



Bicyclist and Pedestrian Advisory Commission, Policy and Legislative Committee Meeting Agenda
Monday, April 27th, 2026; 6:00-7:30 pm
City Hall, Hearing Room 3

BPAC Home Page: www.oaklandca.gov/Government/Boards-Commissions/Bicyclist-and-Pedestrian-Advisory-Commission

Resources for Commissioners: www.oaklandca.gov/Public-Safety-Streets/Walking-and-Biking-in-Oakland/Bicyclist-and-Pedestrian-Resources

Previous Meeting Minutes: www.oaklandca.gov/Government/Boards-Commissions/Bicyclist-and-Pedestrian-Advisory-Commission/Bicyclist-and-Pedestrian-Advisory-Commission-BPAC-Agendas-and-Minutes

- [pending] Minutes from the meeting of January 26, 2026

Commissioner Members (Co-chair in bold)

Tonya Love, Shayda Rager, David Ralston, **Nick Whipps**

Community Members (Co-chair in bold)

Kevin Dalley

This is an in-person meeting. People participating in the meeting must attend in person. Remote participation including public comment via teleconferencing is not available at this time. All Commission meetings will include procedures to comply with the open meeting requirements of the City's [Sunshine Ordinance](#) and the State's [Brown Act](#).

If you have any questions, please email Noel Pond-Danchik (NPond-Danchik@oaklandca.gov), staff liaison to the Commission.

PARTICIPATION INSTRUCTIONS

Enter City Hall at the entrance on 14th Street. After receiving a security screening, turn immediately to the left to reach Hearing Room 3. After having turned to the left, the doors into Hearing Room 3 will be on the left. Printed agenda packets will be available for meeting participants.

There is public bicycle parking in the [Dalziel Garage](#) and [throughout Frank H. Ogawa Plaza](#), including 12 [BikeLink](#) eLockers at [the corner of 14th Street and Broadway](#).

To request security escort services anywhere within Frank Ogawa Plaza and locations outside the Plaza within a two- to three-block radius, please visit the City Hall security station. The escort can assist visitors to the 12th Street BART Station stairway/elevator, the Dalziel Garage elevator inside 250 Frank Ogawa Plaza, the City Center West parking garage, and other public parking garages in the nearby area. Escort services are available until 11:30 PM every night and extended on nights coinciding with City Council meetings.

To access the Dalziel Garage elevators inside 250 Frank Ogawa Plaza, please visit the City Hall security station to request access to the gated wheelchair-accessible exit behind City Hall and exit through the gate across from the elevator entrance to the left of the front doors to 250 Frank Ogawa Plaza.

Time	#	Topic
6:00	1	Introductions (5 minutes)
6:05	2	Public Comment (5 minutes) - Members of the public may comment on any issue within the BPAC Policy and Legislative Committee's subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. To request City services, please contact the City of Oakland Call Center; information at www.oaklandca.gov/My-Household/Report-an-Issue-OAK-311 .
6:10	3	Creation of Transportation and Right of Way Commission (20 minutes) - Co-chair Whipps. The Committee will discuss the potential benefits and drawbacks of creating a Transportation and Right of Way Commission with jurisdiction over various decisionmaking aspects of the work of the Oakland Department of Transportation and Department of Public Works, as a potential means of increasing contracting and hiring efficiency, as well as transparency and public involvement in the development of policies and priorities implicating public streets and other rights of way.
6:30	4	Changing the speed bump application process (20 minutes) - Kevin Dalley will facilitate a discussion of possible changes to the Speed Bump Program to reduce barriers to participating in the program, to expand the streets that are eligible, and potentially to add additional traffic calming treatments. Jason Patton, Supervising Transportation Planner with OakDOT, will answer questions and provide staff perspective on the program. Information on OakDOT's Speed Bump Program is at: https://www.oaklandca.gov/Public-Safety-Streets/Traffic-Safety/Apply-for-a-Speed-Bump .
6:50	5	Discussion of Miscellaneous Issues (20 minutes) - Kevin Dalley. The committee will discuss the items identified below. The committee may recommend sending one or more of these items to the full BPAC for consideration. <ul style="list-style-type: none"> ● BPAC's enabling ordinance states that the Chair of the City Council's Public Works Committee will serve as the liaison between the BPAC and City Council. That committee is now the "Public Works and Transportation Committee". Correcting this name would require City Council adopting an ordinance modifying the original legislation creating BPAC in 2014. ● Encourage AC Transit to use Hayden AI cameras to automatically ticket vehicles parked in bike lanes. ● Should there be a BPAC liaison to Oakland Fire Department? ● State legislation: <ul style="list-style-type: none"> ○ AB1837 automated ticketing ○ AB1421 mileage based fee system. State (maybe local) ○ AB1976 bike/ped advisory commissions ○ AB1942 E-Bike Licenses, Bike East Bay opposes
7:10	6	Tracking current issues and future agenda item suggestions - Kevin Dalley. (Attachment, 10 minutes) – The Committee will discuss the status of future agenda items tracked by the Policy and Legislative Committee.



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin, or Spanish interpreter, please email bikeped@oaklandca.gov or call (510) 238-6313 or 711 (for Relay Service) at least five (5) working days before the meeting. Please refrain from wearing scented products to this meeting as a courtesy to attendees with chemical sensitivities.

Esta reunión es accesible para sillas de ruedas. 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 bikeped@oaklandca.gov o llame al (510) 238-6313 o al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

會場有適合輪椅出入設施。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 bikeped@oaklandca.gov 或致電 (510) 238-6313 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。請避免塗搽香氛產品, 參加者可能對化學成分敏感。

Địa điểm tổ chức cuộc họp có đường dành riêng cho xe lăn. 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 bikeped@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. Vui lòng không sử dụng các sản phẩm có mùi thơm khi tham gia cuộc họp này như một phép lịch sự đối với những người tham dự nhạy cảm đối với các chất hóa học.

The City of Oakland Bicyclist and Pedestrian Advisory Commission (BPAC) Policy and Legislative Committee is composed of BPAC Commissioners and other volunteer members of the public. This Committee examines Oakland's streets through the lens of safety and movement challenges faced by pedestrians and bicyclists, and makes related policy suggestions for city agencies to consider.

These public meetings are held in person once per quarter, at which topics to develop policy recommendations to be presented to the BPAC are decided upon. These topics will be discussed further by informal working groups or separate ad-hoc Committees created by the BPAC. Like BPAC meetings, this Committee's meetings follow all public meeting requirements, including proper noticing and meeting minutes. No votes are held at Committee meetings.

At each quarterly meeting, the Committee will discuss which topics to pursue, continue or close. Ad-hoc working groups may choose how and when they meet in the interim.

Meeting agenda packets are distributed in advance of meetings to assist Committee members with formulating questions and ideas. All presentation materials shown or distributed at the meeting will be included with the meeting minutes for public information purposes and as a historical record of Committee meetings.

Topics are prioritized and selected for review by the Committee using a number of factors, including but not limited to:

- Urgency: The risk a situation presents;
- Policy Relevance: Whether the issue can be solved with a change to city agency policy;
- Public interest: As expressed at BPAC meetings or via requests from the public to Commissioners, staff, or elected officials;
- Safety: Whether there is a history of injuries from the policy failure, or significant risk presented.

Attachment to Item 6. Tracking current issues and future agenda item suggestions

Future agenda item suggestions – The Committee will discuss the status of ongoing issues tracked by the Policy and Legislative Committee. Also some discussion of how the committee should handle policy and legislature. Should BPAC suggest support or opposition to state and federal legislation?

- Improve traffic calming when streets are paved.
 - Installation of traffic circles
 - Templates for traffic calming - Suggested by Jesse Olsen
 - Other possibilities
- City of Oakland Pedestrian Plan update
- Changing speed limits. How does current California law allow Oakland to change speed limits? [SafeTREC safe speeds toolkit](#) [Starting point for speed limit discussion](#) There are many streets where Oakland speed limits are higher than prima facie limits. When are engineering studies required? When is the 85th percentile limit applicable? Lowering speed limits at night. See Montana.
- [Land Use and Transportation Element](#) (LUTE) of the [City of Oakland 2045 General Plan Update](#)
- [Speed Safety Cameras Pilot Program \(AB 645\)](#) updates
- Daylighting ([AB 413](#)) implementation in Oakland
- [SeeClickFix](#) / [OAK 311](#) issues
- Prioritizing street paving for safety. Skyline Blvd, Grizzly Peak Blvd, and Tunnel Road are dangerous streets for cyclists, with deaths and severe injuries. The street failures are largely caused by failures with storm drainage. These 3 streets are not scheduled for paving until 2028. If these streets are paved with storm drains and sidewalks added, will the streets last longer? Can Measure U money be used for this work? Can the project be moved up to an earlier year?
- Tax for Waymo. Some of these possibilities may be covered by AB1421. Waymo may soon be traveling in Oakland. Will this increase traffic? Waymo frequently travels without passengers. Should Oakland take a specific stand on any of the following
 - Deadheading charge, or empty mile surcharge. Probably requires a change in state law. SF and Berkeley have a transport network, but this does not include miles without passengers, which are not taxed but increase traffic
 - Clean miles standard, implemented by California Air Resources Board (CARB)
- Contractor reform
- Coordination between OakDOT paving and utility digging up of streets. When PGE, EBMUD, etc digs up a street, full street paving can be coordinated with OakDOT. Can coordination be improved? Does it cost more staff time than it is worth for small projects? Suggested by one or more commissioners.
- Investigate purchasing smaller, more maneuverable fire vehicles
- [Reimagining Public Safety Task Force | City of Oakland, CA Detailed information](#)
Examine unimplemented suggestions relevant to BPAC, such as having OakDOT handle car accident reporting. Could OakDOT analysis of HIN crashes be more useful than police reports. Perhaps it would save money as well.
- Examine [FY25-27 budget OakDOT performance metrics Transportation](#) and [Strategic Plan](#) Current metrics in budget do not include fatalities or severe injuries. Metrics in transportation strategic plan are different, and do mention safety. What metrics should OakDOT have? Also look at first strategic plan for OakDOT [City of Oakland Department of Transportation Strategic Plan](#)
- Should Oakland follow the lead of [Denver](#) in having the city pay for all sidewalk repair and maintenance, rather than having property owners responsible. Consider funding challenges and ADA consent decree. Could Measure U money be used for this? Would it be in the next iteration of Measure U.