

CITY OF OAKLAND



DALZIEL BUILDING . 250 FRANK H. OGAWA PLAZA . SUITE 4314 . OAKLAND . CALIFORNIA . 94612
Department of Transportation TEL: (510) 238-3466
Safe Streets Division FAX: (510) 238-7415

Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, November 19, 2020; 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, Grey Gardner, Jesse Jones, Phoenix Mangrum, George Naylor, Mariana Parreiras, Patricia Schader, Dianne Yee

Pursuant to the [Governor's Executive Order N-29-20](#), all participants will join the meeting via phone/video conference and no 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/97737225593> 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/97737225593> **Webinar ID: 977 3722 5593**

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
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- | | | |
|------|---|---|
| 6:00 | 1 | Teleconference Protocol/Roll Call/Determination of Quorum/Introductions (10 minutes) |
| 6:10 | 2 | 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 . |

- 6:20 3 **Approval of meeting minutes Attachment (5 minutes)** – Seek motion to adopt the October 2020 BPAC minutes.
- 6:25 4 **Oakland Alameda Access Project Attachment (20 minutes)** – Rodney Pimentel (rspimentel@hntb.com) will present on the Oakland Alameda Access Project which has been planned for over 30 years and has suffered several failed attempts to reached consensus on a build alternative. Recent progress by the Alameda CTC and Caltrans has led to the circulation of a Draft EIR/EA. Pending selection of a preferred alternative, the project should be in construction by 2023. A copy of the presentation is attached.
- 6:45 5 **14th Ave Streetscape Project Attachment (10 minutes)** – OakDOT is continuing with Measure BB-funded pedestrian and bicycle improvements on 14th Avenue. Phase I of the project installed pedestrian crossing improvements, sidewalk upgrades, and new curb ramps between International Boulevard and E 19th Street. This upcoming phase of work will convert one lane of vehicle traffic on 14th Avenue to a buffered bike lane from Foothill to E 27th Street, install rapid flashing pedestrian beacons at seven intersections along the corridor, add corner bulbouts at all intersections from E 19th to E 27th, and plant new street trees on the sidewalk and median. Transportation Planner on OakDOT's Great Streets Planning & Project Development Team, Charlie Ream, (cream@oaklandca.gov) will be presenting on the 14th Ave Streetscape Project and the presentation is attached.
- 6:55 6 **Fruitvale Alive Project Attachment (10 minutes)** – At long last, OakDOT is approaching Final Design for the Fruitvale Alive! Project. OakDOT Transportation Planner on the Great Streets Planning & Project Development Team, Charlie Ream, (cream@oaklandca.gov) will be presenting on this project which will create a protected bicycle connection between the Fruitvale Avenue Bridge and E 12th Street. In addition to closing this critical gap in the City's bicycle network, this project will improve pedestrian crossings on the corridor and install new landscaping and sidewalk lighting. OakDOT is thrilled to be bringing this important project to construction. This presentation will provide an update on final design details and a schedule for construction.
- 7:05 7 **Safe Oakland Streets (SOS) Initiative Update Attachment (20 minutes)** – BPAC Commissioner Phoenix Mangrum (phoenixoakbpac@gmail.com), lead of Bicyclist/Pedestrian and Police Relations Committee, and Audrey Harris (aharris2@oaklandca.gov), OakDOT Transportation Planner, will update the commission on progress on public safety efforts, including the Safe Oakland Streets Initiative, an equity-centered analysis to inform traffic safety and crash prevention. A copy of the presentation is attached.
- 7:25 8 **2019 Chair's Report Attachment (10 min)** Kenya Wheeler, former BPAC Commissioner who served as the 2019 BPAC Chair will present the draft 2019 BPAC Chair's Report to the Oakland City Council for the BPAC's review and approval. Any questions concerning the report can be provided to Kenya at kenya@kenyawheeler.com prior to the November BPAC meeting or addressed during the agenda item.
- 7:35 9 **Committee Report Back Attachment (10 minutes)** – Committees of the BPAC will provide brief updates to the Commission. A list of active committees and report backs from committees are included in the agenda packet.
- 7:45 10 **Three-month agenda look-ahead, suggestions for meeting topics, announcements 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, Cantonés, 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 October 15th, 2020 meeting
Teleconference

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/October-2020-BPAC-Agenda.pdf>.

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

Item 1. Roll Call/Determination of Quorum/Introductions

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

Commissioners	Present
Reginald K Burnette Jr	X
Andrew Campbell (Vice-	X
Grey Gardner	X
Jesse Jones	X
Phoenix Mangrum	X
George Naylor (Chair)	X
Mariana Parreiras	X
Patricia Schader	X
Dianne Yee	X

Introductions were made.

- Other attendees: Jon Bauer, Liz Binning, Dave Campbell, Cris Cruz, Robin Freeman, Chris Hwang, Tom Holub, Natalie Mall, Jeremiah Maller, John Minot, Robert Prinz, David Ralston, Sigrida Reinis, Midori Tabata, Mana Tominaga, Kenya Wheeler, KTOP, Beth T, KV, Razzu
- Staff: Noel Pond-Danchik, Anh Nguyen, Kerby Olsen, Jason Patton

Item 2. Open Forum / Public Comment

- Chris Hwang with Walk Oakland Bike Oakland (WOBO) announced that Bike to Wherever Day was celebrated for a week in September as an alternative to Bike to Work Day, which was canceled in May due to the pandemic. Chris thanked the commissioners for helping promote the event, and she acknowledged Commissioner RB and Midori Tabata for their major contributions. The event included the distribution of 2,500 bike goodie bags at 12 locations across Oakland.
- Jon Bauer asked where the Open Forum Committee tracks previously submitted open forum comments, and he was directed to the "Open Forum Tracking Form" that is linked from: <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.

Item 3. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from August 20, 2020 and from September 17, 2020** was made (Parreiras), seconded (Jones), and approved by

consent. Adopted minutes online at <https://www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings>.

Item 4. BPAC Commissioner Appointment Recommendations

Midori Tabata, a member of the 2021 Recruitment Committee, reported back on recommendations from the Committee's review of applications of people seeking to be appointed to the BPAC. The BPAC's recommendations will be forwarded to the Mayor to appoint Commissioners who are confirmed by City Council. George Naylor and Mariana Parreiras will be stepping down from the Commission. Andrew Campbell's term is ending, and he is reapplying to continue his service. While the thirteen applications were representative by gender, the applicants were largely from Districts 1, 2, and 3. The applicants came from a wide range of professional backgrounds.

Summary of Discussion:

- Michael Lok received praise for his bicycle-related work in Chinatown.
 - David Ralston was acknowledged for his important community-based work on the San Leandro Creek Greenway.
 - Midori Tabata received thanks from her fellow committee members for leading their work.
- A motion to **recommend Michael Lok, David Ralston, and Jeremiah Maller (alternate) be appointed for the 2021-2023 term** was made (Schader), seconded (Burnette), and approved by consent.

Speakers other than commissioners: John Minot, Dave Campbell, Kenya Wheeler, Beth T

Item 5. Shared Mobility Accessibility Study

Kerby Olsen, OakDOT Shared Mobility Coordinator, and Anh Nguyen, OakDOT ADA Programs Manager, presented the findings and recommendations from the "Shared Mobility Accessibility Study". The presentation is included as an attachment to the minutes.

Summary of Discussion:

- Adding locking mechanisms to e-scooters has been a subject of debate, as it has cost implications for the operators but helps keep sidewalks clear of e-scooters.
 - With the debut of scooter share, BPAC received comments during Open Forum on the issue of scooters blocking sidewalks.
 - Service area is a key component of accessibility, and expanding service areas is an important strategy for OakDOT making shared mobility more accessible.
 - Because the services are operated by private companies, the City of Oakland is limited its ability to determine how service is provided.
 - The Commission should consider the tradeoffs of the staff recommendations, and consider how progress is measured in the ongoing negotiation with the operators to expand service areas into East Oakland.
- A motion to **support the OakDOT recommendations from the Shared Mobility Accessibility Study and the upcoming changes to the e-scooter program** was made (Parreiras), seconded (Jones), and approved with eight in favor and one abstention (Gardner).

Speakers other than commissioners: Dave Campbell

Item 6. San Leandro Creek Urban Greenway

David Ralston, Research fellow at the Brower Dellums Institute for Sustainable Policy and Action presented on the San Leandro Creek Greenway and community engagement for the project. The San Leandro Creek Greenway is an [forthcoming](#) bike and pedestrian trail being built along the surfaced San Leandro Creek, also known as Lisjan Creek, running behind the neighborhoods of Columbia Gardens, Brookfield Village, and Sobrante Park. Information about the project is available at <https://www.browerdellumsinstitute.org/general-info>. The presentation is included as an attachment to the minutes.

Deleted: incoming

Summary of Discussion:

- The project will help connect East Oakland residents to services along 98th Ave as well as to the airport and the Martin Luther King Jr Regional Shoreline, overcoming barriers created by I-880, the railroad, and major roadways.
 - The path will provide a safe route for bicyclists and pedestrians by creating an off-street route, and the BPAC should spend more time considering trails.
 - The trail may flood, and this has been considered both in light of sea level rise and king tides. There are examples from other cities, including San Jose, with managing trails that flood periodically.
 - Alameda County is the lead on the project, with grant funding from the State's Active Transportation Program and the Transformative Climate Communities Program.
 - A maintenance and operations agreement is needed before the trail can be opened. The East Bay Regional Park District, Alameda County, and City of Oakland are at the table where this is being discussed. There is also a role for community-based organizations providing stewardship.
 - At Hegenberger Rd and 98th Ave, crossing improvements will be made to get trail users across these major roadways.
 - Brookfield Elementary School and Aspire Lionel Wilson College Preparatory Academy, both located close to the creek, are community partners to the project.
 - Commissioner Jones offered to write a letter on behalf of the BPAC to the East Bay Regional Parks District urging them to include the trail on their maps which could help the project in seeking funding.
- A motion to **support the San Leandro Creek Urban Greenway and seek opportunities to advocate for the project** was made (Campbell), seconded (Burnette), and approved by consent.

Speakers other than commissioners: Dave Campbell, Robin Freeman, Chris Hwang

- A motion to **extend the meeting by 15 minutes** was made (Campbell), seconded (Naylor), and approved by consent.

Item 7. Bicyclist Pedestrian Police Relations Committee Report Back

Commissioner Mangrum, lead of the Bicyclist Pedestrian Police Relations Committee, provided an update to the Commission on the Committee's current work and progress. He reported that he recently received

data that they have been requesting for over a year. The committee is working with Audrey Harris, OakDOT staff, on the data for discretionary police stops. They received data from 2013 through June 2020. He is looking forward to scheduling future discussion with OakDOT, Oakland Police Department, Department of Race and Equity, and stakeholders outside of city government. He is also helping to build the relationship through bike rides with police officers.

Summary of Discussion:

- There was a request that these data be published on a monthly or quarterly basis.
- OakDOT should take responsibility for releasing these data, so the public isn't waiting on the Police Department.
- The Reimagining Public Safety Task Force would benefit from recommendations from the Bicyclist Pedestrian Police Relations Committee. Work is underway to get a representative from the Task Force to an upcoming BPAC meeting and to get recommendations to the Task Force on their timeline (early 2021).

Speakers other than commissioners: Tom Holub, Dave Campbell

Item 8. Committee Report Back

Committees of the BPAC provided brief updates to the Commission. A list of active committees was included in the agenda packet.

Summary of Discussion:

- Infrastructure Committee: Robert Prinz reported the Committee met at the beginning of the month and notes are available via the BPAC's "Committees and Liaisons" web page at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>. Discussion included the Park Blvd ATP project at Excelsior Ave and E 38th St, and an OakDOT quick build project to upgrade past rapid response locations and curbside bike lanes.
- Legislative Committee: No update at this time.
- The Mayor's Commission on Persons with Disabilities resumed their monthly meetings in September. Commissioner Parreiras will attend their October 19 meeting at report back.

Speakers other than commissioners: Robert Prinz

Item 9. Three-month look-ahead, suggestions for meeting topics, announcements

Three-month look-ahead

- A three-month look was published in the agenda packet.
- Chair Naylor received a request from OakDOT staff for future items on the 14th Ave streetscape project and the Fruitvale Alive streetscape project. Work is underway to schedule these items for November or December.

Suggestions for meeting topics

- Dave Campbell noted that the Draft Environmental Impact Report (EIR) for the Oakland Alameda Access Project was released. Comments are due by November 30, and this project could be scheduled for the November BPAC meeting. See <https://oaklandalamedaaccessproject.com/>.

Announcements

- Noel Pond-Danchik (OakDOT) announced that the Slow Street Interim Findings Report was released on September 25. The report is available at <https://www.oaklandca.gov/projects/oakland-slow-streets>.
- Commissioner Burnette announced that the Scraper Bikes will be doing their annual Halloween ride.
- Commissioner Campbell noted that International Walk & Roll Week is being held October 19-23. Information on the event for Alameda County is available at <https://alamedacountysr2s.org/our-services/plan-an-event/iwr2sd/>.

Meeting adjourned at 8:17 pm.

Attachments *(to be appended to adopted minutes)*

- Shared Mobility Accessibility Report presentation
- San Leandro Creek Urban Greenway presentation

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on Friday, October 16, 2020 with comments requested by 5pm, Friday, October 30, 2020 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the November 2020 meeting agenda and considered for adoption at that meeting.

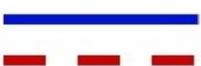
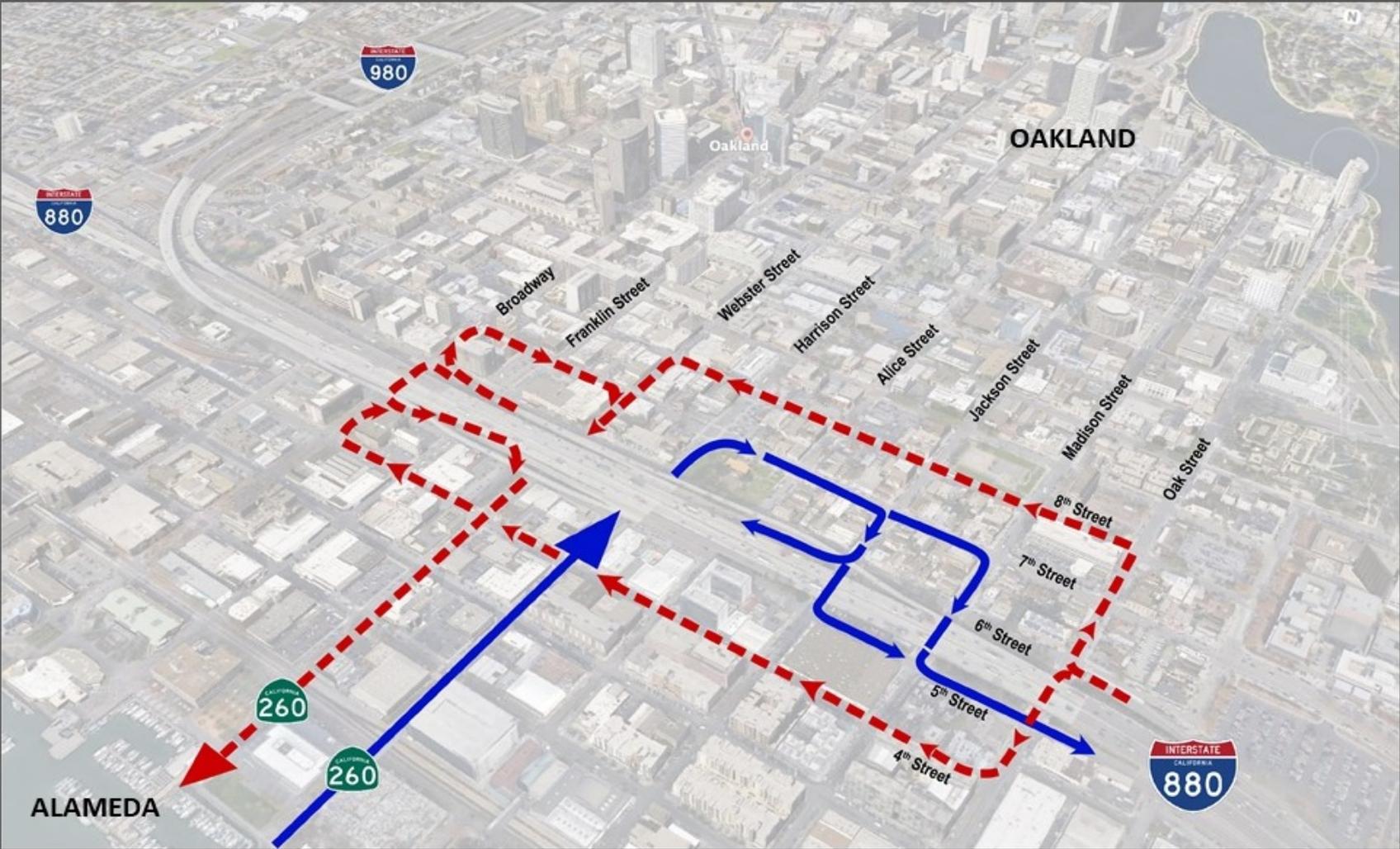


OAKLAND ALAMEDA ACCESS PROJECT

providing access and connections



Current Routes - Alameda to I-880/I-980

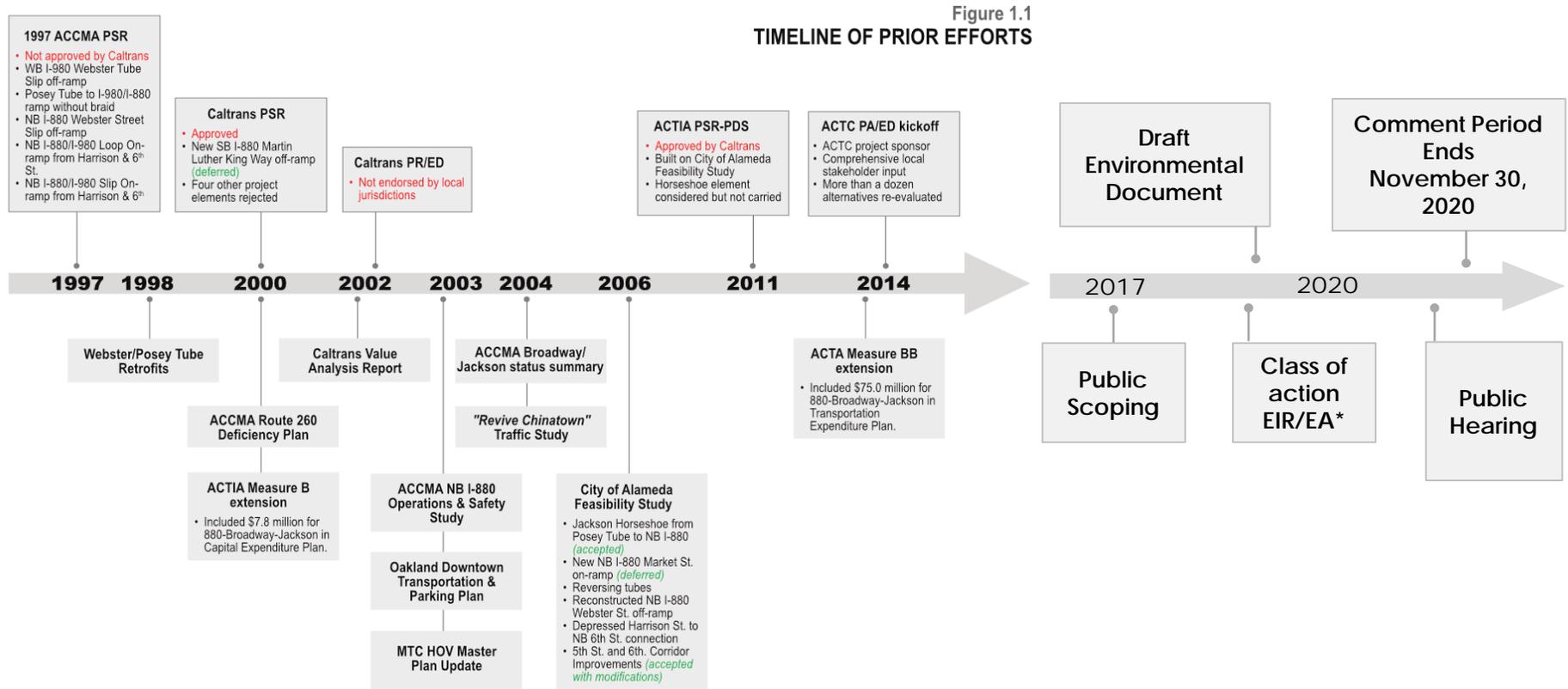


Posey Tube to I-880

I-880 to the Webster Tube



Project Background

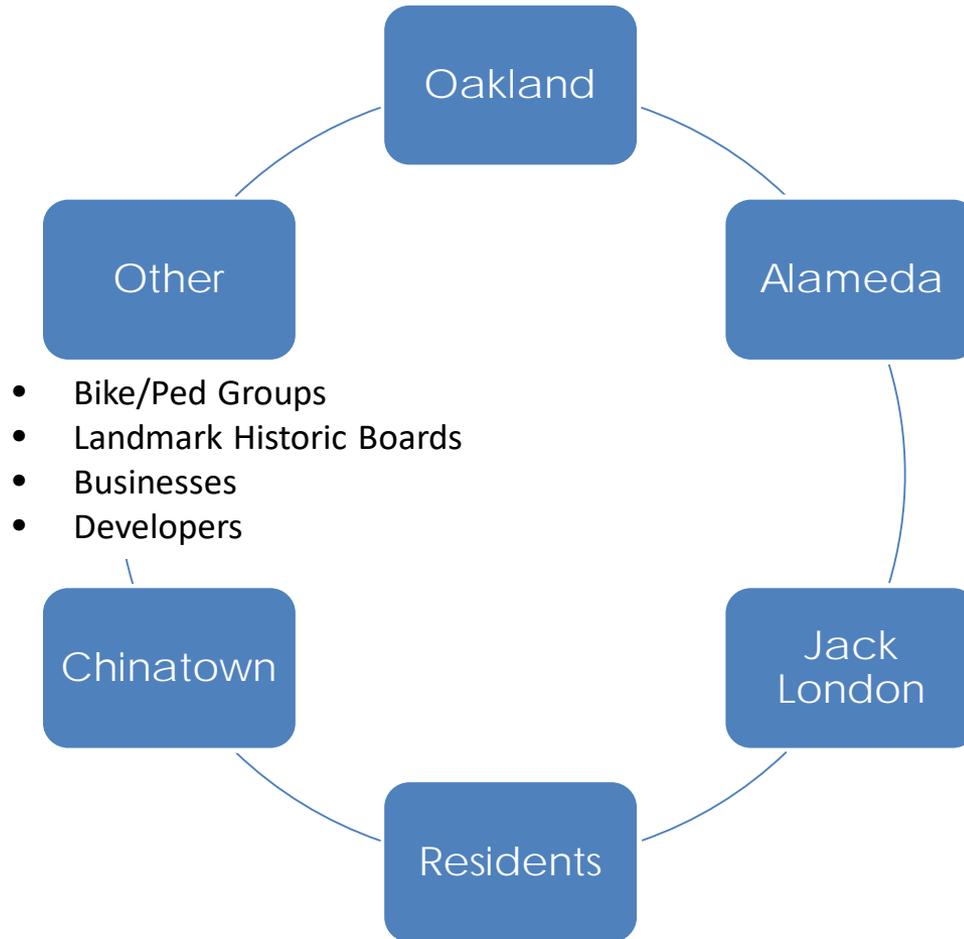


LONG HISTORY

- 30 Years of planning with 3 unsuccessful attempts
- Included in 2000 Measure B (\$8.1M) and 2014 Measure BB (\$75M)
- 2014 HNTB Selected
- Public Scoping Meeting Sept 2017

*EIR/EA: Environmental Impact Report/Environmental Assessment

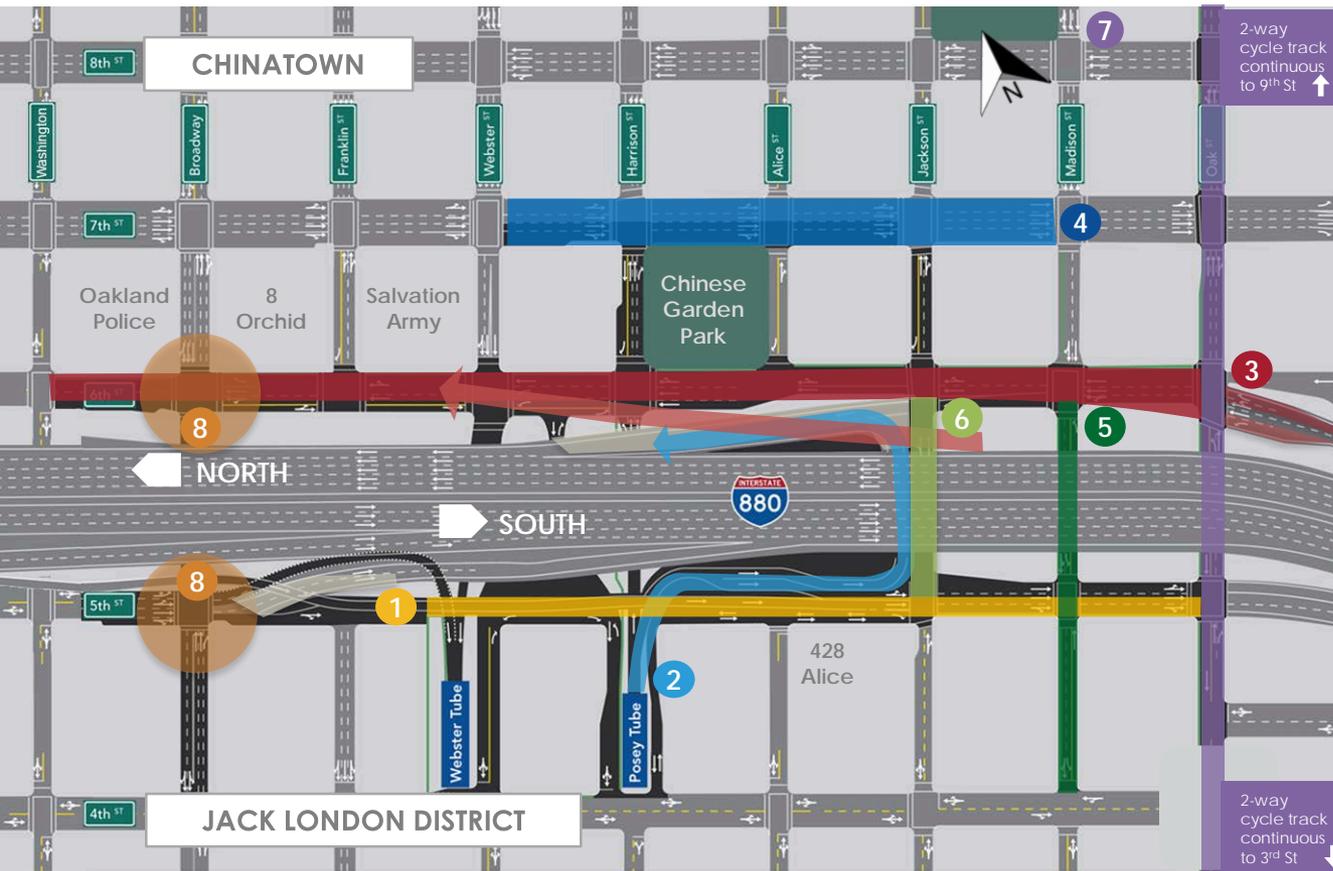
Project Stakeholders



Project Purpose & Need

- *Improve multimodal safety and reduce conflicts between regional and local traffic;*
- *Enhance bicycle and pedestrian accessibility and connectivity within the project study area;*
- *Improve mobility and accessibility for travelers between I-880, SR-260, City of Oakland downtown neighborhoods, and the City of Alameda;*
- *Reduce freeway-bound regional traffic and congestion on local roadways and in area neighborhoods*

Major Roadway Improvements



- 1 **Realign** WB I-980 Jackson St off-ramp and reconstruct 5th St
- 2 **Construct** right-turn from Posey Tube onto Horseshoe to NB Jackson St on-ramp
- 3 **Widen** NB I-880 Oak off-ramp, **remove** NB I-880 Broadway off-ramp, **reconstruct** 6th St for multi-modal access (Oak St to Washington St)
- 4 **Restripe** 7th St and improve intersections
- 5 **Restripe** Madison for 2-way travel between 4th to 6th St
- 6 **Restripe** Jackson for 1-way between 5th to 6th
- 7 **Restripe** Oak St for multimodal access (2-way cycle track from 3rd to 9th St)
- 8 **Reconfigure** intersections at Broadway and 6th and 5th St

Safety Concerns

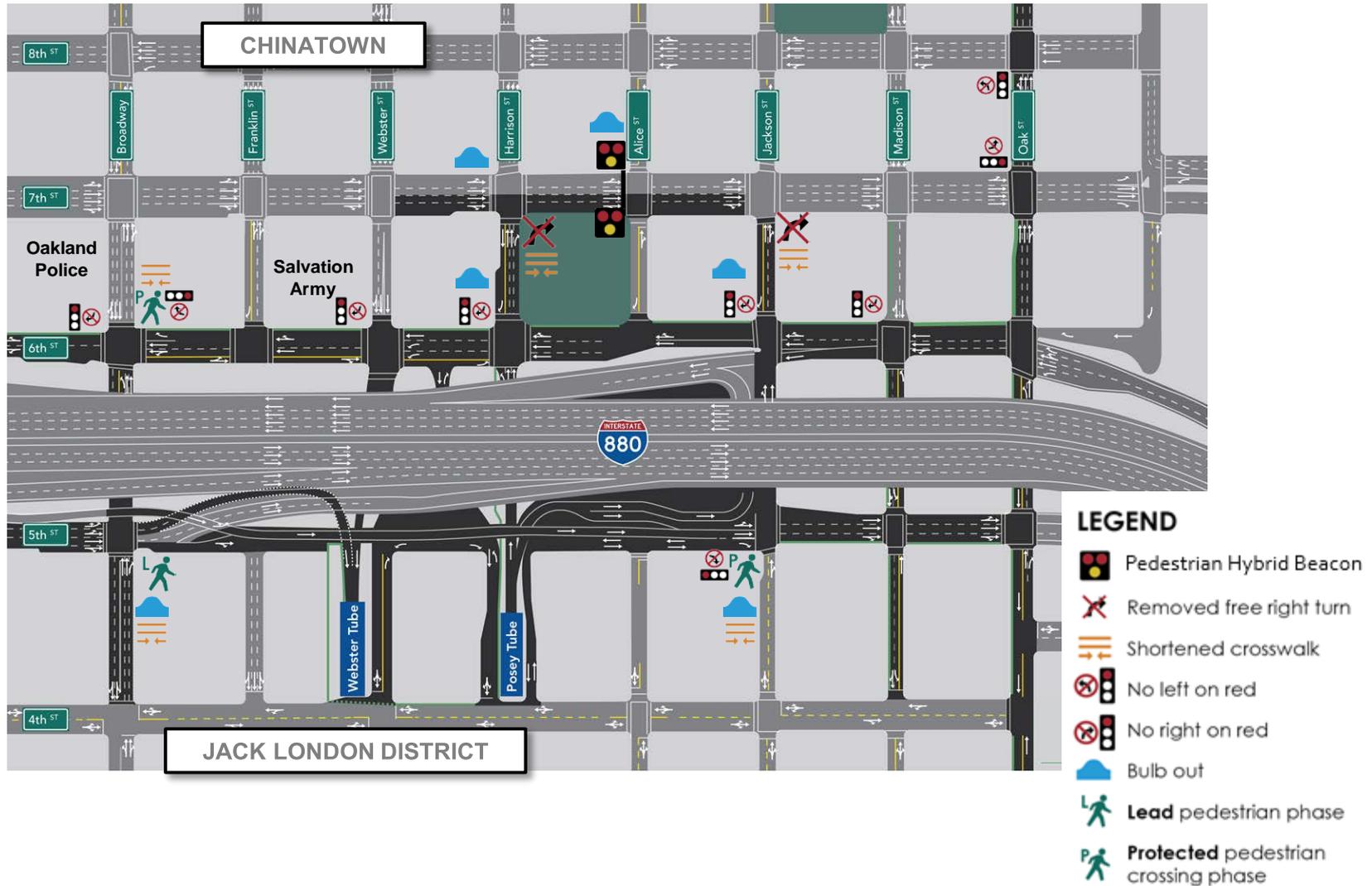
Collisions 2016-2018

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Total Collisions

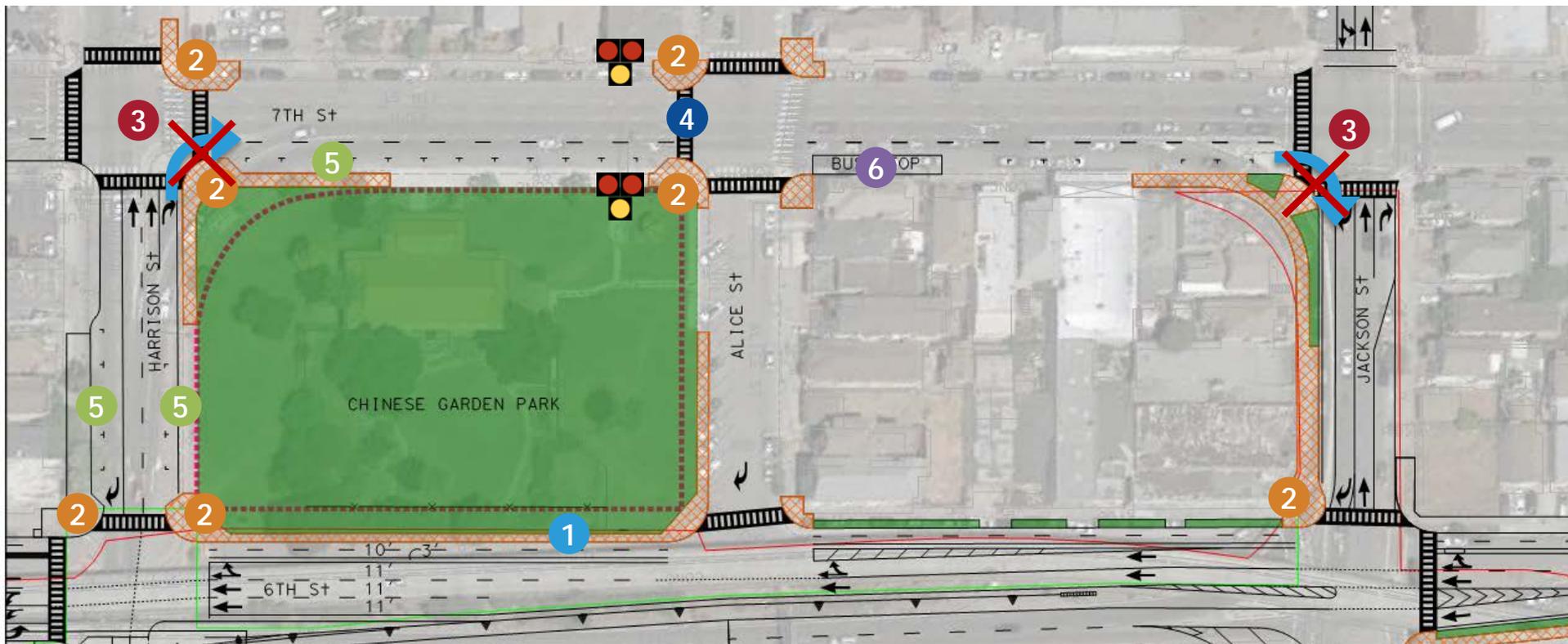


Proposed Pedestrian and Bicycle Signal Improvements



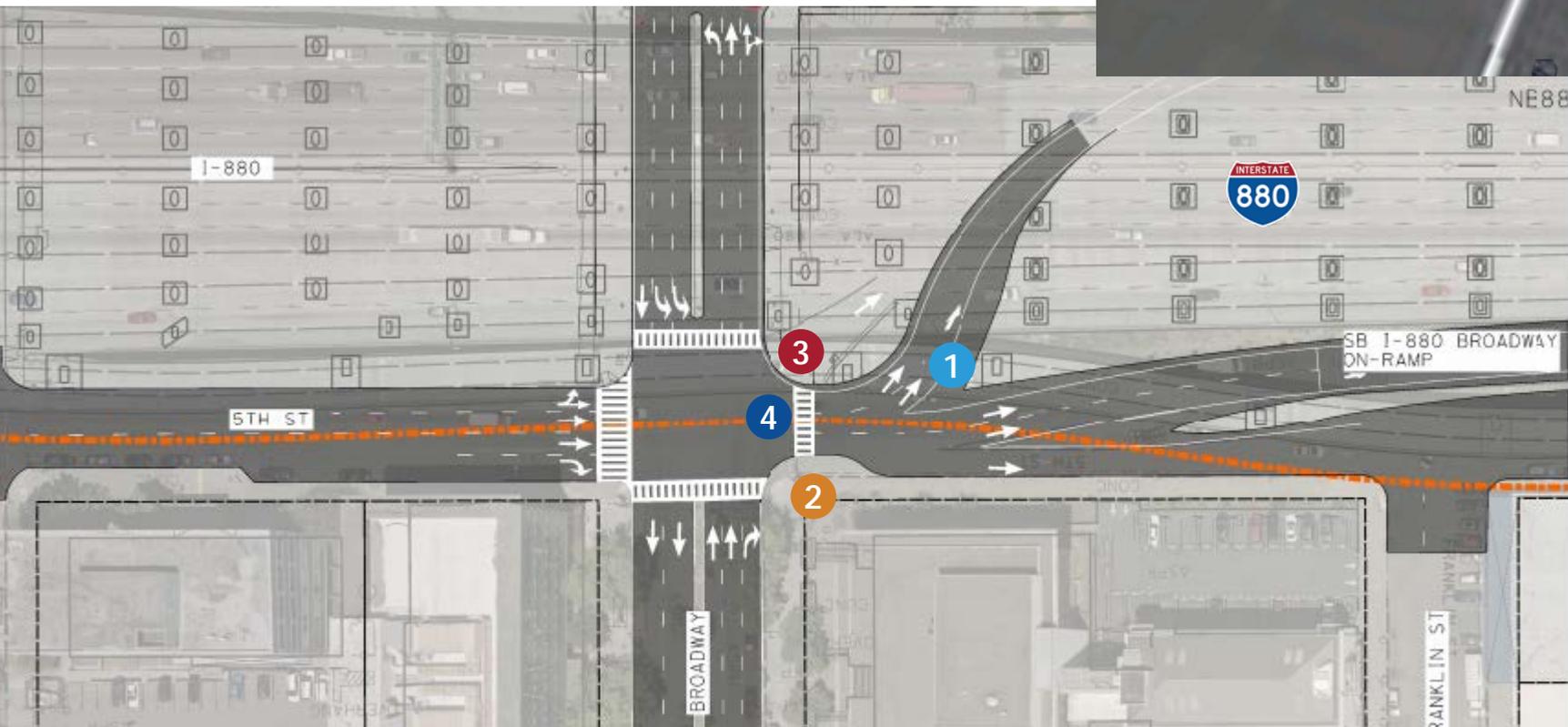
Safety Improvements at Chinese Garden Park

- 1 Continuous sidewalk around park
- 2 Sidewalk bulb-outs
- 3 Remove free right turns
- 4 Pedestrian Hybrid Beacon (PHB)
- 5 New parking spaces
- 6 New bus stop



Safety & Operational Improvements at 5th St at Broadway

- 1 Webster Tube entrance shift east
- 2 Sidewalk bulb-outs
- 3 Pedestrian lead phase
- 4 Lane merge shifts from intersection to Webster Tube



Types of Bicycle Facility

Class I Shared-Use Path



0.5 mile

Class II Bike Lane (incl. protected lane)



0.22 mile

Class III Bike Route (incl. sharrow, Bike Blvd)



0.1 mile

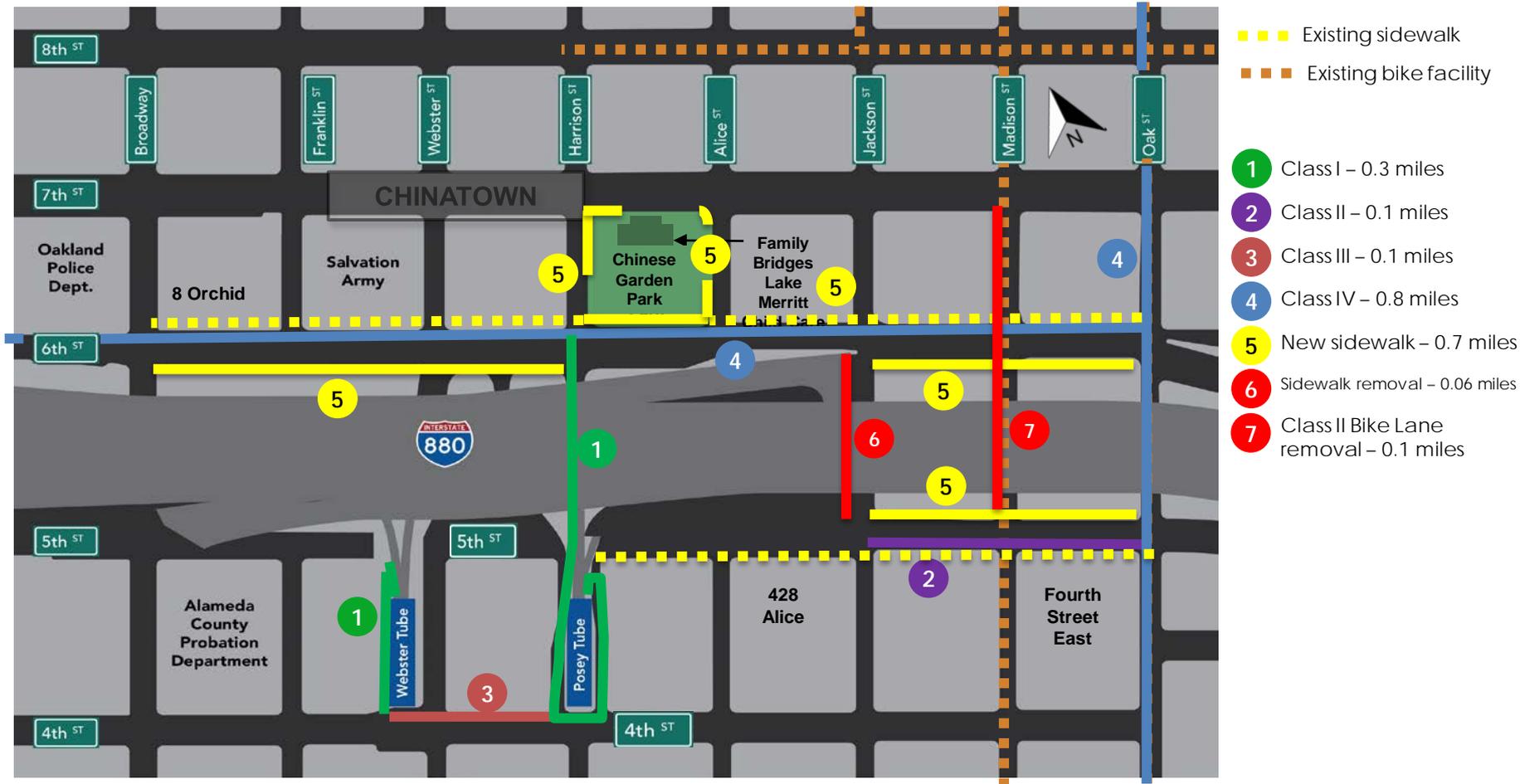
Class IV Cycle Track



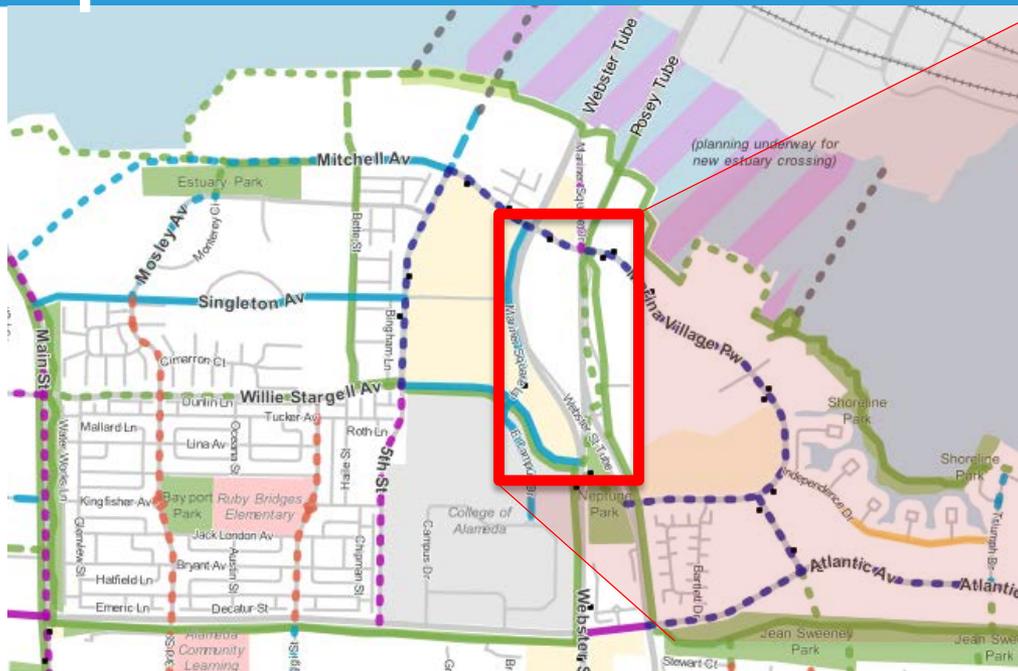
0.8 mile

This project will add over 1.5 miles of new bike facilities and 1.5 miles of new sidewalks in the project area!

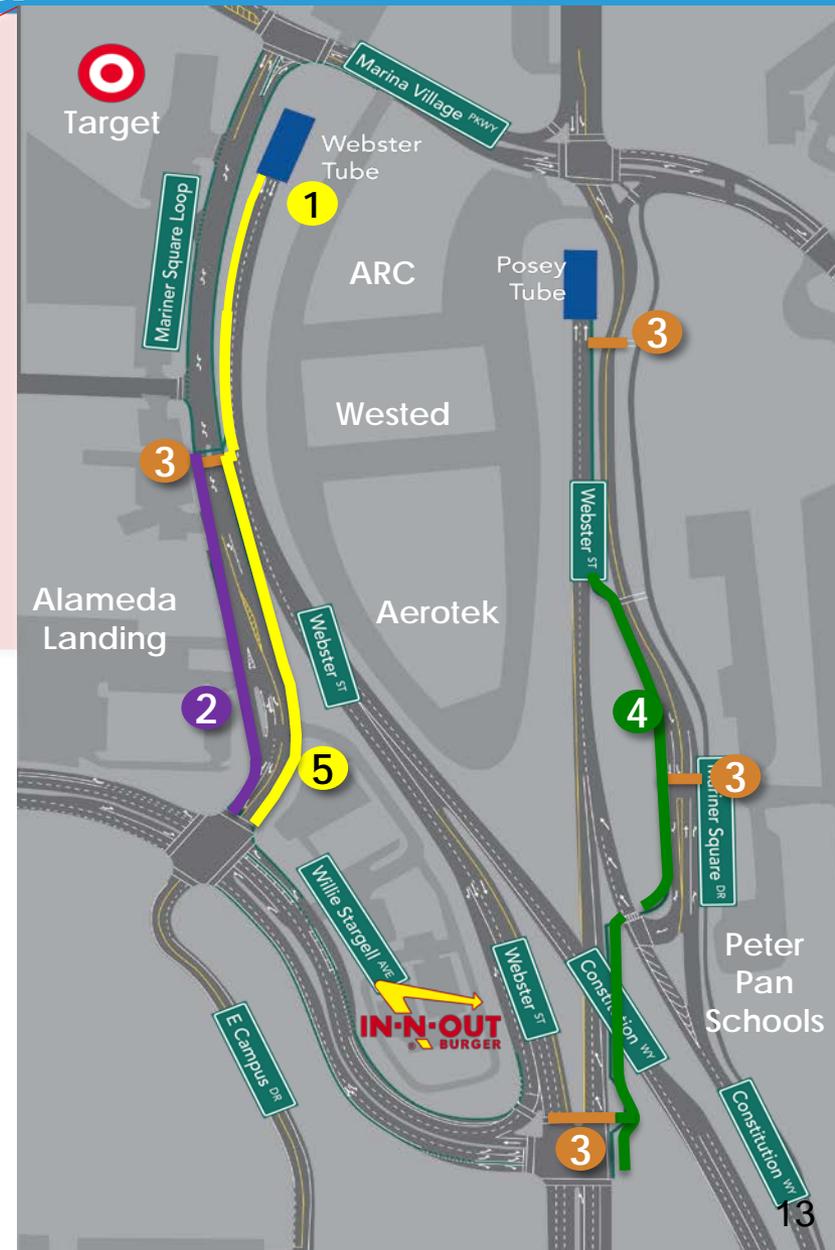
Bike/Ped Safety and Access Improvements in Oakland



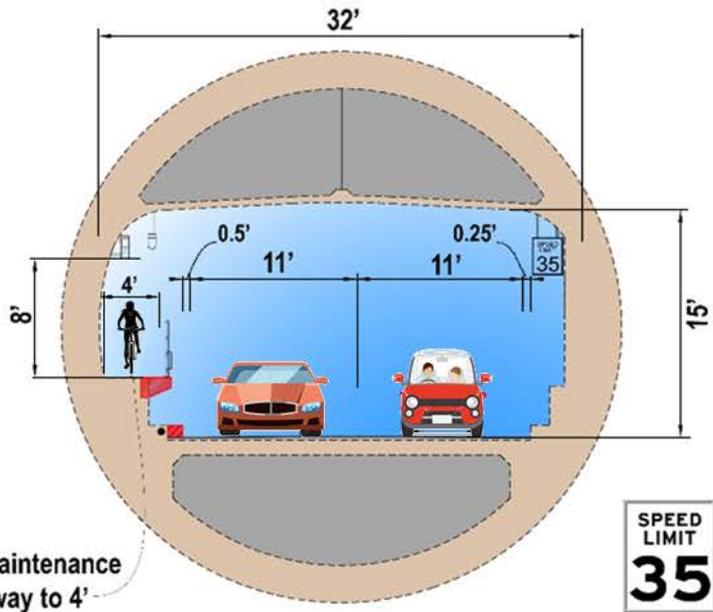
Bike/Ped Safety and Access Improvements in Alameda



- 1 Widen and open **walkway** through Webster Tube and along Webster St. connecting to Mariner Square Loop (0.8 miles)
- 2 New **Class II** bike lane on Mariner Square Loop (0.12 miles)
- 3 Add crosswalks to connect ped/bike paths
- 4 **New Class I path**: Realign and widen path to 8 feet (0.2 miles)
- 5 **Sidewalk extension** on Mariner Square Loop (0.1 miles)



Tube Improvements

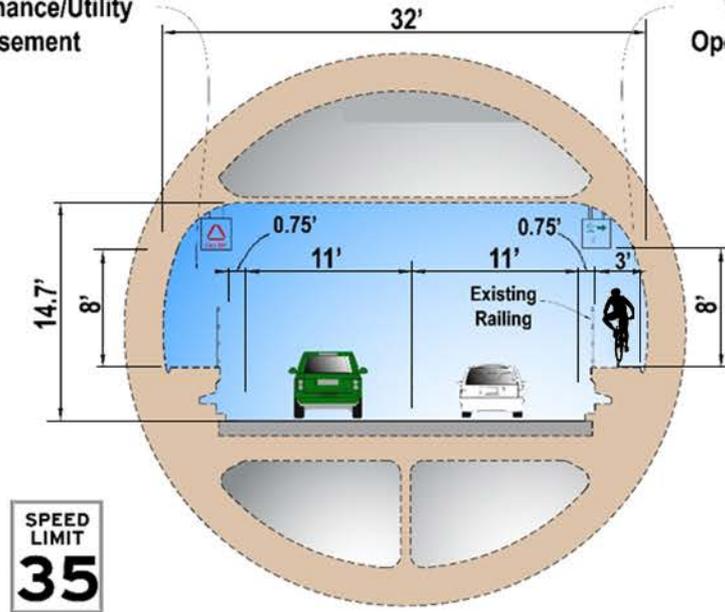


Webster Tube Cross-Section

Section D - Looking North Towards Oakland

Widen Maintenance Walkway to 4' Open to Public

Existing Westside Walkway Maintenance/Utility Easement



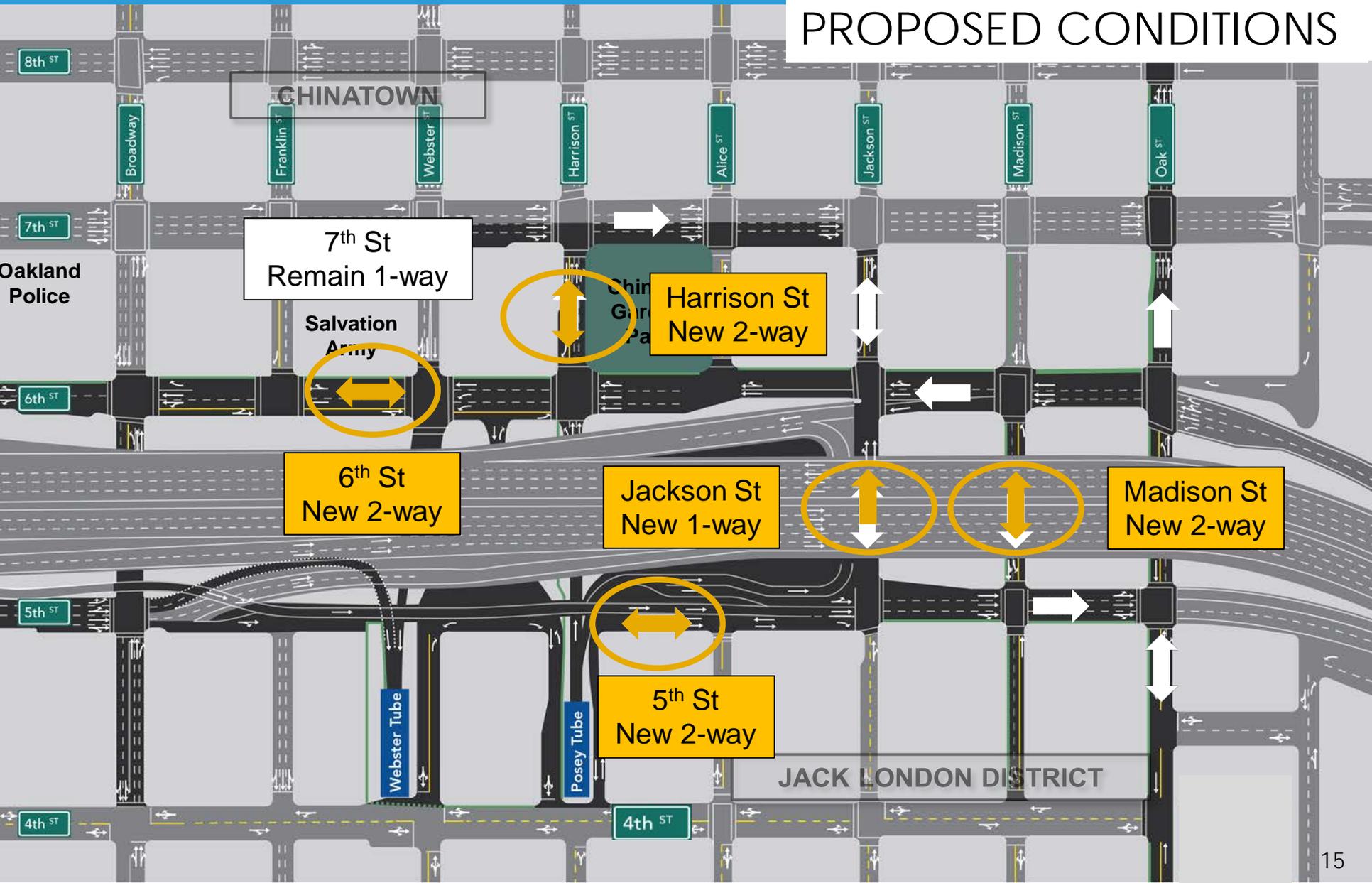
Posey Tube Cross-Section

Section D - Looking North Towards Oakland

Existing Eastside Walkway Open to Public

One-Way to Two-Way Conversion

PROPOSED CONDITIONS



7th St
Remain 1-way

Harrison St
New 2-way

6th St
New 2-way

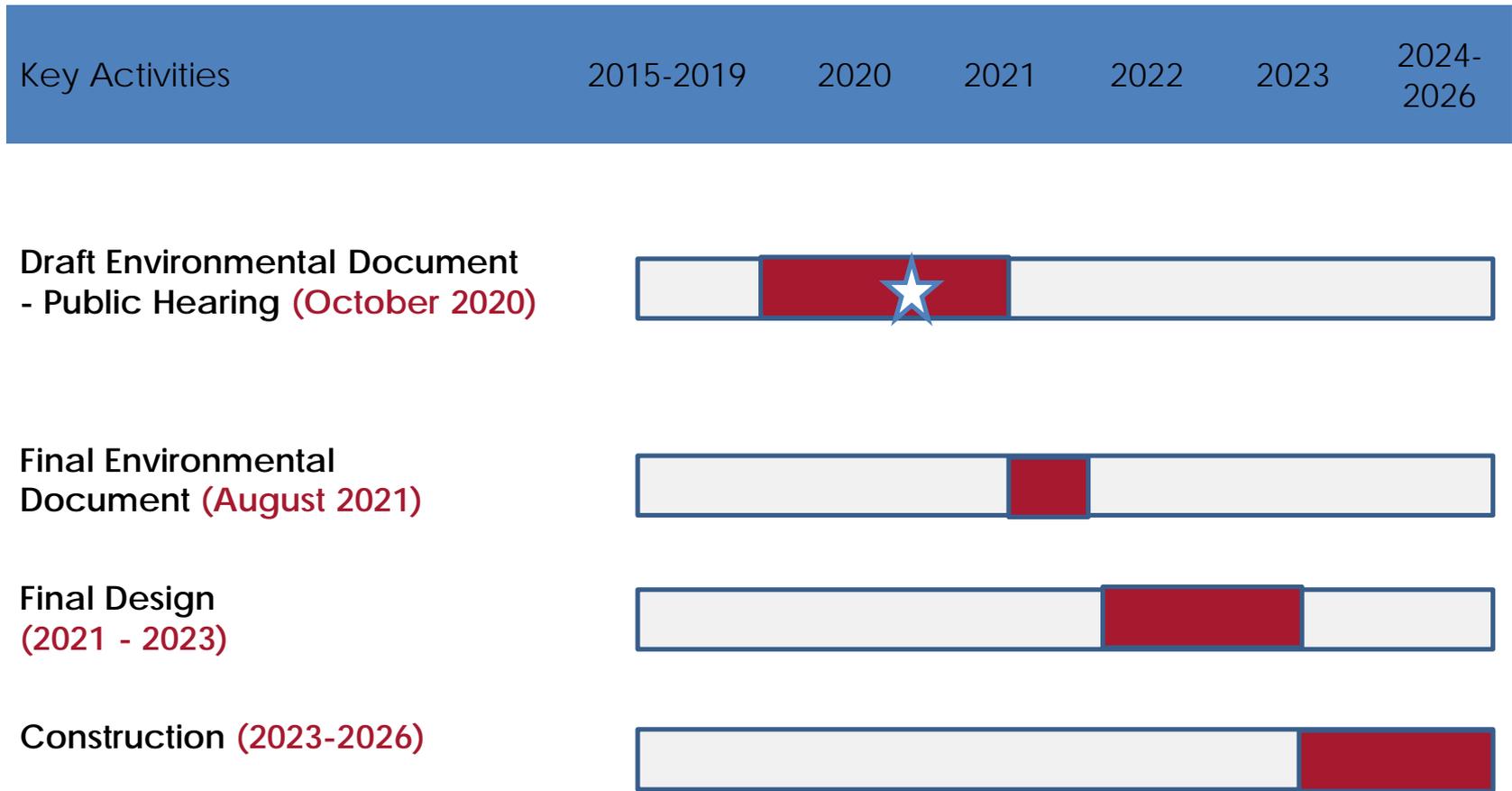
Jackson St
New 1-way

Madison St
New 2-way

5th St
New 2-way

JACK LONDON DISTRICT

Need for Contract Amendment



Videos

14th Avenue Streetscape Project

Creating an accessible corridor for people walking, biking, and taking transit on 14th Avenue



City of
Oakland

Department of
Transportation

About the Project

14th Avenue is a major east-west corridor that connects International Boulevard with Highland Hospital and points north of I-580. 14th Avenue is currently a relatively high-speed, 4-lane divided roadway that is a barrier for people walking between residential neighborhoods to the north and south. 14th Ave is also an important, (relatively flat) connection for people biking and is a critical gap in the network between the Foothill Blvd and MacArthur Blvd bike lanes. The City recently completed Phase 1 of this Project, which upgraded sidewalks, pedestrian crossings, and landscaping between International Blvd. and E 19th Street.

The next phase of The 14th Avenue Streetscape project will deliver an important bicycle connection on 14th Avenue from Foothill to 27th Street/Highland Hospital. This project will form the foundation for a complete network connection north to MacArthur Blvd. This project will also make pedestrian crossing improvements and striping upgrades between E8th Street and International Blvd.

Project Goals

- Improve safety and comfort for people walking, especially for people crossing 14th Avenue
- Increase the visibility of people walking and biking
- Slow vehicle speeds
- Provide a dedicated space for people riding bikes on 14th
- Improve access for people with disabilities
- Upgrade bus stops on the corridor with safer pedestrian crossings and bus boarding islands



14th Avenue Streetscape Project

Creating an accessible corridor for people walking, biking, and taking transit on 14th Avenue



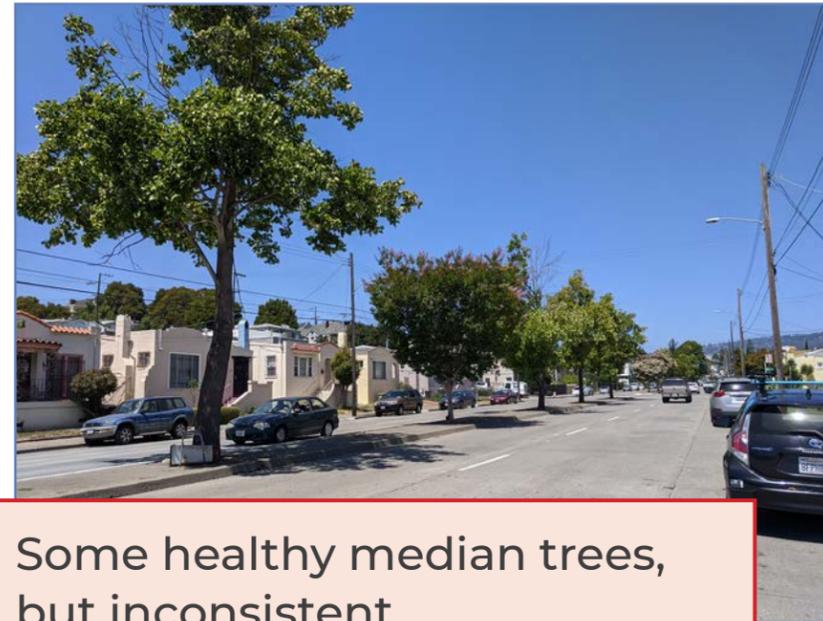
City of
Oakland

Department of
Transportation

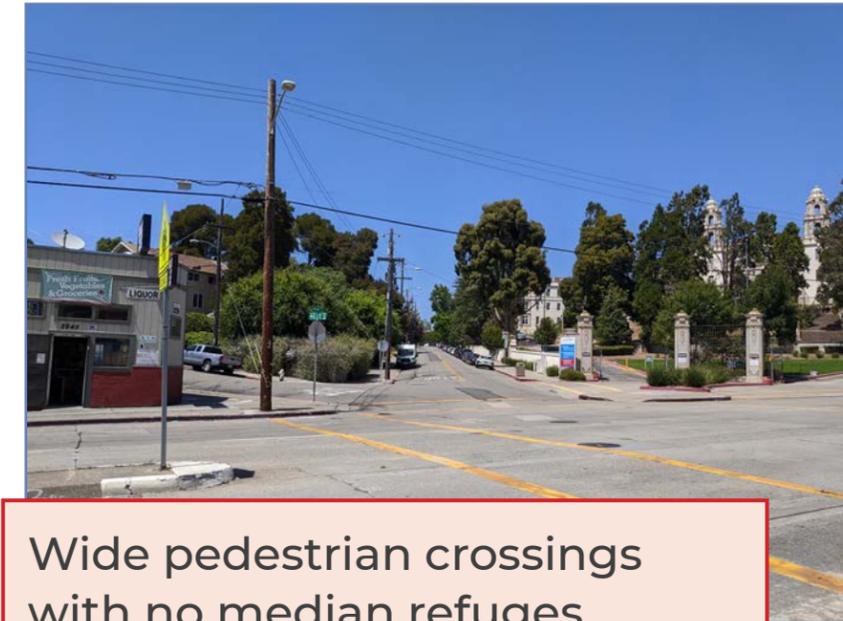
SITE PHOTOS



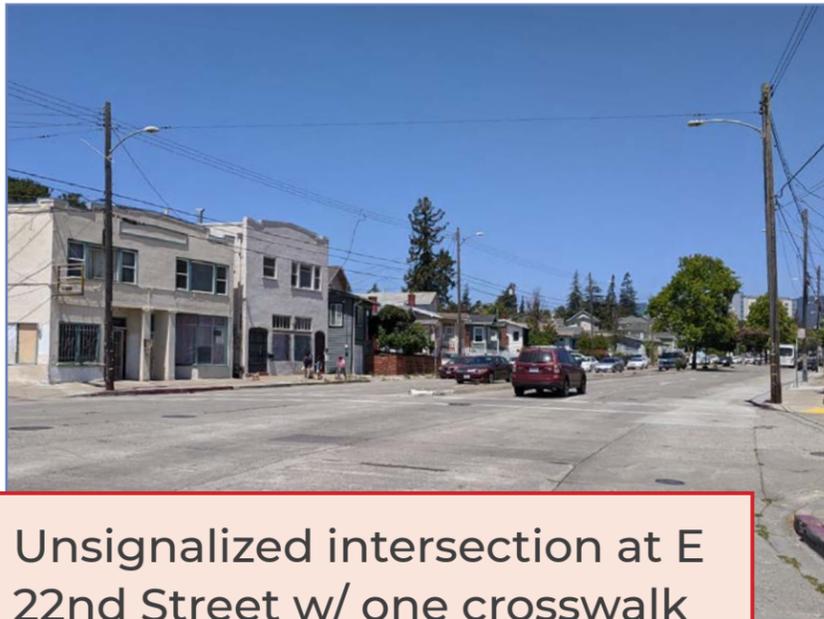
Unsignalized T-intersection at 23rd Street w/ no crossing



Some healthy median trees, but inconsistent



Wide pedestrian crossings with no median refuges



Unsignalized intersection at E 22nd Street w/ one crosswalk



Wide open lanes promote fast vehicle speeds



Narrow sidewalks and wide roadway at E 21st Street

14th Avenue Streetscape Project

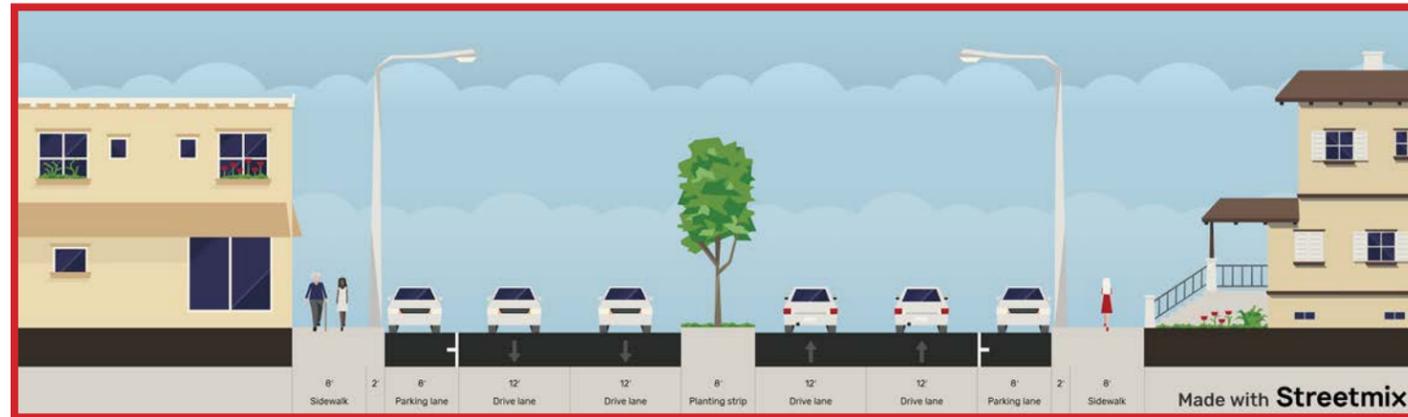
Creating an accessible corridor for people walking, biking, and taking transit on 14th Avenue



City of
Oakland

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Transportation

EXISTING CONDITIONS - 14th Ave north of E 21st Street

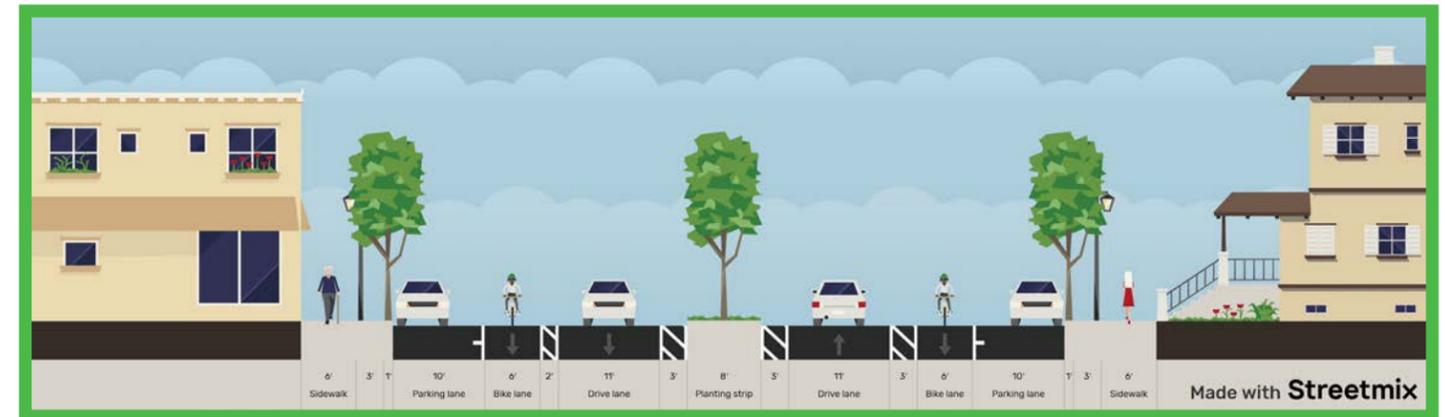


PROPOSED PROJECT - @ intersection w/ Left Turn pocket



- Sidewalk bulb-outs for shorter crossing distances at intersections
- Buffered bike lanes
- Narrower driving lanes for slower vehicle speeds

PROPOSED PROJECT - @ mid-block w/ full median



- More sidewalk and median trees
- Reduction from 2 to 1 lane of motor vehicle traffic
- Rapid Flashing Beacons crossing 14th at 7 intersections

14th Avenue Streetscape Project

Creating an accessible corridor for people walking, biking, and taking transit on 14th Avenue



City of
Oakland

Department of
Transportation

FOOTHILL TO E 19TH STREET
EXISTING CONDITIONS



4 Lanes of vehicle traffic
promote fast speeds

No bike lanes to connect
to Foothill bike network

Previous project phase
improved pedestrian
crossings between
E 19th Street and
International Blvd.

14th Avenue Streetscape Project

Creating an accessible corridor for people walking, biking, and taking transit on 14th Avenue



City of
Oakland

Department of
Transportation

FOOTHILL TO E 19TH STREET
PROPOSED PROJECT

Reduction from
2 to 1 vehicle
lanes promotes
slower speeds

Bike lane with wide
buffer zone



New right turn only lane
on 14th south of Foothill

Reduction from 2
to 1 vehicle lanes
north of Foothill

**Previous project phase made improvements to curb ramps, pedestrian crossings. The current project phase will make paint-only improvements to connect new buffered bike lanes to Foothill Blvd.

14th Avenue Streetscape Project

Creating an accessible corridor for people walking, biking, and taking transit on 14th Avenue



City of
Oakland

Department of
Transportation

E 19TH STREET TO E 21ST STREET
EXISTING CONDITIONS

Unsignalized pedestrian crossing of 14th Ave.

4 Lanes of vehicle traffic promote fast speeds

Pedestrian crossing distance across 14th Avenue is ~72 feet

Street trees are scattered and diseased

Previous project phase improved pedestrian crossings between E 19th Street and International Blvd.



14th Avenue Streetscape Project

Creating an accessible corridor for people walking, biking, and taking transit on 14th Avenue



City of
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Department of
Transportation

E 19TH STREET TO E 21ST STREET
PROPOSED PROJECT



Reduction from 2 to 1 vehicle lanes promotes slower speeds

Extended median island to slow left-turns

New left-turn pockets for efficient and predictable vehicle movements

New street trees

Pedestrian Flashing Beacon (RRFB) at E19th

Curb bulb-outs, RRFBs, median refuge islands and 3 new crosswalks at E 20th Street

Bike lane with wide buffer zone

Curb bulb-outs and shorter crossings at E 21st St

14th Avenue Streetscape Project

Creating an accessible corridor for people walking, biking, and taking transit on 14th Avenue



City of
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Transportation

E 22ND STREET TO E 23RD STREET
EXISTING CONDITIONS

Missing crosswalk

4 Lanes of vehicle traffic
promote fast speeds

Uncontrolled
crossing at E 22nd
Street

No traffic signal or
crosswalks at E 23rd Street
T-intersection (connects
to pedestrian stairway
east of 14th)



14th Avenue Streetscape Project

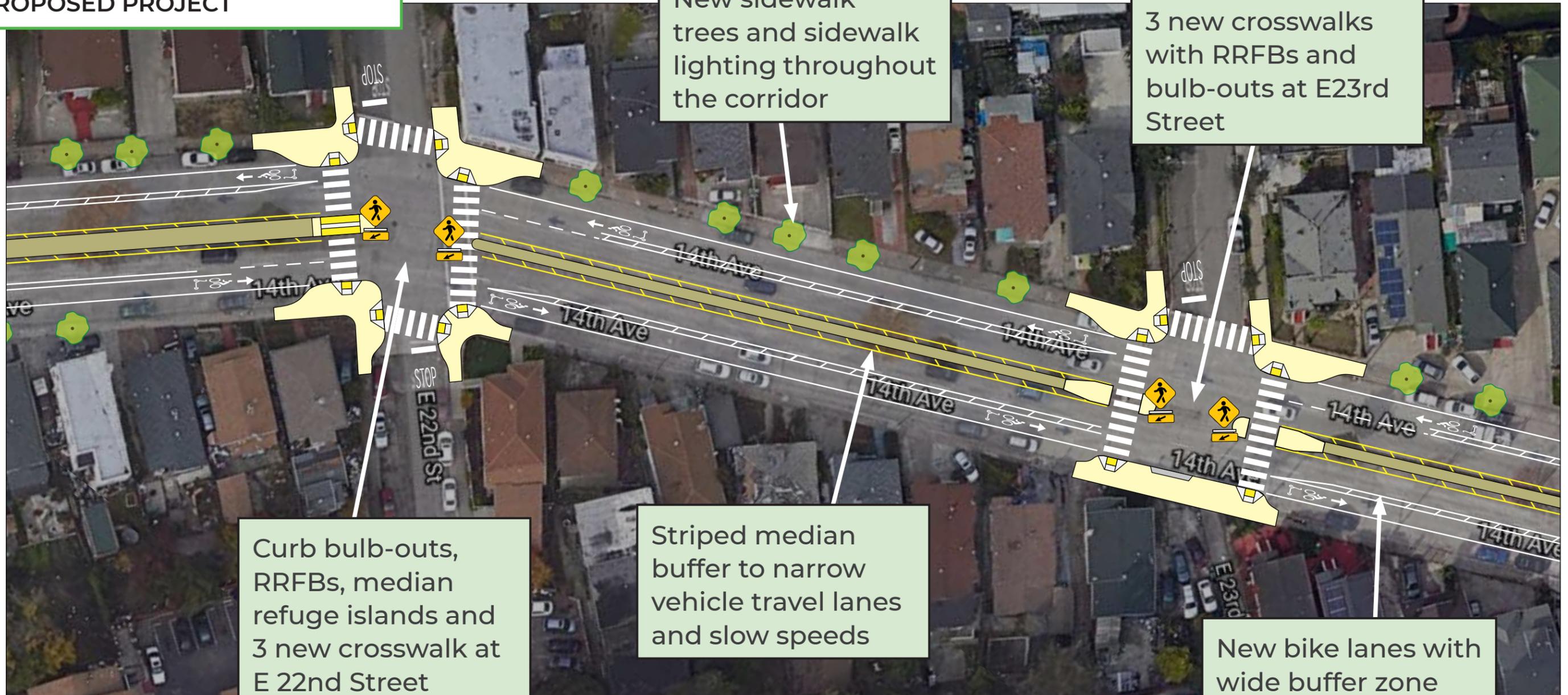
Creating an accessible corridor for people walking, biking, and taking transit on 14th Avenue



City of
Oakland

Department of
Transportation

E 22ND STREET TO E 23RD STREET
PROPOSED PROJECT



New sidewalk trees and sidewalk lighting throughout the corridor

3 new crosswalks with RRFBs and bulb-outs at E23rd Street

Curb bulb-outs, RRFBs, median refuge islands and 3 new crosswalk at E 22nd Street

Striped median buffer to narrow vehicle travel lanes and slow speeds

New bike lanes with wide buffer zone

14th Avenue Streetscape Project

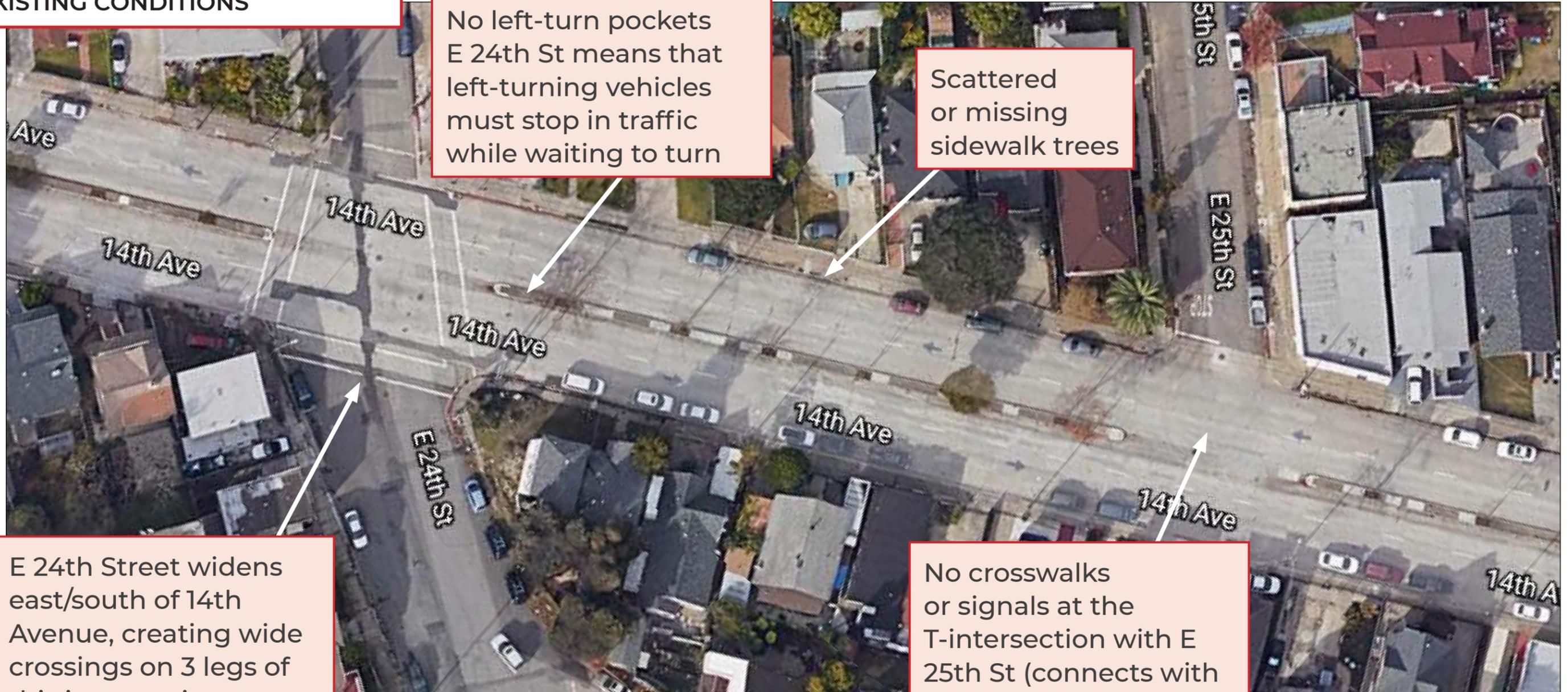
Creating an accessible corridor for people walking, biking, and taking transit on 14th Avenue



City of
Oakland

Department of
Transportation

E 24TH STREET TO E 25TH STREET EXISTING CONDITIONS



No left-turn pockets
E 24th St means that
left-turning vehicles
must stop in traffic
while waiting to turn

Scattered
or missing
sidewalk trees

E 24th Street widens
east/south of 14th
Avenue, creating wide
crossings on 3 legs of
this intersection

No crosswalks
or signals at the
T-intersection with E
25th St (connects with
pedestrian pathway)

14th Avenue Streetscape Project

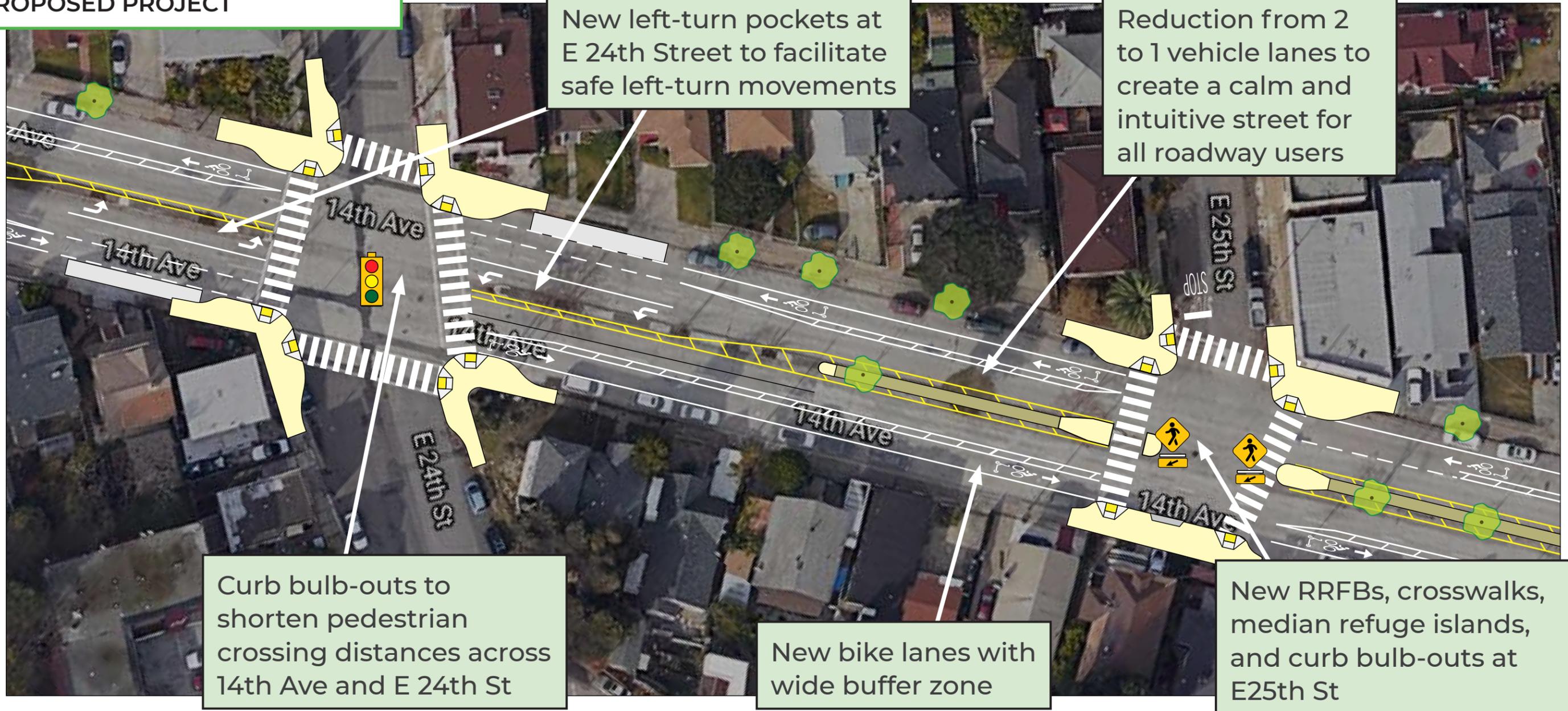
Creating an accessible corridor for people walking, biking, and taking transit on 14th Avenue



City of
Oakland

Department of
Transportation

E 24TH STREET TO E 25TH STREET PROPOSED PROJECT



14th Avenue Streetscape Project

Creating an accessible corridor for people walking, biking, and taking transit on 14th Avenue



City of
Oakland

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Transportation

E 26TH STREET TO E 27TH STREET
EXISTING CONDITIONS

Scattered
or missing
sidewalk trees

Popular bus stop at
E 27th Street lacks
sidewalk space

One uncontrolled,
unsignalized crosswalk
at E26th St

Lack of signal at 5-way
intersection requires “leap
of faith” for pedestrians,
expecting drivers to yield



14th Avenue Streetscape Project

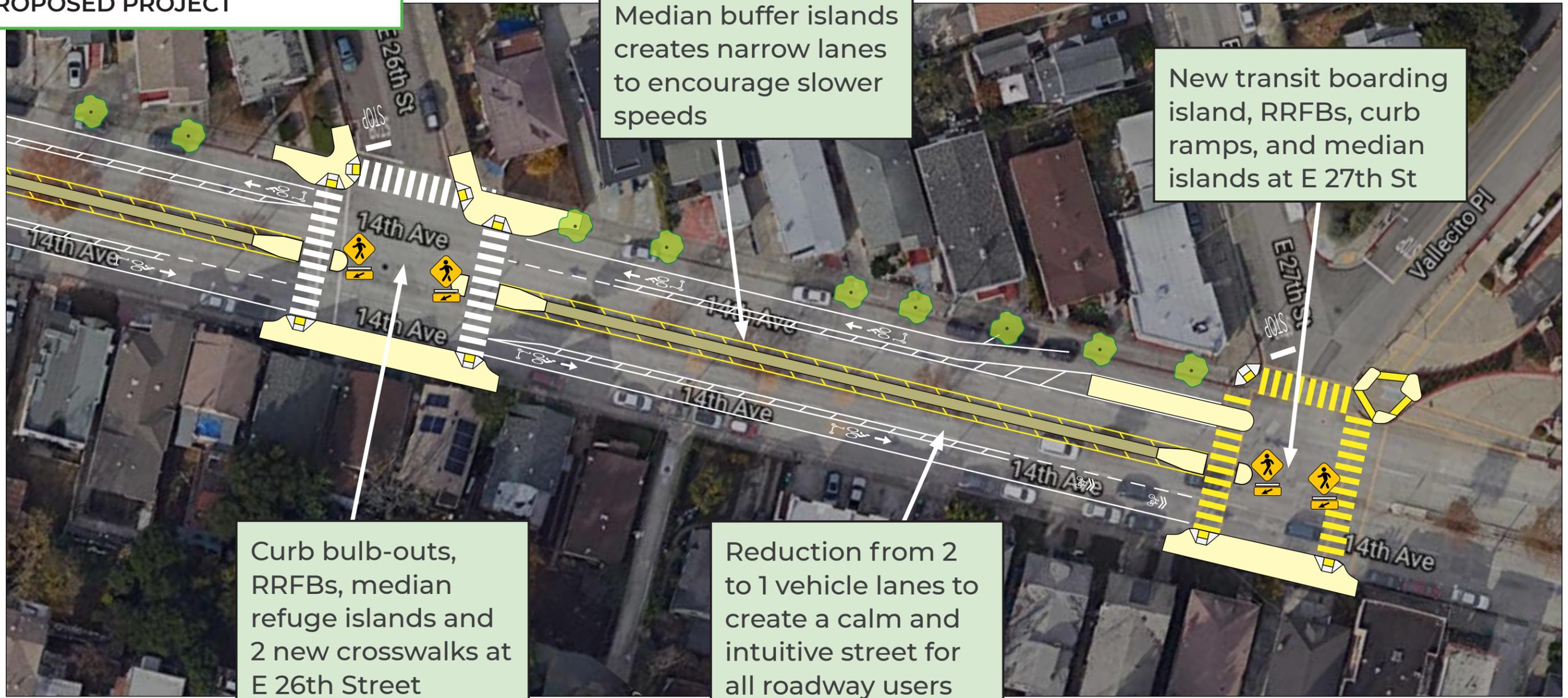
Creating an accessible corridor for people walking, biking, and taking transit on 14th Avenue



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Transportation

E 26TH STREET TO E 27TH STREET PROPOSED PROJECT



14th Avenue Streetscape Project

Creating an accessible corridor for people walking, biking, and taking transit on 14th Avenue



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SCHEDULE/NEXT STEPS

- » Fall 2020 - Public noticing, outreach, and online survey
- » Winter 2021 - Complete design of roadway
- » Spring/Summer 2021 - Advertise project for construction
- » End of 2021 - Begin construction (18 month duration)



Contact: Charlie Ream - CReam@oaklandca.gov • **Website:** <https://www.oaklandca.gov/projects/14th-avenue-streetscape>

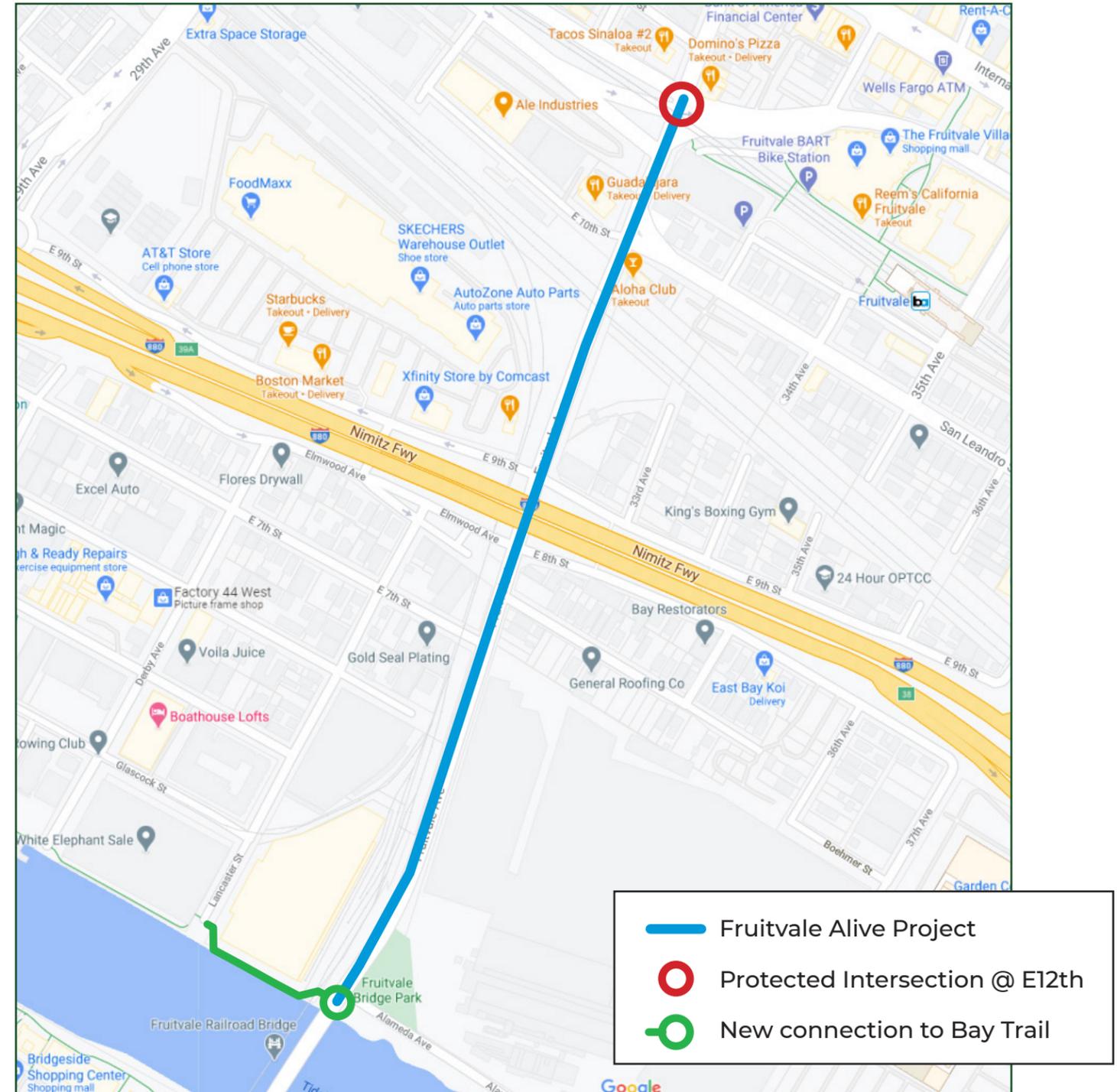
About the Project

The Fruitvale Alive project is an ATP-funded project to install sidewalk-level protected bike lanes to connect the Fruitvale Ave Bridge with Fruitvale BART Station and E12th Street. In addition to closing a critical gap in the City's protected bike infrastructure, the project will connect to a new segment of the Bay Trail at the southern end of Fruitvale Avenue and will address problematic "pork chop" islands at E12th Street.

OakDOT has reached Final Design of the project and expects to advertise for construction in January 2021

Project Elements

- Sidewalk-level protected bike lane for full length of project corridor
- New RRFB pedestrian signal at E7th Street
- High-visibility crosswalks throughout project corridor
- Install new sidewalk lighting and roadway lighting
- Connection to new segment of Bay Trail at southern end of project corridor
- Close the "pork chop" cut-throughs on the south side of the E12th Street intersection. Install partially protected intersection on south side of intersection.
- Improve safety for bikes crossing railroad tracks (roadway-level bike lanes)
- Narrow existing roadway and travel lanes to calm traffic



Fruitvale Alive!

Creating a protected bike lane and between Alameda and E12th Street



City of
Oakland

Department of
Transportation

880 UNDERPASS EXISTING CONDITIONS



Existing Condition

1. 6' sidewalks.
2. 5' bike lanes.
3. No pedestrian-oriented lighting
4. Chain link fence

5. Weeds and gravel next to sidewalk
6. Underpass and column paint needs updating
7. Large curb radius

Fruitvale Alive!

Creating a protected bike lane and between Alameda and E12th Street



City of
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Department of
Transportation

880 UNDERPASS
PROPOSED PROJECT
(2017 RENDERING)

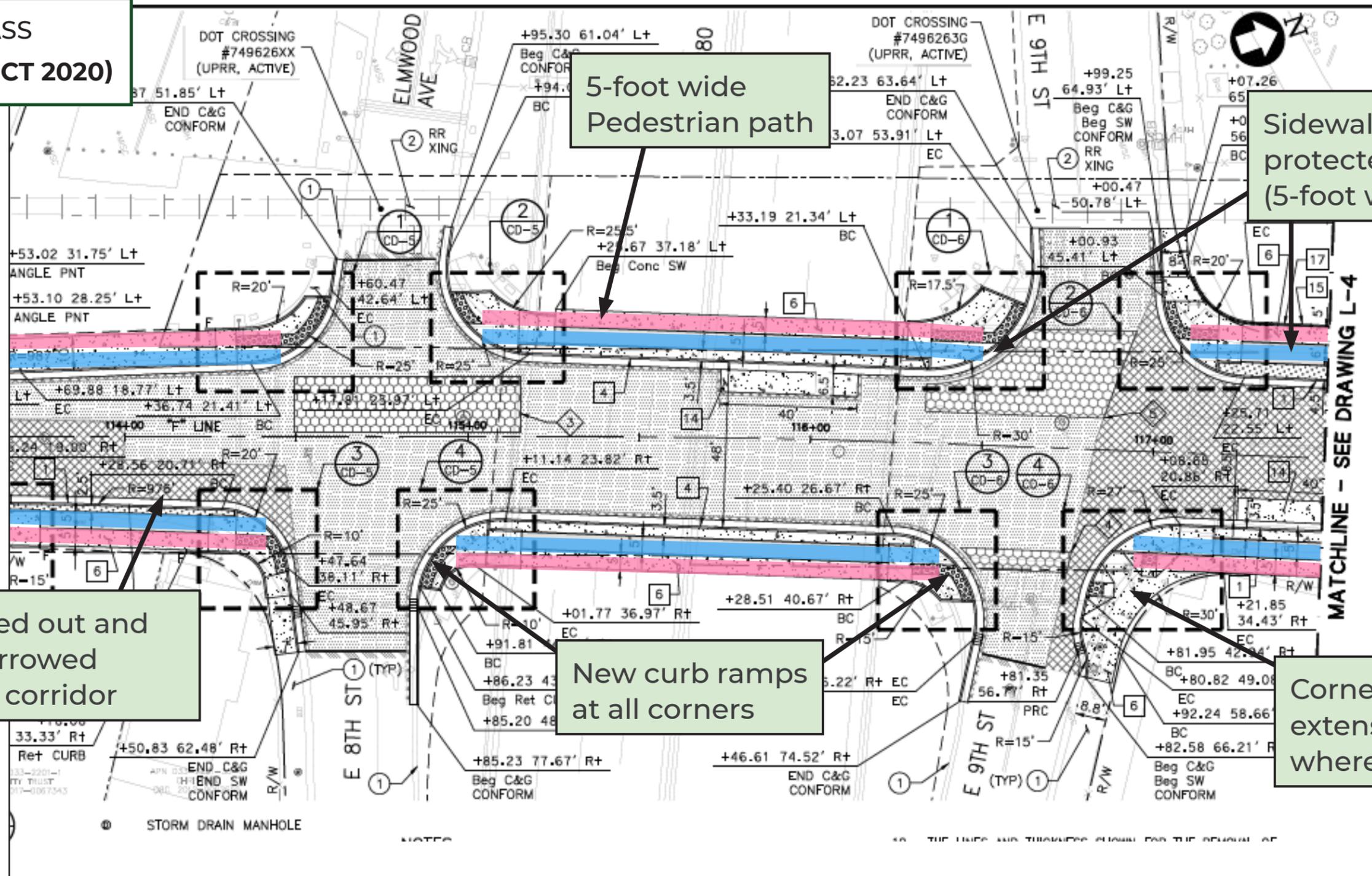


Raised Cycle Track Concept

1. Raised Cycle track
2. Bus stop moved to far-side (New bus shelter)
3. Highly visible striped bike crossings provided on three intersection legs
4. Pedestrian-oriented lights improve pedestrian safety and match Fruitvale Alive lights.
5. Chain link fence replaced with decorative green fencing and relocated to back of columns.
6. Cobble surfacing for low maintenance edge band.
7. Underpass paint improvements cleaned and refurbished.
8. Curb radius reduced to shorten pedestrian crossing distance.
9. Gateway signage added.
10. Decorative railings protect bikeways from adjacent vehicles



880 UNDERPASS
95% PLANS (OCT 2020)



5-foot wide
Pedestrian path

Sidewalk-level
protected bike lanes
(5-foot wide)

Curbs pushed out and
roadway narrowed
throughout corridor

New curb ramps
at all corners

Corner curb
extensions
where feasible

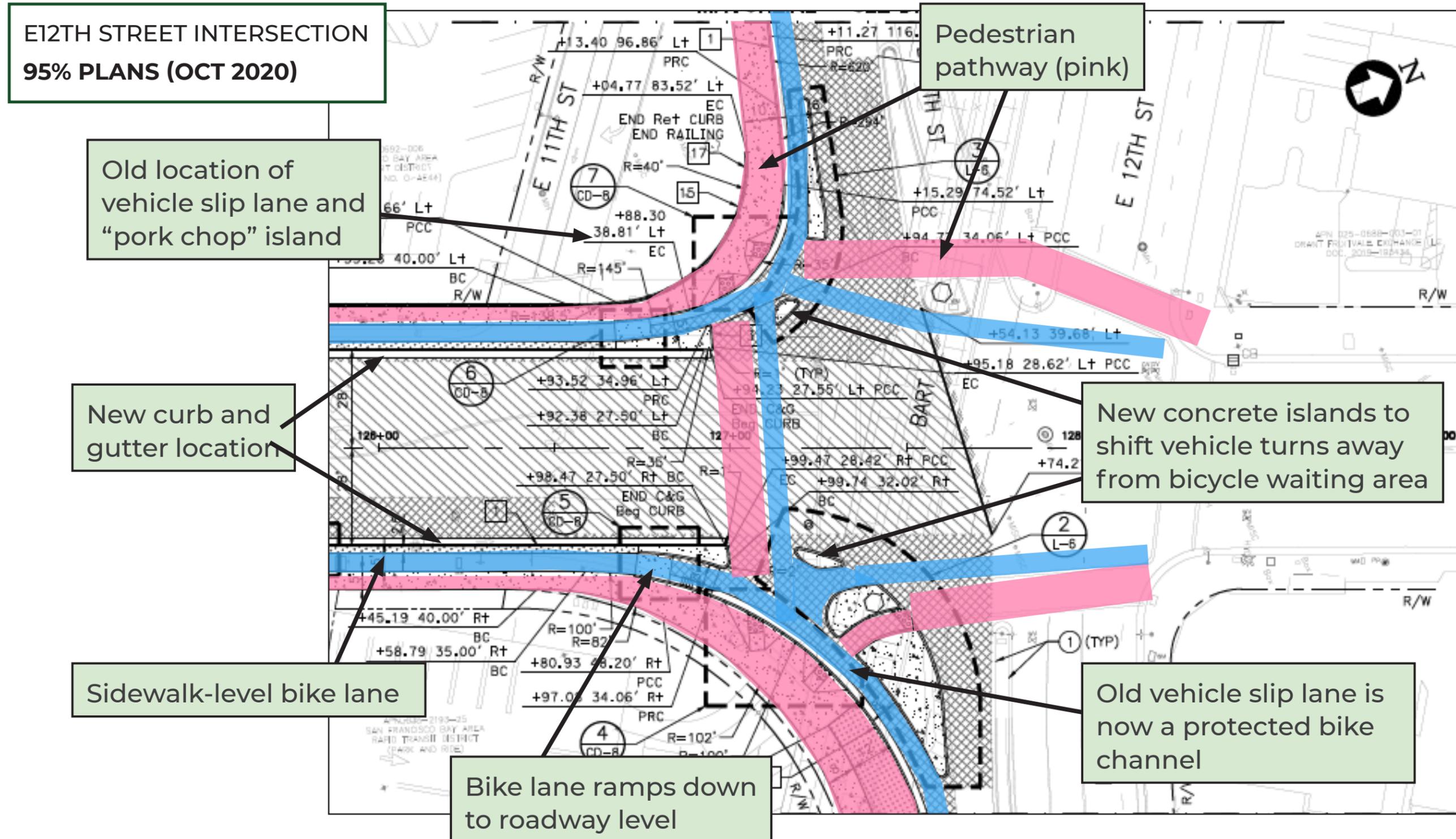
Fruitvale Alive!

Creating a protected bike lane and between Alameda and E12th Street



City of
Oakland

Department of
Transportation



SCHEDULE/NEXT STEPS

- » November 2020 - 100% Design!
- » January 2021 - Advertise project for construction
- » Winter/Spring 2021 - Community notification regarding construction
- » Summer 2021 - Construction begins
- » Winter 2023 - Project close-out





Safe Oakland Streets (SOS) Initiative

An Equity-Centered Analysis to Inform Traffic Safety and Crash Prevention

Bicycle and Pedestrian Advisory Commission | November 19, 2020

Photo: Oakland North

Interdepartmental Work to Date

- **Winter 2020:** OakDOT received requests for traffic safety policy solutions from Councilmembers and community
 - Some Councilmembers requested increased traffic enforcement, but there were concerns of adverse racial impacts on people of color
- **Early Spring 2020:** OakDOT engaged OPD and DRE and determined we would:
 1. Analyze traffic enforcement data to understand current practices and opportunities to make changes; and
 2. Conduct a comprehensive Equity and Efficacy analysis to understand the best ways to enhance traffic safety
- **Fall 2020:** Analysis and findings to date and potential next steps being finalized for an informational memo to Council

Overview of Safe Oakland Streets

1. Goals of the SOS
2. Understanding the Problem
3. Equity and Efficacy Analysis Findings
4. Analysis of Traffic Stops
5. Next Steps

1. Goals of Safe Oakland Streets

1. Eliminate severe and fatal injury inequities that exist today in Oakland
2. Prevent severe and fatal crashes from happening in the first place.
3. Inform safety strategies that prevent injury and injury inequities and do not have adverse equity impacts on communities of color and low-income populations

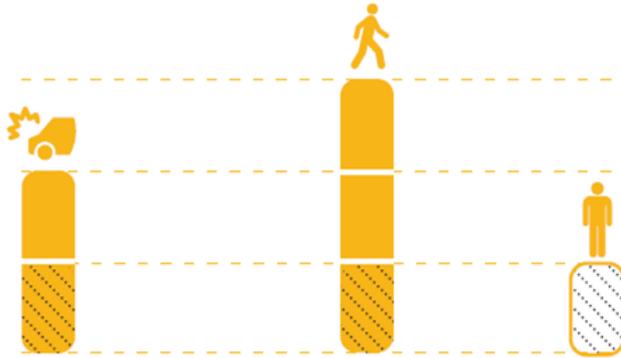
2. Understanding The Problem

Historic policies have resulted in a deeply inequitable society for Black and Brown people in the United States and Oakland.

Traffic crash rates reflect these pervasive inequities. It's our job to change this—to eliminate disparities and reduce this source of health inequity and stress for our Black and Brown communities.



Racial Inequities in Oakland Crashes



30% of streets in majority **Asian census tracts** fall on the City of Oakland Pedestrian High Injury Network - the highest percentage of any ethnicity ³

Source: Oakland Equity Indicators Report, 2018.

Black Oaklanders are **2 times** as likely to be killed or severely injured in a crash (all modes) and **3 times** as likely to be killed or severely injured while **walking** compared to all other Oaklanders

Source: High Injury Network: 2012-2016 Data from SWITRS (Statewide Integrated Traffic Records System), prepared by Fehr & Peers for the City of Oakland, 2018.

**Note: studies have found that communities of color are under-represented in crash data.*

Just 6% of Oakland's Streets Account for Over 60% of Severe and Fatal Traffic Crashes

Combined, these streets are called the High Injury Network (HIN)

KEY

Priority
Neighborhood Designation:

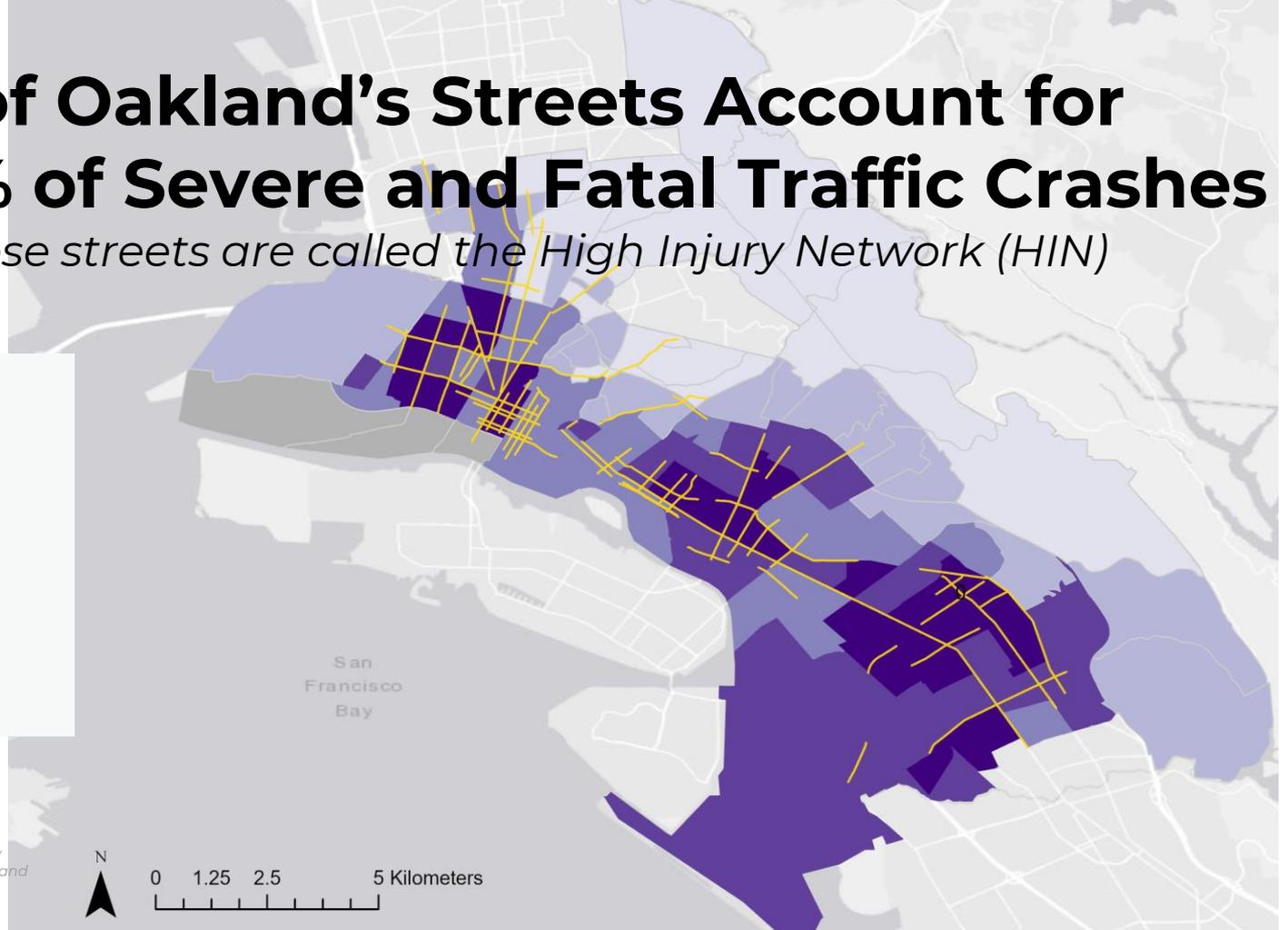
- High
- Medium-High
- Medium
- Low-Medium
- Low
- No Data
- High Injury Network

Sources:
High Injury Network: 2012-2016 Data from SWITRS
(Statewide Integrated Traffic Records
System) prepared by Fehr & Peers.

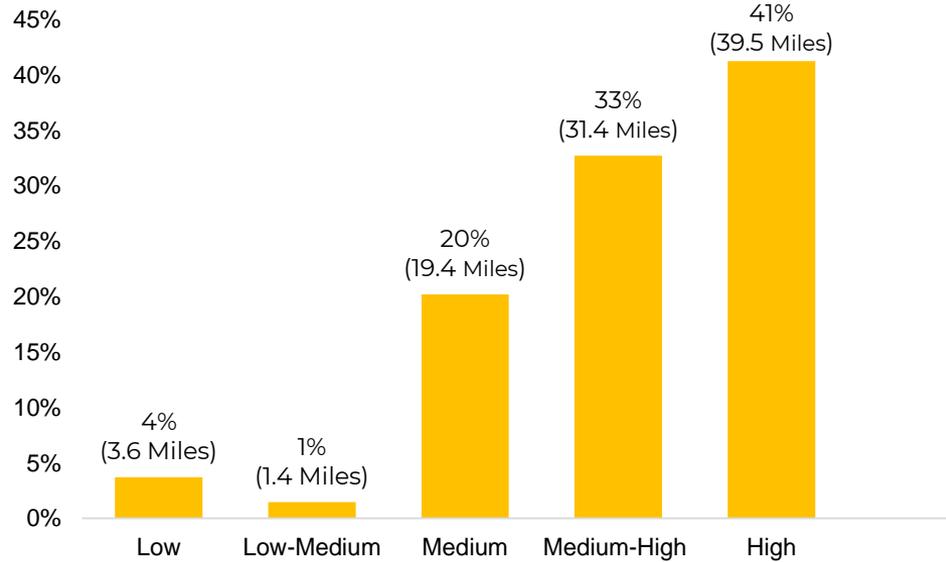
Priority Neighborhoods: 2017 American Community
Survey 5 Year Estimate data, prepared by the Oakland
Department of Transportation, 2020



0 1.25 2.5 5 Kilometers

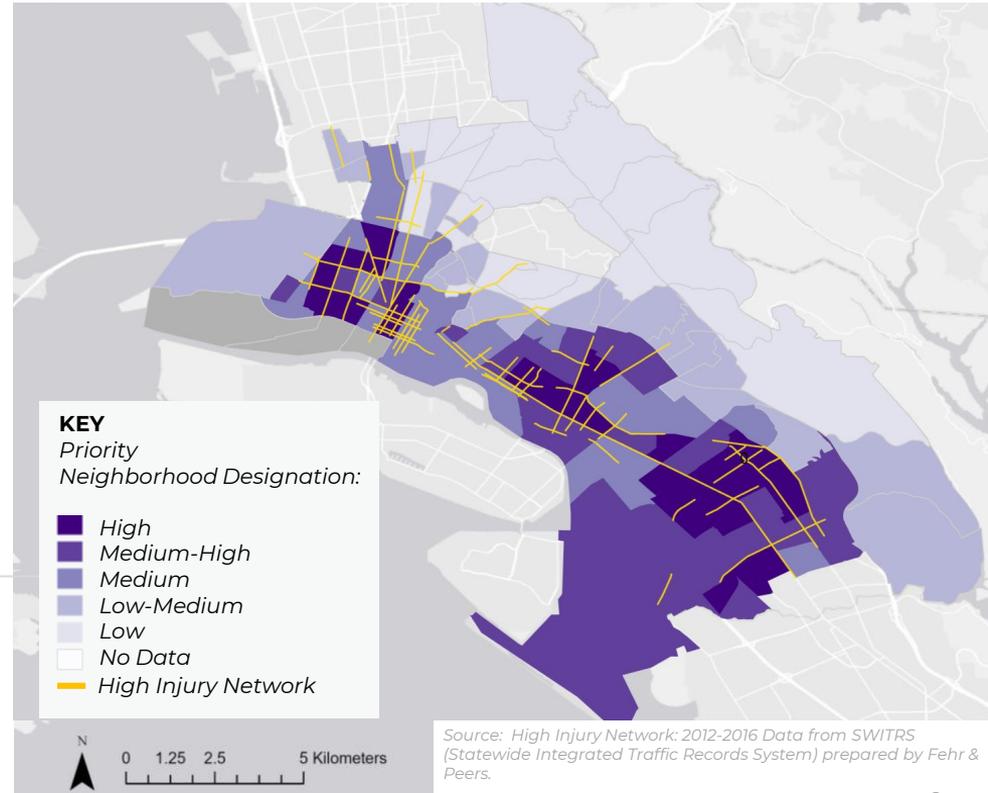


95% of the HIN is in Medium-to-High Priority Neighborhoods



Percent of High Injury Network by Priority Neighborhood

Source: Priority Neighborhoods: 2017 American Community Survey 5 Year Estimate data, prepared by the Oakland Department of Transportation, 2020



Source: High Injury Network: 2012-2016 Data from SWITRS (Statewide Integrated Traffic Records System) prepared by Fehr & Peers.

3. Equity & Efficacy Analysis.

Investigated nearly 70 strategies in 5 categories to identify the most effective and equitable ways to advance traffic safety.

Efficacy Rating Methods

	HIGH (meets one or more of below)	MEDIUM (meets one or more of below)	LOW (meets one or more of below)	UNKNOWN (meets one or more of below)
Research Outcomes	<i>HIGH efficacy based on several evaluations with consistent results</i>	<i>MODERATE efficacy based on several evaluations with consistent result</i>	<i>LOW efficacy based on evaluations</i>	<i>LIMITED evidence; outcomes inconsistent and inconclusive between studies</i>
Crash/Fatality/Injury Risk Reduction OR Speed Reduction	>40% or >10mph	40% - 20% or 5MPH - 10mph	<20% and 5MPH - 10mph	NO DATA and/or <5% or <5MPH
Crash Modification Factor (CMF) Clearing-House Quality Rating	<i>High Quality (***** or ****)</i>	<i>Medium Quality (**** or ***)</i>	<i>Medium Quality (**** or ***)</i>	<i>NO DATA and/or Low Quality (**)</i>

Findings

	Engineering	Enforcement	Policy	Planning & Evaluation	Education & Programs
General Efficacy Score*	High/Medium	Low/Unknown <i>with exception of automated enforcement (high efficacy)</i>	Low to High <i>Speed limit reduction policies are high efficacy</i>	Low/Unknown <i>Independent effects difficult to measure but critical complementary strategy</i>	Low/Unknown <i>Independent effects difficult to measure but can be complementary strategy</i>
General Equity Score* + = advances 0 = it depends - = negative	 <i>Can be positive when implemented with equity as an investment priority & with strong engagement for capital projects</i>	 <i>Analysis has found that there are racial disparities in traffic stops in Oakland and the U.S. Automated enforcement can help reduce biases but mitigations are still needed to address fines/fees..</i>	 <i>Policies can be crafted to enhance equity, but requires an intentional approach</i>	 <i>Strong planning and evaluation are critical to elevating under-represented voices and improving representation in data</i>	 <i>Programs can be crafted to enhance equity, but requires an intentional approach, and some programs can result in "victim blaming" and increased inequities</i>

*Scores are qualitative summaries; in-depth findings are available in the informational memo appendix

4. Analysis of OPD Discretionary Traffic Stop Data

- **Alignment with Crash Causes:** Are traffic stops aligned with most common causes of severe and fatal crashes?
- **Geography:** Where are traffic stops occurring & are the locations aligned with where crashes are happening?
- **Race of Traffic Stops:** Who is being stopped and what are the racial equity impacts?

Focus on Traffic Safety

OPD's 2019 Annual Stop Data Report focuses on stop data for all stop reasons, discretionary (non-dispatch) stops, and the distribution of stops made by described race

The **SOS Traffic Safety Initiative** uses the same data source to focus on traffic violation stop data and overlays it with information on:

- *Where* the traffic stops are occurring relative to where the most severe crashes are occurring
- *What* behaviors are being targeted in traffic stops relative to the most dangerous behaviors in severe and fatal crashes
- *Who*, by race, is receiving citations as a result of traffic stops and outcomes

5. Next Steps

1. Timeline
2. Local Public Safety Efforts
3. State Public Safety Efforts

Timeline

1. **Finalize this analysis** *with OPD, DRE and CAO input by December 2020*
2. **Present an Informational Memo** *to Bicyclist & Pedestrian Advisory Commission (BPAC) & City Council with these findings in Winter 2021*
3. **Provide the Reimagine Public Safety Task Force** *with this analysis to guide their work*
4. **Determine process to advance collaboration with City/Public Stakeholders** *on traffic safety strategies*

Local Public Safety Efforts

Effort	Safe Oakland Streets	Reimagining Public Safety Task Force
Goals	<p>Eliminate severe and fatal injury inequities that exist today in Oakland.</p> <p>Prevent severe and fatal crashes from happening in the first place.</p> <p>Advance strategies that get us there</p>	<p>To rapidly reimagine and reconstruct the public safety system in Oakland...</p> <p>to increase community safety through alternative responses to calls for assistance, and investments in programs that address the root causes of violence and crime...</p>
Targeted Outcomes	<p>Severe injury and death in transportation-related crashes;</p> <p>Adverse health impacts of safety strategies</p>	<p>Community Safety, Violence and Crime; Adverse health impacts of safety strategies</p>
OakDOT Role	Lead	Support/Staff Meetings

Let's Bike Oakland Overlap

D Eliminate discrimination or racially-biased policing of bicyclists

- 1 Continue annual release of police stop data and break out police stops by mode: motor vehicle, bicycle, and pedestrian. Include stop data in all annual bicycling reports, reporting disparities in stops by race and sex.
- 2 Analyze police stop data with added reasons that stops were made. Adopt changes to operational policies that help reduce disparities in who is stopped by Oakland Police while biking.
- 3 Convene conversations about bicycle stops with the Oakland Police Department, Department of Race and Equity, Bicycle and Pedestrian Advisory Commission (BPAC) policing subcommittee, and community partners, based on annual police stop data. Explore racial biased metrics for officers to be used in performance reviews and non-punitive approaches to safety enforcement.
- 4 Configure Oak311 to allow residents to report non-emergency bicycle collisions and near misses for instances that do not need immediate Police attention.

State Transportation Safety Policy

Automated Speed Enforcement

Speed Management



CalSTA Report of Findings

AB 2363

Zero Traffic Fatalities Task Force

Link to report: <https://calsta.ca.gov/-/media/calsta-media/documents/calsta-report-of-findings-ab-2363-zero-traffic-fatalities-task-force-a11y.pdf>

Thank you.

*Audrey Harris, Transportation Planner
City of Oakland | Department of Transportation*

*Email: **aharris2@oaklandca.gov***

Oakland Bicyclist and Pedestrian Advisory Commission
2019 Chair's Annual Report to the Public Works Committee of the Oakland City Council

November 19, 2020

Chair and members of the Public Works Committee:

The Bicyclist and Pedestrian Advisory Commission welcomes this opportunity to present the work of our Commission in 2019, documenting our successes for the year and identifying challenges and recommendations. Our commission is entirely comprised of Oakland residents who voluntarily participate and as such do not provide detailed policy analysis or alternatives for our recommendations.

Nor do we expect that they be adopted “as-is,” but instead hope that they will stimulate discussion among Council Members, their constituents, and City staff for action to help make Oakland safer for all modes of transport.

The following report was approved at a regular meeting of the BPAC on November 19, 2020. Completion and review of the 2019 Annual Report by the Commission was delayed in part due to the COVID-19 pandemic and the Shelter In Place Health Order issued by the Alameda County Public Health Officer on March 16, 2020. More information about the BPAC is available at <https://www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission>.

Thank you for your view of this report. We look forward to our continued working relationship on behalf of all of Oakland.

Respectfully,

Commissioner Kenya Wheeler (District 3) 2019 Chair
Commissioner George Naylor (District 4) 2019 Vice Chair
Commissioner Reginald K Burnette, Jr. (RB) (District 6)
Commissioner Andy Campbell (District 1)
Commissioner Jessie Jones (District 1)
Commissioner Phoenix Mangram (District 5)
Commissioner Zachary Norris (District 6, resigned December 31, 2019)
Commissioner Mariana Parreiras (District 1)
Commissioner Midori Tabata (District 6)

Executive Summary

The Oakland BPAC completed our fifth full year of existence since its establishment in 2014 and fulfilled our duties under City of Oakland Ordinance 13215 adopted by the City Council on February 4, 2014.

The Commission supported the completion and adoption by the Planning Commission and City Council of Let's Bike Oakland, the 2019 update of the citywide Bicycle Master Plan that provide a transformative vision for providing access to safe bicycle facilities for all Oaklanders; the Commission held its first ever official meeting outside of City Hall at the Fruitvale Branch Library and second special meeting to work on the Commission's strategic plan; We established a new committee to provide BPAC input to the Planning Commission, focusing on major projects like the Downtown Oakland Specific Plan. Finally, in continuing a BPAC tradition we welcomed Mayor Libby Schaaf to present and take questions at our August meeting and hosted Warren Logan, the Mayor's new Director of Intergovernmental Affairs.

In addition to regular monthly meetings, the Commission has a roster of five committees that meet monthly where Commissioners and members of the public undertake directed work to address policy issues, project design details and help the public navigate the City bureaucracy to address issues brought up during Commission meetings. This includes the Infrastructure Committee; the Legislative Committee; Open Forum Committee; Police Relations and Safety Committee; and the Planning Commission Review Committee.

Challenges and Recommendations

Throughout 2019, the Commission saw a number of trends that impacted the ability of OakDOT and the City to respond to pressing needs to improve the safety of the transportation system and delivery needed infrastructure. The following section highlights these challenges and provides recommendations to address these items.

Staffing vacancies leading to stalled projects

Last year we noted that the Oakland Department of Transportation (OakDOT) had addressed issues concerning organizational ambiguity identified in our 2017 & 2018 BPAC reports to City Council. We have seen an improvement in responsiveness from OakDOT staff, and an increase in hiring staff to support Bicycling and Pedestrian planning and project implementation. However, issues concerning retention of staff and filling vacant positions continue to occur. Many positions in OakDOT continue to be vacant or filled on a temporary or acting basis, including some key positions such as the Safe Streets manager and the Advisor for Community Engagement / Communications. The vacancy rate has decreased, but it is still over 20 percent for most categories. We have seen some progress on projects that are under review that were previously stalled due to lack of staff. As an example, with the hiring of Noel Pond-Danchick work on the Pedestrian Plan that was completed in 2017 has now started to move forward. However, work under the Major Corridors – Signal team such as improvements to traffic signal timing and the implementation of automatic pedestrian walk signals continues to be stalled due to lack of staffing, including the hiring of a permanent team manager after the previous manager was promoted. Last year's report noted our frustration at not seeing Vision Zero advance and while there was some conversation with staff on how to include an Oakland-centric approach to Vision Zero, work on a system safety effort is still stalled due to the lack of program manager for this effort.

As noted in the 2018 report, we understand that staffing, we believed staffing shortages were a result of a new organization being created and implemented. We recommended greater efficiency in the hiring pipeline. However, in 2018, it seems the staffing issue is not just related to OakDOT and its creation, but a City-wide problem. It takes a minimum of ten months to hire a person, and once hired, have no guarantee that the person will remain with Oakland. We are continually losing people to neighboring jurisdictions, and agencies like SFMTA, BART, City of Berkeley. Pay equity may be an issue with anecdotal stories of a person receiving an automatic ten percent pay increase by moving to a lateral position to Berkeley.

Rapid Response to Traffic Fatalities

In 2017, we saw and welcomed the creation of a “Rapid Response Team” within OakDOT to address fatal and severe crashes. This approach was used to quickly fix the Harrison Street pedestrian hazard where a pedestrian fatality occurred. Fatalities and injuries have not abated in 2019 and we are aware of at least eight pedestrian/cyclist fatalities in 2019. We have seen some “Rapid Response Team” efforts, including after the pedestrian fatality that occurred on Foothill Boulevard and 26th Avenue. The BPAC again encourages the establishment of a “Rapid Response Team” to address fatalities and severe crashes become the way OakDOT does its business. Although this action will be reactive to an incident, at least addresses critical infrastructure improvement needs and perhaps help prevent future incidents.

We recommend:

- Continue to engage with the City Administrator’s Office to reduce bottlenecks in hiring staff (unchanged from 2017 and 2018).
- Develop a strategy and culture of project continuity and succession to reduce delays that happen when project managers and staff leave (unchanged from 2017 and 2018).
- Prioritize projects based on department goals and objectives as well as mandates and assign staff to projects accordingly. If staff on a priority project leaves, ensure the project does not become dormant.
- Implementation of a policy (drafted by the interim Safe Streets Manager) and process to assess and address fatal and severe injuries due to infrastructure inadequacies in all parts of Oakland. Formalize a “Rapid Response Team,” including funding staff and materials for near-term improvements. (updated from 2018)
- Ensure that BPAC Commission and Infrastructure Committee input is incorporated into project design efforts and report-backs given to the BPAC. The experience along Adeline Street where design changes provided in the BPAC review process were not addressed, but had to be incorporated after project implementation suggests that Staff needs to incorporate our input earlier in the design process.
- Traffic signal policy continues to be an issue, especially signal timing and walk signal operations causing many pedestrians to take matters into their hands and making for unsafe conditions. Major Corridors-Signals section has been unstaffed this year.

- Street paving should be done completely and adequately, not leaving obstacles like abandoned rail tracks with no remediation.

Meetings and Attendance

The BPAC met once a month in 2019, with an additional special meeting held on January 31 to provide Commissioners with Ethics Training and develop a Commission Strategic Plan for 2019. In addition to city staff, commissioners, and consultants, meetings were attended by an average of ten members of the public (ranging from 7 to 30). We thank the City staff for their contributions in supporting the Commission in 2019, in particular Noel Pond-Danchick who has taken over for Jason Patton as Commission Secretary.

Selected Key Accomplishments

As an advisory commission, the BPAC acknowledges that City Staff are responsible for and deserve credit for the progress Oakland made on bicyclist and pedestrian issues in 2019. Nonetheless, we share in the pride of these accomplishments:

- BPAC review and endorsement of state Transportation Development Act (TDA) Article 3, Active Transportation Program (ATP) and federal Highway Safety Improvement Program (HSIP) grants
- Completed work supporting the Citywide Bicycle Plan update (Let's Bike Oakland)
- Hosted presentation from Megan Weir, Director of the San Francisco Department of Public Health Program on Health, Equity and Sustainability
- Provided input to Lake Merritt to Bay Trail connector
- Provided input to Telegraph Ave repaving and bicycle lane project in Temescal district
- Provided input to Oakland-Alameda Access Project (including connection to Chinatown)
- Provided input on the E-scooter permit program and existing and proposed shared mobility programs
- Provided input on the Citywide Paving Plan
- Provided input on the Mobility4All Partnership in East Oakland with Lyft, Transform, Scaper Bike Team and OakDOT
- Continuing work and monthly meetings of the Legislation Committee
- Continuing work and monthly meetings of the Bicyclist/Pedestrian Police Relations Committee
- Creating a new Planning Commission Review Committee
- Established formal liaison with: Commission on Persons with Disabilities, Affordable Housing and Infrastructure Bond Public Oversight Committee, and Police Department and Police Commission for enforcement issues
- Saw further expansion of bike share as well as program becoming more institutionalized
- Held Biannual briefing from the Bureau of Planning on Strategic Planning Projects

- Saw further improvements on public-facing information provided by the OakDOT Active Project Map

Future Outlook

Reviewing the 2018 report, the following items are continued from that report as they have not been resolved. Unfortunately, the delay in action is due to key staff vacancies.

- Filling the many vacancies in OakDOT as expediently as possible
- Implementation of the Bicycle Master Plan
- Implementation of the Pedestrian Master Plan
- Creating a community-focused approach to implement a Vision Zero program
- Strengthening the working relationship with Police Department and Police Commission to ensure fair and equitable enforcement of laws and treatment of cyclists and pedestrians by OPD

The BPAC continues to work toward safe, accessible transportation for all in Oakland, with particular emphasis on those whose mobility comes from walking, cycling, e-Scooter, taking transit or using a mobility device. We look forward to our work as a Commission in 2020 to continue our efforts to focus on improving safety with an emphasis on the most vulnerable users.

DRAFT

Oakland BPAC Committee Reports

BPAC Infrastructure Committee 2019 Summary

The Oakland Bicyclist and Pedestrian Advisory Commission (BPAC) infrastructure committee is comprised of bike/pedestrian commissioners and other volunteer members of the public. This group examines Oakland street and sidewalk plans and provides detailed feedback to staff. These meetings are held every other month, or as needed, with reports back to the full BPAC.

Agenda materials, presentations and schematics are distributed in advance of meetings when possible, to assist committee members with formulating questions and ideas. Committee reports are available online at the following link (as of March 2020):

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

Projects are prioritized and selected for review by the committee using a number of factors. These include but are not limited to:

- Urgency: How soon a project is likely to be implemented
- Geography: Where projects are located
- Level of design: How easily committee input can be incorporated into a project during the current design phase
- Public interest: As expressed at BPAC meetings or via requests from the public to commissioners, staff, or elected officials
- Safety: Whether there is a history of injuries or fatalities at a location or corridor
- Opportunity: Whether project upgrades or changes can increase bicyclist and pedestrian access and safety
- Outreach: Whether a project already has an existing or planned robust public input process, or whether it would be better heard by the full BPAC, possibly as an action item. Presentations to this committee should not be considered an alternative to other public outreach, and the committee may choose not to review items for which there is already a robust public input process

In 2019, the Infrastructure Committee consisted of 4 commissioners and two members of the public. It is open to the public and does have public attendance.

Membership:

Commissioners

RB Burnett
Phoenix Mangrum
Marianna Parreiras
Midori Tabata co-chair

Public

Brendan Pittman
Robert Prinz co-chair

We held five meetings covering a total of 16 items, Fruitvale Avenue pedestrian signs was reviewed three times. Update on HSIP approved projects was also reviewed twice. Two items, San Pablo Avenue corridor plans and the Howard Terminal bike and pedestrian access was presented to the full BPAC, but received in-depth review at the committee meeting.

Items reviewed:

- Fruitvale Avenue pedestrian refuge conflict—carryover from 2018, repeated two more times
- 20th Street protected bikeway design
- 35th Avenue street safety
- Repairs on concrete
- Update on HSIP approved projects
- Planning Department and conditions of approval
- Market/Adeline HSIP response
- Design standard for curbside buffered bike lanes
- Review of members' field visit with staff to Market/Adeline
- 20th Street Complete Street and BART entrance
- Broadway bus lanes and pedestrian infrastructure improvements
- West Street (W Grand Avenue to 52nd Street) pedestrian and bicyclist improvements
- Traffic circles on Shafter Avenue
- Howard Terminal: review of bike and pedestrian access

The intent of this committee was to provide space for in-depth reviews of projects that couldn't ordinarily be accomplished during a BPAC meeting, and especially projects that help inform broader design policies and standards which will ultimately streamline the workflow for staff. Items are sometimes reviewed both in the committee and at the full BPAC, but with attention to different details. For instance, the full BPAC reviews and provides input on proposed HSIP projects annually, and the Infrastructure committee monitors their implementation. We also work with staff to resolve issues that develop in the implementation of a project.

The narrower focus affords the committee and opportunity to continue to monitor the progress of projects over time. As an example, the pedestrian crosswalk signage on Fruitvale Avenue has been a work in progress now spanning three years. Staff has been diligent in working with the committee and we continue to confer every few months on new ideas, implementation, and results.

The infrastructure committee has been successful in working with staff to enable unforeseen opportunities for proposed projects, or reveal additional design potential. For instance, the 90th Avenue Scaper Bikeway project was first proposed to staff via a discussion at an infrastructure committee meeting, and the replacement of unmetered and non-accessible curbside parking on Webster Street under 580 with a buffered bike lane was first proposed to staff by the committee.

Recommendations going forward:

- In several instances, the infrastructure committee was not provided with details on an agenda item until the start of the meeting, and the staff presentation then took up the

entirety of the time available with little opportunity for questions or discussion. Going forward, staff should provide presentation materials and files to the committee several days in advance of the meeting, to enable adequate review and a productive discussion, making the best use of the available time for all. During meetings, staff presentations should be kept to a minimum to provide more Q&A time.

- We found that neither the BPAC nor the infrastructure committee was informed of a number of projects planned for 2019, so there was no opportunity to request to review these projects at a stage when input could be incorporated efficiently. Going forward, staff should provide regular updates to the full BPAC with lists of upcoming bikeway, paving, and other relevant projects, including information on each project's current stage of design, so the group can direct the infrastructure committee about which projects should receive review priority.
- In several instances, input provided to staff by the infrastructure committee about a project was not incorporated into the final design, which then resulted in problems with the project as built which then take additional staff time and resources to resolve. While it is understood that not all recommendations from the committee might be feasible, they should each be noted and considered by staff, and a justification should be provided in response as to why the input could not be incorporated. In one instance, we were told, "Thank you for your input, but we are building it as we proposed." The committee surmises this will cause safety issues when built.

Legislation Committee Report

The Legislation Committee was formed in June as a venue to study and recommend policy for the BPAC and has been meeting monthly. The committee continues to work on advocating for state legislative changes to support automated speed enforcement; is currently reviewing establishing 15 mph speed limits in school zones and a draft City Council resolution to prioritize safety for transportation improvements and to improve the efficiency of OakDOT project approvals.

Bicyclists / Pedestrian / Police Relations Committee Report

This newest committee of the BPAC was formed in September 2018 and has met throughout monthly during 2019. The committee work program this year included analyzing current police stop data and identifying ways to reduce inequities in the number of stops of African American and Latino bicyclists and pedestrians as compared to the general population. The committee also identified affiliated organizations within Oakland working on these issues and worked to develop partnerships in an effort to achieve the committee goals.

Open Forum Committee Report

The Open Forum Committee, chaired by Commissioners Midori Tabata and Jesse Jones continues to track and monitor issues raised by the public during Open Forum. See”
https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/edit#gid=0

<Report in attachment>

DRAFT

2019 BPAC Open Forum Committee Issue Tracking

Issue Addressed/Answered at BPAC								
Date to	Commenter	Issue Raised	Staff/Commissioner	Response	Topic Area	Prior BPAC	Items for Follow Up	Resolved or No Follow up
1/31/2019	Kesete Yohannes, Telegraph Ave Temescal restaurant owner,	Expressed his concerns over the plans to install the Telegraph Ave Complete Streets design with protected bike lanes. Yohannes came representing the merchant association and expressed concerns that the design would hurt business because drivers would find it confusing and avoid the street.	Commission responded the item was discussed at length at our November meeting and the Commission was split. There will be further community meetings on the proposal.	Comments noted, action not necessary at this time.	Protected bikeways	x		x
2/21/2019	Daniel Swafford of the Montclair Village Association	Announced that the Montclair Village Antioch Court Improvement Project is shovel ready. They are seeking support for construction dollars. See the attached handout for more details.	Commissioner Wheeler suggested considering the project for discussion at a further meeting, potentially during the Capital Improvements Project (CIP) and City budget discussion which will come within the next few months.				x Potentially during the Capital Improvements Project (CIP) and City budget discussion (tentatively April)	
2/21/2019	Scott Blanks	Reported frustration with issues he reported on SeeClickFix not being resolved or resulting only in patch fixes. One issue is about the wooden bridges like the one on the south-east corner of the Racine St and North St intersection that often gets knocked out by weather or people parking their cars on it. While there needs to be a more permanent fix than these wooden bridges, the issue is marked "resolved" when the bridge wood has been replaced without fixing the underlying issue.	Commissioner Wheeler urged people to continue reporting problems of all sizes to SeeClickFix because even if the City cannot immediately fix larger projects, it still calls the issue to the attention of the City and gives them a sense of how important the issue is to people. Commissioner Parreiras called it a priority that all the wooden bridges be replaced with safer, longer term fixes.	This is a drainage issue that needs long term fix. DOT staff recommended submitting a curb ramp request from the City's curb ramp online request page. Scott could not submit request because it required a digital signature. Mayor's staff followed up with resident directly to complete request.	Drainage and ADA		x	x
2/21/2019	Efrom Stone from the Beth Jacob Congregation Synagogue	Asked that the rectangular rapid flashing beacon (RRFB) at the intersection of Park Blvd and E 38th St, right next to the synagogue, be set to recall on the Sabbath and holidays because many Jewish people cannot use electricity on those days and thus cannot actuate the RRFB.		The RRFB at this intersection is slated to be changed to a full signal with the ATF Safe Routes to Schools grant. It can be programmed at that time for recall. Improvements to make this full signal including reconfiguration of intersection in process. Construction to begin late 2020-early 2021.			x-BPAC will need to stay on top.	
2/21/2019	Robert Prinz	Congratulated the City for fixing thirty-two out of thirty-five potholes he reported on SeeClickFix within a week and a half. On the other hand, he has issues getting gaps in the concrete fixed. He suggested short term concrete fixes as an item for the Infrastructure Committee of BPAC or the full BPAC						Item covered at Infrastructure Committee meeting in April. Fixes for concrete pavement is very limited.

2019 BPAC Open Forum Committee Issue Tracking

Issue Addressed/Answered at BPAC								
Date to	Commenter	Issue Raised	Staff/Commissioner	Response	Topic Area	Prior BPAC	Items for Follow Up	Resolved or No Follow up
3/21/2019	Ulises Soletto	<p>Recommended a bikeway connection between Brookfield Village and the Coliseum BART Station.</p> <p>He also asked about plans for bikeshare expansion into East Oakland.</p>		<p>Commissioner Burnette Jr. noted that a community based bike share loaner bike program is in the works in East Oakland.</p> <p>Commissioner Burnette Jr. also noted that Motivate (the operator of the Oakland bike share which is currently sponsored by Ford and now owned by Lyft) is planning on distributing some electric bikes to East Oakland in addition to the coming bike lending library.</p> <p>Commissioner Mangrum also recommended attending the next community meeting for the Bike Plan or providing input online (updates at https://public.govdelivery.com/accounts/CAOAKL/subscriber/new?topic_id=CAOAKL_168)</p> <p>No action from BPAC now (except Commissioner Burnette Jr.). Waiting for response from Motivate and City of Oakland.</p>	bike share			x
3/21/2019	Grey Gardner, Transport Oakland	<p>Noted that that the City of Oakland is going to revitalize the currently defunct Kaiser Convention Center between Lake Merritt and Laney College. He urged people to support a bike/pedestrian thoroughway and requested that BPAC make a request to the Planning Commission to require the developer to include connection.</p> <p>He also recommended a Streetsblog article on the project [https://sf.streetsblog.org/2019/03/20/why-does-oaklands-kaiser-convention-center-plan-have-so-much-parking/].</p>		<p>BPAC's Planning Committee reviewed the project in April meeting and discussed with Planning staff. The project was approved by the Planning Commission before BPAC made comments, but the project is being monitored by th Planning Committee. Grey joined the Planning Committee and selected to join BPAC starting in 2020.</p>				x

2019 BPAC Open Forum Committee Issue Tracking

Issue Addressed/Answered at BPAC								
Date to	Commenter	Issue Raised	Staff/Commissioner	Response	Topic Area	Prior BPAC	Items for Follow Up	Resolved or No Follow up
3/21/2019	John Minot, Oakland Young Democrats	Noted that Caltrans is planning a reconfiguration of the MacArthur Maze and is taking public comments. He encouraged people and BPAC Commissioners to go to their website [http://www.dot.ca.gov/d4/macarthurmazeproject/macarthurmaze-comments.html] and make comments advocating for more bicyclist and pedestrian amenities. Comments are due April 24.		Action was not discussed at March meeting but potentially could be project for review at future meetings. Due to timing of when comments are due, the link was sent to commissioners to comment independently before the April 24, 2019.	Interagency coordination		x	x
3/21/2019	Stephen Cunningham, Land Steward to the Parkway Cascade	Asked if enhancements including railings would be added to the stairway on E 20th St ascending to 5th Ave which is being improved as part of the Stairs and Paths program.	Bruce Williams, DOT Funding Program Manager, recommended this project for TDA funding.	This project was addressed during a later agenda item where Bruce Williams from DOT presented the TDA Article 3 Projects: Recommended List. The stairway was included in the list of priority projects and BPAC voted to support the projects identified in the presentation.	TDA funding			x
4/18/2019	Ashley Renick	Reported that the recent project to install traffic circles along Shafter also removed the four-way stops. Now drivers traveling along Shafter Ave are not yielding to pedestrians. Renick recommended reinstalling four-way stops or installing yield signs to draw attention to the pedestrians and clarify right of way.		Commissioner Wheeler recommended that the issue be directed to the Great Streets department of DOT. Commissioner Tabata asked Ashley to submit a "See, Click, Fix" request (or call 311) to start the process of review by DOT.			Should this be referred to Infrastructure?	
4/18/2019	Matthew Ruggiero	Noted that on E 12 th St between 19th Ave and 20th Ave the sidewalk and bikeway are fenced off due to construction happening there after a fire, posing a threat to pedestrians and bicyclists. Ruggiero recommended one of the vehicle lanes be closed to make space for bicyclists and pedestrians.		Commissioner Tabata asked Matthew to submit a "See, Click, Fix" request (or call 311) to start the process of review by DOT. Robert Prinz noted that a "See, Click, Fix" has been submitted for this site. Commissioner Wheeler noted that the City has standards for when construction can intrude on the sidewalk and that the owner may need to be contacted if they are not complying.	Construction traffic guidelines		Referred to Kevin Kashi of Right of Way. Following up with Joe Wang of Traffic Safety.	

2019 BPAC Open Forum Committee Issue Tracking

Issue Addressed/Answered at BPAC								
Date to	Commenter	Issue Raised	Staff/Commissioner	Response	Topic Area	Prior BPAC	Items for Follow Up	Resolved or No Follow up
4/18/2019	Charlotte Duruisseau	Asked what actions the City is taking to address illegal dumping, noting that it is a hazard for pedestrians.	Jason Patton notes that this is a constant problem for the City and that it is managed by Department of Public Works.	Commissioner Wheeler recommended submitting a "See, Click, Fix," request for Charlotte's issue and also noted that the City has started to offer bulk drop off to try to reduce illegal dumping.	illegal dumping			City has been cleaning up.
4/18/2019	Rosa Villalobos	Asked about follow up on the pedestrian warning signs on Fruitvale Ave between Foothill Blvd and Harold St which inadvertently are causing a pinch point that causes cars to veer into the bike lane causing a hazard for bicyclists.		The OakDOT staff who worked on the project have come twice to the Infrastructure Committee (November 1, 2018 and February 7, 2019). Find notes at: https://docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA/edit?usp=sharing OakDOT is returning to the committee by the end of this month with a design to fix the problem on one block.		previous open forum issue	Issue heard in Infrastructure Committee 3 times. Tweaks made and continue to be made. Joe Wang's team still working on it.	
7/18/2019	Commissioner Parreiras on behalf of resident	Signal heads at intersection of High St. are missing.	Recommended the resident report this via 311.	After further study, asked Commissioner Parreiras to follow up with resident on details. The project is still under construction.			Nothing further from Commissioner Parreiras or resident. Project is scheduled to be completed October 2019. Sent email to PM for status.	Project almost completed. Should be done by end of year.

2019 BPAC Open Forum Committee Issue Tracking

Issue Addressed/Answered at BPAC								
Date to	Commenter	Issue Raised	Staff/Commissioner	Response	Topic Area	Prior BPAC	Items for Follow Up	Resolved or No Follow up
8/15/2019	Justin Baldwin	Wanted follow up on pedestrian stair next to Claremont Hotel from Tunnel Rd to Alvarado Rd. Was funded but never built.	Offer to study subject and contact him.	The planned improvements to the Short Cut Stair Path at Alvarado Rd were to be funded from a grant of Transportation Development Act (TDA) Article 3 funds administered by the Metropolitan Transportation Commission (MTC). TDA Article 3 funds are granted on a reimbursement basis and eligible costs must be incurred within three years of award. The grant for the Short Cut Stair Path was awarded in Fiscal Year 2016-17 and expired on June 30, 2019. Because the project was not completed, the City did not incur reimbursable costs and received no funds from MTC. Following the expiration of the grant, MTC may program the funds at its discretion in future cycles of this funding source.	TDA Funds		No further action planned by City at this time.	
8/15/2019	Lucy Gigli of Bike Walk Alameda	Better active transportation options between West Alameda and Oakland, alternatives to Posey Tube. Water taxi in short term and bridge in long term are being studied.			Inter agency coordination			No updates at this time.
10/17/2019	John Minot	AC Transit Bus Rapid Transit (BRT) construction has been creating dangerous conditions for pedestrians in East Oakland.		OakDOT should employ more inspectors to address these kinds of complaints for all developments.	Construction traffic guidelines		AC Transit should present on BRT at BPAC soon - planned for November agenda	
10/17/2019	Commissioner Tabata on behalf of resident	Commissioner Tabata on behalf of Mrs. Ford: some residents on 90th Ave are upset about the bikeway because of the loss of a travel lane. People are also upset because police are using the bikeway to park.		The project manager has committed to adding signage to make it clear it is a bikeway.				Texted Mrs. Ford, copied RB that the city is working on signs and a monthly cleanup.
10/17/2019	Dianne Yee	Cars have been parking in bike lane on southbound Mandela Pkwy near Granite Expo. It may be related to nearby homeless encampment. She submitted the issue on SeeClickFix and contacted a council aide who put her in contact with encampment manager. The cars have since moved, but she has not gotten any responses from City.			Parking enforcement			Solution in place for now, suggested to Dianne that she follow up with PW call center for disposition of her issue with case number.

November 2020 BPAC Agenda Item #9 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>

Active BPAC Committees/Task Forces/Liaisons

Committee Name / Liaison Role	Date Created	Purpose	Commissioners	Community Members	Status
Infrastructure Committee	2/16/17	Review and comment on the design of projects	Burnette Jr, Mangrum, Parreiras (alternate: Schader), Yee	Robert Prinz, Midori Tabata, Brendan Pittman	ongoing
Legislative Committee	6/21/18	Research and develop policy recommendations for consideration by the BPAC	Gardner , Mangrum, Naylor, Parreiras	Kenya Wheeler	ongoing
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	5/17/18	Monitor Committee activities and report back to the BPAC	Naylor		ongoing
Liaison to Mayor's Commission on Persons with Disabilities	5/17/18	Monitor MCPD activities and report back to the BPAC	Parreiras; Schader (substitute)		ongoing
Open Forum Committee	3/17/16	Review and analyze comments received during Open Forum	Jones , Schader	Midori Tabata	ongoing
Bicyclist Pedestrian Police Relations Committee	9/20/18	Rectify inequitable policing and racial profiling through analysis, dialog, and recommendations	Burnette Jr, Gardner , Schader, Mangrum	Tom Holub, Zachary Norris, Kenya Wheeler	ongoing
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	Campbell , Schader	Bradley Cleveland, John Minot, Kenya Wheeler	ongoing
2020 Strategic Plan Taskforce	1/30/2020	Draft and track the BPAC's 2020 Strategic Plan	Campbell, Gardner, Mangrum, Jones		ongoing
2021 Recruitment Committee	7/16/2020	Outreach and recruitment for new BPAC commissioners beginning January 2021	Naylor	John Minot, Midori Tabata, Kenya Wheeler	ad hoc

*Committee Chairs in **bold**

November 2020 BPAC Agenda Item #10 Attachment

For more details on upcoming meeting planning see the BPAC Scheduler at https://docs.google.com/spreadsheets/d/1PmvGuKNg3lBspg7WwnqB7_MaQumB6BCpA_7Sbvuf8Q8/edit?usp=sharing

Three-month agenda look-ahead

December

- 2020 BPAC Chair's Report to Public Works Committee
- Oakland Slow Streets Program Update
- Annual Paving Update (tentative)

January

- BPAC officer elections
- TDA projects: possibilities (tentative)
- Annual Major Development Projects Update (tentative)

February

- BPAC 2021 Strategic Planning (tentative)
- Annual Strategic Planning Projects Update (tentative)

Announcements

- The Legislative Committee met on November 9th and heard a presentation by OakDOT shared mobility manager, Kerby Olsen, regarding proposed updates to the electric bikeshare program. Staff is recommending that the Council adopt an ordinance to amend the Oakland Municipal Code to rename the dockless scooter share program to the "Dockless Vehicle Share Program" and include dockless electric bicycles and tricycles as eligible vehicles for permits under the renamed program. The memo is available on the Council's Legistar site at the following link: <https://oakland.legistar.com/LegislationDetail.aspx?ID=4674371&GUID=AF553A8A-4E65-4DF8-905A-4162A90E8084&Options=&Search=> Also discussed was a "clean mobility voucher program" grant application submitted by OakDOT for funding to create an e-bike lending program to promote equitable access to e-bikes. Additionally, committee members discussed next steps in promoting street safety legislation and seeking potential updates in December regarding legislative changes previously supported by BPAC, including legislation to authorize the city to reduce speed limits near schools.

City of Oakland Bicyclist and Pedestrian Advisory Commission Strategic Plan Goals for 2020

February 2020

For the BPAC Strategic Plan 2020, the work of the BPAC was divided into three general goals, each with a corresponding set of tasks and Commissioner Assignments, as follows:

Goal 1: Provide legislative and policy recommendations to City Council.

Task	Task Description	Committee Assigned	Commissioner Assigned	Progress	Issues/Barriers/Notes
Specific Tasks					
1.1	Review the 2021 Council Legislative agenda and determine items relevant to BPAC Review OakDOT specific legislative agenda that OakDOT Intergovernmental Affairs and Policy Director (Nicole Ferrara) is working on	Legislative			
1.2	Prepare and present an "Introduction to BPAC" including a review of Strategic Goals to Public Works Committee		Chair/Vice-Chair		
1.3	Finalize safety prioritization legislation for Council	Legislative			
1.4	Draft proposed legislation on school zone speed limit authority	Legislative			
1.5	Review and make recommendations regarding city schedule for parking and moving violations	Legislative			
1.6	Analyze stop and detention data involving cyclists and discuss with stakeholders such as OPD, Dept of Race and Equity and relevant community organizations.	Police Relations			
1.7	Advocate with OPD to use alternative parking rather than 90th Ave Scraper Bike path	Police Relations			
1.8	Draft proposed policy to include evaluation in project delivery for streets projects.	Legislative			This may move to Strategic Goal for 2021

Ongoing Tasks

1.a	Share BPAC Strategic Goals and provide updates on specific BPAC efforts with Councilmembers.		Parreiras - D1 Kalb/Public Works (PW) Gardner/Campbell - D2 Bas Yee- D3 McElhaney Naylor - D4 Thao/PW Mangrum - D5 Gallo/PW Burnette - D6 Taylor Shader -D7 Reid/PW Jones - At-large Kaplan		
1.b	Monitor statewide legislation and ballot measures impacting biking and walking and make recommendations for City support or opposition	Legislative			

Goal 2: Ensure meaningful input on OAKDOT project development with clear avenues for follow-up review and implementation evaluation.

Task	Task Description	Committee Assigned	Commissioner Assigned	Progress	Issues/Barriers
Specific Tasks					
2.1	BPAC Commissioners would like OAKDOT to create tools to evaluate the success of implemented projects as a means of gathering data to improve streetscape design and	2.1.a: Chair/Vice Chair to add to agenda			

	<p>communicate effectiveness to the public. To facilitate this, BPAC will:</p> <p>2.1.a: Invite project managers to present on projects post-construction. Select two projects to have a presentation on before June (potentially Telegraph Avenue, 90th Avenue and/or Foothill Avenue rapid response fix).</p> <p>2.1.b: Discuss the need for evaluation in conversation with OAKDOT staff.</p> <p>2.1.c: Infrastructure committee to add project tracking status updates to their meeting minutes to create a method for following a project's status over time. This may help to alleviate some issues with turnover at OAKDOT and new project managers not having previous input.</p>	<p>2.1.b: NEEDS ASSIGNMENT</p> <p>2.1.c: Infrastructure</p>			
2.2	Follow up with project manager for each OAKDOT project that is presented to BPAC within 3 months of presentation to determined if feedback was incorporated.		This could be a rotating assignment		Examples, Market & Adeline, 20th St downtown
2.3	Prioritize safety needs in East Oakland.		Burnette & Shader		
2.4	Develop guidelines for building out bike plan.	Infrastructure Committee		Jason Patton is lead. Infrastructure Committee will play role of task force for project. Process at February 6 meeting.	
2.5	Follow up with Planning staff and Planning Commission on BPAC Downtown Specific Plan input.	Planning Commission Review Committee			

Ongoing Tasks

2.a	Get status update on Bike Plan and Pedestrian Plan every three months.		Chair/Vice-Chair		
2.b	Work with OakDOT staff and other departments for BPAC to have opportunity to review and provide input to key projects before they are 35% designed.	Infrastructure Committee			Key projects not brought to BPAC, staff does not accept input, even when provided.
2.c	Create a chart of projects including grant funded projects.		Naylor		
2.d	Invite outside agencies with expertise in transportation project implementation to BPAC meetings.		Chair/Vice-Chair		
2.e	BPAC as a whole prioritize policy and programmatic discussions. Infrastructure Committee focus on project input and project delivery.		Chair/Vice-Chair		
2.f	Get periodic updates on Major Development Project from Planning and highlight the most bike/ped relevant projects for Infrastructure Committee to review and provide comments.	Planning Commission Review Committee			

Goal 3: Prioritize community engagement and BPAC's role as a liaison between the public and the City.

Task	Task Description	Committee Assigned	Commissioner Assigned	Progress	Issues/Barriers/Notes
Specific Tasks					

3.1	Review community engagement protocols used by OakDOT and other transportation agencies.	Legislative			
3.2	Schedule bike ride(s) with OPD and other city of Oakland officials and residents to spotlight biking and walking is valued in Oakland along with safe riding practices.	Police Relations			
3.3	Hold at least one BPAC meeting outside of City Hall.		Chair/Vice Chair	Once BRT is operating look at MLK Library.	
Ongoing Tasks					
3.a	Every commissioner will attend a minimum of two community events (such as bicycle tours, public safety event related to a specific issue or location, neighborhood councils), one in their district, one outside of their district, to promote BPAC or discuss topics related to bicycle and pedestrian issues.		All Commissioners		
3.b	Attend public event for specific project or planning effort related to bicycle and pedestrian issue. At event, initiate conversations with stakeholders and report back to larger Commission or OAKDOT if topic is presented at BPAC meeting.		All Commissioners		
3.c	Monitor OakDOT progress in making information available to the public on current project information and community engagement opportunities / events.	Legislative / Infrastructure			