

CITY OF OAKLAND



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Department of Transportation TEL: (510) 238-3466
Safe Streets Division FAX: (510) 238-7415

Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, December 16, 2021; 6:00-8:00 pm** **Teleconference**

BPAC Home Page: www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission
Resources for Commissioners: <https://www.oaklandca.gov/resources/resources-for-bpac-members>

Commissioners

Reginald K Burnette Jr, Andrew Campbell (Chair), Grey Gardner, Michael Lok, Phoenix Mangrum,
David Ralston, Patricia Schader (Vice-Chair), Dianne Yee, one vacancy

Pursuant to [California Government Code section 54953\(e\)](#), Oakland Bicyclist and Pedestrian Advisory Commissioners, as well as City staff, will participate via phone/video conference, and no physical teleconference locations are required.

PUBLIC PARTICIPATION

To join the meeting:

- To join the meeting by video conference, please click on this link to download Zoom and open the meeting on a computer or smart phone: <https://zoom.us/j/98311507451> at the noticed meeting time.
- To join the meeting by phone, please dial at the noticed meeting time (for higher quality, dial a number based on your current location): US: +1 (408) 638-0968 or +1 (669) 900-6833 or +1 (253) 215-8782 or +1 (346) 248-7799 or +1 (301) 715-8592 or +1 (312) 626-6799 or +1 (646) 876-9923 International numbers available: <https://zoom.us/j/98311507451> **Webinar ID: 983 1150 7451**

To comment in the meeting:

- To comment by Zoom video conference, click the “Raise Your Hand” button to request to speak when Public Comment is being taken on an eligible agenda item. You will be permitted to speak during your turn, allowed to comment, and after the allotted time, re-muted. Instructions on how to “Raise Your Hand” are available at: <https://support.zoom.us/hc/en-us/articles/205566129>.
- To comment by phone, please call on one of the above listed phone numbers. You will be prompted to “Raise Your Hand” by pressing *9 to speak when Public Comment is taken. You will be permitted to speak during your turn, allowed to comment, and after the allotted time, re-muted. Please unmute yourself by pressing *6.

If you have any questions, please email Noel Pond-Danchik, staff liaison to the commission at npond-danchik@oaklandca.gov.

Time	#	Topic
6:00	1	Teleconference Protocol/Roll Call/Determination of Quorum/Introductions (10 minutes)
6:10	2	Recent Bicyclist and Pedestrian Fatal Traffic Crashes (5 minutes) – Vice Chair Schader (patricias.oakland@gmail.com) will lead the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians: <ul style="list-style-type: none">• On 12/4/2021 at approximately 1:46 am, a pedestrian was hit and injured while walking Southbound on Broadway in the southbound travel lane. The driver fled the scene.• On 12/5/2021 at approximately 1:56 pm, a 41-year-old bicyclist died in a solo crash on Shepard Canyon Road.

- 6:15 3 **Thanking Commissioner RB** (5 minutes) – The Commission will recognize and thank outgoing Commissioner Reginald K Burnette Jr who will be terming out after serving six years on the commission.
- 6:20 4 **Open Forum / Public Comment** (10 minutes) – Members of the public may comment on any issue within BPAC’s subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. The BPAC’s Open Forum Committee tracks Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking.) The Committee reviews the public comments on a periodic basis to identify policy issues for discussion by the Commission. To request City services, please contact the City of Oakland Call Center; information at www.oaklandca.gov/services/oak311.
- 6:30 5 **Approval of meeting minutes Attachments** (5 minutes) – Seek motion to adopt the November 2021 BPAC meeting minutes.
- 6:35 6 **Renewal of Resolution to Continue Teleconference Meetings Attachment** (5 minutes) – The Commission will consider renewing a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its committees would present imminent risks to attendees’ health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of Assembly Bill 361 (AB-361).
- 6:40 7 **Oakland Waterfront Trail Attachment** (30 minutes) – Kristin Hathaway, Watershed and Stormwater Division and Measure DD Program Manager, (khathaway@oaklandca.gov) will present on the status of the Oakland Waterfront Trail. As part of the \$198,250,000 Measure DD Bond, a General Obligation bond approved by Oakland voters in 2002, \$43,500,000 of the Estuary Waterfront Access category is designated for waterfront trail and parks acquisition and construction. Through this category of funding, Oakland is completing local segments of the regional San Francisco Bay Trail, a 500-mile walking and cycling path around the San Francisco Bay that passes through 47 cities and all nine Bay Area counties. The City has completed several segments and is in various stages of design on the remaining segments that still need to be constructed to close the Bay Trail gaps in Oakland.
- 7:10 8 **2021 BPAC Chair’s Report Attachment** (15 minutes) – BPAC Chair Andrew Campbell (andygclx@gmail.com) will present the draft 2021 BPAC Chair's Report to the Oakland City Council for the BPAC's review and approval.
- 7:25 9 **Committee Report Back Attachment** (20 minutes) – Committees of the BPAC will provide brief updates to the Commission and an overview of their work over the past year. A list of active committees is included in the agenda packet and at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.
- 7:45 10 **Three-month agenda look-ahead, suggestions for meeting topics, announcements, and adjourn to holiday well wishes Attachment** (10 minutes)



To request disability-related accommodations or to request an ASL, Cantonese, Mandarin or Spanish interpreter, please email npond-danchik@oaklandca.gov or call (510) 238-4753 or 711 (for Relay Service) at least five (5) working days before the meeting.

Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete en español, Cantones, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a npond-danchik@oaklandca.gov o llame al (510) 238-4753 o al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. Gracias.

需要殘障輔助設施, 手語, 西班牙語, 粵語或國語翻譯服務, 請在會議前五個工作天電郵 npond-danchik@oaklandca.gov 或致電 (510) 238-4753 或 711 (電話傳達服務)。請避免塗搽香氛產品, 參加者可能對化學成

分敏感.

Để yêu cầu các phương tiện hỗ trợ phục vụ người khuyết tật hoặc yêu cầu thông dịch viên ASL, tiếng Quảng Đông, tiếng Quan Thoại hoặc tiếng Tây Ban Nha, vui lòng gửi email đến địa chỉ npond-danchik@oaklandca.gov hoặc gọi đến số 711 (với Dịch vụ Tiếp âm) ít nhất năm (5) ngày làm việc trước khi cuộc họp diễn ra.



City of Oakland, Bicyclist & Pedestrian Advisory Commission
DRAFT Minutes from the November 18th, 2021 meeting
Teleconference

Meeting agenda at https://cao-94612.s3.amazonaws.com/documents/November-2021-BPAC-Meeting-Agenda-2021-11-12-210813_ecyf.pdf.

Meeting called to order at 6:00 pm by BPAC Chair Andrew Campbell.

Item 1. Roll Call/Determination of Quorum/Introductions

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

Commissioners	Present
Reginald K Burnette Jr	X
Andrew Campbell (Chair)	X
Grey Gardner	X
Mike Lok	X
Phoenix Mangrum	X
David Ralston	X
Patricia Schader (Vice-Chair)	X
Dianne Yee	X
(one vacancy)	

Introductions were made.

- Other attendees: Debbie Barragan, Grace Carsky, Danielle Dynes, Alex Frank, Tom Holub, Seung yen Hong, Jeremiah Maller, Adarsh Pandit, Robert Prinz, Midori Tabata, Nick Whipps, Hal Williams, Courtney Wood, Cycles of Change, deepak, Mario, ME, O3
- Staff: Emily Ehlers, Colin Piethe, Jason Patton, Noel Pond-Danchik, Lucas Woodward, KTOP

Item 2. Open Forum / Public Comment

- Tom Holub noted that at the May BPAC meeting OakDOT staffer Kerby Olsen shared that OakDOT was not enforcing the equity requirement of the e-scooter program. At this moment there are seven e-scooters east of High St where – per the terms of the e-scooter operator permits – there should be closer to fifty. The BPAC should encourage OakDOT to enforce the equity requirement of the e-scooter program.
- Adarsh Pandit, a resident of District 2, spoke in favor of separated bike lanes as the best type of bikeway. They will reduce crashes and provide health, environmental, and equity benefits. He would like to see separated bike lanes in the Lakeshore Ave and Piedmont Ave commercial districts, as well as on Grand Ave and Telegraph Ave.
- Maggie noted she is supportive of bike lanes but noted they are mainly used by a niche group of people. The “traffic calming” on Telegraph Ave is more like “gridlock.” She is seeking balance in street design to meet everyone’s needs, including the elderly, parents with kids, and people with disabilities.

Item 3. Approval of meeting minutes

- A motion to ***adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from October 21st, 2021 and from the special meeting of October 21st, 2021*** was made (Schader), seconded (Burnette), and approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 4. Renewal of Resolution to Continue Teleconference Meetings

The Commission considered renewing a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of Assembly Bill 361 (AB-361).

- The Commission ***adopted a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its Committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361*** by roll call vote with the following Commissioners voting in favor: Burnette, Campbell, Gardner, Lok, Mangrum, Ralston, Schader, and Yee. No Commissioners voted against. The resolution passed unanimously.

The resolution is attached to these meeting minutes.

Speakers other than commissioners: None

Item 5. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

Vice Chair Schader led the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians:

- On 10/7/21, a mother and a six-year old child were hit while crossing the street in a crosswalk at 23rd Avenue and E 27th Street while headed to school in the morning by a driver who fled the scene. Both the mother and child were hospitalized and are now recovering.
- On 10/13/21 a child was hit by a vehicle while in the crosswalk at 98th Avenue and Cherry Street in front of Elmhurst Middle School where a pedestrian was fatally struck in the same crosswalk in January 2020. OakDOT installed a concrete pedestrian median adjacent to the crosswalk as a safety improvement in July 2020. OakDOT is responding to the requests received from the school and will be meeting with the school principal.
- On 10/18/21, a fatal pedestrian crash occurred at the intersection of Foothill Blvd and Miller Ave. Media is reporting the incident as a homicide.
- On 10/28/2021 at approximately 9 pm, a possible fatal pedestrian crash occurred near the intersection of 7th Street and Madison Street.
- On 10/29/21 at approximately 10 pm, a scooter rider was struck and killed by a passenger vehicle at the intersection of 23rd Avenue and Foothill Blvd. The driver was traveling into oncoming traffic and failed to stop at a red light. The driver fled the scene.
- A female bicyclist was involved in a solo crash on Claremont Ave and subsequently passed away. Please keep her family and friends in your thoughts.

Summary of Discussion:

- At 98th Ave and Cherry St, consider adding speed humps on either side of the crosswalk.
- At Foothill Blvd and 23rd Ave, consider adding a traffic circle.
- OakDOT's project on West St will be installing raised intersections made out of asphalt – a relatively low-cost treatment that could be installed as part of paving projects. The BPAC should follow this new treatment to see if it is beneficial.
- Use protected bike lanes to narrow roads and lower speeds.
- OakDOT is installing buffered bike lanes on Foothill Blvd from 23rd Ave to the lake, and that is a good thing. A roundabout (that still allows for emergency vehicles) could help slow things down. There is a lot of speeding in this area.
- This is a saddening list of pedestrian and bicyclist crashes, and the fact that drivers are fleeing the scene makes these more than tragedies – they are instances of violence. The behavior is violent and anti-social, and we will need coordinated solutions involving more than infrastructure improvements.

Speakers other than commissioners: Alex Frank, Robert Prinz

Item 6. School Safety at OakDOT

Commissioner Gardner introduced Lucas Woodward who discussed the various ways that OakDOT's Safe Streets Traffic Engineering team works to further school traffic safety in Oakland, including current and future projects and challenges. To read more about traffic safety efforts near schools at OakDOT, go to <https://www.oaklandca.gov/topics/school-traffic-safety-in-oakland>. The presentation is attached to these meeting minutes.

Summary of Discussion:

- It is important to have sustainable funding sources for school safety improvements. In particular, Active Transportation Program (ATP) grants are getting harder to get.
- There may be more project delivery challenges than funding challenges. For example, OakDOT currently has 22 engineering vacancies.
- OakDOT staff are seeking to create two channels for school safety engineering improvements: work orders that can be done comparatively quickly by City crews in response to principals' requests; and capital projects which require more time and funding to develop. Walk audits are good opportunities to develop concepts and consensus on capital projects.
- OakDOT is very interested in traffic calming in school zones, working with residents on the installation of speed humps, and exploring new treatments like speed cushions on more major streets.
- Check out the speed tables on 81st Ave between B St and San Leandro St that have been effective in slowing traffic.
- Soft hit posts are installed through work orders, and they are relatively straightforward to install so long as OakDOT has them stock, however, OakDOT is seeking more robust solutions to provide more safety benefits with less ongoing maintenance needs.

Speakers other than commissioners: Midori Tabata

Item 7. Ney Avenue Traffic Calming

Commissioner Burnette introduced Lucas Woodward who presented an update on the Ney Avenue Neighborhood Traffic Calming Plan, a recently completed neighborhood-scale effort that is currently in implementation. See: <https://www.oaklandca.gov/projects/ney-avenue-neighborhood-traffic-calming>. The presentation is attached to these minutes.

Summary of Discussion:

- The project has a \$600,00 budget with the bulbouts being the most expensive item, followed by the traffic circles. The quick-build diverter is relatively inexpensive to construct with the chicanes being an in-between cost.
- Ney Ave needs to be paved – the roadway surface is in poor shape. The paving is not funded by the project. The current improvements will not be adversely affected when the street is eventually paved. Ney Ave is not on the current 3-Year Paving Plan and it is not included in the draft 5-Year Paving Plan.
- When this segment of MacArthur Blvd was paved, OakDOT did not implement the bikeway proposed by the City’s Bike Plan. Ney Ave could be considered as an alternate route. However, the prevalence of violence on Ney Ave is a concern. Additionally, the hills and traffic on 73rd Ave and 82nd Ave are considerations.
- Hillside St, on the opposite side of MacArthur Blvd from Ney Ave, was recently paved and is being developed as a neighborhood bike route.

Speakers other than commissioners: Robert Prinz

Item 8. Walk This Way

Commissioner Lok introduced Colin Piethe who presented on the Walk This Way Toolkit. The Walk This Way Toolkit for underpass improvements is a project that was led by the Department of Planning & Building in 2016 and is now managed by the Department of Transportation. The toolkit is aimed at helping developers, City staff, and members of the public have: 1) a menu of design tools to address the dark and uninviting nature of underpasses; and 2) guidance on how to navigate internal and external processes for improving underpass areas. For more information, go to: <https://www.oaklandca.gov/projects/walk-this-way>. The presentation is attached to these minutes.

Summary of Discussion:

- The inter-agency coordination is challenging. In a current example, a developer has been seeking to install artwork in a Caltrans underpass. The developer has reached the conclusion that the Caltrans requirements make the project infeasible, despite significant funding from the developer.
- OakDOT is working with Oakland’s Cultural Affairs Department to understand better the implementation of public art and pathways for OakDOT to partner with artists.
- OakDOT is seeking to learn from other agencies that have had been able to improve Caltrans underpasses, like an underpass in Campbell that has been particularly successful. Another example is in Emeryville where the Bay Trail crosses under the freeway (along Powell St under I-80).
- Cars and trucks parking in underpasses create a visual barrier by hiding the sidewalk from the street. Restricting parking could improve sightlines, especially near intersections where there is a traffic safety benefit in addition to a personal security benefit.

Speakers other than commissioners: Alex Frank

- A motion to **extend the meeting by 15 minutes** was made (Campbell), seconded (Lok) and approved unanimously.
- A motion that **the Oakland BPAC urges Caltrans to support the City of Oakland's Walk This Way Underpass Improvement Toolkit to improve pedestrian safety and neighborhood connectivity** was made (Campbell), seconded (Mangrum), and approved unanimously.

Item 9. Committee Report Back

Committees of the BPAC provided brief updates to the Commission. A list of active committees was included in the agenda packet and at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.

Summary of Discussion:

- Infrastructure Committee: Commissioner Yee and Robert Prinz noted the Infrastructure Committee did not meet in October or November, but will meet Thursday, December 2, 3:30-5:30pm, per the Committee's regular meeting schedule. Possible items include the Downtown Lead Pedestrian Interval (LPI) project, the Sideshow Prevention project, and a follow-up on OakDOT's Rapid Response Program.
- Bicyclist Pedestrian Police Relations Committee: Commissioner Mangrum noted the Committee is working on a ride in December with Oakland Police Department officers and community members. The Committee plans to meet soon.

Speakers other than commissioners: None

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

The Three-month look-ahead was included in the agenda packet.

Suggestions for meeting topics

- School Crossing Guard Program and School Safety Patrol (OakDOT Safe Streets Division)
- An update on Oakland's Safe Oakland Streets Initiative, including reductions in school zone speed limits (OakDOT Safe Streets Division)
- Reducing hit-and-run traffic fatalities (Schader)
- Recently awarded Chinatown transportation planning grant (Yee)
- AB 43 implementation (Gardner)
- Bicyclist and pedestrian safety in construction zones (Alex Frank)

Announcements

- Dr. Jesus Barajas will give a City Forum Seminar on "Biking where Black: Connecting transportation planning and infrastructure to disproportionate policing" on Friday, 11/19, at 9:00am: https://www.youtube.com/watch?v=KuPNA4JUbg4&list=PLUty_n0rTirFGtrI5OJFfx-Wr5bPxlKj. Dr. Barajas is an Assistant Professor of Environmental Science and Policy at UC Davis, and he attended Oakland BPAC meetings while he was a PhD student at Cal.

Meeting adjourned at 8:16 pm.

Attachments *(to be appended to adopted minutes)*

- Item 4. Resolution to Continue Teleconference Meetings
- Item 6. School Safety at OakDOT Presentation
- Item 7. Ney Avenue Traffic Calming Presentation
- Item 8. Walk This Way Presentation

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on November 23, 2021 with comments requested by 5pm, December 7, 2021 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the December 2021 meeting agenda and considered for adoption at that meeting.

OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

Meeting of December 16, 2021, Item #6

ADOPT A RESOLUTION DETERMINING THAT CONDUCTING IN-PERSON MEETINGS OF THE BICYCLIST & PEDESTRIAN ADVISORY COMMISSION AND ITS COMMITTEES WOULD PRESENT IMMINENT RISKS TO ATTENDEES' HEALTH, AND ELECTING TO CONTINUE CONDUCTING MEETINGS USING TELECONFERENCING IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 54953(e), A PROVISION OF AB-361.

WHEREAS, on March 4, 2020, Governor Gavin Newsom declared a state of emergency related to COVID-19, pursuant to Government Code Section 8625, and such declaration has not been lifted or rescinded. See <https://www.gov.ca.gov/wp-content/uploads/2020/03/3.4.20-Coronavirus-SOE-Proclamation.pdf>; and

WHEREAS, on March 9, 2020, the City Administrator in their capacity as the Director of the Emergency Operations Center (EOC), issued a proclamation of local emergency due to the spread of COVID-19 in Oakland, and on March 12, 2020, the City Council passed Resolution No. 88075 C.M.S. ratifying the proclamation of local emergency pursuant to Oakland Municipal Code (O.M.C.) section 8.50.050(C); and

WHEREAS, City Council Resolution No. 88075 remains in full force and effect to date; and

WHEREAS, the Centers for Disease Control (CDC) recommends physical distancing of at least six (6) feet whenever possible, avoiding crowds, and avoiding spaces that do not offer fresh air from the outdoors, particularly for people who are not fully vaccinated or who are at higher risk of getting very sick from COVID-19. See <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>; and

WHEREAS, the CDC recommends that people who live with unvaccinated people avoid activities that make physical distancing hard. See <https://www.cdc.gov/coronavirus/2019-ncov/your-health/about-covid-19/caring-for-children/families.html>; and

WHEREAS, the CDC recommends that older adults limit in-person interactions as much as possible, particularly when indoors. See <https://www.cdc.gov/aging/covid19/covid19-older-adults.html>; and

WHEREAS, the CDC, the California Department of Public Health, and the Alameda County Public Health Department all recommend that people experiencing COVID-19 symptoms stay home. See <https://www.cdc.gov/coronavirus/2019-ncov/if-you-are-sick/steps-when-sick.html>; and

WHEREAS, persons without symptoms may be able to spread the COVID-19 virus. See <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>; and

WHEREAS, fully vaccinated persons who become infected with the COVID-19 Delta variant can spread the virus to others. See <https://www.cdc.gov/coronavirus/2019-ncov/vaccines/fully-vaccinated.html>; and

WHEREAS, the City's public-meeting facilities are indoor facilities that do not ensure circulation of fresh / outdoor air, particularly during periods of cold and/or rainy weather, and were not designed to ensure that attendees can remain six (6) feet apart; and

WHEREAS, holding in-person meetings would encourage community members to come to City facilities to participate in local government, and some of them would be at high risk of getting very sick from COVID-19 and/or would live with someone who is at high risk; and

WHEREAS, in-person meetings would tempt community members who are experiencing COVID-19 symptoms to leave their homes in order to come to City facilities and participate in local government; and

WHEREAS, attendees would use ride-share services and/or public transit to travel to in-person meetings, thereby putting them in close and prolonged contact with additional people outside of their households; and

WHEREAS, on October 21, 2021 the Bicyclist & Pedestrian Advisory Commission adopted a resolution determining that conducting in-person meetings would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361; now therefore be it:

RESOLVED: that the Bicyclist & Pedestrian Advisory Commission finds and determines that the foregoing recitals are true and correct and hereby adopts and incorporates them into this resolution; and be it

FURTHER RESOLVED: that, based on these determinations and consistent with federal, state and local health guidance, the Bicyclist & Pedestrian Advisory Commission renews its determination that conducting in-person meetings would pose imminent risks to the health of attendees; and be it

FURTHER RESOLVED: that the Bicyclist & Pedestrian Advisory Commission firmly believes that the community's health and safety and the community's right to participate in local government, are both critically important, and is committed to balancing the two by continuing to

use teleconferencing to conduct public meetings, in accordance with California Government Code Section 54953(e), a provision of AB-361; and be it

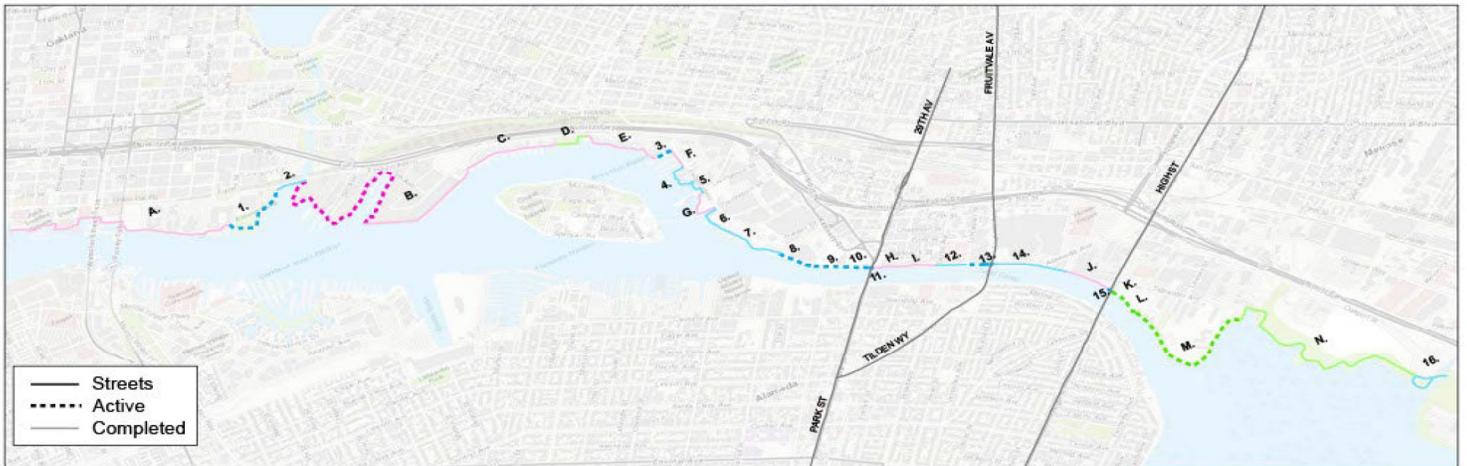
FURTHER RESOLVED: that the Bicyclist & Pedestrian Advisory Commission will renew these (or similar) findings at least every thirty (30) days in accordance with California Government Code section 54953(e) until the state of emergency related to COVID-19 has been lifted, or the Bicyclist & Pedestrian Advisory Commission finds that in-person meetings no longer pose imminent risks to the health of attendees, whichever occurs first.

Oakland's Measure DD Waterfront Bay Trails

Kristin Hathaway
City of Oakland, Public Works Department

Oakland Waterfront Bay Trail Projects Map

Attachment A



City Trail Segments

- 1. Estuary Park
- 2. Jack London Aquatic Center to Embarcadero Bridge
- 3. Harbor Master
- 4. Embarcadero Cove
- 5. Livingston Pier
- 6. Cryer Boat House
- 7. Union Point Park
- 8. Miller Milling
- 9. 333 Kennedy
- 10. CEMEX
- 11. Park Street Bridge Trail Crossing
- 12. Derby to Lancaster
- 13. Fruitvale Bridge Land Crossing
- 14. Alameda
- 15. High Street Bridge Trail Crossing
- 16. 66th Avenue

Private and EBRPD Trail Segments

- A. Jack London Square
- B. Brooklyn Basin
- C. Homewood Suites
- D. Crowley Site
- E. Executive Inn and Suites
- F. Oakland Marina
- G. Livingston Street to Dennison Street
- H. Phoenix Housing
- I. Glasscock Housing
- J. A-1 Self Storage
- K. Gallagher & Burke Aggregate
- L. Hanson Aggregates
- M. Tidewater Boating Center
- N. Tidewater Boating Center to Damon Slough

CONCEPTUAL DESIGN REFINEMENTS
PREFERRED ALTERNATIVE

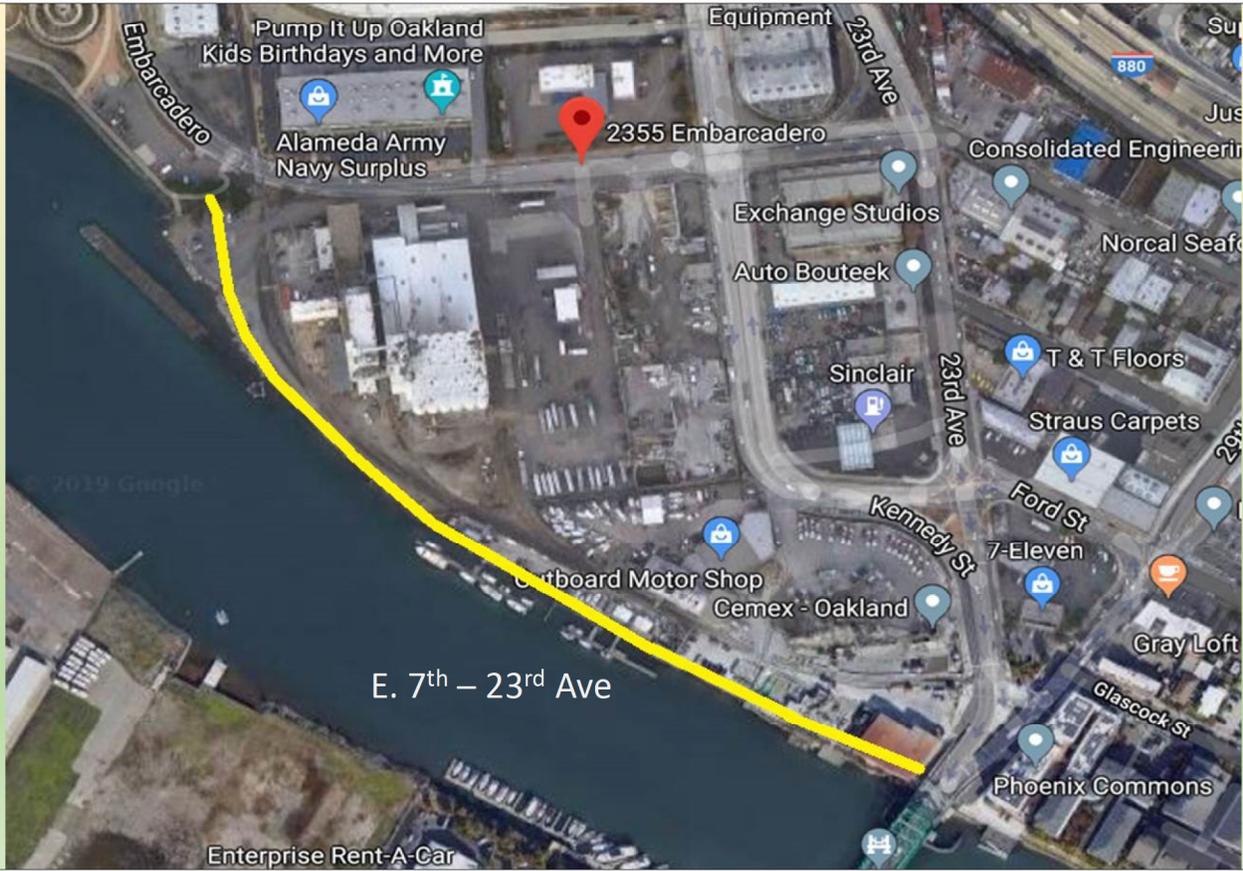
- 1 ENTRY PLAZA / FOOD TRUCK PLAZA
- 2 PICNIC PLAZA
- 3 MULTI-PURPOSE LAWN
- 4 DOG PARK
- 5 PROPOSED NEW STORAGE, RESTROOM, SHOWER
- 6 FESTIVAL / GATHERING PLAZA
- 7 PLAYGROUND WITH PLAY EQUIPMENT
- 8 RE-PURPOSED EXISTING TRELLIS
- 9 WATERFRONT PROMENADE W/ RESTING NOOES
- 10 SAND / GRAVEL BEACH
- 11 PICNIC GROVE
- 12 LANDFORM WITH AMPHITHEATER SEATING
- 13 RIP-RAP EDGE W/ ROCK RETENTION STRUCTURE
- 14 GRAVEL / SAND BEACH FOR KAYAK SOFT LAUNCH
- 15 WOOD PIER (B)
- 16 RECREATIONAL BOAT TRAILER PARKING
- 17 60' ROWING SHELL TRAILER PARKING
- 18 FITNESS / NATURAL PLAY AREA



OAKLAND ESTUARY PARK RENOVATION + EXPANSION PROJECT | CONCEPT DESIGN CONFIRMATION + PROJECT GOALS



Harbor Master Trail



Plan



ALTERNATIVE 3 - PLAN VIEW
PEDESTRIAN TRAIL AND BRIDGE FENDER SYSTEM

Oakland Bicyclist and Pedestrian Advisory Commission (BPAC)

2021 BPAC Chair's Report to the Public Works Committee of the Oakland City Council

December 16, 2021

To the Honorable Chair of the Oakland Public Works Committee,

The Oakland Bicyclist and Pedestrian Advisory Commission (BPAC) is pleased to present a summary of our work in 2021 and a set of key policy recommendations.

The year brought a continuation of the COVID-19 emergency, endangering the health of people in our city and disrupting lives and livelihoods. BPAC maintained its normal meeting schedule in a virtual format. With limited opportunities for city staff to engage with the public, BPAC meetings became an especially important forum for sharing information about ongoing and new programs and for collecting public input. Commissioners and the public used the meetings to speak directly with city staff.

As 2021 progressed, the economy began to strengthen, schools reopened and Oaklanders began to move around the city more. Unfortunately, with the increased movement came tragic crashes that killed and seriously injured pedestrians and an e-scooter rider. BPAC meetings became an opportunity to discuss these crashes and look for responses.

The year was also an opportunity to reimagine public safety and access for all Oaklanders. The ways in which bicyclists and pedestrians are targeted or protected by law enforcement was recognized as an important part of this. Ambitious policy and planning processes were started to make our city's streets safer. Community groups initiated an effort to connect the residents of East Oakland with the nearby shoreline.

We greatly appreciated the support from OakDOT staff, the City Administrator's office and the Office of the Mayor to enable BPAC and the public to have a productive 2021.

Thank you for your consideration of this report and our recommendations. We continue to look forward to working with you as we strive to make the City of Oakland a great place to walk and bike for everyone.

Respectfully,

Commissioner Andrew Campbell, (District 1) 2021 Chair

Commissioner Patricia Schader, (District 7) 2021 Vice-Chair

Commissioner Reginald K. Burnette, Jr. (District 6)

Commissioner Grey Gardner (District 2)

Commissioner Michael Lok (District 4)

Commissioner Phoenix Mangrum (District 5)

Commissioner David Ralston (District 2)

Commissioner Dianne Yee (District 3)

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2021 Oakland Bicyclist & Pedestrian
Advisory Commission Chair's Report
to the Public Works Committee
of the Oakland City Council

The City of Oakland Bicyclist & Pedestrian Advisory
Commission

1. Recommendations

This report summarizes many of the topics that the Bicyclist and Pedestrian Advisory Commission (BPAC) focused on in 2021. The City has made remarkable strides toward creating a city that is safer and more accessible for people walking and biking. The Paving program is a great example. The program has been significantly improving safety on streets through crosswalks, curb ramps, road diets, bike lanes and more. Even with this progress, many areas remain that need more focus from the city. The following are several recommendations that we urge the Public Works Committee to consider:

1. Reduce violence on our roads, including through better coordination between the Department of Transportation (OakDOT), Oakland Police Department (OPD) and the Office of Violence Prevention

- 2021 was a violent year in Oakland. This has included violence against pedestrians. Twenty-two people were killed or seriously injured in Oakland while walking, bicycling or riding an e-scooter. Victims included children and the elderly. Of these, at least 12 people were harmed by drivers who fled the scene.
- OakDOT should continue its focus on high injury corridors with hard infrastructure, but this is not enough.
- Low cost, quick fix improvements should be made in dangerous locations.
- A multi-pronged effort is needed to prevent reckless and dangerous driving, involving OPD and the Office of Violence Prevention. Increased traffic enforcement could be part of the answer, coupled with equitable enforcement. Given the shortage of police officers and lack of focus on traffic enforcement, technologies like red light cameras should be investigated again.
- The multi-agency Safe Oakland Street Initiative could be a process to enable coordination across the city, but the initiative needs to be accelerated.

2. Continue the city's commitment to the most protective infrastructure possible for pedestrians and bicyclists

- A strength of the city's Let's Bike Oakland bicycle plan is the focus on developing bike infrastructure that will be used by less confident bicyclists. Meeting the needs of less confident riders, including children and families, should continue to be a priority. This includes expanding the network of protected bike lanes and filling in challenging gaps between segments of bike lanes.

3. Connect East Oakland to the shoreline

- Access to the shoreline is important for recreation, community and family gatherings, exercise and enjoyment of nature. However, unlike residents near Jack London Square and Lake Merritt, the residents of East Oakland cannot access the shoreline that is closest to them. Roads, train tracks, industrial spaces and the Coliseum site are all barriers.
- The city has recognized this gap, but has not made a sufficient commitment to close the gap. Safe access via bike lanes, sidewalks, separate paths and mass transit need to be pursued. The Power the People project is one initiative that the city should support.
- While Coliseum redevelopment is pending, find short term solutions to provide access through the site or other routes.

4. Hire staff and secure future funding for the next 5-year Paving Plan

- The Paving Plan has been a mechanism for rapid pedestrian and bicyclist improvements throughout the city. However, we have heard that staffing is a challenge and future funding is not in place.
- Find ways to support OakDOT's hiring of more staff to support the Paving Plan.
- Help communicate the successes of the paving supported by Measure KK.
- Support the passage of a successor bond measure to fund more paving projects.

We also reiterate the recommendations from the 2020 BPAC Chair Report that should continue to be pursued:

- Ensure more proactive coordination with BPAC on bicycle and pedestrian-related initiatives that originate from the City of Oakland Mayor's office, City Council and departments and agencies outside of OakDOT.
- Strengthen the review of OakDOT projects by BPAC, particularly timely follow-up on comments before project final design has concluded.
- Strengthen OakDOT coordination with BPAC and community stakeholders during bicycle and pedestrian infrastructure implementation phases, including monitoring of effectiveness, safety and continued community engagement.
- Continue the progress made towards filling OakDOT staffing vacancies.

2. An Overview of the Bicyclist and Pedestrian Advisory Commission

The role of the BPAC is to advise the City of Oakland Department of Transportation, the Oakland City Council and other city departments on pedestrian and bicycle issues, with an overarching objective of ensuring that walking and bicycling projects and programs in Oakland are safe and equitable. The BPAC is charged with advising the City on bicyclist and pedestrian-specific plans, policies, projects, and programs, as well as the accommodation of bicyclists and pedestrians in all plans, policies, projects, and programs. In addition, the BPAC reviews Transportation Development Act Article 3 funding allocations as required by the Metropolitan Transportation Commission.

The BPAC was officially formed by Oakland City Council Resolution in 2014 as a formal commission with the City of Oakland, although the commission was preceded by what was then the Bicyclist and Pedestrian Advisory Committee of the Oakland Public Works Department. The BPAC is comprised of nine commissioners. Commissioners are appointed by the Mayor of Oakland, and commissioners serve three-year terms during each appointment. The BPAC is governed by adopted By-laws, which can be revised and amended by a majority vote. Typically, three commissioners are appointed each year to stagger the turnover of the commission, unless resignations require the need to appoint a new replacement commissioner to serve the remainder of an existing term. Commissioners can be reappointed for multiple three-year terms, however, they can only serve two of those three-year terms consecutively.

Commissioners devote their own time and resources when serving on the BPAC and take their advisory role with the upmost seriousness and offer freely their experiences and expertise in community outreach, advocacy, engineering and planning. The BPAC commissioners come from a very diverse range of backgrounds and areas of expertise and each one brings their unique experiences as a bicyclist and

pedestrian in Oakland. The BPAC was fortunate to have at least one commissioner who lives in each of the seven City Council Districts in 2021, however, this is not a requirement of the BPAC. Many commissioners have deep connections to multiple parts of the city, and all take seriously their responsibility to improve safety and access for people walking and biking throughout the city.

BPAC commissioners are committed to ensuring the commission is made up of motivated individuals who represent the entire City of Oakland. To help bring this about, when new openings arise due to term limits (two, three-year terms) or early departures, BPAC undertakes a recruitment process for new commissioner appointments. The process ends with the BPAC recommending candidates to the mayor, who has the authority to make appointments, subject to city council approval. A special BPAC New Commissioner Selection Committee was formed consisting of both current and past commissioners as well as members of the public. Members of this special committee conducted a robust recruitment process including contacting City Councilmember offices and notifying stakeholder groups about the opportunity to join the BPAC. The committee also held a virtual info session. Eleven applications were received this year. The committee put forward recommendations to the full BPAC. The recommendations were approved and forwarded to the mayor. We have requested that they be appointed and approved in time for the BPAC's January 2022 meeting.

3. Summary of BPAC Meetings Held in 2021

The BPAC holds regular commission meetings on the third Thursday of each month. Special meetings of the BPAC can be held at any time, subject to the required public notification process. The BPAC held twelve monthly regular commission meetings in 2021. Most meetings were just over two hours long, but our June 2021 meeting lasted over 4 hours due to extensive public comment. One short special meeting was held just prior to our regular October meeting pursuant to guidance from city staff for the sole purpose of adopting a resolution that would allow the BPAC to continue using teleconference meetings instead of in-person meetings. Due to the ongoing COVID-19 state of emergency declared by Governor Gavin Newsom on March 4, 2020 and the local emergency issued by Oakland's city administrator on March 9, 2020, all BPAC meetings in 2021 were held via teleconference using Zoom.

BPAC is grateful to staff in the City Administrator's office, KTOP, and our supporting staff in the Department of Transportation Bike and Pedestrian Program, Noel Pond-Danchik and Jason Patton, for helping us hold teleconference meetings and complying with all relevant open meeting requirements. We found the format to be very effective. All BPAC commissioners were able to meaningfully participate. Presenters were able to participate with less impact on their personal and family obligations. Many members of the public participated and were able to provide public comment. Public attendance was very strong in 2021. Public attendance ranged from 8 to 74 with 17 to 19 public attendees at most meetings. This is larger attendance than the typical meeting before the COVID emergency.

New Standing Agenda Item on Recent Bicyclist and Pedestrian Fatal Crashes

The year started with several tragic pedestrian fatalities. In order to raise awareness of these tragedies on Oakland's streets and spur action for solutions, in March 2021 the BPAC started a new standing item where information would be shared about fatal and serious crashes in Oakland. Twenty-two people were killed or seriously injured in Oakland while walking, bicycling or riding an e-scooter. Most of these were

walking. At least twelve of the crashes were hit-and-run incidents. Hit-and-run fatalities have emerged as another upsetting aspect of the city's current wave of violence. The city must find ways to end these horrific and unnecessary tragedies.

Topics Discussed in 2021

Below are summaries of topics discussed at BPAC meetings in 2021. Actions taken by BPAC are indicated in **bold**.

BPAC Strategic Plan and Legislative Priorities

- BPAC Strategic Plan for 2021 – The **BPAC adopted the following goals**:
 1. Be strong advocates for bicycle and pedestrian safety
 2. Be a conduit for information on bicycle and pedestrian projects
 3. Encourage equity driven investments and policies and advocate for the bicycle and pedestrian community
 4. Build relationships with policymakers and provide feedback on pedestrian and bicycle policy
- BPAC Safety Priorities – **Adopted legislative priorities put forward by the BPAC's Legislative Committee**. The BPAC agreed to support street safety legislation focused on traffic calming, a quick fix traffic calming budget request to support low cost improvements such as bollards and speed tables, speed limit reductions around schools and citywide, and equitable enforcement strategies including shifting minor traffic enforcement to OakDOT.
- California Assembly Bills 43 and 530 – **BPAC voted to write a letter of support for AB 43**, which would allow cities to lower speed limits in the High Injury Network. After the bill passed the legislature, the BPAC Chair wrote a letter of support to the governor encouraging him to sign the bill.

Important Transportation Programs

- Biannual Paving Update & Next Paving Plan – Sarah Fine (Complete Streets Paving & Sidewalks Program) presented three times on implementation of the 2019 3-year Paving Plan including an updated schedule. She also presented the 2022 5-year Paving Plan. BPAC discussed how important the Paving Plan is for implementing many important pedestrian and bicyclist safety improvements including road diets and high-visibility crosswalks.
- Safe Oakland Streets Traffic Safety Legislation – DoT and City Administrator staff described an interdepartmental initiative to comprehensive traffic safety strategies.
- School Safety at OakDOT -- Lucas Woodward who discussed the various ways that OakDOT's Safe Streets Traffic Engineering team works to further school traffic safety in Oakland, including current and future projects and challenges.
- Bike Plan Update – Jennifer Stanley and Pierre Gerard of OakDOT provided an update on the Let's Bike Oakland Citywide Bicycle Plan.
- Flex Streets – Greg Minor from the Economic & Workforce Development Department discussed future plans for Flex Street installations.

Focus on East Oakland

- Ney Avenue Traffic Calming – Lucas Woodward presented an update on the Ney Avenue Neighborhood Traffic Calming Plan.
- Martin Luther King Jr Library Bike Programming – Commissioner Burnette, an Oakland Public Library staff member, along with OPL staff, presented an overview of the library's bicycle services

at the 81st St Ave Library, Martin Luther King Jr Library, and other locations in partnership with the Scraper Bike Team and EBALDC.

- Martin Luther King Jr Shoreline Access Study – Marquita Price and Danielle Dynes of the East Oakland Collective discussed the new Power the People: MLK Jr. Shoreline Access Study, which aims to connect East Oakland residents with the shoreline.
- Oakland RAISE – I-880 Freeway Green Infrastructure Retrofit and Active Transit Corridor Planning -- BPAC Commissioner David Ralston announced an upcoming Rebuilding American Infrastructure with Sustainability and Equity (RAISE) federal planning grant opportunity to support green infrastructure and active transit connections along the I-880 corridor in East Oakland. **A motion to write a letter of support was passed by BPAC.**

Police-Bicyclist Relations

- Bike Rides with the Oakland Police Department and Police Relations Committee – BPAC voted to support a proposal from the BPAC Police Relations Committee to organize community rides with OPD in order to create a dialogue between bicyclists and OPD.
- Reimagining Public Safety – Dave Campbell from Bike East Bay presented draft recommendations and policies related to moving traffic safety functions from OPD to DoT.

Project Review

- Telegraph Avenue Complete Streets Project, 20th Street to 29th Street -- OakDOT Director Russo presented a proposal to remove protected bike lanes on Telegraph Avenue in Koreatown Northgate (KONO) and replace them with buffered bike lanes instead of installing concrete protected bike lanes. Following over two hours of public comment and discussion, **BPAC passed a motion saying that BPAC did not support the OakDOT staff recommendation and urged the continuation of the implementation of the concrete protected bike lanes with added curb management strategies, addressing visibility issues to the extent feasible, and controlling parking in the protected bike lanes.**
- Affordable Housing Sustainable Communities Grant New Projects and Updates on Previous Projects – presentation from Julieth Ortiz and Yvonne Chan. Commenters said that projects need sufficient quantity and quality of bike parking.
- Transportation Demand Article (TDA) Projects Grant Applications and Previous Awardees Update – Julieth Ortiz gave an overview. **BPAC voted to support the TDA grant applications and recommend that OakDOT seek additional funding for bicycle education programs through TDA or another source.**
- I-980 Redevelopment Project - Warren Logan, Policy Director of Mobility and Interagency Relations, discussed the potential redevelopment project to remove/cap Interstate-980.

OakDOT Update

- OakDOT Budget and Organizational Update – OakDOT Director Ryan Russo and Ariel Espiritu-Santo, OakDOT Agency Administrative Manager provided an organizational and budget update. Various budget and staffing dynamics and challenges were discussed.

The Future of Mobility

- E-Scooters – Kerby Olsen, New Mobility Supervisor, provided updates on the e-scooter program, including a proposal to allow more scooters to park at each bike rack. BPAC members urged the city to ensure the scooter companies are meeting their equity obligations and making scooters available throughout the city.
- Electric Bike Library and Zero Emissions Vehicle Plan – Kerby Olsen, New Mobility Supervisor,

described a grant-funded \$1 million project to purchase 500 electric bicycles and make them available at low cost for medium- and long-term rentals.

Advice to the Planning Department

- Annual Major Development Projects – Catherine Payne (Bureau of Planning) and Audrey Harris (Transportation Department) reported on current and upcoming major projects that could present opportunities for pedestrian and bicycle infrastructure improvements in conjunction with, or as conditions of, the residential or commercial projects. Discussion focused on a project at 98th Ave and San Leandro and the importance of connecting the development to the neighborhood with bike and pedestrian improvements. Attendees highlighted the challenge of ensuring conditions of approval are fully met.
- Annual Report from Strategic Planning -- Laura Kaminski from the Bureau of Planning presented on the Downtown Oakland Specific Plan, transportation impact fees and the upcoming General Plan Update.

The Joy of Biking

- Bike To Wherever Day – Chris Hwang of Walk Oakland Bike Oakland (WOBO) presented on plans for the May 21, 2021 ride to Lake Merritt and how people could get involved. Hwang returned to share how pedal pools came from across Oakland and the event provided much-needed joy and socializing for Oakland's bicycle community.

4. BPAC Committee Summaries

BPAC Committees are an important organizational element of the Commission, as they provide a forum for detailed discussion on specific topics that might otherwise be too time consuming for the full BPAC to address at regular Commission meetings. Actions originating at the committee level can be forwarded to the full BPAC for further discussion and consideration on an as-needed basis. Committees reportback to the full commission at the monthly BPAC meetings. In addition to providing a management tool for the full BPAC, the BPAC committees are an important linkage to volunteer members of the public, as membership in each committee is open to the public, as per the BPAC By-laws. BPAC By-laws were revised in January 2020 to provide an opportunity of members of the public to chair individual committees, which was previously reserved for commissioners. This provides the public an opportunity to participate in the advisory process at a significant level within the BPAC organizational structure. BPAC actively encourages members of the public to participate on BPAC committees. Information on the BPAC committees can be accessed through the following link:

<https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>

The following section reports on the activities of each BPAC committee in 2021.

Open Forum Committee

The committee continues to track and monitor issues raised by the public during Open Forum. Open forum is an important committee of the BPAC, as an Open Forum item is included in every BPAC meeting for the public to comment on items not on the regular agenda. In many instances, this could be

the only opportunity members of the public can comment on specific bicycle and pedestrian issues. Indeed, many of the comments BPAC hears deal with larger transportation issues and are not always specific to bicycle and pedestrian topics.

Open Forum Committee through most of 2021 was comprised of Commissioners Jesse Jones (resigned in August) and Patricia Schader and public member Midori Tabata. The committee tracks issues brought to the BPAC at its monthly meetings. In 2021, we have received 27 comments to date.

We track the issues and make it available for public view at

https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/edit?ts=573a2ece#gid=0

The issues presented this year were:

- Obstruction of sidewalk or street due to events or construction 2
- Telegraph bikeways for and against 4
- Enforce equity requirement for e-scooter program 1
- Protected bikeways 2
- Infrastructure design obstacles on bike route 1
- Caldecott Tunnel settlement project funding 1
- Announcements of events, projects, City action 6
- Requesting support for projects 3
- Thanks for support 3
- Request for BPAC to work with another Commission 1
- Bicyclists traffic infractions 2
- Additional parking on Macarthur in Laurel 1

Actions:

- Many items required no further action
- Simpler issues were to addressed during the Open Forum session or refer the speaker to SeeClickFix.
- Caldecott Tunnel Settlement issue was a carryover from 2020. There were more projects than in the settlement funds so not all requested projects, even high priority ones cannot be completed. After extensive research of possible funding sources, referred group to Caltrans.

The BPAC takes public comment seriously and endeavor to encourage participation and to help resolve issues.

Infrastructure Committee

The committee is comprised of Commissioners and members of the public. The committee reports are available online at:

<https://docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA/edit?ts=5a30853e>

This committee has the responsibility of reviewing infrastructure projects that are more appropriately handled in a smaller setting, as the review can include detailed comments on engineering and project design characteristics to develop solutions with city staff. These detailed comments range from striping plans, signal, parking, and lane configuration issues.

[2021 report to come]

Legislative Committee

The Legislation Committee was formed as a venue to discuss and recommend policies to advance to the full BPAC for consideration as well as to OakDOT staff and ultimately to the Oakland City Council.

[2021 report to come]

Bicyclist and Pedestrian Police Relations Committee

This committee of the BPAC was formed in September 2018 and works to address the impacts of traffic enforcement on bicyclist and pedestrians with particular attention towards collaboration with the Police Commission to review current police stop data and identify ways to reduce racial inequities observed in traffic enforcement.

In 2021 the committee pursued multi-departmental discussion on police stops. The committee also started an initiative to organize rides with OPD and community members. [updates to come]

5. BPAC Commissioner Biographies

[to come]

December 2021 BPAC Agenda Item 9. Committee Report Back Attachment

For more information on the BPAC's Committees and Liaisons see

<https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>

2021 Active BPAC Committees/Task Forces/Liaisons

Committee Name / Liaison Role	Date Created	Purpose	Commissioners	Community Members
Infrastructure Committee	2/16/17	Review and comment on the design of projects	Burnette Jr, Ralston, Schader, Yee	George Naylor, Robert Prinz , Midori Tabata, Brendan Pittman, John Minot
Legislative Committee	6/21/18	Research and develop policy recommendations for consideration by the BPAC	Gardner , Lok, Mangrum	Kenya Wheeler
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	5/17/18	Monitor Committee activities and report back to the BPAC	Ralston	
Liaison to Mayor's Commission on Persons with Disabilities	5/17/18	Monitor MCPD activities and report back to the BPAC	Schader	
Open Forum Committee	3/17/16	Review and analyze comments received during Open Forum	Schader	Midori Tabata
Bicyclist Pedestrian Police Relations Committee	9/20/18	Rectify inequitable policing and racial profiling through analysis, dialog, and recommendations	Burnette Jr, Gardner, Mangrum	Tom Holub, George Naylor, Zachary Norris, Kenya Wheeler
Planning Commission Review Committee	1/17/2019	be a resource to the Planning Commission and provide input on bicycle and pedestrian elements of proposed projects	Burnette, Campbell , Schader	John Minot, George Naylor, Kenya Wheeler
Strategic Plan Taskforce	1/30/2020	Draft and track the BPAC's Strategic Plans	Campbell, Gardner	

*Committee Chairs in **bold**

December 2021 BPAC Agenda Item 10. Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment

For more details on upcoming meeting planning see the BPAC Scheduler at https://docs.google.com/spreadsheets/d/1PmvGuKNg3lBspg7VwnqB7_MaQumB6BCpA_7Sbvuf8Q8/edit?usp=sharing

Three-month agenda look-ahead

January

- BPAC officer elections
- Slow Streets Post-Pandemic
- San Pablo Corridor Plan (tentative)

February

- 14th Street Project Update
- Safe Oakland Streets Initiative Update (tentative)
- OakDOT Organizational Update (tentative)

March

- Bike to Work Day Planning
- Transportation Development Act Article 3 (TDA) Grant Recommended List of Projects (tentative)
- Annual Major Development Projects (tentative)
- Meeting with the Mayor (tentative)
- School Safety Crossing Guards (tentative)

Announcements

- **Traffic Fatalities – 2021 Calendar Year to Date:** According to the latest OPD Fatality Tracking Data There have been 23 confirmed traffic fatalities in 2021, seven of which involved a pedestrian, two involved a motorcyclist, one involved a scooterist, and one involved a bicyclist. This total does not include the Oct 28th crash at 7th and Madison where the pedestrian is not expected to survive. OakDOT is currently working on six Rapid Responses—one for a motorist fatality on Frontage Road, one for a pedestrian fatality on MacArthur Boulevard near Chetwood Street, one for a pedestrian fatality on Park Boulevard near East 38th Street, one for a severe pedestrian injury at the intersection of 10th Street and Harrison Street, one for the pedestrian fatality at the intersection of Bancroft Avenue and 85th Avenue, and one for two severe pedestrian injuries at 23rd Ave and 27th St.
- **OakDOT Major Projects Map Updates:** OakDOT completed a comprehensive update to the OakDOT Major Projects Map which shares information on current OakDOT major projects across the city. The effort added 42 projects and updated the information on all other projects. You can find the map from the landing page at www.oaklandca.gov/resources/active-major-improvements-project.
- **Montclair Demand-Responsive Parking Program:** Staff installed temporary signage to accompany new demand responsive parking rates in Montclair. The Parking & Mobility Management Initiative project will be expanding to more areas, such as Chinatown. To read more about the Montclair Demand Responsive Parking Program, see <https://www.oaklandca.gov/projects/montclair>.
- **Funding Exploration for Universal Basic Mobility Program:** OakDOT staff are working with MTC, SFMTA, SFCTA, and Cubic to prepare a federal grant application that would provide long-term funding for a Universal Basic Mobility (UBM) program in Oakland and regional transit incentives. This project would build on the Next Generation Clipper's account-based system by integrating innovative programs like Oakland's UBM program and parking payment into Clipper cards and by promoting incentive programs that encourage public transit use and reduce auto trips. If funded, this project would present significant opportunities for OakDOT and MTC to pursue future innovative pilots to enhance Oaklanders' mobility.

City of Oakland Bicyclist and Pedestrian Advisory Commission

Strategic Plan Goals for 2021

February 2021

For the BPAC Strategic Plan 2021, the work of the BPAC was divided into four general goals, each with a corresponding set of tasks.

Goal 1: Be strong advocates for bicycle and pedestrian safety.

Task	Task Description	Committee Assigned	Commissioner Assigned	Progress	Issues/Barriers/Notes
Specific Tasks					
1.1	Finalize safety prioritization legislation for Council	Legislative			
1.2	Draft proposed legislation on school zone speed limit authority	Legislative			
1.3	Support the relaunch and rebrand OakDOT's Vision Zero focused on design and equity. Invite staff working on the initiative to present at BPAC on community and staff concerns.				
Ongoing Tasks					
1.a	Create standing item on BPAC agenda to get updates on bicycle and pedestrian safety from the last month (specifically accidents and fatalities involving cyclists and pedestrians).				
1.b	Advocate for permanent Slow Streets and Essential Places improvements.				
1.c	Provide input to the Reimagining Public Safety Task Force.				

Goal 2: Be a conduit for information on bicycle and pedestrian projects.

Task	Task Description	Committee Assigned	Commissioner Assigned	Progress	Issues/Barriers/Notes
Specific Tasks					
2.1	Invite OakDOT to present on Performance Measures methodology associated with Complete Streets work, including the summary of the performance measures items outlined in the the 2013 Complete Streets Resolution, as well as a summary of the Equity Score criteria from OakDOT's Strategic Plan.				<p>Items from the Complete Streets Resolution in 2013:</p> <ol style="list-style-type: none"> 1) <i>Establishing specific performance measures pertaining to Complete Streets</i> 2) <i>Collecting and updating data to evaluate measure on a regular basis</i> 3) <i>Making the results of Complete Street performance analyses available publicly as completed.</i>

2.2	Invite project managers to present on projects post-construction evaluation. Select two projects to have a presentation on before June (potentially 90th Avenue and/or Foothill Avenue rapid response fix).				How is OakDOT evaluating? How has this impacted speeds? How has this impacted traffic volume? How has this impacted bike/ped users comfort level?
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Ongoing Tasks

2.a	Get status update on Bike Plan and Pedestrian Plan every three months.				
2.b	Highlight the Infrastructure Committee's review of projects during main BPAC meetings and promote their meeting summaries.				
2.c	Get periodic updates on Major Development Project from Department of Planning and highlight the most bike/ped relevant projects for Infrastructure Committee to review and provide comments.			Department of Planning to present at February meeting	

Goal 3: Encourage equity driven investments and policies and advocate for the bicycle and pedestrian community.

Task	Task Description	Committee Assigned	Commissioner Assigned	Progress	Issues/Barriers/Notes
Specific Tasks					
3.1	Work with OakDOT, Sustainability Department, and Department of Planning to align bicycle and pedestrian equity goals and guidelines into the updated City General Plan (transportation network maps, and identifying equity gaps for funding) and Environmental Justice Element (transit and access to public facilities mandated sections). This involvement with BPAC will also help align the Bike Plan, the ECAP, and the General Plan policies and plans in regards to Bicycle and Pedestrian infrastructure.				
3.1	Parking - work on developing policy recommendation on parking is not a priority on Oakland streets.				
Ongoing Tasks					
3.a	Continue to use BPAC blog as a community engagement tool.				
3.b	Prioritize safety needs in East Oakland.				
3.c	Attract grants for pilot Bicycle and Pedestrian equity infrastructure projects in Oakland				
3.d	Advocate for community groups to be integrated into OakDOT program and				Ask that Bike Plan update presentations

	community outreach work (in a paid capacity wherever possible).				provide summary of program initiatives.
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Goal 4: Build relationships with policymakers and provide feedback on pedestrian and bicycle policy.

Task	Task Description	Committee Assigned	Commissioner Assigned	Progress	Issues/Barriers/Notes
Specific Tasks					
4.1	Prepare and present an "Introduction to BPAC" including a review of Strategic Goals to Public Works Committee				This is in the works. Andy, Patricia, and George will meet with Noel Gallo to present the chair's report.
4.2	Establish ongoing inter-agency bicycle and pedestrian infrastructure working advisory group with Caltrans (given their new focused Bicycle and Pedestrian investments and plans).				
4.3	Establish a regular regional policy meeting on Bicycle and Pedestrian infrastructure plans with MTC and the Bay Area Regional Collaborative				This will enable us to advocate and stay abreast of developments with Plan Bay Area 2050, upcoming National Infrastructure funding, transportation bills; and Statewide urban greening grants and so forth.
Ongoing Tasks					
4.a	Provide updates on specific BPAC efforts with Councilmembers.				