



CITY OF OAKLAND

City of Oakland, Bicyclist & Pedestrian Advisory Commission

Minutes from the September 18, 2025 Meeting

City Hall, Hearing Room 4

Meeting agenda at: www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings

Meeting called to order at 6:10 PM by BPAC Chair Ralston.

Item I. Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes

At roll call, quorum was established with 5 Commissioners present (X). Four Commissioners were excused (-)

Commissioners	Present
Priyanka Altman	X
Kirsten Flagg	X
Grey Gardner	-
Jimmy Jessup	X
Alexander Perry	-
David Ralston (Chair)	X
Patricia Schader	-
Nick Whipps (Vice-Chair)	-
Dianne Yee	X

Introductions were made.

1. Oakland Department of Transportation (OakDOT) Staff: Jason Patton, Noel Pond-Danchik, Ade Oluwasogo, Amit Salwan, Eamon Jahouach, Jamie Parks
2. Other attendees: Ann Killebrew, Denise Schmidt, Robert Prinz, Jesse Olsen, Shayda Rager, George Spies, Ben Lum, Howard Matis, Arielle Fleisher, Magnus Barber, Rafael Gavilanes, Paul Smith, Kevin Dalley, Sofia Pollman, Kaitlyn Kong, Jesse Kadjo

Chair Ralston led the commission in an acknowledgement of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians; for more information visit: oaklandca.gov/topics/traffic-fatality-tracking.

Summary of Discussion:

- At approximately 8:45am on September 11, an Asian female pedestrian in her 90s was killed in a collision with a vehicle while crossing 8th St at Broadway. More information is provided as an attachment in the agenda for this meeting.

Speakers other than Commissioners: none

Item 2. Open Forum / Public Comment / Announcements

A list of announcements and attachments were included in the meeting's agenda packet. 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 Liaisons track Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking.) The Liaisons review 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 oaklandca.gov/services/oak311.

Summary of Discussion:

- The Major Projects Division reported that the 3rd St project has reached 65% design. The design includes adding new sidewalks, but this may preclude implementation of proposed protected bike lanes. It was suggested that BPAC request this item for a future agenda.
- The Broadway Streetscape Improvements project is being planned by the Major Projects Division project. The project includes work at Broadway at 8th St, where the pedestrian fatality noted in the previous item occurred. More info available at: www.oaklandca.gov/Government/Oakland-Improvement-Projects/Broadway-Streetscape-Improvements
- Concerns were raised about elevation changes on the new 14th St bike lanes; one pedestrian reported falling. It was also reported that foggy conditions can make it difficult to see the curb on Telegraph Ave.
- Walking tours led by community and neighborhood organizations are underway as part of the General Plan Update and the Pedestrian Plan Update community engagement strategies. Approximately 15 tours are scheduled between now and the end of November, with recent tours held in San Antonio and West Oakland, and upcoming tours in the Seminary, Melrose, Havenscourt, and Eastlake neighborhoods. Email Noel Pond-Danchik (npond-danchik@oaklandca.gov) for more information on dates.
- A question was raised about whether Oakland could allow bicyclists to ride on wide sidewalks, as it is permitted in Walnut Creek. A request was made for clarification on the Oakland Police Department's enforcement of sidewalk riding.
- Concern was expressed that other cities, including San Francisco, are losing their BPACs.

Speakers other than commissioners: Robert Prinz, George Spies, Howard Matis, Noel Pond-Danchik, Paul Smith, Shayda Rager

Item 3. Approval of Meeting Minutes

The draft meeting minutes from the August 2025 Special BPAC meeting were considered for adoption.

→ A motion to **adopt the Bicyclist & Pedestrian Advisory Commission July meeting minutes** was made (Altman) and seconded (Yee) The motion was approved by voice vote.

Adopted minutes online at www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings

Speakers other than commissioners: none

Item 4. Committee & Liaison Appointments, Overviews, and Report Backs

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

- Infrastructure Committee:
 - The committee last met on September 4, 2025 and heard items on the Highway Safety Improvement Program Grant projects and the Community-Led Traffic Safety (CLTS) Pilot Program.
 - Their next meeting is scheduled for Thursday, November 6, 2025, from 3:30-5:30. They are planning on hearing items on Alameda County Transportation Commission's San Pablo Ave Project (www.alamedactc.org/programs-projects/multimodal-arterial-roads/sanpabloave) and upcoming bikeway projects on the paving plan.
- Policy and Legislative Committee:
 - The committee met last on May 5, 2025.
 - Their next meeting is scheduled for Monday, October 27, 2025, from 6:00 to 7:30 PM in City Hall. They are tentatively planning on hearing items on the Fire Code, vehicle speed studies, and/or parking policy.
- Ad-Hoc General Plan Working Group
 - There was a recent meeting on the topic. This topic was discussed during Item 7 of this meeting.
- Ad-Hoc Recruitment Committee:
 - Applications for BPAC positions with terms beginning January 2026 were due September 11, 2025.
 - The committee is currently reviewing the 37 applications that they received. Recommendations will be brought to the October BPAC meeting for a vote, then forwarded to the Mayor for consideration, and finally agenda'd at a City Council meeting for City Council approval.
- Oakland City Council Public Works and Transportation Commission (PWTC) Liaison
 - The BPAC is interested in appointing a liaison to the PWTC.
 - The liaison should report out on the PWTC meetings at the BPAC meeting and develop a relationship with the PWTC. PWTC meetings are generally 11:30 on Tuesday every other week.

→ A motion to **appoint Commissioner Altman, Jesse Olsen, George Spies, Rafael Gavilanes, Anne Killebrew as liaisons to the Oakland City Council Public Works and Transportation Committee** was made (Jessup) and seconded (Ralston) The motion was approved by voice vote.

- All BPAC committee leads should send any missing minutes to staff.

Speakers other than Commissioners: Kevin Dalley, Jesse Olsen, George Spies, Rafael Gavilanes, Anne Killebrew, Jason Patton, Arielle Fleisher

Item 5. I-880/42nd Ave/High Street Access Improvements

OakDOT staff Ade Oluwasogo, Supervising Transportation Engineer, and Eamon Jahouach presented on the I-880/42nd Ave/High Street Access Improvements. The I-880/42nd High Street Access Improvements project will improve connectivity around I-880, a significant commercial and industrial regional connector. The improvements include construction of an extension of 42nd Ave from the off-ramp to Alameda Avenue, and an extension from High Street to Alameda Avenue. A copy of the MTC Complete Streets Checklist for this project was attached to the agenda for this meeting. A copy of the presentation including the plans for this project is attached to these minutes.

Summary of Discussion:

- The project is seeking funding from the Metropolitan Transportation Commission (MTC), which requires submission of an MTC complete streets checklist, which must be reviewed by the local BPAC. A copy of the checklist is attached to the agenda for this meeting.
- Buffered bike lanes cannot be implemented on High St with this project without removing a vehicle lane which is very difficult given the current configuration of the freeway onramp and would require a Caltrans project.
- Concerns were raised about transparency, particularly regarding checklist items referring to bicycle and pedestrian improvements when bike lanes and sidewalks are not planned for the two new streets.
- Sidewalks cannot be added to the 42nd Ave Extension because it leads directly to the I-880 freeway ramp, raising feasibility and safety issues.
- Sidewalks cannot be added to the Jensen St extension because it is a very narrow easement.
- The project improves connectivity for vehicles, with only minimal bicyclists and pedestrian improvements.
- Suggestions were made to widen the Jensen St acquisition, which is currently only 20 ft wide.
- It was brought up that High Street is on the High Injury Network and identified in the Bike Plan for buffered bike lanes; therefore, a project there should add bike lanes. It was not recommended to bike on High St in its current condition.
- Given the Home Depot and large unhoused population in the area, pedestrian demand is high, and sidewalks should be installed wherever possible.
- The necessity for an additional street primarily serving vehicles was questioned.
- The project would remove traffic from High Street and instead put it on 42nd Ave to access Alameda and Home Depot, to improve vehicle circulation. Moving traffic off High St could create opportunities to make High St a more pedestrian and bike friendly corridor.
- The Bay Trail is currently interrupted at High Street, where there is an unprotected crossing. This project should include mitigation.
- OakDOT noted that a separate paving project underway will address this crossing with lane reconfiguration, a Rectangular Rapid Flashing Beacon, and a small, protected bikeway.
- This project has a \$10M grant, with \$7M already spent from allocations.
- This project dates to the 1990s and was last presented to BPAC in 2020, with comments provided to staff. It was recommended that staff commit to following up for further design discussion. Major changes would require environmental review and local funding. At the 2020 meeting, the BPAC recommended small, low-cost improvements that should remain within scope.

- It was noted that currently, good bicycle access routes are limited. Fruitvale Ave have improved, but connections from this area to Alameda Ave and Fruitvale should also be upgraded.
- Adding a protected bike facility on Alameda Ave was recommended.
- This is a challenging project that's been a long time in the works. The additional MTC funding could free financial capital for additional projects.
- The Caltrans Bay Area Bike Plan shows a protected bike lane through the intersection. A discussion should be coordinated with Caltrans.

Speakers other than Commissioners: Jason Patton, George Spies, Robert Prinz, Jamie Parks, Jesse Olsen, Shayda Rager

Item 6. OakDOT Organizational and Budget Update

City of Oakland Department of Transportation (OakDOT) Assistant Director Jamie Parks provided an OakDOT administrative, budget, and hiring update and an update on the OakDOT budget. A copy of the presentation is attached to these minutes.

Summary of Discussion:

- More recruitments are using multiple choice tests as the exam because they are more practical to proctor and thus move the hiring process along rather than hands-on exams that are delayed because of the inability to find eligible proctors.
- Refreshing eligibility lists for classifications to hire off depends on the City Human Resources (HR) department's ability to coordinate the process. For instance, the lists for Transportation Planners were last created in 2020 and then again this year.
- The department's target vacancy rate is 5-10% and is currently between 20% and 30%.
- City HR manages eligibility lists, and their approval is required to exhaust a list.
- Bike and pedestrian improvements are installed as part of paving projects. Every paving project includes sidewalk and curb ramp upgrades, with additional treatments when possible.
- Paving funded by Measure U will likely begin largely in Spring 2026.
- Oak311 is used to identify and locate sidewalk damage.
- Red curbs are not comprehensively being painted as part of the new California daylighting bill, AB413. Red curbs are being painted as part of routine paving projects.
- The fine for parking with 20 feet of the approach of a crosswalk is \$45.
- Oakland offers residents the option to fix sidewalk damage through City contracts and be billed for the cost, unlike Emeryville.
- Additional parking revenue is anticipated.
- The hiring process can take several years, causing many candidates to drop throughout the process. The timelines are comparable with other jurisdictions.
- MTC is providing Transportation Fund for Clean Air (TCFA) funding for bicycle and pedestrian improvements.

Speakers other than Commissioners: Denise Schmidt, George Spies, Kevin Dalley, Howard Matis, Shayda Rager, Jesse Olsen, Robert Prinz

Item 7. Oakland General Plan Update Feedback

The BPAC's ad hoc General Plan Update working group presented its General Plan policy framework and mapping scenario recommendations for the commission's consideration and discussed whether to

submit a formal comment letter to the City's planning team based on these recommendations. Chair Ralston and George Spies are liaisons to the General Plan Update committee. An updated copy of the presentation is attached to these minutes.

Summary of Discussion:

- The letter would make policy recommendations to encourage implementation of the General Plan vision.
- The map should include a vision for the area above Hwy 24, including a bike path between Berkeley and Lake Temescal. The Caltrans Bay Area Bike Plan Update includes a vision of a path from Lake Temescal to Mills College.
- Recommendations were made for additional connections between the hills and the flats. Since AC Transit's recent Realign project, bus services from the flats to the hills has been added.
- Programmatic recommendations like Ciclovía should also be added. The 880 freeway and Union Pacific Railroad remain barriers to connectivity.
- Shoreline adaptation through with the implementation of bike paths should be included.
- Greenway implementation should be paired with displacement mitigation efforts.
- The term "green zones" should be avoided as it may be confused with green parking zones.
- The letter should include a preferential equity priority in disinvested areas and the flatlands.

Speakers other than Commissioners: George Spies, Howard Matis, Sofia Pollman, Denise Schmidt, Jesse Olsen, Shayda Rager

→ A motion to **submit a letter making recommendations** was made (Jessup) and seconded (Yee) The motion was approved by voice vote.

Item 8. Agenda look-ahead, suggestions for meeting topics

The three-month look-ahead was included in the meeting's agenda packet. Suggestions for meeting topics:

- 3rd Street Project

Sofia Pollman was welcomed to her new position in the Oakland Department of Transportation.

Speakers other than Commissioners: none

Meeting adjourned at 8:15 PM.

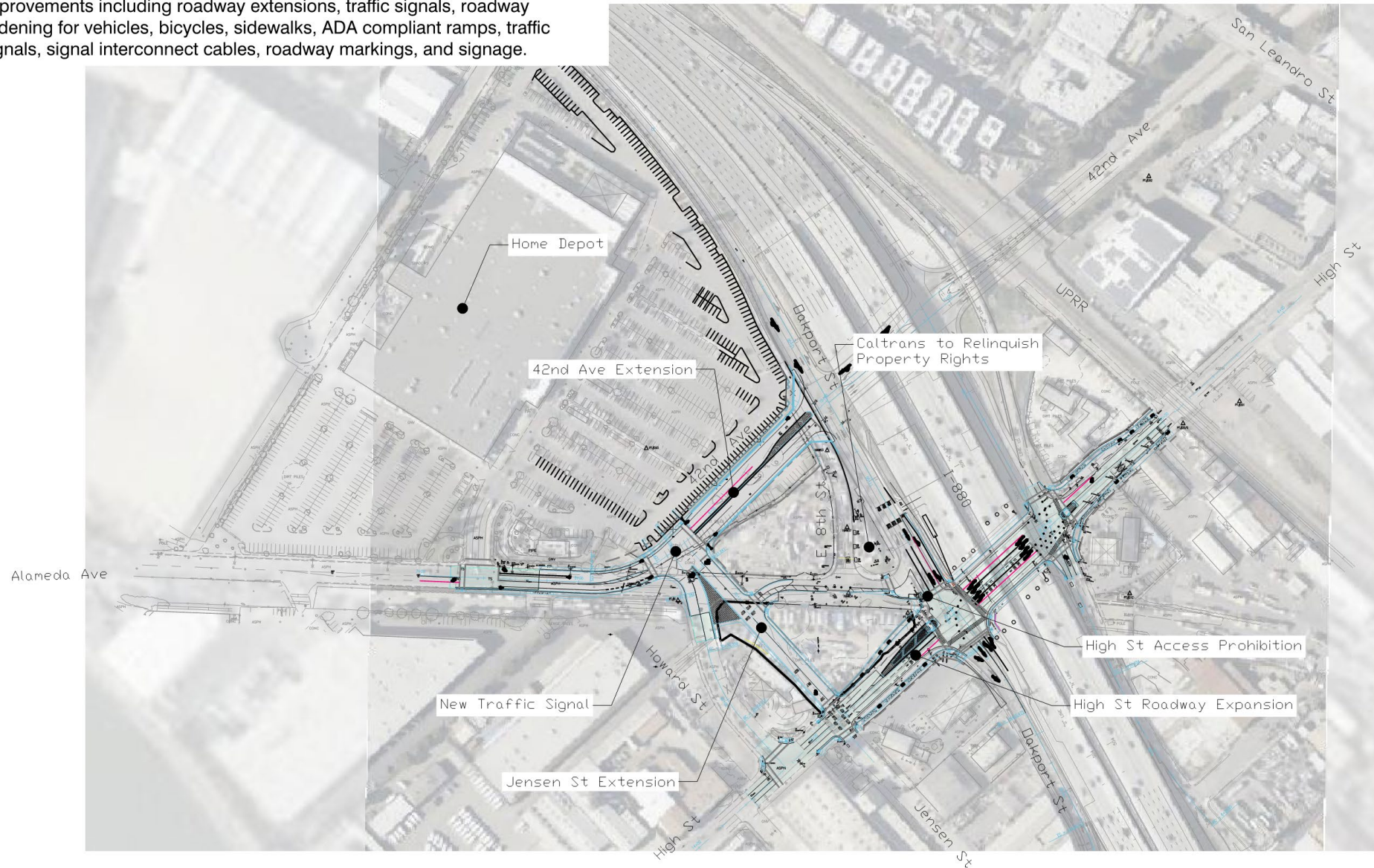
Minutes recorded by Noel Pond-Danchik, OakDOT Bicycle & Pedestrian Program Transportation Planner, emailed to meeting attendees for review on September 23, 2025 with comments requested by September 30, 2025, to npond-danchik@oaklandca.gov. Revised minutes will be attached to the September 2025 BPAC meeting agenda and considered for adoption at that meeting.

SCOPE OF WORK:

Project includes construction of I-880/ 42nd High Street Access improvements including roadway extensions, traffic signals, roadway widening for vehicles, bicycles, sidewalks, ADA compliant ramps, traffic signals, signal interconnect cables, roadway markings, and signage.



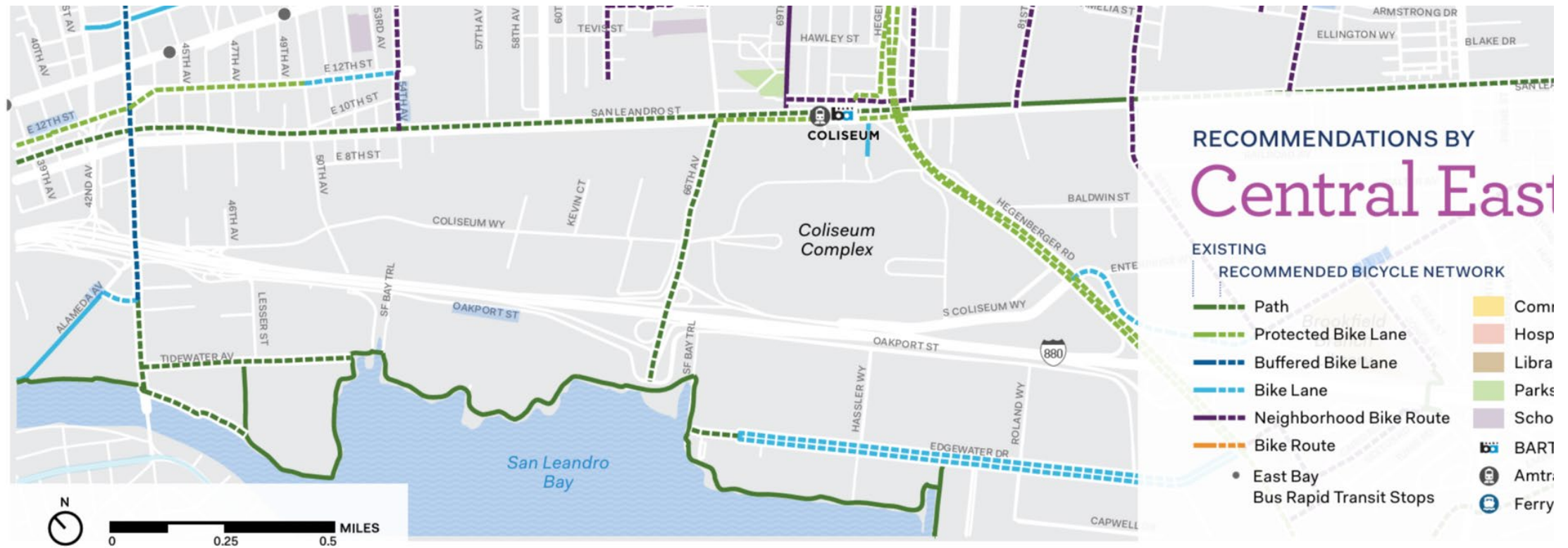
CITY OF OAKLAND
Department of Transportation
Traffic Capital Projects
250 FRANK H. OGAWA PLAZA
SUITE 434
OAKLAND, CA 94612
(510) 238-3437
FAX (510) 238-7227



1003983 42nd and High St Access Improvements Project Project Area Plan

SCALE:
NTS
DATE:
August 8, 2022

From Oakland Bicycle Plan



Historical Background

1. Environment Impact Study Completed and being revised
2. Project design, PSE completed and being revised
3. ROW acquisition completed except for a sliver of land & access control with Home Depot
4. Utilities coordination
 - PGE resolved
 - EBMUD (in-progress) pending acceptance of offer by HD
5. Currently
 - Environmental document being reviewed

Estimated Schedule

1. Access Control & Property Acquisition / Council Action

- Fall 2025

2. ROW Certification

- Spring 2026

3. Encroachment Permit

- Fall 2026

4. Bid Opening

- *Spring 2027*

5. Bid-Award

- Fall 2027

6. Construction

- Spring 2028 – Fall 2030

OakDOT Administrative Update

Budget and Hiring

1

Bicycle and Pedestrian Advisory Commission
September 18, 2025

How Big is OakDOT's Budget?

Approximately \$111M annual operating budget

Source	Associated Funds	Annual Amount	Primary Uses
General Purpose Funds	1010, 1750	\$33M	On-street and off-street parking management and enforcement (revenue-generating)
Measure BB/VRF	2215, 2218, 2219	\$33M	Traffic safety, traffic operations, bicycle and pedestrian programs, abandoned auto removal
State Gas Tax	2230, 2232	\$23M	Pavement and sidewalk repair, streetlights
Development Services Fund	2415	\$14M	Permitting and inspection for private construction in the public ROW
Other special funds	2310, 2416, 2425	\$8M	Streetlighting, crossing guards, private sidewalk repair,

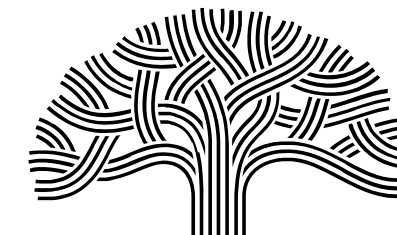
Where does the \$\$\$\$ go?

- Personnel account for nearly 74% of operating budget
 - \$74M of \$100M (excludes overhead recoveries)
 - 306.25 FTE
- Largest non-personnel expenditures:
 - Garage and parking meter management contracts
 - Construction materials
 - Fleet maintenance and purchases
 - Electricity and other utilities



Capital Budget

- Capital projects account for 30% of DOT budget
 - Over \$500M of programmed funding
 - 114 FTE
- \$290M of Measure U infrastructure bonds
 - Primary funding for paving and sidewalks (approx. \$55M annually)
 - Local match for competitive grants (eg, 14th St)
- >\$300M of competitive grants secured in past 5 years
 - 20+ new grant applications submitted annually



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OAKLAND**

Capital Budget – FY2527

- **\$190M** total capital budget proposed, including **\$158M** of Measure U bonds
 - Citywide resurfacing (paving) - \$117M
 - Accessible sidewalks and curb ramps - \$23M
 - Capital grant matching - \$34M
 - Emergency repairs and bridges - \$7.5M
 - Bike, pedestrian and traffic safety - \$8M

!!!Measure U bond issuance scheduled for October!!!

Enhanced Parking Management

- Approx. **\$5M** in additional expenses to expand operations
 - Add 13 FTE Parking Control Technicians
 - 400 new parking meters and expanded meter operations
 - Unfreeze 2 FTE Parking Meter Repair Workers
- Approx. **\$12M** in additional revenue annually
 - Fewer broken meters
 - New AB413 (daylighting) infraction
 - Sunday parking meters (12pm-6pm)
 - Add parking enforcement graveyard and swing shifts
 - Increase parking fines consistent with inflation

New Pedestrian ROW Section and Fund

- ADA consent decree require aggressive sidewalk repair
- Most sidewalk repairs are responsibility of private properties

Proposal:

- New cost-recovery fund to scale-up “Notice to Repair” sidewalk program
- Approx 12 FTE associated with new fund

“Salary Savings”

- Vacant positions = “salary savings”
- Prior year savings can be used on one-time expenses
- Example past uses of salary savings:
 - Traffic calming
 - Council Earmarks
 - International Boulevard upgrades
 - New equipment
- FY25 salary savings were a casualty of Measure U drama

Hiring

- June 2025: 331 filled positions vs. 424 budgeted = 22% vacancy
 - 22% in Dec 2024
 - 25% in January 2024
 - 32% in April 2023
- January 2025 – June 2025: 26 new hires
 - Approximately 75% of all hires are internal promotions
- Over 50 new hires in pipeline for remainder of calendar year

Classifications with 3 or More Vacancies

- Crossing Guards – 32 (Temporary Part-Time)
- Parking Control Technician – 19
- Assistant Engineer - 14
- Parking Control Technician II - 12
- Transportation Engineer - 8
- Public Works Maintenance Worker - 7
- Construction Inspector - 6
- Civil Engineer - 4
- Traffic Painter - 4
- Transportation Planner III - 4
- Concrete Finisher – 3
- Electrician - 3
- Parking Meter Repair Worker - 3
- Street Maintenance Leader – 3
- Transportation Planner II - 3

Barriers to Hiring

- Recruitment challenges
 - Engineers, surveying, construction inspection
- Budget challenges
- Process challenges (i.e., establishing new “civil service lists”)

Classifications with 3 or More Vacancies

Classification	# of Vacancies	Challenge
Crossing Guards (Temp Part-Time)	32	Recruitment
Parking Control Technician	19	Budget
Assistant Engineer	14	Recruitment
Parking Control Technician II	12	Process
Transportation Engineer	8	Recruitment
Public Works Maintenance Worker	7	Budget
Construction Inspector	6	Recruitment
Civil Engineer	4	Recruitment
Traffic Painter	4	Process
Transportation Planner III	4	Process
Concrete Finisher	3	Process
Electrician	3	Process
Parking Meter Repair Worker	3	Budget
Street Maintenance Leader	3	Process
Transportation Planner II	3	Process

BPAC General Plan Update Recommendations

September 18, 2025

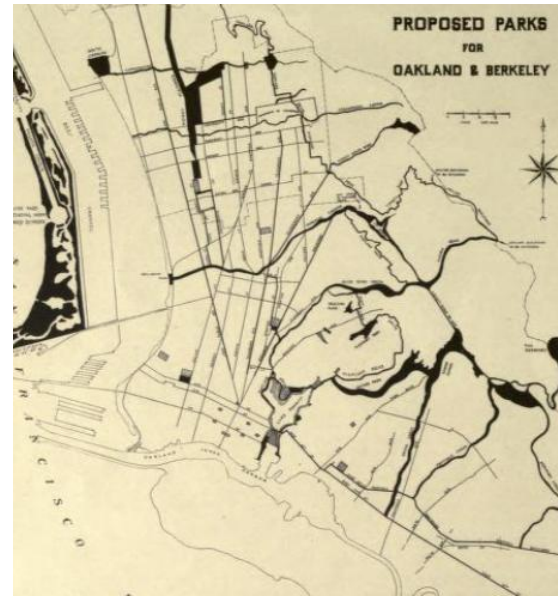
Presented on behalf of the ad hoc General Plan working group

by David Ralston, BPAC Chair



Future blue-green infrastructure

Connecting Oakland with a Green “Park” Network:
Conceptual foundations from 1915 Hegemann Plan to visions of creek corridors connecting “Hills to Bay” while inter-weaving neighborhood centers.



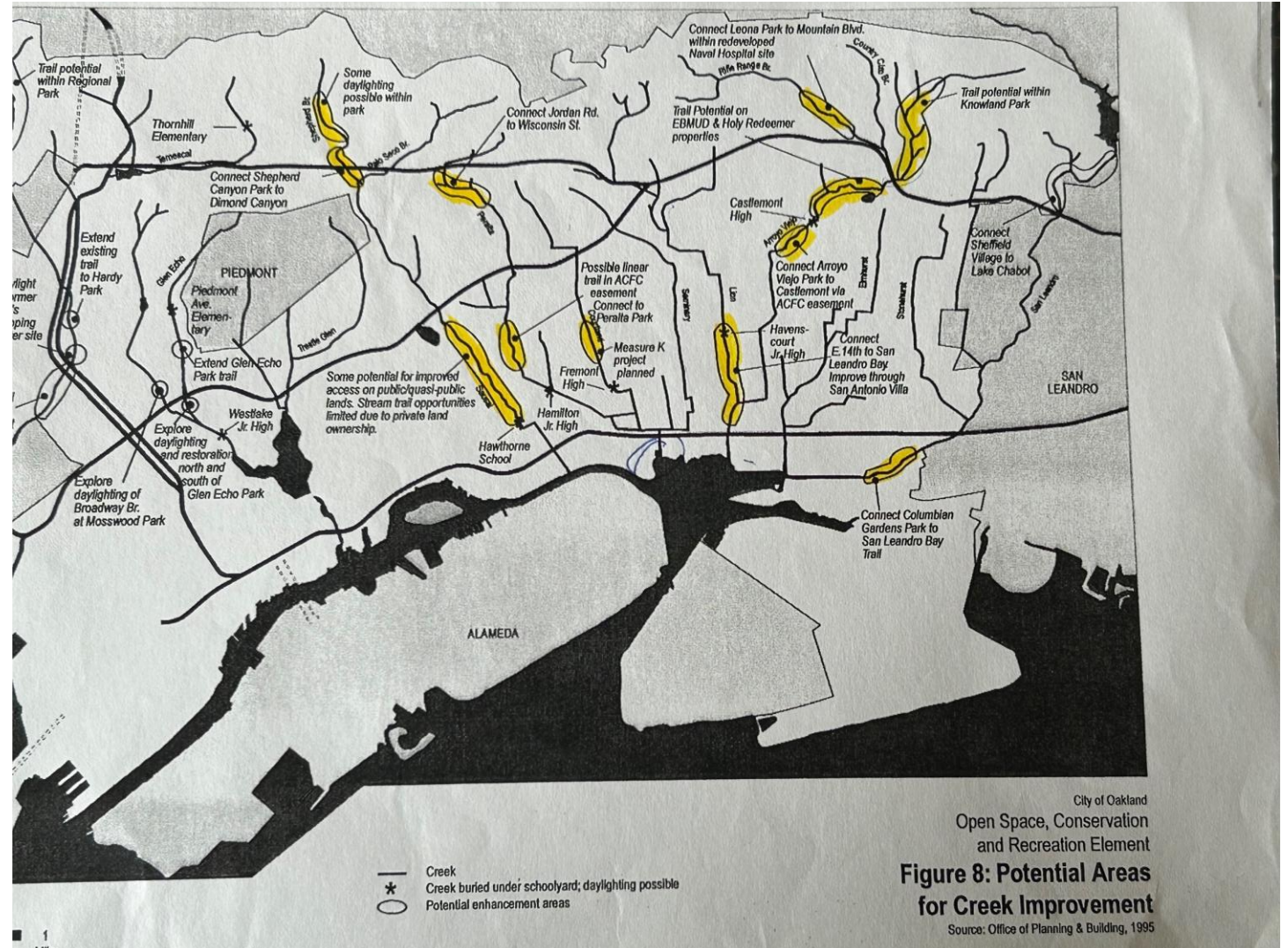
Vision Background



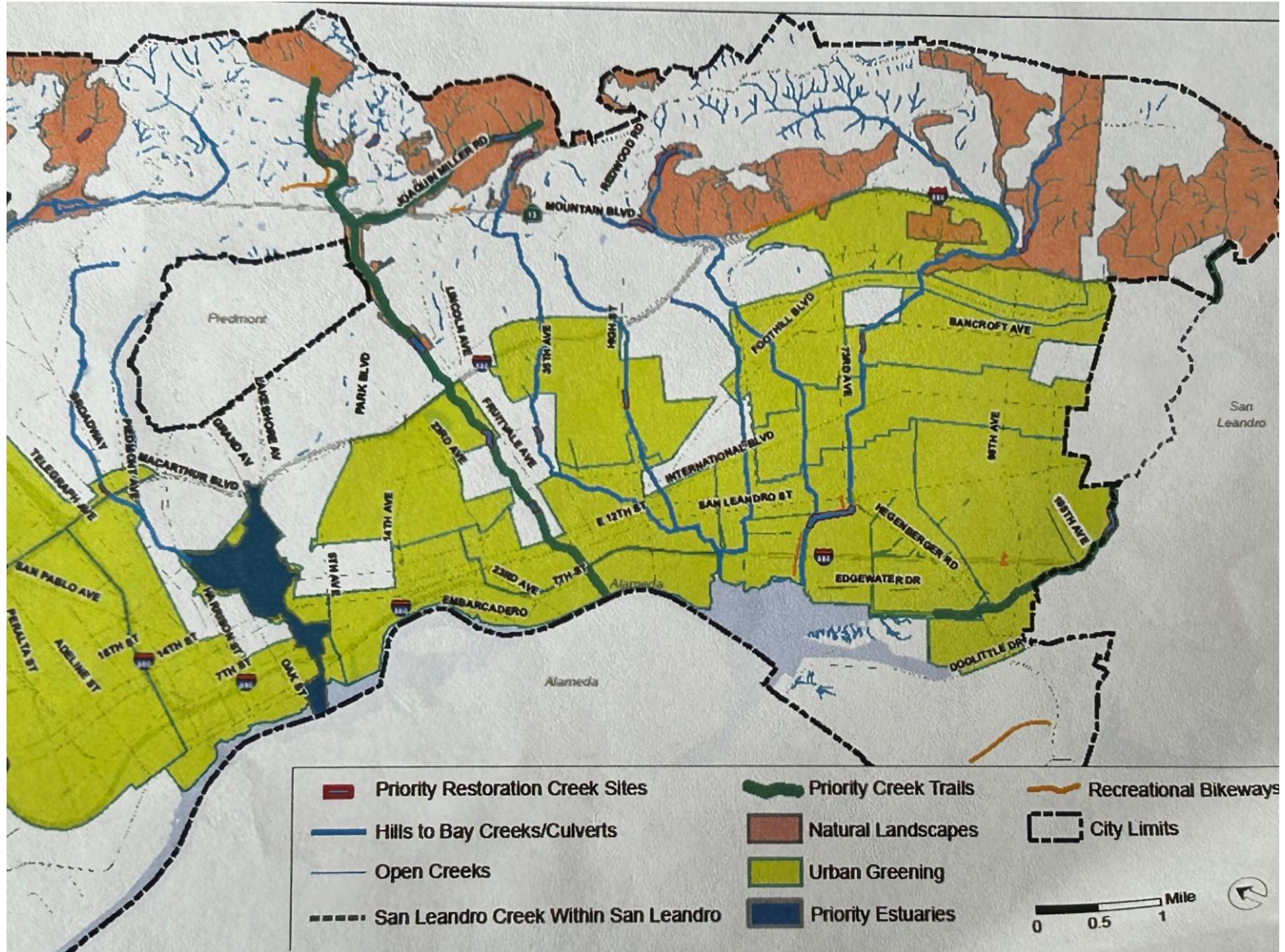
Bike/Ped Planning Advocacy Meets and Expands the City's On-Going Open Space Goals and Intentions

The City of Oakland's 1996 Open Space, Conservation and Recreation General Plan Element highlights key opportunities for creek trail improvements.

The connections between Columbia Gardens and San Leandro Bay (lower right) has just finally been completed as of fall 2025! Other achievements include Oak Knoll, Peralta Hacienda, Courtland Creek, and Frog Park.

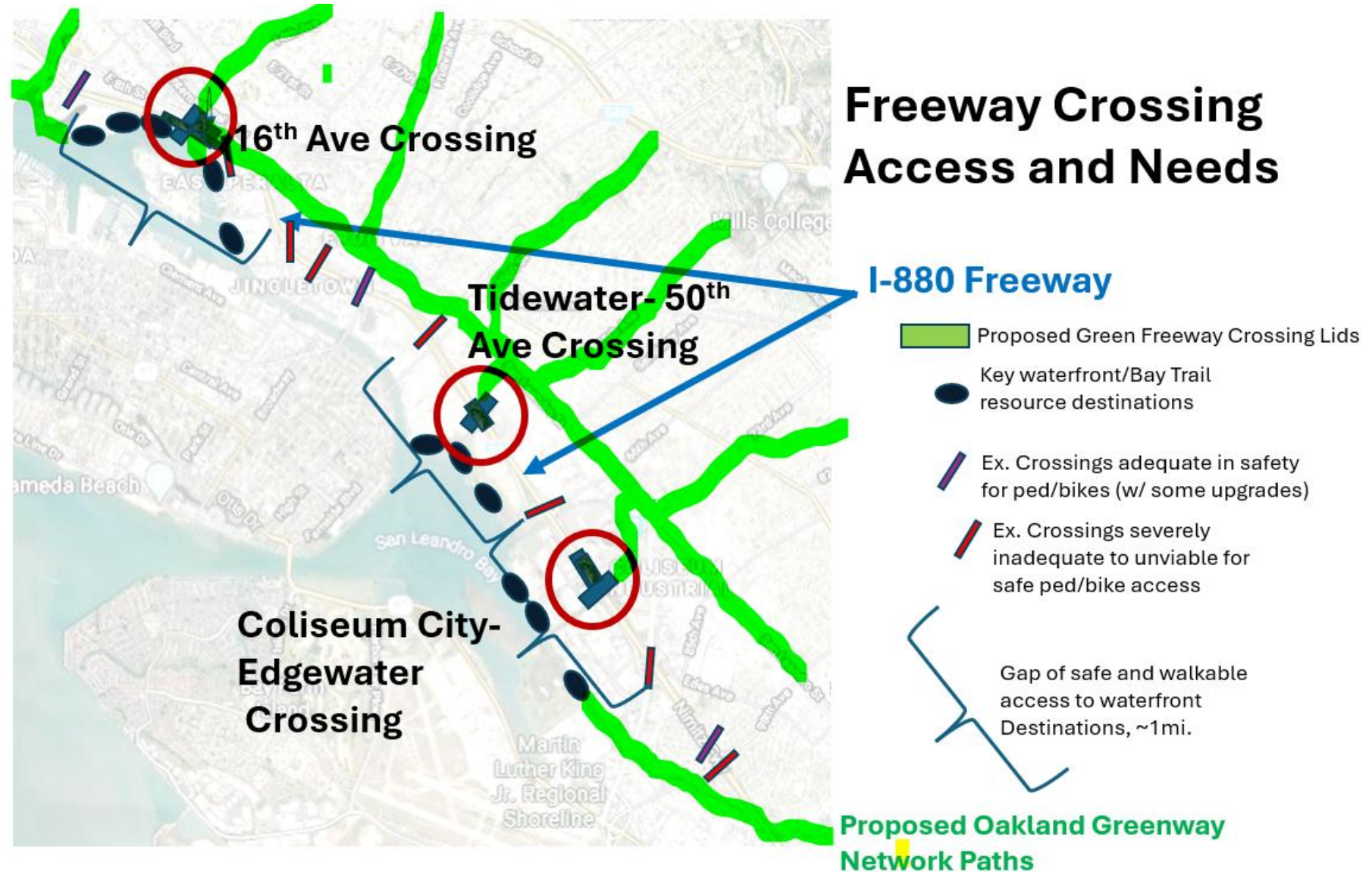


Note the highlighted creek trail greenways (Sausal and San Leandro/Lisjan); recreational bikeways (Montclair Railroad Trail, Damon Slough, and Oyster Bay Path) as well as the broad “urban greening” layer that targets priority green infrastructure investments within flatlands of Oakland.



Addressing Key Infrastructure Gaps

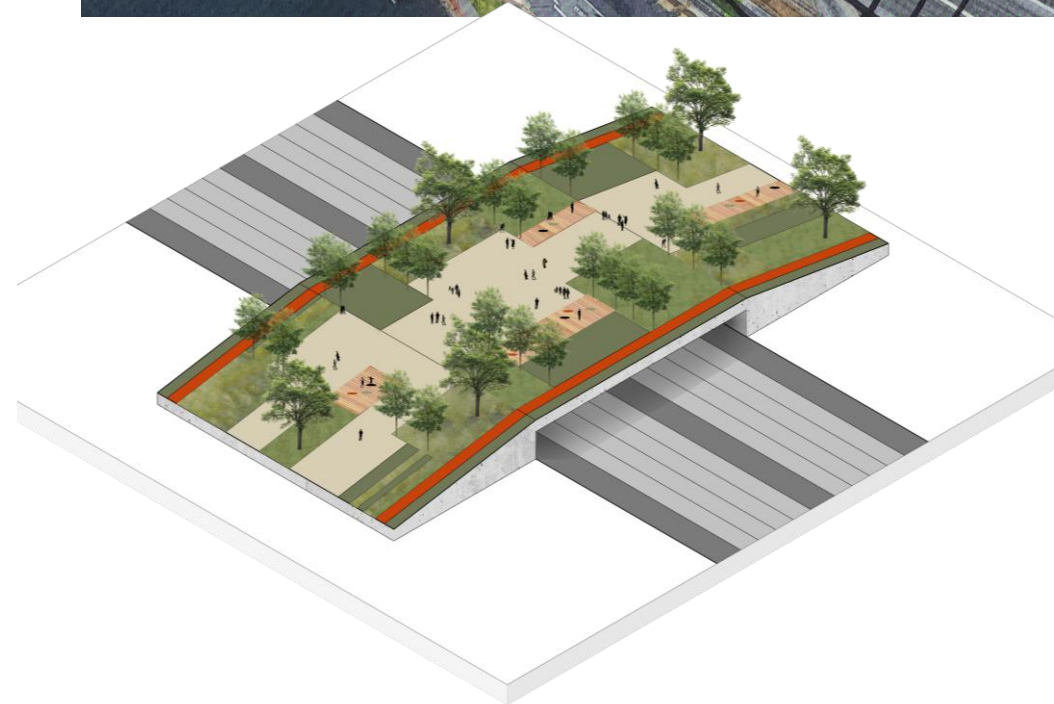
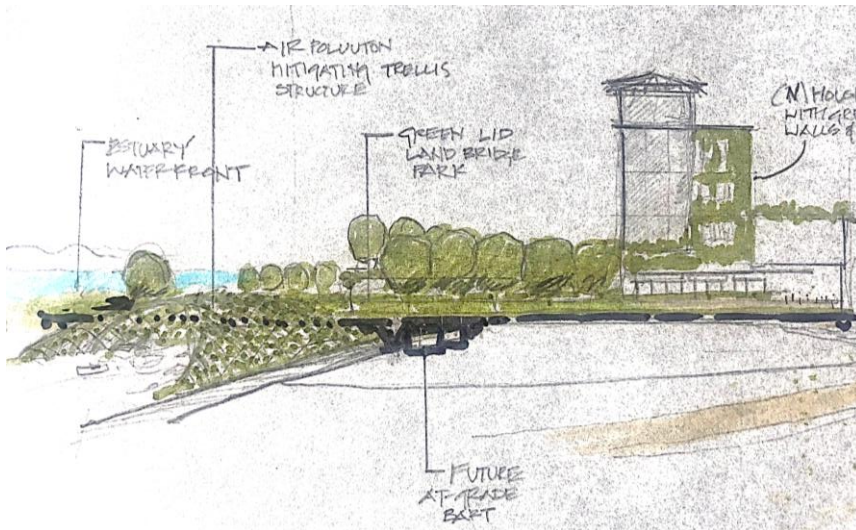
Recent joint study explorations by BAAQMD, MTC, Caltrans, and the City of Oakland (2018-2024) have highlighted the potential and need for green infrastructure “land bridges” for key crossing nodes along the I-880 freeway that would provide “seamless” connections from neighborhood greenways to the Bay Trail.



Freeway-Crossing Land Bridge Examples and Concepts



An eco-corridor into Beijing's Olympic Forest Park. Courtesy of [Landscape Performance Series](#).



The San Leandro/Lisjan Greenway Project (Phase 1A) sponsored by the County of Alameda is now in the final stages of completion including a community design and landscape stewardship program

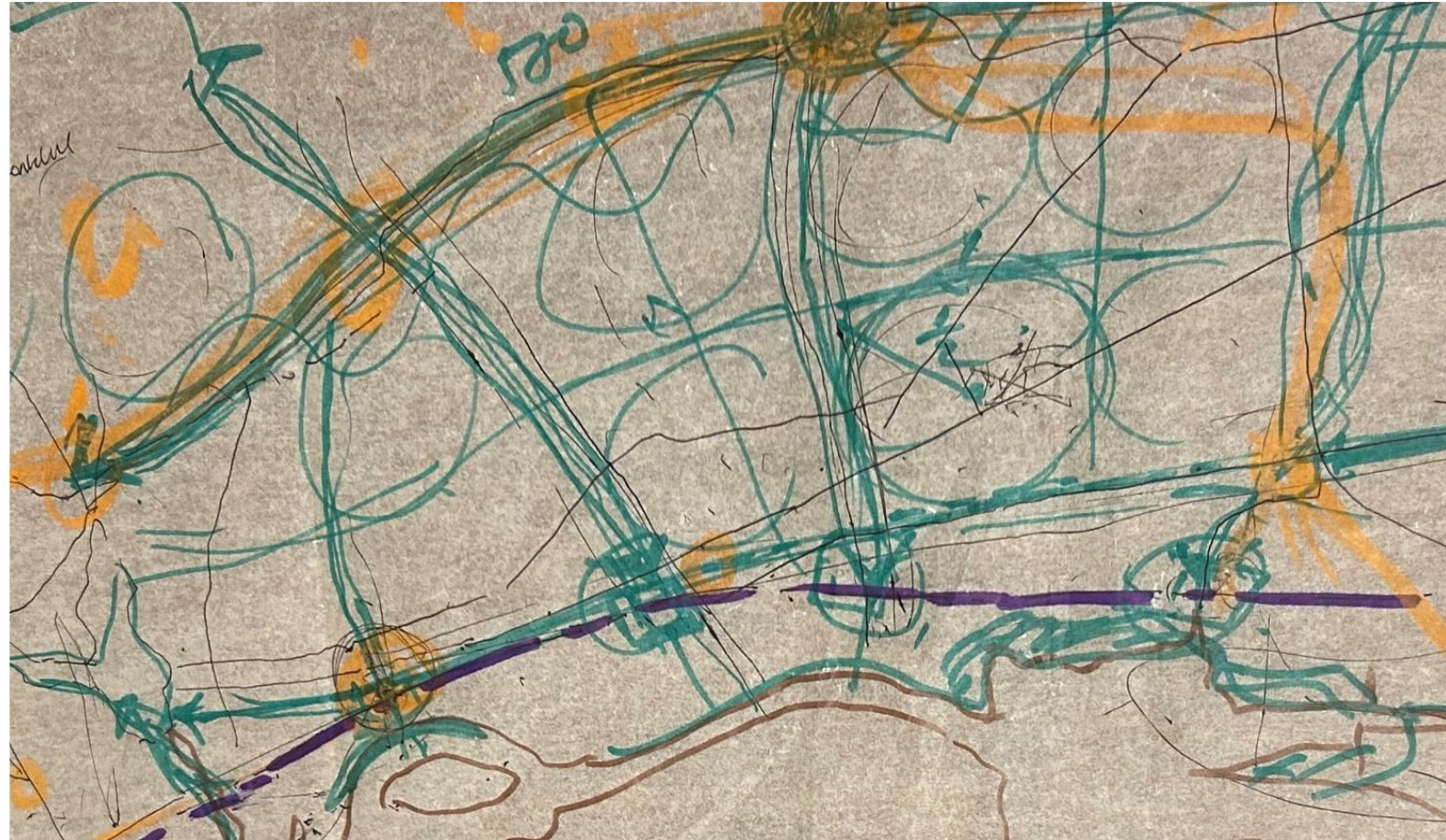
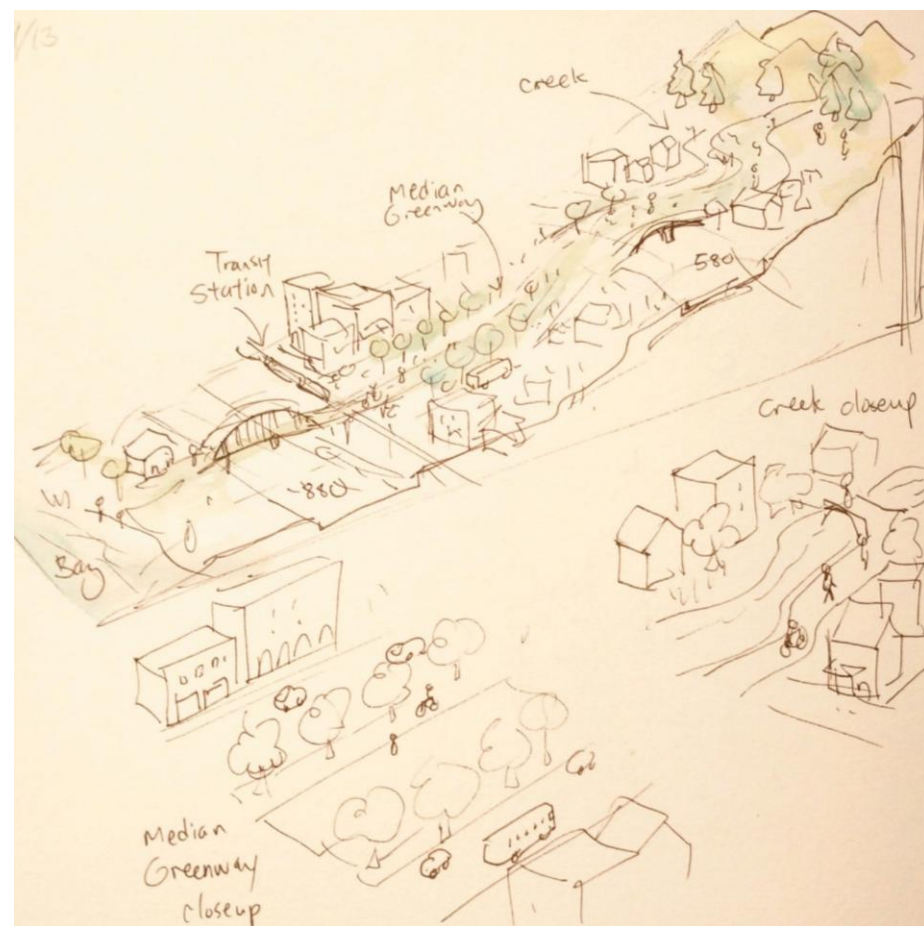
To most a path, to us a sanctuary.



Approximately 80% of urbanized San Leandro Creek has an existing path or maintenance road



Vignettes of the Possible...



Drawing above done by Alfred Twu

Planning a Citywide Greenway Network

- Key park or recreation resources
- Key public destination nodes
- Proposed freeway caps

This map represents collected input for a citywide “complete” greenway network based on the prior vision work, existing opportunities, and bike-ped project efforts and seeking to provide access within ½-mile of all flatland neighborhoods in Oakland.

— 0 - .5 - 1 mile

— Proposed Greenways

- - - Green Parkway Connectors

Greenways – Separated cycle-track and paths in mostly naturalized continuous ROW corridors (such as along creeks)
Parkways – Configured within existing boulevards (such as in median ways) as Class I or Class IV facilities

Key greenway network components and opportunities on the map include:

- **Creek multi-modal paths:** San Leandro Creek; Elmhurst Creek; Arroyo Viejo Creek; Seminary Creek; Courtland Creek; Sausal Creek; Glen Echo Creek; Lake Merritt Estuary; and Temescal Creek (where feasible, may involve many phases)*
- **Boulevard medians:** Mandela Parkway (with connector to Jack London and West Oakland Link); 14th Ave; Stanford Ave; Bancroft Ave.
- **Connections with Class I Recreational Bikeways:** Bay Trail; East Bay “Greenway”; Montclair Railroad Trail, Oyster Bay Trail
- **Critical “gap” opportunities for Class I/Class IV/enhanced bicycle infrastructure:** Park Ave to Montclair; Market Street; MacArthur –Camden; 90th Ave.; 105th Ave.
- **New bold investments opportunities:** Proposed bicycle highway alongside the 580 freeway from Lakeshore to High Street (pending design feasibility analysis) and potential hill recreation access gondola lines connecting a Mills/580 transit hub to Merritt College as well as 98th Ave/580 hub to the Oakland Zoo/Knowland Park.

Other components to show on the scenario map would be existing/proposed bike boulevards, existing and proposed transit-oriented development and infill BART nodes (e.g., 16th Ave, 98th Ave, Children’s Hospital) and AC transit hubs; existing and proposed pedestrian-friendly designed/walkable commercial districts and corridor nodes, and key open space resource and park areas.

What If... We Boldly Envision a City of the Possible?

- The proposed Greenway Network scenario shows how we can achieve seamless connections linking key citywide destination nodes, neighborhoods, and our beautiful (but sometimes hard to reach) parks from the hills to estuary and from the Berkeley/Emeryville borders to San Leandro.
- This scenario provides a realistic base for achieving a resilient and climate adaptive city (fulfilling goals of the 2030 ECAP) as well as directly addressing mobility inequities and long-standing gaps to realize a safe, accessible city for all.
- From a planning perspective, the greenway network provides a ‘legal class’ framework for adopting “Green Network” zoning overlay districts which can incorporate land-use development standards, targeted investments, and other incentives to help build out the network
- This network also works directly together as part of the transportation/transit infrastructure plan to substantially reduce VMT by creating comprehensive active/non-motorized bicycling, rolling, and walking opportunities in addition to proposed enhanced citywide public transit and slow street investments.

Recommendation

- Forward to the City General Plan Team a BPAC recommendation letter (drafted by the ad hoc working group) for a Citywide Connected Greenway and Complete Neighborhoods growth scenario which incorporates our collective “high-level” goals and specific implementing “core policies.”
 - Recommendation includes the proposed 20-year framework vision map for building out a citywide greenway network and highlights a “green zone” prioritizing community engagement for complete neighborhood designs including quick build projects (adapted from the City’s 2015 PCA map).