collaborated with DOT

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00:47:15.260 --> 00:47:23.650

Fred Kelley: engaged in a bottle blip. We knew that there was a tremendous amount of degradation of our roadways.

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00:47:24.820 --> 00:47:27.150

so that we knew we had to do something different.

397

00:47:27.680 --> 00:47:30.479

Fred Kelley: And during that time.

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00:47:30.760 --> 00:47:32.809

Fred Kelley: 3, 4, 4, month period.

399

00:47:33.030 --> 00:47:35.739
and with our annual target of 12,000

400
00:47:36.420 --> 00:47:42.089
Fred Kelley: we were able to fill 33,000 on hold. just because the
roadways

401
00:47:42.110 --> 00:47:46.349
Fred Kelley: were that bad. So there's a couple of points here, I
think, that are important to make.

402
00:47:47.440 --> 00:47:58.540
Fred Kelley: One is quite fulfilling his reactionary. We react to a
thing that happened an event right? If the thing happened, go fill
that bottle. And what we focused on

403
00:47:58.730 --> 00:48:00.889
were the most egregious of the power.

404
00:48:02.220 --> 00:48:03.520
Excuse me.

405
00:48:04.070 --> 00:48:11.239
Fred Kelley: the most egregious of the potholes, and also those
potholes that were on arterial streets and also on on on within bike
lanes.

406
00:48:11.380 --> 00:48:12.840
Fred Kelley: Oh.

407
00:48:13.680 --> 00:48:14.800
Fred Kelley: bike routes!

408
00:48:15.490 --> 00:48:29.800
Fred Kelley: Those were. Those were our priorities. Now we did track,
and we had a little. You may have heard of a randomware issue that we
had which basically shut down our our asset management tracking system
for us.

409
00:48:29.810 --> 00:48:37.230

Fred Kelley: but we we try to elve or get into or deal with the most egregious of all of the potholes on a citywide basis.

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00:48:38.010 --> 00:48:51.029

Fred Kelley: regardless of the the, the, the location regardless of the district, but I think that at the end of the day what we found is that we were pretty uniform in in addressing potholes

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00:48:51.300 --> 00:48:54.520

Fred Kelley: throughout the city. But here's the thing

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00:48:54.540 --> 00:49:00.600

Fred Kelley: again. Paiho repairs reactionary. There's 2 pieces. One. We talked about

413

00:49:05.480 --> 00:49:12.659

Fred Kelley: what happens when there is a lack of investment in the infrastructure over time again, DOT.

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00:49:12.680 --> 00:49:22.500

Fred Kelley: 6 years old, before DOT. We were part of public works. And this isn't. This isn't saying anything bad about public works, but there was not the low cost funding available

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00:49:22.580 --> 00:49:26.380

Fred Kelley: within public works to deal with the infrastructure within.

416

00:49:27.230 --> 00:49:28.010

Openly.

417

00:49:28.680 --> 00:49:36.269

Fred Kelley: Oakland was born as a product of vessel K cat, with an infrastructure bond. And now we are now moved. We have now

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00:49:36.670 --> 00:49:40.800

Fred Kelley: transcended into Measure U, the second infrastructure bond.

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00:49:40.830 --> 00:49:42.580

like which provides

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00:49:43.370 --> 00:49:47.229

Fred Kelley: amount of funding 50 million per year

421

00:49:47.300 --> 00:49:56.319

Fred Kelley: little bit over. For infrastructure improvements! Most of that goes to paving. But before that time there was no robust funding

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00:49:56.550 --> 00:50:10.989

Fred Kelley: for infrastructure. But what happens is it deteriorates over over time, you know, over 510-15-2025 years. You've got that roadway convention. And so you're gonna have these issues of roads that haven't been paid

423

00:50:11.260 --> 00:50:14.899

Fred Kelley: in a long, long time. They're going to start to deteriorate. Now

424

00:50:15.040 --> 00:50:24.230

Fred Kelley: what we haven't given up on. And and and the thing that is the opposite of reactionary is to be proactive.

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00:50:24.290 --> 00:50:26.349

Fred Kelley: That's our equity-based pavement program.

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00:50:26.380 --> 00:50:31.759

Fred Kelley: That's the best way to prevent these potholes is to

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00:50:34.060 --> 00:50:44.630

Fred Kelley: is to focus on areas where the pavement condition index is the words in areas where they have been, where investment has been

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00:50:44.660 --> 00:51:10.260

Fred Kelley: under under or where these roadway infrastructure investments and underfunded. That's the preventive measure. To do that. We're gonna have less and less issues as we go down the road. Should there be, you know, another storm won't eliminate it. The better we can bring up our condition throughout the city, the less and less reliance will have on being ha! The need to.

429

00:51:10.450 --> 00:51:11.340

I'll film

430

00:51:15.410 --> 00:51:22.030

Jonathon Kass: great and this that that relates a lot to what resources you have to work with.

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00:51:22.140 --> 00:51:30.319

Jonathon Kass: I think the the city budget, the Mayor Sheng's City budget proposal.

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00:51:30.550 --> 00:51:35.970

Jonathon Kass: required a lot of cuts. I think Oak dot fared pretty well in that

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00:51:36.110 --> 00:51:41.850

Jonathon Kass: but there's obviously sort of a precarious time for funding.

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00:51:42.450 --> 00:51:55.410

Jonathon Kass: Do you? Do you foresee needing to prepare for some shrinkage in your budget? Have you thought about what you can do if you've got to make cuts in the oak dot budget.

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00:51:56.910 --> 00:52:01.490

Fred Kelley: Well, during the budget process we went through a lot of exercises

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00:52:02.180 --> 00:52:06.580

Fred Kelley: right? A lot of internal exercises with our with our budget team

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00:52:06.650 --> 00:52:16.579

Fred Kelley: as to what that might look like if we were not able to fully fund our department. So yes, there was a lot of options that were laid out on the table. But here's the good news.

438

00:52:17.180 --> 00:52:19.910

Fred Kelley: For VOT. For us as a department.

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00:52:20.180 --> 00:52:31.370

Fred Kelley: Is that the 100 and goodness, I think 135 million dollar deficit for each of the 2 years. With this 2 year budget. I think that's correct.

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00:52:31.830 --> 00:52:34.829

Fred Kelley: Those were more

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00:52:35.800 --> 00:52:39.329

Fred Kelley: relative to general general purpose funds.

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00:52:39.800 --> 00:52:41.070

Oh, God!

443

00:52:41.740 --> 00:52:50.349

Fred Kelley: Again, the good news is very little funding from the general fund. Most of our finances come from

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00:52:50.530 --> 00:52:52.659

Fred Kelley: either. They're Grant related.

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00:52:52.710 --> 00:53:09.450

Fred Kelley: They are. Measure you. We talked about, measure KK, and measure U, right, the infrastructure bonds. Those funds are still available. And then that doesn't mean that that the infrastructure bonds, both totally or solely to do deep as though the split between housing and public works.

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00:53:09.560 --> 00:53:12.409

Fred Kelley: yet we were able to maintain our funding levels.

447

00:53:12.670 --> 00:53:28.289

Fred Kelley: with advocacy. And then the third is from our partners at County, Ctc, with measure, B county sales tax money measure. B measure. Bb, that flows through

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00:53:28.300 --> 00:53:34.200

Fred Kelley: elevated County, Ctc, so a very small percentage of our budget is General Purpose fund.

449

00:53:34.210 --> 00:53:41.459

Fred Kelley: We were very lucky that we were able to maintain our level of staffing based on that

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00:53:42.310 --> 00:53:43.650

reality.

451

00:53:46.280 --> 00:53:47.320

Jonathon Kass: Great.

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00:53:47.560 --> 00:53:56.019

Jonathon Kass: I am leaving some of the more place specific questions in the QA. To to your talented staff. But

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00:53:56.370 --> 00:53:58.989

Jonathon Kass: let me do a big picture one.

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00:54:00.040 --> 00:54:06.970

Jonathon Kass: This question is. I'm a proud Oaklander, have lived in the city for 25 years until recently.

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00:54:07.120 --> 00:54:11.239

Jonathon Kass: What will be your legacy for the city of Oakland?

456

00:54:13.320 --> 00:54:15.450

Well, I say, address that

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00:54:15.530 --> 00:54:20.450

Fred Kelley: it is. Let me thank my talented staff. They are amazing.

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00:54:20.540 --> 00:54:31.180

Fred Kelley: They are the reason I get up every morning and try to do the best I can to put them in a position to succeed, and I think my legacy is this.

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00:54:31.380 --> 00:54:35.029

Fred Kelley: is that again, Oakdod is is 5, 6 years old.

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00:54:36.540 --> 00:54:41.819

Fred Kelley: and we had a strategic plan. And when I talk to the city administrator upon

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00:54:41.960 --> 00:54:49.089

Fred Kelley: assuming this role, Brian Russo has done an amazing job. But we're kind of growing up.

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00:54:49.270 --> 00:55:03.789

Fred Kelley: And and and the question is, what is.in the next 5, 10 years? What do we look like? And and that's what I think not what I think, but that's what I would like. My legacy to be is to guide us into the next

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00:55:03.820 --> 00:55:06.639

Fred Kelley: 5 year period we are growing.

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00:55:07.020 --> 00:55:18.730

Fred Kelley: There is a need for us to look at from an organizational standpoint. Does this still make sense? Does this still belong here? Should it move here? Are there things that we aren't doing.

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00:55:19.030 --> 00:55:35.760

Fred Kelley: that we should be doing, or the things that we're doing that needs to be revised or or or reviewed or eliminated. And so I think my legacy would be, what's the next? 5 to 10 years look like for OP. Dot, setting the setting the department up

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00:55:35.870 --> 00:55:40.140

Fred Kelley: to continue to excel, you know, into that next

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00:55:41.200 --> 00:55:44.839

Fred Kelley: decade or next decade of the of the department.

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00:55:47.100 --> 00:55:51.289

Fred Kelley: and and to continue the legacy that was

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00:55:52.270 --> 00:55:57.409

Fred Kelley: part of the birth of of of of of Oka is to

470

00:55:57.690 --> 00:56:02.990

Fred Kelley: having equity be our north star in every single thing that we do every single day.

471

00:56:06.140 --> 00:56:07.220

Jonathon Kass: Great!

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00:56:09.490 --> 00:56:15.760

Jonathon Kass: We II know you don't want to shy away from hard hitting questions. We've got another question coming in about

473

00:56:16.400 --> 00:56:22.880

Jonathon Kass: about the the child who was the 4 year old who was hit doored.

474

00:56:24.550 --> 00:56:25.910

Jonathon Kass: The question is.

475

00:56:26.570 --> 00:56:39.169

Jonathon Kass: there are there are obviously trade offs as you've talked about. There! There's a suggestion that if we had more protected bicycle lanes and kept them out of the door zones

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00:56:39.320 --> 00:56:49.520

Jonathon Kass: that we could avoid these incidents. You've noted that that is a trade off there, sometimes with parking. sometimes with deliveries.

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00:56:49.800 --> 00:57:05.030

Jonathon Kass: And this, this question is really raising the question, if if this is a pace where you're allowed to have those trade offs, or whether you have to act in the interest of safety over some of the conveniences for deliveries and parking.

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00:57:05.110 --> 00:57:09.030

Jonathon Kass: So how do? How do you think about that? Even where residents show up

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00:57:09.100 --> 00:57:16.800

Jonathon Kass: and say, this is inconvenient, you you, you maybe arrive at a different conclusion than they have.

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00:57:17.950 --> 00:57:21.149

Fred Kelley: That's an excellent question, and any loss of life

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00:57:21.290 --> 00:57:22.429

Fred Kelley: is tragic.

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00:57:23.160 --> 00:57:32.120

Fred Kelley: for whatever reason. Again, we talked about the uptick and traffic Pilots, not at just just in Oakland, but across the nation.

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00:57:32.590 --> 00:57:33.700

I think that

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00:57:34.280 --> 00:57:40.689

Fred Kelley: these are our job, as I see it. is to provide options to the policy makers

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00:57:41.830 --> 00:57:44.069

Fred Kelley: is to provide very viable

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00:57:46.450 --> 00:57:48.060

Fred Kelley: forward thinking

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00:57:48.270 --> 00:57:56.180

Fred Kelley: options for them to make the hard policy decisions as to what they would like to have implemented, because at the end of the day

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00:57:56.250 --> 00:57:57.910

Fred Kelley: is a policy decision.

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00:57:57.920 --> 00:58:01.049

Fred Kelley: We have to be very cognizant

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00:58:01.130 --> 00:58:12.900

Fred Kelley: and make sure. We present and advocate for certain outcomes. That's our job. And then at that point it becomes the role

of the policymakers to determine. This is the direction that we want to go.

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00:58:15.130 --> 00:58:22.630

Fred Kelley: But and and let me just touch base on on protected bike lanes, because I know that that's something that come up from time to time. And I think

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00:58:24.990 --> 00:58:28.300

from my perspective. the default.

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00:58:28.870 --> 00:58:33.520

Fred Kelley: And I know that we've got bike lanes that have gone in over time. but if

494

00:58:33.750 --> 00:58:37.830

Fred Kelley: we were starting all over again, I think that the fog would be protected by planes.

495

00:58:37.850 --> 00:58:45.570

Fred Kelley: but protected bike lanes or phenomena. In my, in my opinion, where one size does not fit all.

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00:58:45.710 --> 00:58:50.390

Fred Kelley: there are situations, or there are scenarios where protected bike lanes are just in fees or

497

00:58:50.660 --> 00:58:57.740

Fred Kelley: whether they be short blocks, whether there'd be multiple driveway instances in on a particular block

498

00:58:57.800 --> 00:59:04.069

Fred Kelley: work better in some circumstance. So I would say yes at the default, protected by blanks.

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00:59:04.150 --> 00:59:10.810

Fred Kelley: Are they feasible in every situation? Not necessarily. Those are the things that we have to. or

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00:59:10.990 --> 00:59:16.909

Fred Kelley: presenters options, and understand the trade offs and ramifications of of what we

501

00:59:16.940 --> 00:59:18.220
what we advocate.

502

00:59:21.190 --> 00:59:22.120
Jonathon Kass: Well.

503

00:59:22.410 --> 00:59:32.300
Jonathon Kass: coming back to your legacy of talented staff that that you have brought, and that you're working with. We at Spur have certainly

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00:59:32.780 --> 00:59:37.790
benefited from and enjoyed working with with Oakdots terrific staff

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00:59:37.870 --> 00:59:57.760
Jonathon Kass: on on transit priority issues on traffic safety issues, on on bicycle issues. So I compliment you, we are. We are deeply grateful for you spending this hour with us and and talking about big topics and complicated topics. I wanna remind everyone

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00:59:58.360 --> 01:00:17.160
Jonathon Kass: that oak.is hiring for many positions, check out oak dots positions and get involved in A and an equity focus, safety based department. Thank you, Fred, thank you to your staff and thank you very much to our our audience for for sticking with us in this conversation.

507

01:00:18.160 --> 01:00:25.239
Fred Kelley: Thank you for letting me spend this time with you to talk about the challenging issues and to get, you know, oaked out a little bit better really appreciate it.