

# CITY OF OAKLAND



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Safe Streets Division FAX: (510) 238-7415

## **Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda** **Thursday, November 18, 2021; 6:00-8:00 pm** **Teleconference**

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

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### **Commissioners**

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

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

### **PUBLIC PARTICIPATION**

To join the meeting:

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

To comment in the meeting:

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

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

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<b>Time</b>	<b>#</b>	<b>Topic</b>
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|------|---|---|
| 6:00 | 1 | <b>Teleconference Protocol/Roll Call/Determination of Quorum/Introductions</b> (10 minutes)   |
| 6:10 | 2 | <b>Open Forum / Public Comment</b> (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 <a href="http://tinyurl.com/Oakland-BPAC-OpenForumTracking">tinyurl.com/Oakland-BPAC-OpenForumTracking</a> .) 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 <a href="http://www.oaklandca.gov/services/oak311">www.oaklandca.gov/services/oak311</a> . |

- 6:20 3 **Approval of meeting minutes Attachments** (5 minutes) – Seek motion to adopt the October 2021 BPAC minutes and October 2021 BPAC Special Meeting minutes.
- 6:25 4 **Renewal of Resolution to Continue Teleconference Meetings Attachment** (5 minutes) – The Commission will consider renewing a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of Assembly Bill 361 (AB-361).
- 6:30 5 **Recent Bicyclist and Pedestrian Fatal Traffic Crashes** (5 minutes) – Vice Chair Schader ([patricias.oakland@gmail.com](mailto:patricias.oakland@gmail.com)) will lead the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians:
- On 10/7/21, a mother and a six-year old child were hit while crossing the street in a crosswalk at 23<sup>rd</sup> Avenue and E 27<sup>th</sup> Street while headed to school in the morning by a driver who fled the scene. Both the mother and child were hospitalized and are now recovering.
  - On 10/13/21 a child was hit by a vehicle while in the crosswalk at 98<sup>th</sup> Avenue and Cherry Street in front of Elmhurst Middle School where a pedestrian was fatally struck in the same crosswalk in January 2020. OakDOT installed a concrete pedestrian median adjacent to the crosswalk as a safety improvement in July 2020. OakDOT is responding to the requests received from the school and will be meeting with the school principal.
  - On 10/18/21, a fatal pedestrian crash occurred at the intersection of Foothill Blvd and Miller Ave. Media is reporting the incident as a homicide.
  - On 10/28/2021 at approximately 9 pm, a possible fatal pedestrian crash occurred near the intersection of 7<sup>th</sup> Street and Madison Street.
  - On 10/29/21 at approximately 10 pm, a scooter rider was struck and killed by a passenger vehicle at the intersection of 23<sup>rd</sup> Avenue and Foothill Blvd. The driver was traveling into oncoming traffic and failed to stop at a red light. The driver fled the scene.
- 6:35 6 **School Safety at OakDOT Attachment** (25 minutes) – Lucas Woodward ([lwoodward@oaklandca.gov](mailto:lwoodward@oaklandca.gov)) will discuss the various ways that the Safe Streets Traffic Engineering team works to further school traffic safety in Oakland, including current and future projects and challenges. To read more about traffic safety efforts near schools at OakDOT, go to <https://www.oaklandca.gov/topics/school-traffic-safety-in-oakland>.
- 7:00 7 **Ney Avenue Traffic Calming Attachment** (20 minutes) – Lucas Woodward ([lwoodward@oaklandca.gov](mailto:lwoodward@oaklandca.gov)) will present an update on the Ney Avenue Neighborhood Traffic Calming Plan, a recently completed neighborhood-scale effort that is currently in implementation. See: <https://www.oaklandca.gov/projects/ney-avenue-neighborhood-traffic-calming>.
- 7:20 8 **Walk This Way Attachment** (20 minutes) – Colin Piethe ([cpiethe@oaklandca.gov](mailto:cpiethe@oaklandca.gov)) will present on the Walk This Way Toolkit. The Walk This Way Toolkit for underpass improvements is a project that was led by the Department of Planning & Building in 2016, and is now managed by the Department of Transportation. The toolkit is aimed at helping developers, City staff, and members of the public have a 1) menu of design tools to address the dark and uninviting nature of underpasses and 2) guidance on how to navigate internal and external processes for improving underpass areas. For more information, go to: <https://www.oaklandca.gov/projects/walk-this-way>.
- 7:40 9 **Committee Report Back Attachment** (10 minutes) – Committees of the BPAC will provide brief updates to the Commission. A list of active committees is included in the agenda packet and at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.
- 7:50 10 **Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment** (10 minutes)
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Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete en español, Cantones, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a [npond-danchik@oaklandca.gov](mailto: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](mailto: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](mailto: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 21<sup>st</sup>, 2021 Special Meeting  
Teleconference

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/October-2021-BPAC-Special-Meeting-Agenda.pdf>.

Meeting called to order at 5:47pm by BPAC Chair Andrew Campbell.

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

At roll call, quorum was established with seven commissioners present (X). One was excused (-) (provided notice of absence as specified in by-laws).

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

Introductions were made.

- Other attendees: Ronnie Spitzer, Midori Tabata
- Staff: Jason Patton, Noel Pond-Danchik, KTOP

**Item 2. Open Forum / Public Comment**

- There were no speakers during Open Forum.

**Item 3. Resolution to Continue Teleconference Meetings**

The Commission considered adopting a resolution to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361.

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

The resolution is attached to these meeting minutes.

Meeting adjourned at 5:56 pm.

**Attachments** *(to be appended to adopted minutes)*

- Resolution to Continue Teleconference Meetings

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on October 26, 2021 with comments requested by 5pm, November 9, 2021 to [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov). Revised minutes will be attached to the November 2021 meeting agenda and considered for adoption at that meeting.



City of Oakland, Bicyclist & Pedestrian Advisory Commission  
**DRAFT** Minutes from the October 21<sup>st</sup> St, 2021 meeting  
Teleconference

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/October-2021-BPAC-Meeting-Agenda.pdf>.

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

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

At roll call, quorum was established with seven commissioners present (X). One was excused (-) (provided notice of absence as specified in by-laws).

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

Introductions were made.

- Other attendees: Jesse Boudart, Tyler Dragoni, Danielle Dynes, Alex Frank, Tom Holub, Jeremiah Maller, Lenore McDonald, Keta Price, Ronnie Spitzer, Midori Tabata, Nick Whipps, Andrew, Deepak, Ernesto, Jean, Keneda, Bike East Bay, Golden Gate
- Staff: Josie Ahrens, Sarah Fine, Ofurhe Igbinedion, Jason Patton, Noel Pond-Danchik, Maya Sapienza

**Item 2. Open Forum / Public Comment**

- Lenore McDonald works with the Center for Elders' Independence and the Mayor's Commission on Aging to advocate for older Oaklanders and Oaklanders with disabilities. She proposed to build the relationship between the BPAC and the Mayor's Commission on Aging by doing a follow-up presentation to the BPAC.

**Item 3. Approval of meeting minutes**

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from September 16<sup>th</sup>, 2021**, was made (Schader), seconded (Ralston), and approved by Commissioners Burnette, Gardner, Mangrum, Ralston, Schader, and Yee, with Chair Campbell abstaining. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

#### **Item 4. Recent Bicyclist and Pedestrian Fatal Traffic Crashes**

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

- On 10/1/21 at approximately 9:56pm, a Black male pedestrian was struck and severely injured by an eastbound speeding driver on Bancroft Ave in the unmarked crosswalk at 85th Ave.
- On 10/2/21 at approximately 3:34pm, an adult male electric scooterist was struck and severely injured on the 8500 block of International Blvd by an unknown driver who fled the scene.
- Another fatal pedestrian crash occurred at Foothill Blvd and Miller Ave on 10/18/21. This incident is being investigated as a homicide. See [www.eastbaytimes.com/2021/10/18/pedestrian-killed-in-oakland-hit-and-run-3/amp/](http://www.eastbaytimes.com/2021/10/18/pedestrian-killed-in-oakland-hit-and-run-3/amp/).

Summary of Discussion:

- The information on fatal crashes included in the BPAC agenda packet is provided by the Oakland Police Department to OakDOT immediately following the crashes. The fatal crashes involving pedestrians and bicyclists are investigated as part of OakDOT's Rapid Response Program.
- The killing of the pedestrian at Foothill Blvd and Miller Ave may have been deliberate, with the pedestrian having broken into cars and a victim of the theft retaliating by killing the pedestrian.
- A crash involving two cars of young people occurred this week on Park Blvd near Oakland High School on the portion of Park Blvd that is pending improvements through the Lower Park Blvd Project.

Speakers other than commissioners: None.

#### **Item 5. Martin Luther King Jr Shoreline Access Study**

Marquita Price, Director of Urban & Regional Planning and Danielle Dynes, Neighborhood and Transportation Planner, at East Oakland Collective (EOC) explained EOC's focus on shoreline access by highlighting the new Power the People: MLK Jr. Shoreline Access Study, which aims to explore feasible clean mobility options that can connect East Oakland residents to the MLK Jr. Shoreline. See <https://www.eastoaklandcollective.com/power-the-people-project.html>. The presentation is attached to these minutes.

Summary of Discussion:

- There are many barriers between East Oakland neighborhoods and the shoreline, including the railroad tracks, the Coliseum, and the freeway.
- The proposed electric bus is envisioned as a cultural expression of East Oakland in addition to providing a clean mobility connection to the shoreline. It is also envisioned as economic development, with East Oaklanders operating and maintaining the bus.
- There are great opportunities for bicyclists, scooterists, and pedestrians with connecting the East Bay Greenway, the San Leandro Creek Trail, and improved access to the Martin Luther King Jr Shoreline.
- The current access points – 66<sup>th</sup> Ave, Hegenberger Rd, and 98<sup>th</sup> Ave – are especially poor.
- The access study is advancing important improvements for older adults and people with disabilities. The shoreline park providing valuable recreational opportunities for seniors.
- The City of Oakland has unsuccessfully applied for funding to improve 66<sup>th</sup> Ave. This access study can help build support for future grant applications to be successful.

- The Measure DD Coalition could be a resource and a partner in its work to improve access to and along Oakland's waterfront.
- The pedestrian bridge from Coliseum BART to the Coliseum has been closed, which is unfortunate because this has been one of the better ways to get towards the waterfront.
- Taking 30 to 50 people from Liberation Park to the Shoreline was a daunting prospect. It is very hard to find good routes. It takes guts to use the overpasses in their current condition.
- The Scraper Bike Team in partnership with Higher Ground is running an afterschool bike program. The program is located close to the shoreline but the connections are scary and create barriers for youth rides.

Speakers other than commissioners: Lenore McDonald, Robert Prinz, Alex Frank, Tom Holub

### Item 6. 3-Year Paving Plan Update + Next Paving Plan

**Note that the presentation provided for this item in the agenda packet was an outdated version. The updated presentation is now in the agenda packet and attached to these meeting minutes.**

Sarah Fine, Paving Program Manager, presented an update on the status of the 2019 3-Year Paving Plan and provided an overview of the proposed 2022 5-Year Paving Plan (5YP). Additional information about the proposed 2022 5YP, including a draft map of streets, can be reviewed here:

<https://www.oaklandca.gov/projects/20225yp>. The presentation was included in the agenda packet.

Summary of Discussion:

- After the City paves a street, the street has a five-year moratorium for cutting into it. If a utility company needs to break the moratorium, the restoration requirements are stricter than for streets without a moratorium.
- Feedback can be submitted through the web page for the Draft Paving Plan: <https://www.oaklandca.gov/projects/20225yp>.
- The Draft Paving Plan presents many opportunities to improve Oakland streets by implementing recommendations in the Bicycle Plan and the Pedestrian Plan. But some projects require analysis and community process to identify and resolve potential tradeoffs. OakDOT continues to be challenged by staff capacity, with one in four OakDOT positions currently being vacant.
- There are also coordination opportunities and needs with AC Transit and the Alameda County Transportation Commission (ACTC).
- The project timeline has the Draft Plan being approved by City Council in late 2021. The plan would be adopted without all funding having been identified and secured. A new bond to continue the work of Measure KK could be on the ballot in November 2022.
- The presentation to the Rockridge NCPC is being rescheduled for November. Tonight's presentation is posted on the web page for the Draft Plan.
- There is interest in understanding if the paving and redesign of major corridors has changed the speeds on those corridors.

Speakers other than commissioners: Ronnie Spitzer

### Item 7. BPAC 2022 Commissioner Recommendations

The Recruitment Committee reported back with recommendations from its review of applications of people seeking to be appointed to the BPAC for 2022-2024 terms. The Committee recommended Phoenix Mangrum (reappointment), Alex Frank, and Nick Whipps. Commissioners are appointed by the Mayor and confirmed by City Council. The Recruitment Committee was composed of Midori Tabata (former BPAC Chair), Vice-Chair Schader, Commissioner Burnette, and Commissioner Mangrum. The Committee actively recruited by hosting an open house and reaching out to neighborhood groups and organizations. Twelve applications were received, and it was strong group of candidates. The Committee developed its recommendations on the strength of the candidate's applications and to cultivate geographic and demographic diversity on the Commission.

#### Summary of Discussion:

- While Commissioners are appointed by the Mayor and confirmed by City Council, BPAC has added value to this process by recruiting, vetting, and recommending candidates to the Mayor.
  - Thanks to the applicants for the time and effort they put into their applications. It was a strong group of candidates. Non-commissioners are encouraged to participate in the BPAC, especially in the committees, which welcome public participation.
- A motion to **recommend Phoenix Mangrum (reappointment), Alex Frank, and Nick Whipps to the BPAC for 2022-2024 terms** was made (Campbell), seconded (Schader), and approved by Commissioners Campbell, Gardner, Mangrum, Ralston, Schader, and Yee with Commissioner Burnette abstaining.

Speakers other than commissioners: None

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

#### Summary of Discussion:

- Infrastructure Committee: Commissioner Yee announced their October committee meeting was postponed to Thursday, November 4, 3:30pm.
- Legislative Committee: Commissioner Gardner announced that AB 43 passed allowing the posting of lower speed limits. The Committee and the Commission supported this legislation.
- Bicyclist Pedestrian Police Relations Committee: Commissioner Mangrum noted the Committee has scheduled its next ride with the Oakland Police Department. They are working to update the Committee's mission statement by the end of the year and will be considering how to devote more time to pedestrian issues.

Speakers other than commissioners: None

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

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

*Suggestions for meeting topics*

- Status of the Coliseum BART to Bay Trail project (along 66<sup>th</sup> Ave) (Ralston)
- Public access to the pedestrian bridge between Coliseum BART and the Coliseum (Ralston)
- OakDOT staff vacancies (Gardner)
- Preparation of Committee reports for the Commission’s annual report (Tabata)

→ A motion to **extend the meeting by 10 minutes** was made (Campbell), seconded (Schader), and approved by consent.

#### *Announcements*

- See three announcements in the agenda meeting packet (page 86 of the pdf file) on “Traffic Fatalities – 2021 Calendar Year to Date”, “San Francisco Bay Ferry – Lower Fares and More Service”, and “OakDOT’s Universal Basic Mobility Pilot”.

Meeting adjourned at 8:07 pm.

#### **Attachments** *(to be appended to adopted minutes)*

- Martin Luther King Jr Shoreline Access Study - Presentation

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on October 26, 2021 with comments requested by 5pm, November 9, 2021 to [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov). Revised minutes will be attached to the November 2021 meeting agenda and considered for adoption at that meeting.

# OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

## Meeting of November 18, 2021, Item #4

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

A photograph of a city street scene with a school building in the background. The building has a sign that reads "530 18th St.". A black metal fence is on the left. A black SUV and a grey sedan are parked on the street. A yellow crosswalk is painted on the road. Several people are walking, including a person in a bright yellow raincoat. A black lamppost with a yellow pedestrian crossing sign stands near the crosswalk. The text "OakDOT School Program" is overlaid in large white font, with "2021-2023" below it.

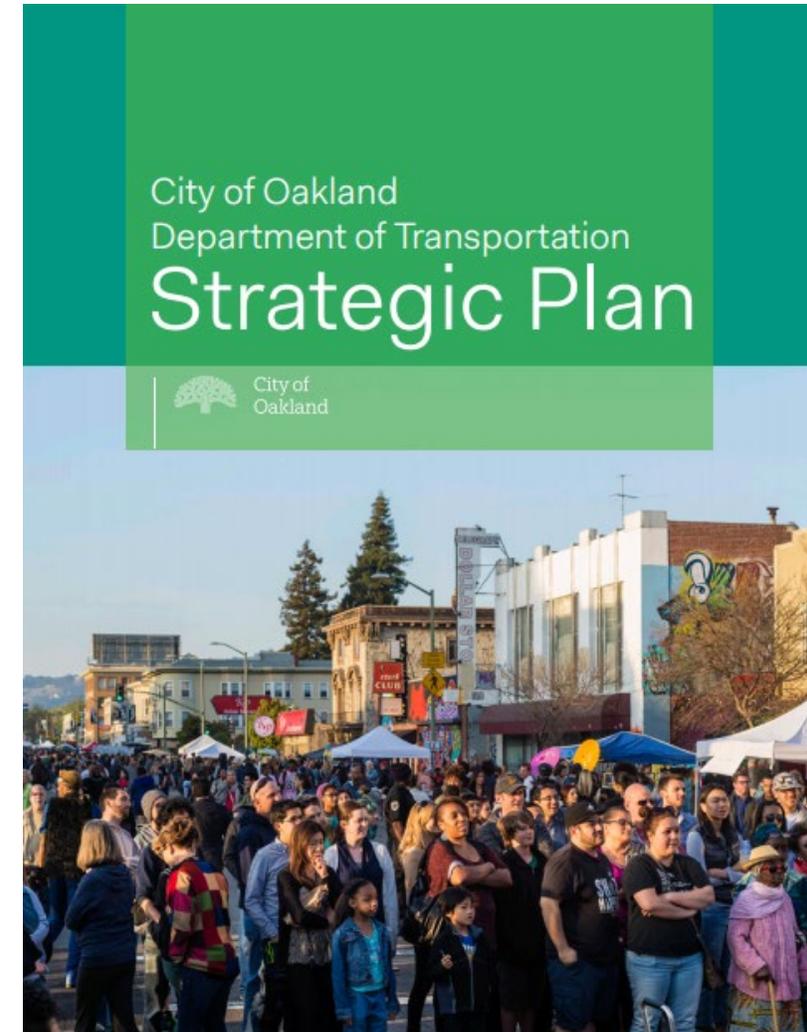
# OakDOT School Program

2021-2023

November 17, 2021

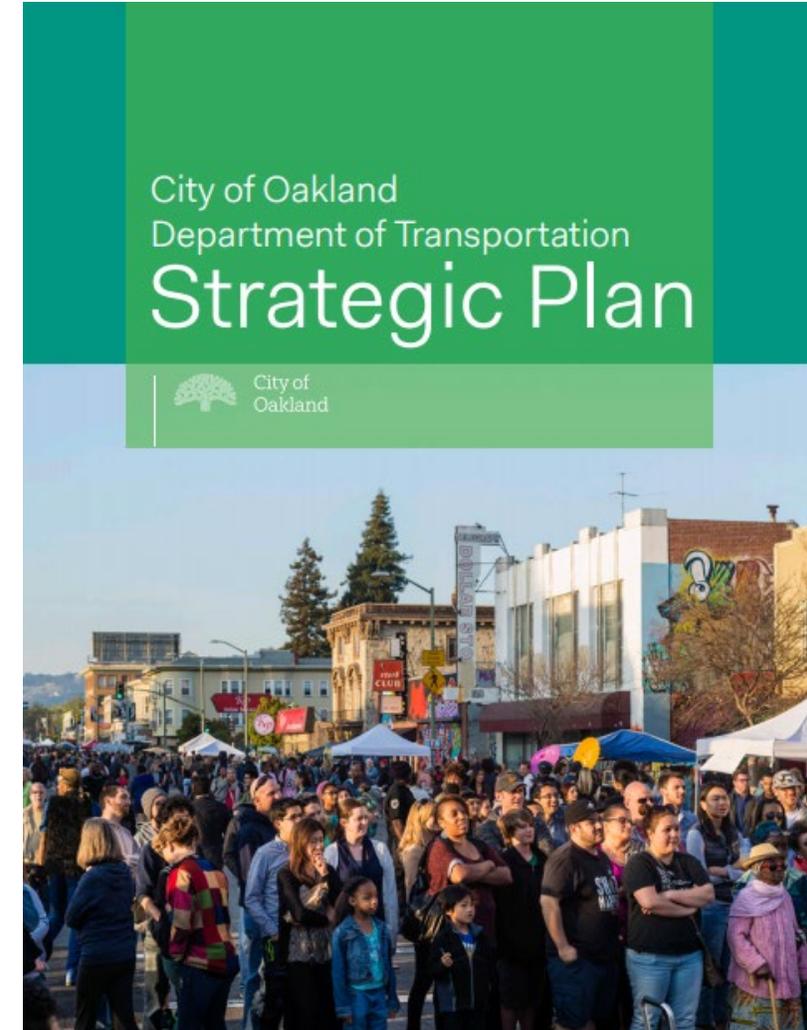
# OakDOT Strategic Goals

- Equitable Jobs and Housing
- Holistic Community Safety
- Vibrant Sustainable Infrastructure
- Responsive, Trustworthy Government



# OakDOT Strategic Goals

- Equitable Jobs and Housing
- **Holistic Community Safety**
- **Vibrant Sustainable Infrastructure**
- **Responsive, Trustworthy Government**



# OUSD and OakDOT

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- 135 public and private schools in Oakland
- 50,000 students
- Citywide enrollment, neighborhood priority
- OUSD, OakDOT Coordination
- School safety lives within Safe Streets team at OakDOT
- Crossing Guard and Safety Patrol recently moved to OakDOT



# School Safety at OakDOT

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- Work Orders
- Capital projects
- Programmatic improvements
- Major project coordination



# Work Order Sources

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- 311 team flags service requests that relate to schools
  - Non-school initiated requests are scored with others
- Principal requests
- Resident requests regarding schools
  - OUSD: Reach out to OUSD transportation staff to see if the school has discussed the need with OUSD
  - Non-OUSD: Reach out to principal to clarify need
- Rapid responses
- Other requests (OPD, NCPC, Safety Patrol, collaboration with other projects)



# Work Order Considerations

- Requests must clearly relate to traffic safety
- Toolbox: Paint, Signage, Posts
- Prioritize safe walking and biking over passenger loading
  - But requests from principals are usually most concerned with pick-up and drop-off



# Walk Audits

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- Approximately 5 per year
- Led by Alameda County Safe Routes to School
- Consultants
- School Staff, Parent Volunteers

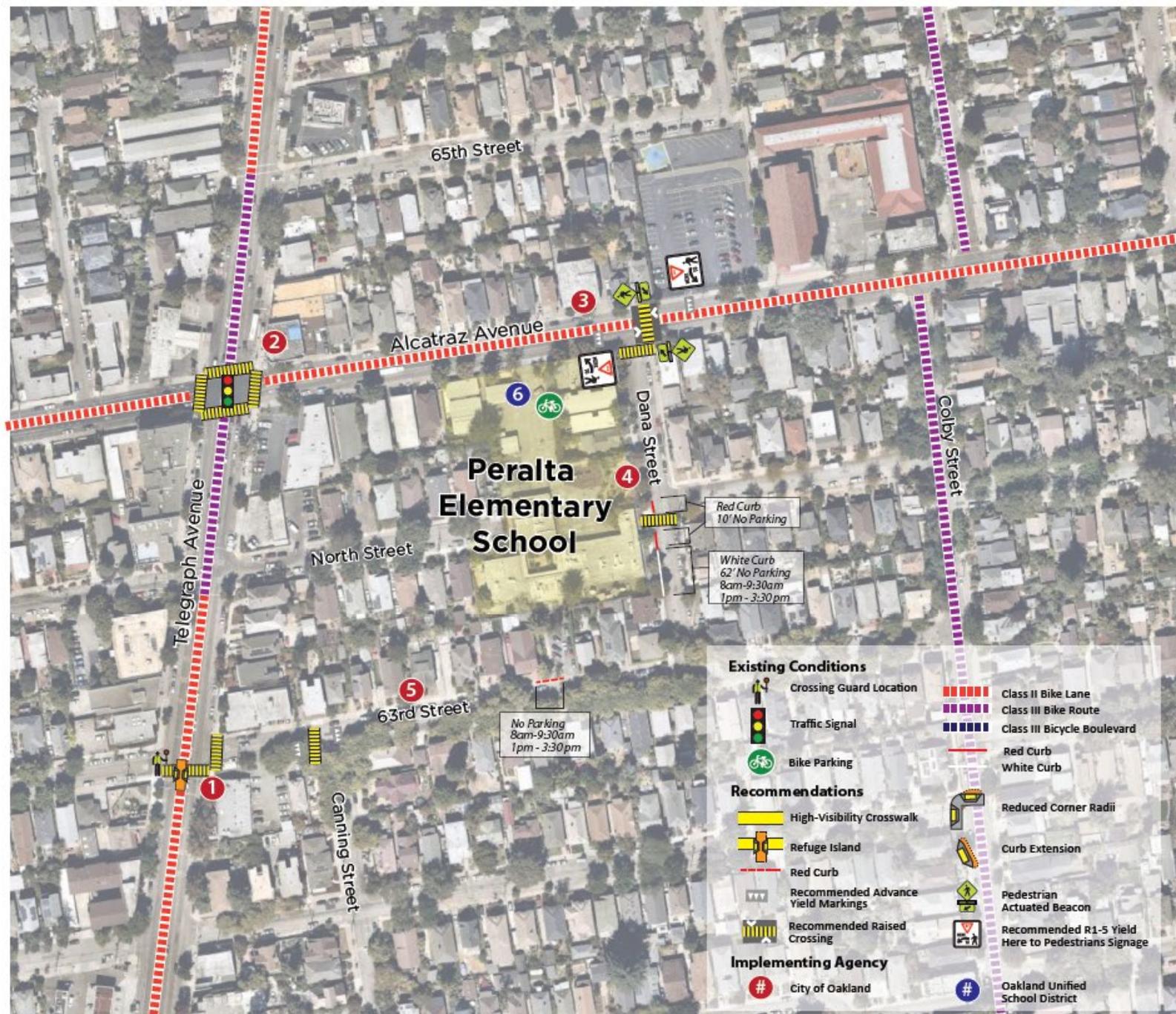


# Safe Routes to Schools Improvement Plan

## Peralta Elementary, Oakland

Site Assessment held JANUARY 2019

- 1 Telegraph Avenue/ 63rd Street**
  - Install high visibility crosswalk on east leg of intersection across 63rd Street
  - Construct a refuge island across Telegraph Avenue at existing high visibility crosswalk
- 2 Telegraph Avenue/ Alcatraz Avenue**
  - Upgrade the existing yellow transverse crosswalks to high visibility yellow crosswalks at all four approaches
  - Conduct traffic warrant study for a protected left turn phase from Alcatraz Avenue onto Telegraph Avenue
- 3 Alcatraz Avenue/ Dana Street**
  - Consider upgrading the existing crosswalk across Alcatraz Avenue to a raised crosswalk. Alternatively, restripe it as a high visibility crosswalk. Install R1-5 Yield Here to Pedestrians signage
  - Install high visibility crosswalk across Dana Street
  - Consider installing a RRFB at the existing high visibility crosswalk to increase visibility of pedestrians
- 4 Dana Street**
  - Increase visibility of School Assembly Signage by either trimming vegetation or relocating signs
  - Restripe existing crosswalk at Dana Street and North Street as high visibility crosswalk
  - Regrade intersection to improve drainage and prevent water pooling at curb ramp locations
- 5 63rd Street**
  - Replace existing crosswalk at Canning Street and 63rd Street with high visibility crosswalk and install advanced yield markings
  - Paint 30 feet of curb red on 63rd Street to reflect no parking curb zone
- 6 On Campus**
  - Install additional secure bike parking



The Alameda County Safe Routes to Schools Program is funded by the Alameda County Transportation Commission. Your transportation dollars at work.

The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, accessibility, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.

# Walk Audits – OakDOT's Role

---

- Recommend schools to ACTC
  - Only current criteria: prioritization score and no recent audit history
- Attend audit and contribute observations
- Review audit report
  - Constrained vs unconstrained recommendations
- Due to slower timeline, try to emphasize capital projects
- Stronger focus on walking and biking than work orders



# Capital Projects



# Capital Projects 2021-2023

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- Lincoln Elementary School
- Yu Ming Elementary School
- East Oakland PRIDE Elementary
- Westlake Middle School
- Martin Luther King Elementary
- *3 schools with work order-level recommendations but no capital projects*



# Programmatic Improvements

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- 15 MPH Zones – **in progress!**
- Dead-end turn pocket closures
- Curb ramp upgrades
- RRFBs

➤ *Apply school prioritization database*



# Current Challenges

---

- Crew Capacity
- Mechanism for “Just-beyond work order” tasks
  - Curb ramps
  - Speed humps
  - Median islands
- Streamlined contracting processes
- Project information sharing



# Discussion

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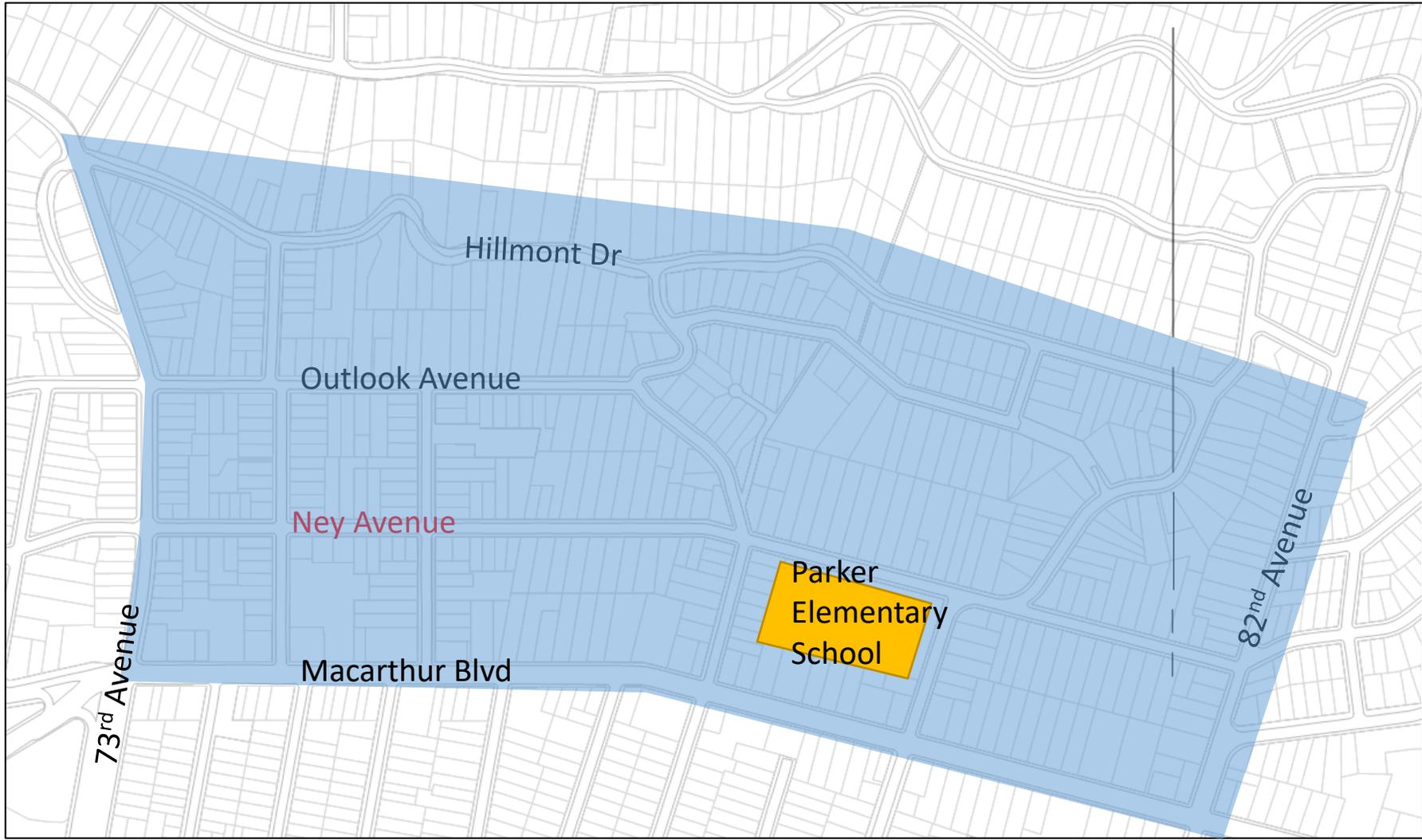




# Ney Avenue Neighborhood Traffic Calming

November 17, 2021

# Study Area



# Goals

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- Reduce traffic speeds
- Reduce traffic volumes
- Improve neighborhood safety



# Timeline

Activity	Date
Project Kick-Off	May 2020
Data Collection and Community Outreach	June 2020 – December 2020
Draft and Final Plans	January 2021 – May 2021
Design	July 2021 - Present
Quick-Build	Present
Speed Humps	Spring 2022
Other Traffic Calming Elements	Summer 2022 – Spring 2023



# Outreach Highlights

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- Three virtual meetings
- One in-person event
- Stakeholder Interviews
- Concerns about traffic speed and volumes
- Ease of driving through the neighborhood linked to violent crime



# Summer 2020 “Walkshop”

---



# Existing Conditions Highlights

---

- Cut-through traffic present on Ney between 73<sup>rd</sup> and 76<sup>th</sup>
- Traffic speeds generally moderate, highest on Ritchie
- Most speed humps are old and in need of repair
- Physical constraints on streets



# Recommendations

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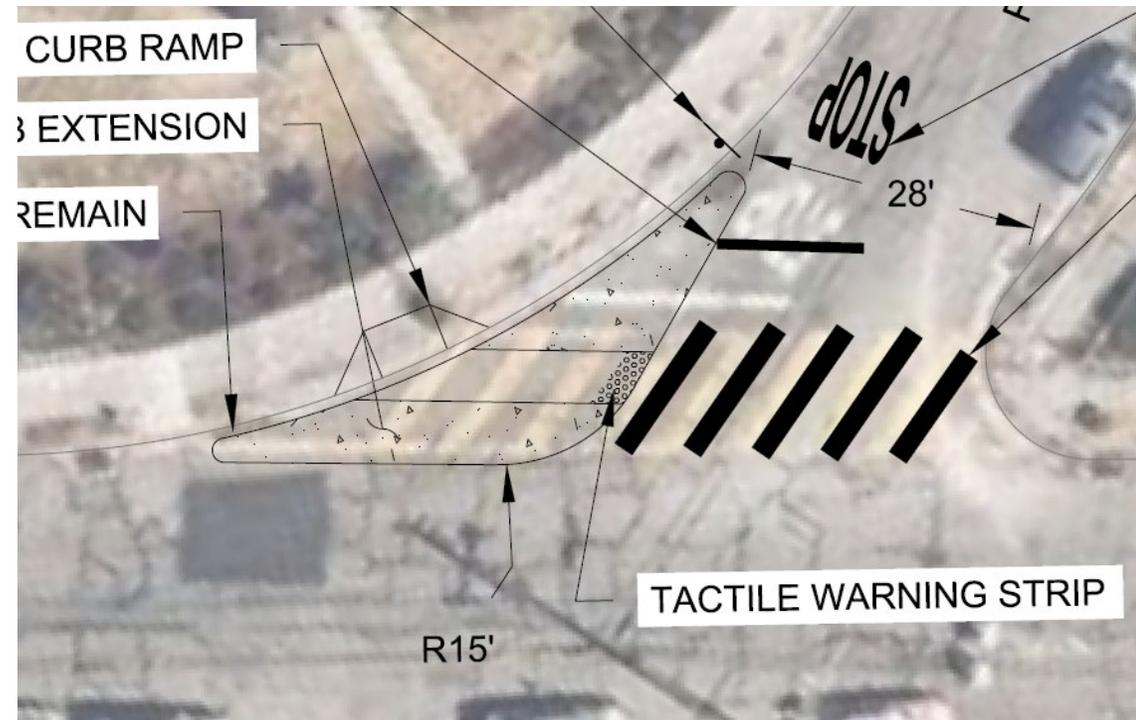
- Speed humps: 11 rebuild, 12 new
- 1 - 2 traffic circles
- Diagonal diverter
- 1 - 2 midblock horizontal treatments
- 1 - 2 bulb-outs
- Total Cost: ~\$600,000

<https://www.oaklandca.gov/projects/ney-avenue-neighborhood-traffic-calming>



# Considerations

- Green infrastructure at Ney and Partridge
- Macarthur/76<sup>th</sup> Diversion
- Finalize treatment for Parker/Ney
- Macarthur/73<sup>rd</sup> signal needs





# Discussion

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Lucas Woodward  
lwoodward@oaklandca.gov



# WALK THIS WAY!

An Underpass Improvement Toolkit



BICYCLIST AND PEDESTRIAN  
ADVISORY COMMITTEE

NOVEMBER 18, 2021



City of  
Oakland

PGAdesign  
LANDSCAPE  
ARCHITECTS

# UNDERPASS IMPROVEMENT TOOLKIT CONTENTS



## Design Solutions

+

## Agency Navigation

### Summer 2021

GOALS

- Improve Safety
- Lessen Negative Sensory Impacts
- Neighborhood Connectivity

WHO?

- Caltrans
- City of Oakland
- BART
- PG&E

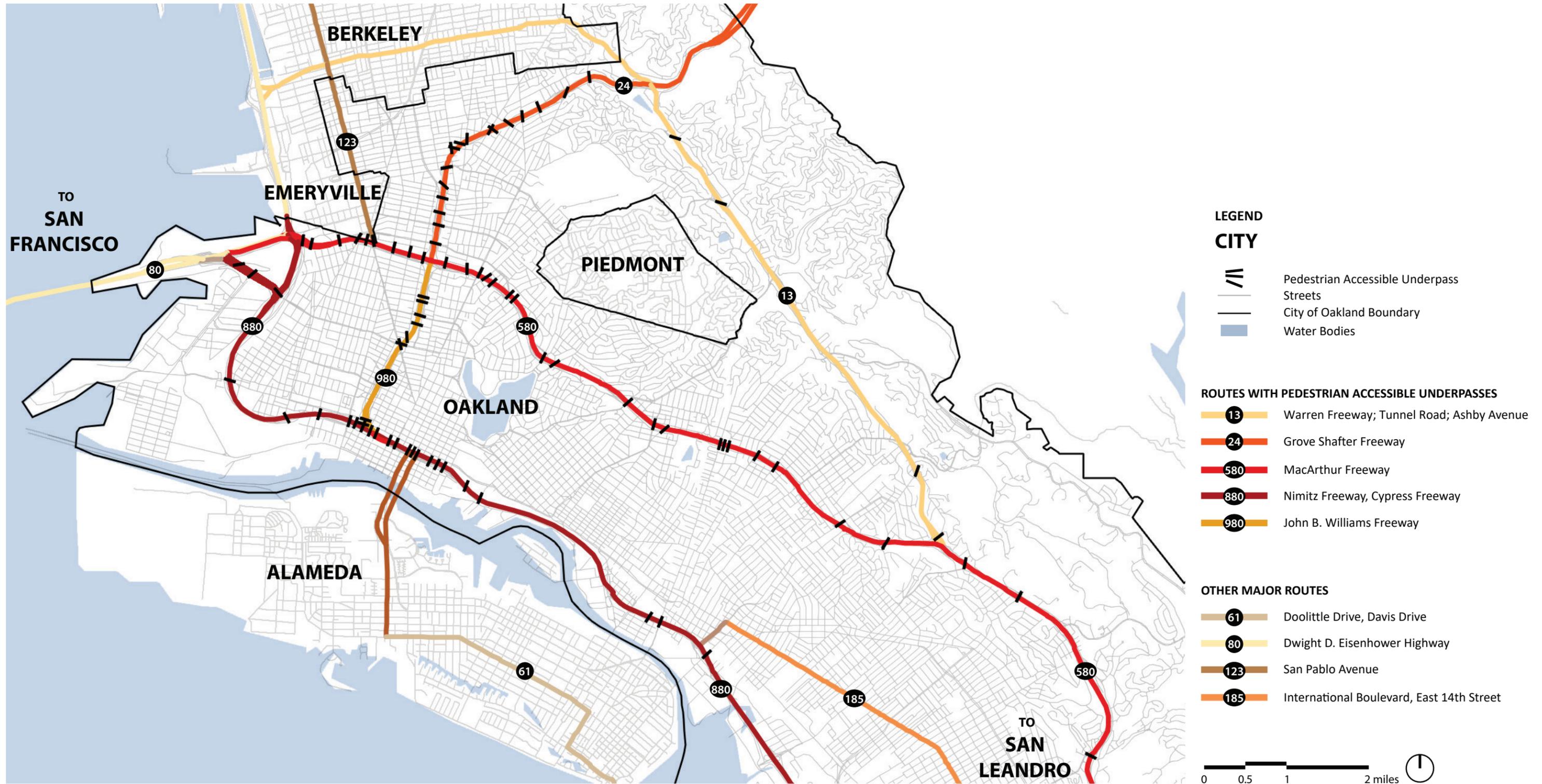
TOOLS

- Lighting
- Signage
- Furnishings
- Surface Treatments
- Public Art
- Planting
- Architecture+Engineering
- Airspace

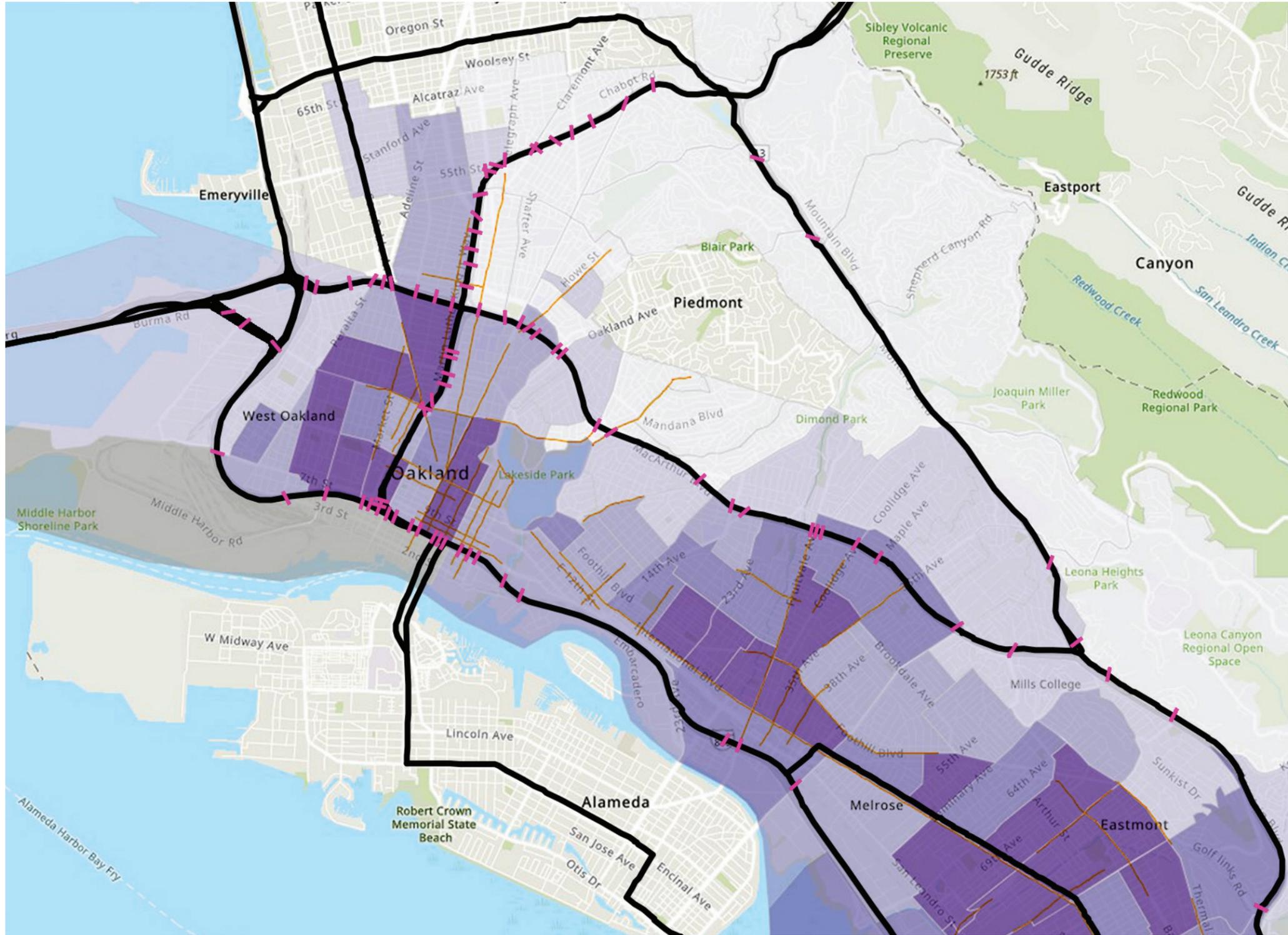
HOW?

- Permits
- Fees
- Meetings
- Signatures

# OAKLAND HAS OVER 85 PEDESTRIAN-ACCESSIBLE UNDERPASSES ACROSS 5 DIFFERENT FREEWAYS.



# THE CITY'S DEPARTMENT OF RACE AND EQUITY OAKLAND EQUITY MAP VISUALIZES PRIORITY NEIGHBORHOODS AND PEDESTRIAN HIGH INJURY CORRIDORS.



"Pedestrian Safety scored 1 out of 100 in the 2018 Oakland Equity Indicators Report."<sup>1</sup>

### LEGEND

#### PRIORITY NEIGHBORHOODS

- HIGHEST
- HIGH
- MEDIUM
- LOW
- LOWEST
- NO DATA

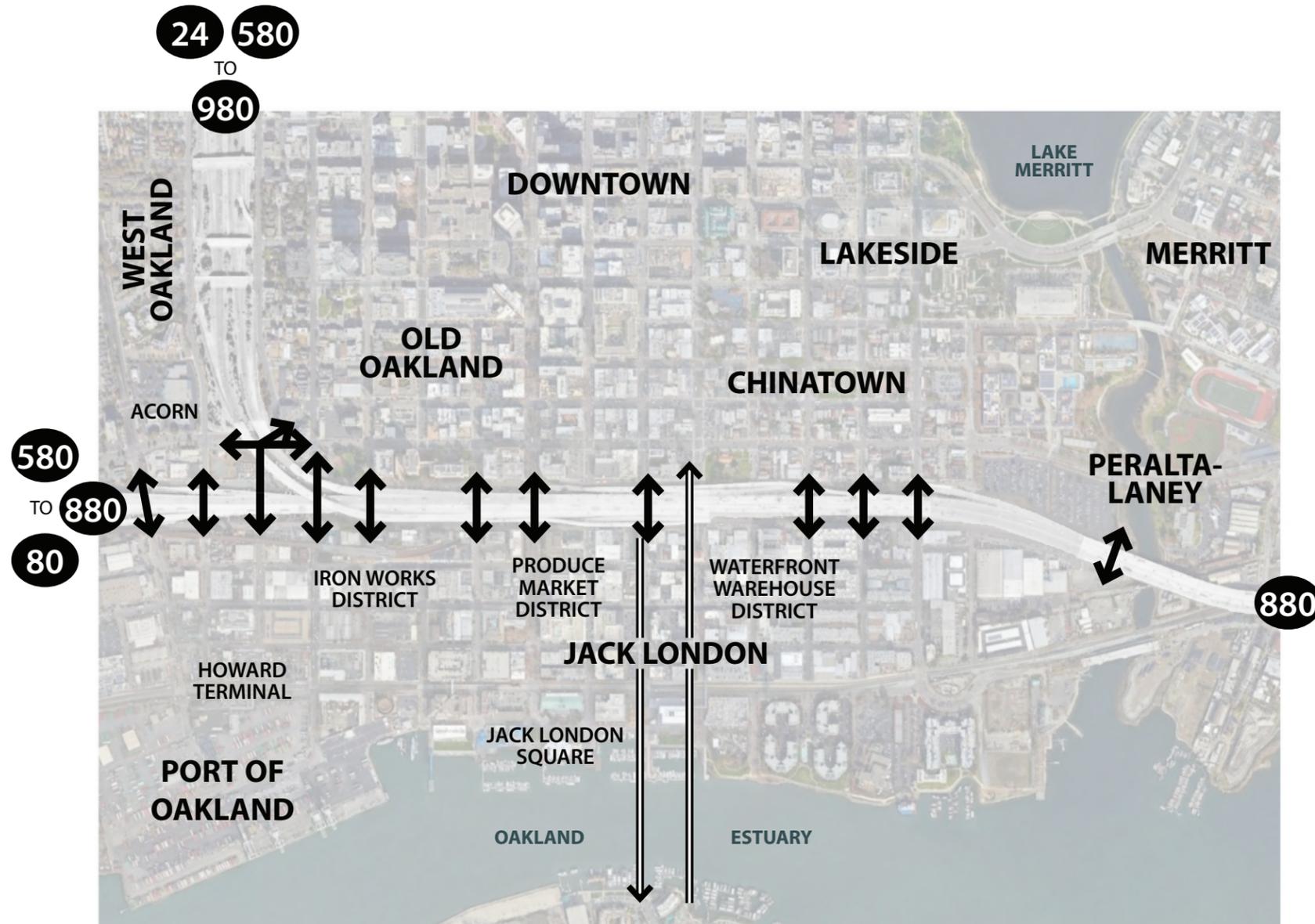
#### PEDESTRIAN HIGH INJURY CORRIDORS

- PEDESTRIAN HIGH INJURY CORRIDORS
- FREEWAYS AND MAJOR ROUTES
- PEDESTRIAN ACCESSIBLE UNDERPASS

1. Oakland Equity Indicators Report, 2018. <<https://cao-94612.s3.amazonaws.com/documents/2018-Equity-Indicators-Full-Report.pdf>>  
MAP: Layers from Priority Neighborhoods and Planning Areas. Website: <https://oakgis.maps.arcgis.com/apps/webappviewer/index.html?id=167a1a636a0a4480a0e0592ad340e52b>



# NEIGHBORHOODS ARE OVERLAID WITH AND DIVIDED BY FREEWAY INFRASTRUCTURE. FREEWAY UNDERPASSES ARE ESPECIALLY CHALLENGING TO PEDESTRIAN SAFETY AND MOBILITY.



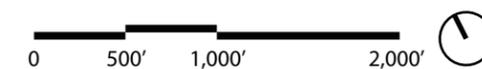
"The I-980 and I-880 freeway crossings separate the downtown core from West Oakland, Jack London, and other surrounding neighborhoods. The access roads adjoining the freeways and on/off-ramps are unpleasant walking environments that disrupt the pedestrian grid and create a barrier to walking safety to downtown from surrounding neighborhoods."<sup>1</sup>

## LEGEND

- # MAJOR ROUTES
- ↕↕ OAKLAND-ALAMEDA VEHICULAR & BICYCLE ACCESS BY TUNNEL

## NEIGHBORHOOD

- DISTRICT
- WATERFRONTS
- ↕↕ PEDESTRIAN-ACCESSIBLE FREEWAY UNDERPASSES



1. Downtown Oakland Specific Plan Public Review Draft Plan (08/28/2019).

# STUDY AREA: THE TOOLKIT STUDIES 4 UNDERPASSES TO DEVELOP DESIGN SOLUTIONS AND AGENCY NAVIGATION FOR UNDERPASS IMPROVEMENTS.



In Chinatown:

- 57% of people walk or take public transit to work;
- over 70% of people speak a language other than English at home;
- 39.5% of residents are 65 years old or older <sup>1</sup>

30% of streets in majority Asian census tracts fall on the City of Oakland Pedestrian High Injury Network - the highest percentage of any ethnicity. <sup>2</sup>

MAP: Layers from Priority Neighborhoods and Planning Areas. Website: <https://oakgis.maps.arcgis.com/apps/webappviewer/index.html?id=167a1a636a0a4480a0e0592ad340e52b>

1. U.S. Census Bureau (2019). American Community Survey 5-year estimates. Retrieved from Census Reporter Profile page for Census Tract 4030, Alameda, CA <<http://censusreporter.org/profiles/14000US06001403000-census-tract-4030-alameda-ca/>>

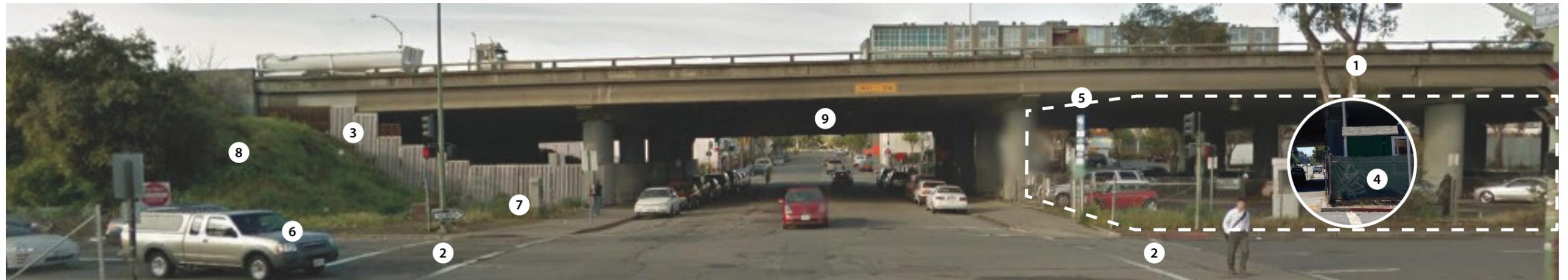
2. Oakland Equity Indicators Report, 2018. <<https://cao-94612.s3.amazonaws.com/documents/2018-Equity-Indicators-Full-Report.pdf>>

# THE EXISTING CONDITIONS STUDY IDENTIFIES NEGATIVE SENSORY IMPACTS & COMMON CHARACTERISTICS OF UNDERPASSES.

OAK STREET UNDERPASS FACING NORTH



OAK STREET UNDERPASS FACING SOUTH



**VEGETATION**

1 Mature street trees parallel to I-880

**SIGNAGE**

2 Crosswalks at every street crossing; traffic & walk signals    5 Directional Signage for On/Off-Ramp Traffic

**FENCING**

3 50% Permeable Galvanized Steel Picket Fence    4 Chain Link with Screening; Locked gates

**AIRSPACE**

4 Oak Street Community Cabins; Parking

**ON/OFF-RAMP**

6 Greater fluctuations of vehicular speeds

**UTILITIES**

7 New Utilities Adjacent to, Within Sidewalk

**EMBANKMENT**

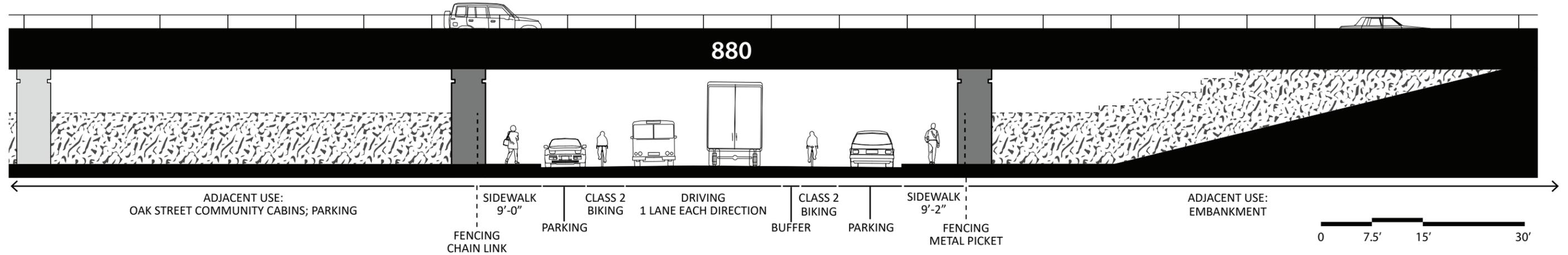
8 Dense Groundcover, Mature Trees

**VISIBILITY**

9 High-contrast darkness in underpass

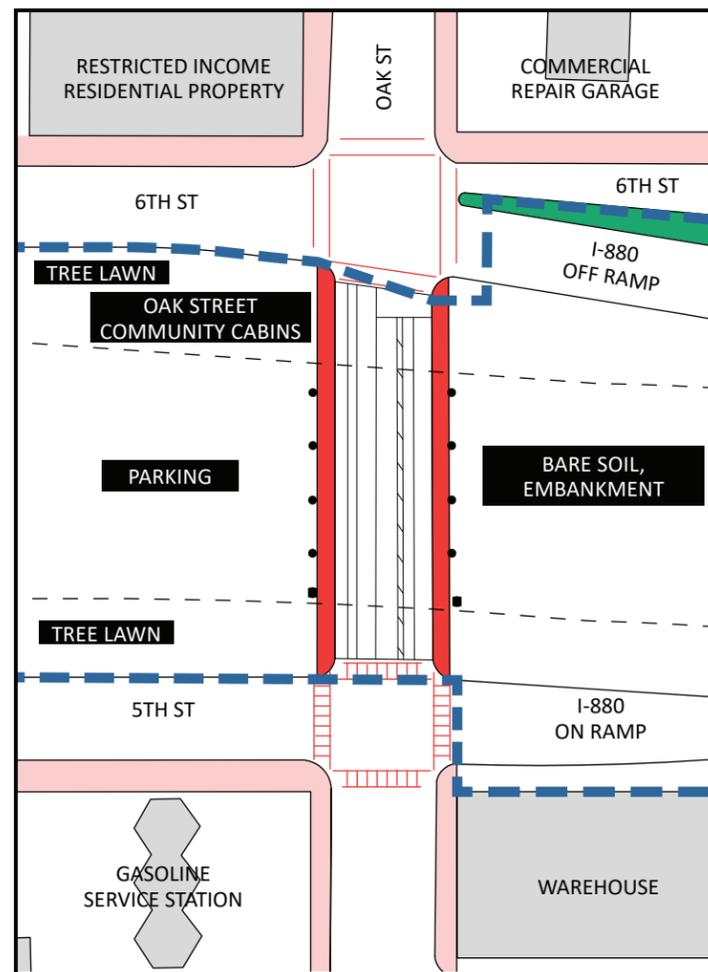
# PLAN AND SECTION DRAWINGS FURTHER DEFINE THE PHYSICAL ELEMENTS THAT IMPACT A PEDESTRIAN'S EXPERIENCE.

OAK STREET UNDERPASS SECTION FACING NORTH



PLAN VIEW

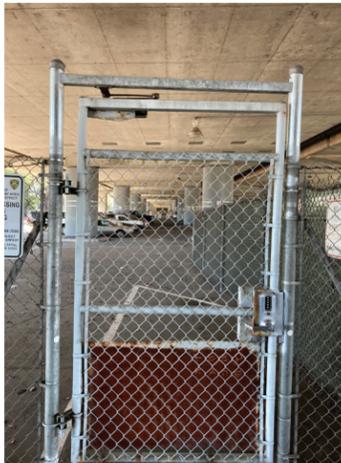
- EMBANKMENT
- COLUMNS
- AIRSPACE
- FENCING
- RIGHT-OF-WAY
- ON/OFF-RAMP



LEGEND

- CALTRANS PROPERTY
- I-880 FREEWAY ROAD WIDTH
- I-880 FREEWAY COLUMNS
- █ SIDEWALK AT UNDERPASS
- █ SIDEWALK IN CONTEXT
- ▤ CROSSWALK STRIPING
- █ MEDIAN
- ADJACENT USES

# CONDITIONS UNIQUE TO EACH UNDERPASS ARE OBSERVED AND NOTED.



<b>UNDERPASS SIZE</b>	14'-5" high, 130' deep	
<b>SIDEWALK SIZE</b>	East: 9'-2" / West: 9'-0"	
<b>ADJACENT USES</b>	East: Sloped Soil Embankment West: Airspace leased for: Oak Street Community Cabins (north of freeway); parking beneath and south of freeway. Freeway on- and off-ramps introduce additional tension between pedestrian crossings and freeway traffic.	
<b>FENCING</b>	East: Chain link fence (6'), permeable metal picket fence (7'-6" - 8') West: Chain link fence (6'), with privacy screening at/near Cabins; gates secured with locks, chains, and electronic keypads.	
<b>VEGETATION</b>	East: Sloped embankment, bare soil in shade and wild growth in sun. West: Mature trees parallel to the freeway. Weeds and overgrown vegetation on both sides.	
<b>SIGNAGE</b>	Signage for drivers leaving off-ramp for landmark orientation, for approaching freeway on-ramp. Restrictive pedestrian signage.	
<b>STRIPING</b>	Crosswalks exist at each approach to underpass. 1 crosswalk split by median.	
<b>ACOUSTICS</b>	Day-Night Average Sound Level	On Street - 73 dBA      At Underpass - 75 dBA
	Avg Leq(h)	On Street - 68 dBA      At Underpass - 70 dBA
<b>VISIBILITY</b>	Embankment area is dark during day and night. This contrast reduces the sense of safety & security for pedestrians.	

# THE EXISTING CONDITIONS SUMMARY IDENTIFIES PATTERNS IN THE BUILT ENVIRONMENT THAT INFLUENCE A PEDESTRIAN'S EXPERIENCE.

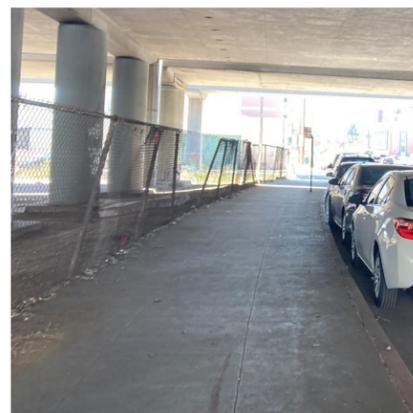
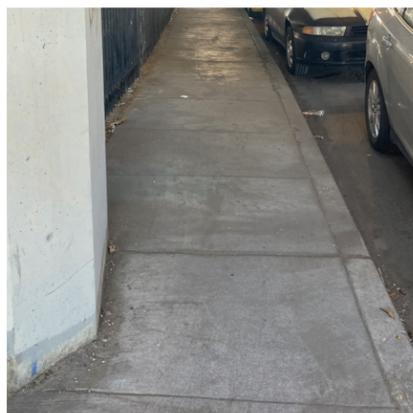
The lower & deeper the underpass, the area will be in a darker & longer period of daytime shadow



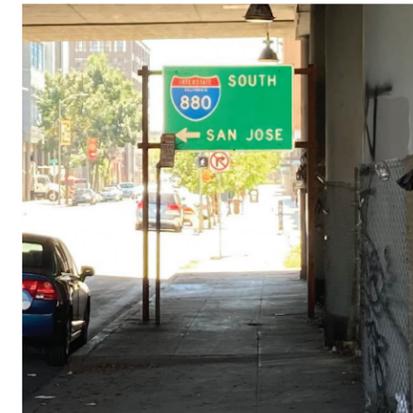
Hostile Architecture: Curved, pointed steel top fencing; barbed & razor wire atop fencing



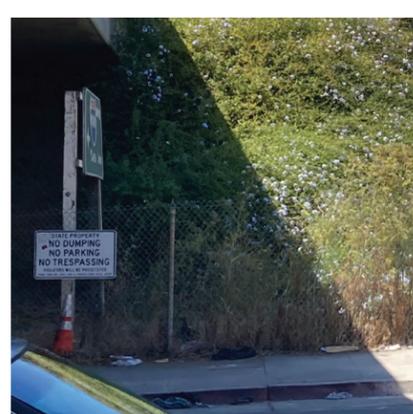
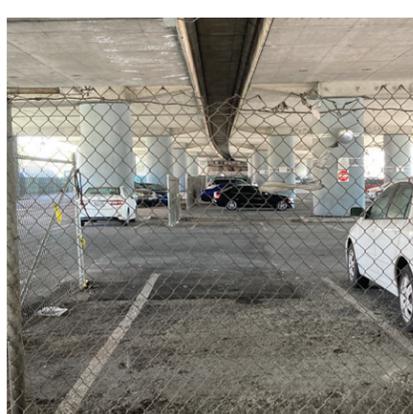
Sidewalks range from narrow, at 3'-0", to ample, at 9'-6".



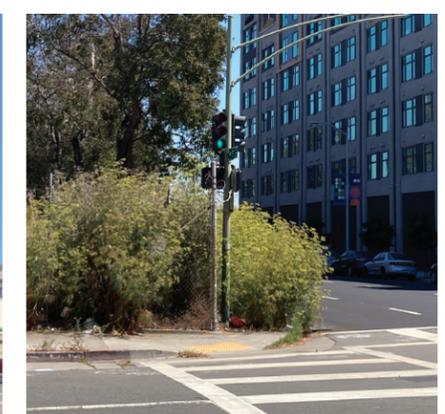
Signage is typically oriented to either pedestrians (restrictions) or vehicles (wayfinding).



Common adjacent uses: Parking; embankments; encampments.



Mature trees line the freeway; many embankments are planted; weeds flourish along fencelines.



# MANY UNDERPASSES DO NOT PROVIDE ADEQUATE LIGHTING BY CITY STANDARDS.

VISIBILITY

LIGHTING

ISSUES	CAUSES	SOLUTIONS
Poor visibility for drivers and pedestrians of one another	The scale of vehicular-oriented transportation infrastructure, its large columns, embankments, vegetation, parked cars	Increase high contrast signage and symbols to allow drivers and pedestrians to anticipate and see one another
Poor visibility upon approaching the underpass during daytime	Eyes adjusted to daylight cannot equally define forms in deep shade that lacks additional illumination	Reduce contrast between daylight and underpasses by increasing light in underpass
Poor visibility within underpasses at night	Insufficient quality of lighting	Improve uniformity and quality of lighting



Typical existing LED luminaires



Example of high contrast in daytime conditions



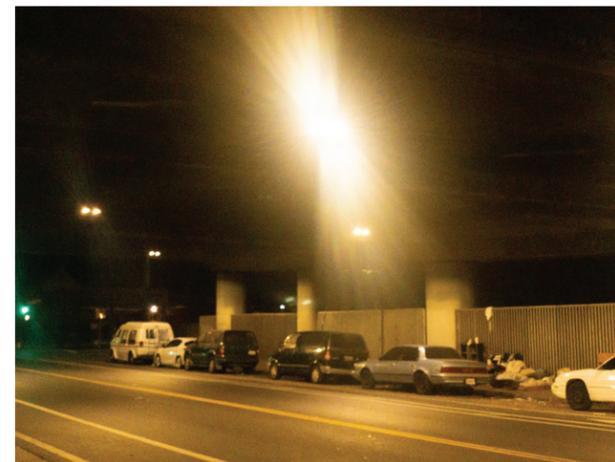
Example of poor vertical illumination



Example of dark embankment areas



Typical existing nighttime conditions



Example of glare caused by existing luminaires

# THE TOOLKIT ORGANIZES DESIGN SOLUTIONS IN CATEGORIES GUIDED BY AGENCY JURISDICTION AND PERMITTING PROCESSES.

GOALS

Improve Safety  
Lessen Negative Sensory Impacts  
Neighborhood Connectivity

## Design Solutions

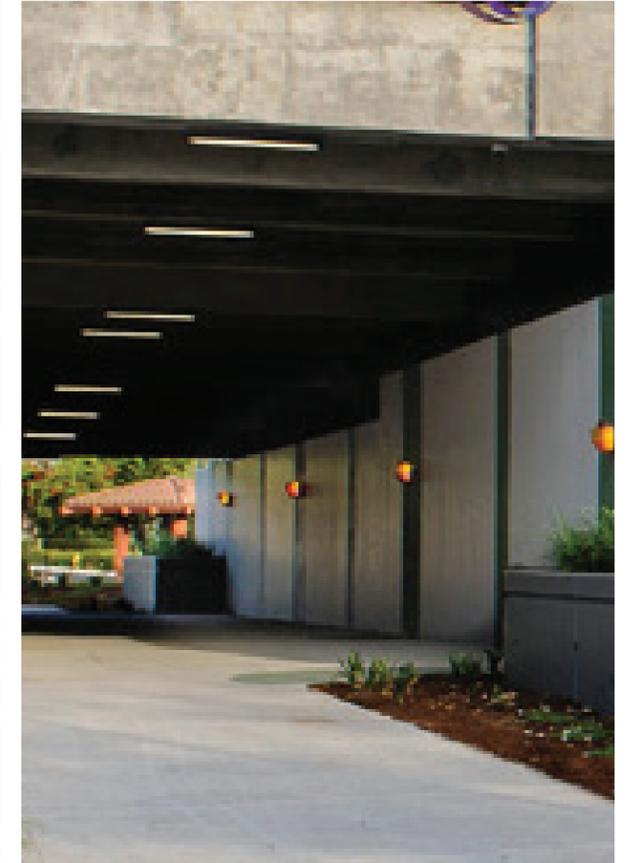
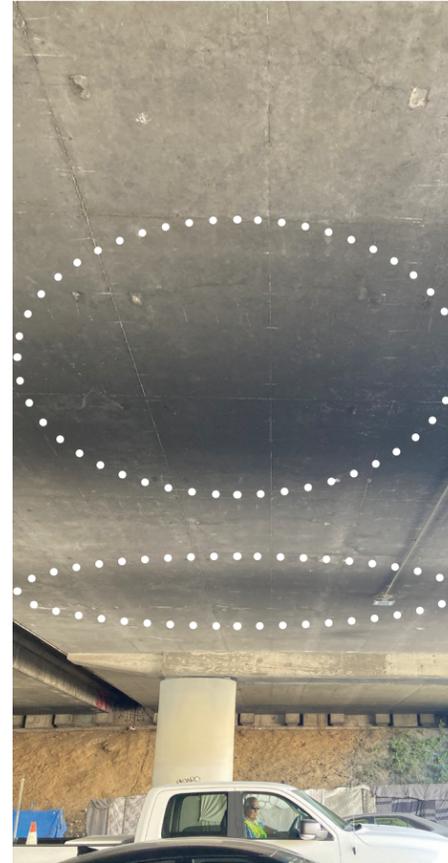


TOOLS

- 1 Lighting
- 2 Signage
- 3 Furnishings
- 4 Surface Treatments
- 5 Public Art
- 6 Planting
- 7 Architecture+Engineering
- 8 Airspace

# MAINTENANCE, STANDARDS, ENHANCEMENT & ART IMPROVE VISIBILITY.

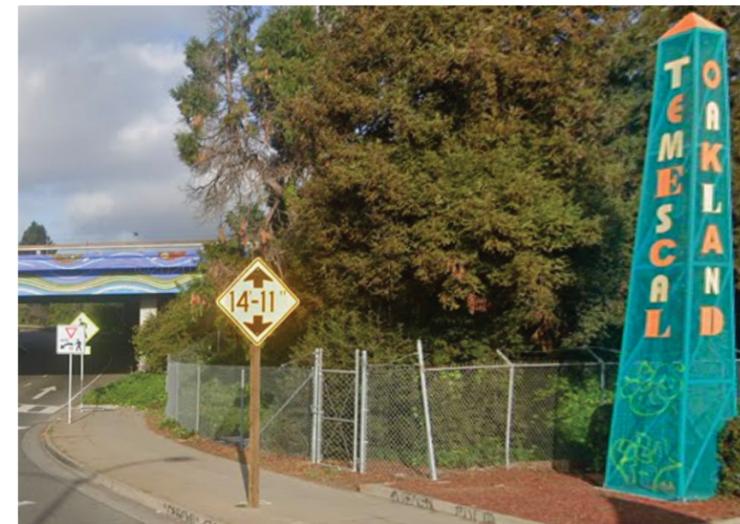
- 1 Lighting
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- 8 Airspace



- Maintenance: Routinely powerwash underpass ceiling, especially where traffic stalls.
- City of Oakland standards-level street lighting: at intersections adjacent to underpasses and within underpass (e.g., pole-mounted to match adjacent street light standards, uplighting, in-ground, wall lights, ceiling lights)
- Use of low glare illumination sources for improved visual comfort and safety
- Artistic or decorative lighting installations.

# SIGNAGE CAN SPEAK TO BOTH PEDESTRIANS AND DRIVERS, AND PROVIDE WAYFINDING FOR ADJACENT NEIGHBORHOODS, DISTRICTS & PLACES.

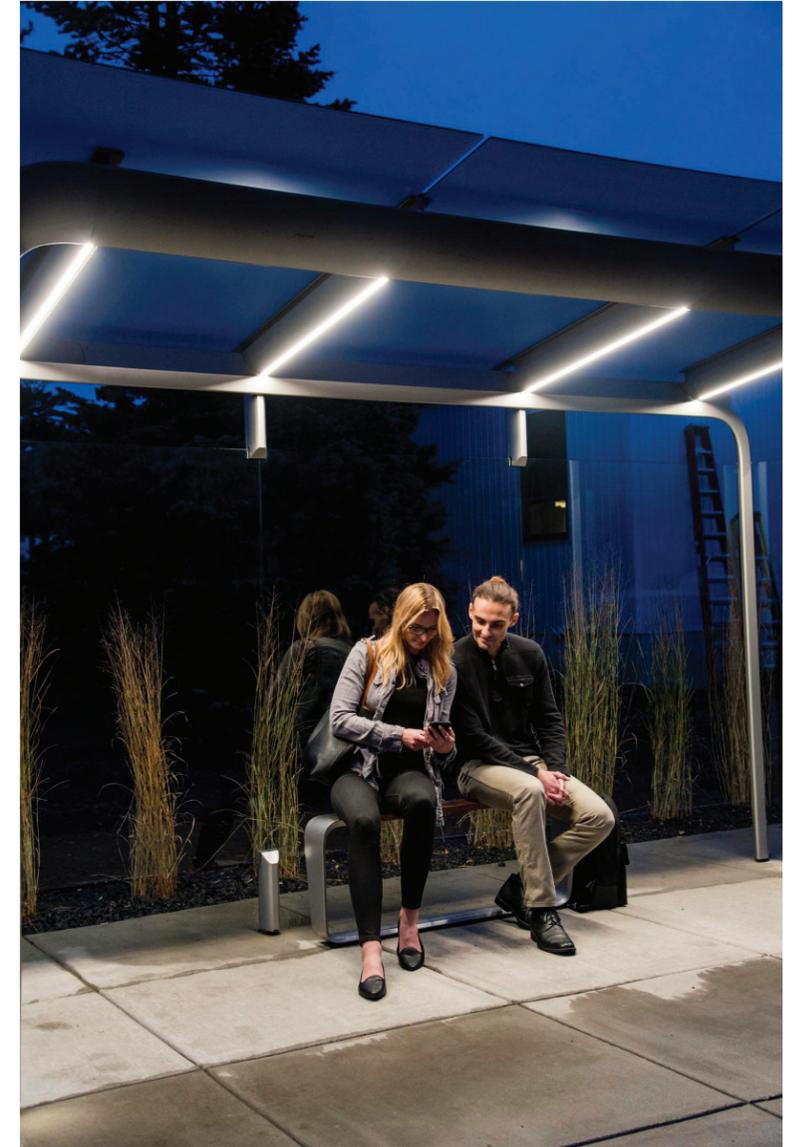
- 1 Lighting
- 2 Signage
- 3 Furnishings
- 4 Surface Treatments
- 5 Public Art
- 6 Planting
- 7 Architecture+Engineering
- 8 Airspace



- Pedestrian-friendly wayfinding signage on posts, using high contrast colors
- Develop pedestrian wayfinding signage that extends from underpass to adjacent intersections and streets
- Gateway/Monument-scaled features in the right-of-way

# FURNISHINGS INVITE PEDESTRIANS INTO THE UNDERPASS; HIGH-CONTRAST, COLOR, AND LIGHT BRING DRIVERS' ATTENTION TO PEDESTRIAN SPACES.

- 1 Lighting
- 2 Signage
- 3 **Furnishings**
- 4 Surface Treatments
- 5 Public Art
- 6 Planting
- 7 Architecture+Engineering
- 8 Airspace



- Maintenance: Routinely clean site furnishing elements.
- High-contrast bollards at crosswalks.
- Remove all barbed and razor wire
- Decorative elements such as privacy slats, custom vinyl screening, or ribbon, to existing fencing
- Relocate fencing behind columns (pair with incorporating columns into a broader graphic identity strategy)
- Incorporate portable toilets and handwashing stations into broader graphic identity

# TEMPORARY OR PERMANENT SURFACE TREATMENTS CREATE PEDESTRIAN-ORIENTED WAYFINDING AND SPACES.

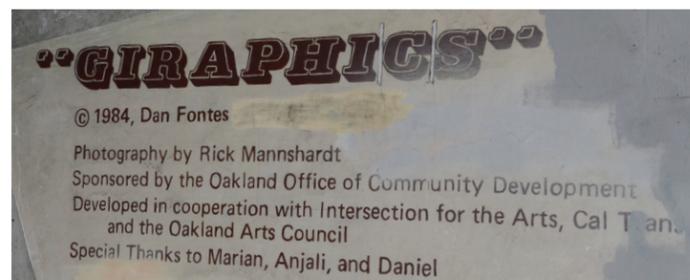
- 1 Lighting
- 2 Signage
- 3 Furnishings
- 4 Surface Treatments
- 5 Public Art
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- 7 Architecture+Engineering
- 8 Airspace



- Mulch, ballast, or other crushed stone over bare soil to reduce noise buildup.
- Application of high reflectance coatings to underside of structure
- Application of sound-absorptive treatments to underpass structure
- Painted high-contrast crosswalk pattern and extend pattern onto underpass sidewalk.
- Painted sidewalk graphics for wayfinding
- Tiled or painted graphic design on underpass walls or columns
- Painted graphic pattern on roadway (distinguished from crosswalk patterns)
- Paint sides of freeways as wayfinding

# PUBLIC ART, FOLLOWING THE SPECIAL PUBLIC ARTS COMMISSION PROCESS, BRINGS PLACE-MAKING TO UNDERPASSES.

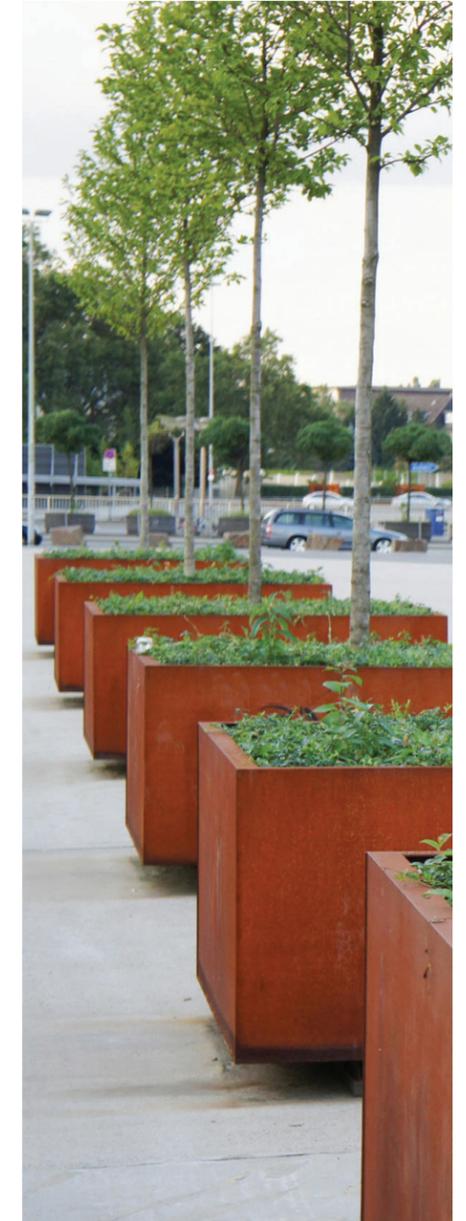
- 1 Lighting
- 2 Signage
- 3 Furnishings
- 4 Surface Treatments
- 5 Public Art
- 6 Planting
- 7 Architecture+Engineering
- 8 Airspace



- Copyright may be required to transfer to CalTrans
- Mural program, temporary or permanent, on walls and columns
- Install art anchored to ground, or affixed to underpass walls (more permitting)
- Site public art as gateway in medians, embankments, or on the widened sidewalk adjacent to underpass

# PLANTINGS AND MOVABLE PLANTERS BRINGS A NEIGHBORHOOD SCALE TO INFRASTRUCTURE AND DEFINES SPACE FOR DIFFERENT USES.

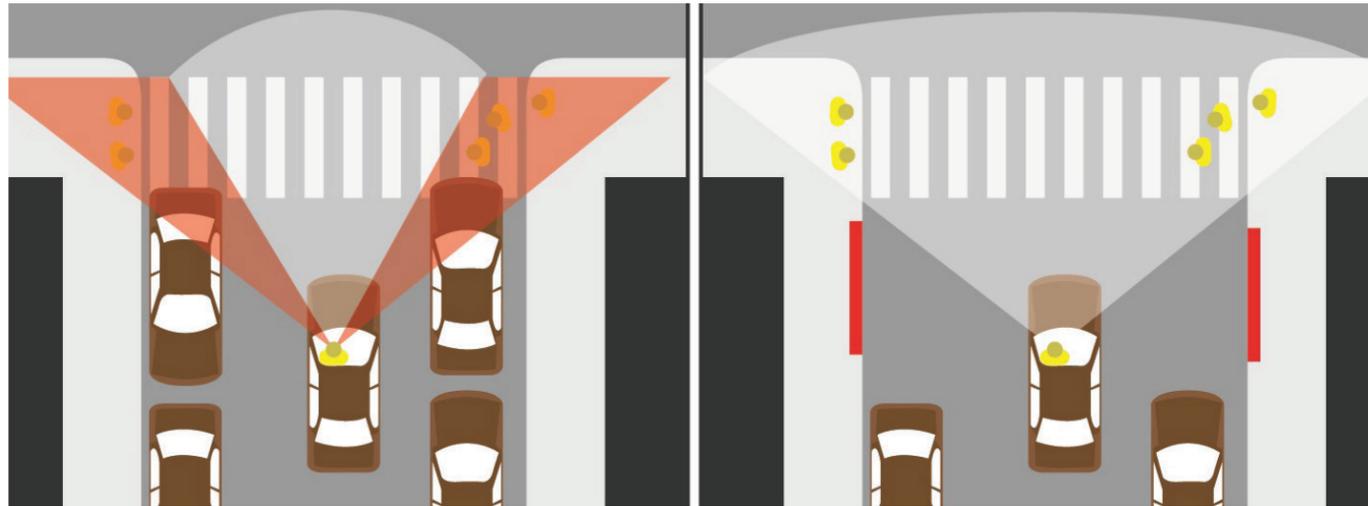
- 1 Lighting
- 2 Signage
- 3 Furnishings
- 4 Surface Treatments
- 5 Public Art
- 6 **Planting**
- 7 Architecture+Engineering
- 8 Airspace



- Maintenance: Maintain vegetation and accumulating waste in planting areas
- Planting in ground or movable raised beds to define different spaces (i.e. sidewalk, airspace, roadway, encampments)
- Neighborhood- and pedestrian- scale planting design at embankment

# UNDERPASS WALLS AND EMBANKMENTS CAN INTEGRATE MATERIALS AND FORMS TO CREATE PEDESTRIAN-ORIENTED SPACE.

- 1 Lighting
- 2 Signage
- 3 Furnishings
- 4 Surface Treatments
- 5 Public Art
- 6 Planting
- 7 Architecture+Engineering
- 8 Airspace



- Provide a buffer between traffic and sidewalk, with parking, bikeways, or planting; separated Class IV bike facilities
- Provide multi-modal safety standards (e.g., parking daylighting, widen sidewalks, speed bumps, bump-outs, flashing bollards, accessible pedestrian crosswalk signals)
- Integral colored concrete or pavers in roadway or sidewalk
- Use decorative exposed aggregate, stone, concrete scoring or formliner, or pavers for surfacing of embankment slopes and walls.
- Re-shape embankments to neighborhood-scale forms such as smaller, terraced, retaining walls.
- Decorative, all-weather metal cladding (steel, corten) panels (such as cladding used on sides of buildings, parking garages, utility infrastructure screening) on sides of freeway
- Modify or remove non-structural underpass walls to widen pedestrian space
- Incorporation of sound attenuation elements that are decorative or sculptural
- Modify pedestrian and traffic circulation patterns
- Shield pedestrian spaces from vehicular traffic using continuous solid barriers
- Divide the road and sidewalk with a fully enclosing wall

# INCLUDE AIRSPACE AND LAND THAT RUN PARALLEL TO THE FREEWAY IN UNDERPASS IMPROVEMENT SOLUTIONS.

- 1 Lighting
- 2 Signage
- 3 Furnishings
- 4 Surface Treatments
- 5 Public Art
- 6 Planting
- 7 Architecture+Engineering
- 8 Airspace



- Extend lighting strategies parallel to freeway into airspaces
- Extend mural program into columns and walls in airspace
- Move fencing substantially inward into airspace, away from columns and the sidewalk, to broaden pedestrian and publicly accessible space
- Move fencing parallel to freeway behind trees planted along the freeway, to bring the landscape into the pedestrian's streetscape
- Maintenance: Neighboring airspace must be kept on routine maintenance for waste and vegetation

**Questions & Comments:**

Audrey Harris at [aharris2@oaklandca.gov](mailto:aharris2@oaklandca.gov)

**Project Website:**

<https://www.oaklandca.gov/projects/walk-this-way>



City of  
Oakland

**PGAdesign**

LANDSCAPE  
ARCHITECTS

## November 2021 BPAC Agenda Item 9. Committee Report Back Attachment

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

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

### 2021 Active BPAC Committees/Task Forces/Liaisons

Committee Name / Liaison Role	Date Created	Purpose	Commissioners	Community Members
Infrastructure Committee	2/16/17	Review and comment on the design of projects	Burnette Jr, Ralston, Schader, <b>Yee</b>	George Naylor, <b>Robert Prinz</b> , Midori Tabata, Brendan Pittman, John Minot
Legislative Committee	6/21/18	Research and develop policy recommendations for consideration by the BPAC	<b>Gardner</b> , Lok, Mangrum	Kenya Wheeler
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	5/17/18	Monitor Committee activities and report back to the BPAC	Ralston	
Liaison to Mayor's Commission on Persons with Disabilities	5/17/18	Monitor MCPD activities and report back to the BPAC	Schader	
Open Forum Committee	3/17/16	Review and analyze comments received during Open Forum	Schader	<b>Midori Tabata</b>
Bicyclist Pedestrian Police Relations Committee	9/20/18	Rectify inequitable policing and racial profiling through analysis, dialog, and recommendations	Burnette Jr, Gardner, <b>Mangrum</b>	Tom Holub, George Naylor, Zachary Norris, Kenya Wheeler
Planning Commission Review Committee	1/17/2019	be a resource to the Planning Commission and provide input on bicycle and pedestrian elements of proposed projects	Burnette, <b>Campbell</b> , Schader	John Minot, George Naylor, Kenya Wheeler
Strategic Plan Taskforce	1/30/2020	Draft and track the BPAC's Strategic Plans	Campbell, Gardner	
2022 Recruitment Committee	7/15/2021	Outreach and recruitment for new BPAC commissioners beginning January 2022	Burnette, Mangrum, Schader	Midori Tabata

\*Committee Chairs in **bold**

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

For more details on upcoming meeting planning see the BPAC Scheduler at [https://docs.google.com/spreadsheets/d/1PmvGuKNg3lBspg7WwnqB7\\_MaQumB6BCpA\\_7Sbvuf8Q8/edit?usp=sharing](https://docs.google.com/spreadsheets/d/1PmvGuKNg3lBspg7WwnqB7_MaQumB6BCpA_7Sbvuf8Q8/edit?usp=sharing)

### Three-month agenda look-ahead

#### December

- BPAC Chair Report to Public Works Committee
- 14<sup>th</sup> Street Safety Project (tentative)
- Annual Strategic Planning Projects (tentative)
- Open Forum Committee Report (tentative)

#### January

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

#### February

- Oakland Waterfront Trail (tentative)
- Annual Major Development Projects (tentative)
- Transportation Development Act Article 3 (TDA) Grant Possible Projects (tentative)
- OakDOT Organizational Update (tentative)

### Announcements

- **Traffic Fatalities – 2021 Calendar Year to Date:** According to the latest OPD Fatality Tracking Data There have been 22 confirmed traffic fatalities in 2021, seven of which involved a pedestrian, two involved a motorcyclist, one involved a scooterist, and none has involved a bicyclist. This total does not include the Oct 28<sup>th</sup> crash at 7<sup>th</sup> and Madison where the pedestrian is not expected to survive. OakDOT is currently working on six Rapid Responses—one for a motorist fatality on Frontage Road, one for a pedestrian fatality on MacArthur Boulevard near Chetwood Street, one for a pedestrian fatality on Park Boulevard near East 38<sup>th</sup> Street, one for a severe pedestrian injury at the intersection of 10<sup>th</sup> Street and Harrison Street, one for the pedestrian fatality at the intersection of Bancroft Avenue and 85<sup>th</sup> Avenue, and one for two severe pedestrian injuries at 23<sup>rd</sup> Ave and 27<sup>th</sup> St.
- **OakDOT Major Projects Map Updates:** OakDOT completed a comprehensive update to the OakDOT Major Projects Map which shares information on current OakDOT major projects across the city. The effort added 42 projects and updated the information on all other projects. You can find the map from the landing page at [www.oaklandca.gov/resources/active-major-improvementsproject](http://www.oaklandca.gov/resources/active-major-improvementsproject).
- **Universal Basic Mobility Pilot:** OakDOT is promoting and distributing up to 500 "Mobility Wallets" loaded with \$300 through this Pilot. The Mobility Wallets are restricted prepaid debit cards that can be used solely to purchase trips or passes on transit and shared mobility, including carshare, bikeshare, and e-scooters. Individuals qualify to receive a Mobility Wallet if they: 1) live and/or work in East Oakland and 2) take a survey saying how they travel and select demographic information. To invite survey applications, staff have engaged East Oaklanders through mailers, tabling at community events, libraries, and transit centers, and community-based organizations' programs and newsletters. More information about the program and a link to the survey is available here: [www.oaklandca.gov/topics/universal-basic-mobility](http://www.oaklandca.gov/topics/universal-basic-mobility).
- **Sideshow Prevention Pilot:** OakDOT's striping crew completed the installation of hardened centerlines and Bott's Dots in the intersection of High Street and MacArthur Boulevard this week as part of the pilot to prevent sideshows with engineering treatments. This is the third intersection in the pilot to receive these similar treatments.
- **School Safety Press Release and Crossing Guard Web Page:** OakDOT issued a media release for Walk to School Day highlighting school safety enhancements that support active transportation every day, including recent and planned infrastructure improvements, crossing guards, school safety patrols, and targeted

parking enforcement. (<https://www.oaklandca.gov/news/2021/on-walk-to-school-day-oakdot-reports-on-school-traffic-safety-enhancements-that-support-active-transportation-to-school-every-day>) OakDOT also launched a new crossing guard program webpage which includes a map of active crossing guard posts and other key program information including the ongoing call for applications for new crossing guards. <https://www.oaklandca.gov/topics/the-oakdot-crossing-guard-program>

- **E-Scooter Parking:** E-scooters are now allowed to lock a maximum of two e-scooters on one side of a bike rack as long as having the other side always available for private bike or mobile vehicle parking (before only one scooter was allowed per bike rack). This minor change is expected to further reduce issues and complaints about e-scooter parking, which have come down significantly since the locking mechanisms were introduced last year.
- **Before/After Evaluation on Telegraph Avenue:** In August 2021, staff completed an evaluation of travel activity and vehicle speeds on Telegraph Avenue between Grand Avenue and 51st Street, following up on similar data collection performed in February 2020. Compared to February 2020, the 2021 data shows significant decreases in AM and PM bicycle (35- 70%), pedestrian (52-87%), and auto (23-26%) volumes in KONO and Pill Hill (segments of the corridor that remain physically unchanged). In the Temescal segment of Telegraph Avenue (where protected bike lanes and bus boarding islands were installed) bicycle and pedestrian volumes remained relatively constant between February 2020 and August 2021, while vehicle volumes dropped by 35%. The data show that enduring COVID-19-related commute patterns continue to significantly decrease activity along Telegraph Avenue, except for people walking and biking in Temescal. Since February 2020, 85th percentile vehicle speeds decreased from 29 mph to 26 mph in Temescal, remained 30 mph in Pill Hill, and increased from 24 mph to 27 mph in KONO. The full evaluation is posted on the project website: <https://www.oaklandca.gov/topics/telegraph-avenue-corridor-improvements>
- **Installation of Stop Signs and Red Flashing Beacons on Northgate Avenue at Sycamore Street:** OakDOT installed signs with red flashing beacons on Northgate Avenue at its intersection with Sycamore Street. The number of recent traffic collisions attributed to right-of-way violation triggered the decision to install stop signs on a busy street that connects the westbound Highway 24 off-ramp at 27th Street to West Grand Avenue. To account for the rarity of placing stop signs on a street with significantly higher traffic volume than the intersecting street and existing sight distance limitations due to road curvature, red flashing beacons were installed adjacent to the stop signs for added visibility and awareness.

# City of Oakland Bicyclist and Pedestrian Advisory Commission

## Strategic Plan Goals for 2021

February 2021

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

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

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

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

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

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

**Ongoing Tasks**

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

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

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

3.c	Attract grants for pilot Bicycle and Pedestrian equity infrastructure projects in Oakland				
3.d	Advocate for community groups to be integrated into OakDOT program and community outreach work (in a paid capacity wherever possible).				Ask that Bike Plan update presentations provide summary of program initiatives.

**Goal 4: Build relationships with policymakers and provide feedback on pedestrian and bicycle policy.**

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