

CITY OF OAKLAND



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Department of Transportation
Safe Streets Division

Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, April 21, 2022; 6:00-8:00 pm** **Teleconference**

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

Commissioners

Andrew Campbell, Alexander Frank, Grey Gardner, Michael Lok, Phoenix Mangrum,
David Ralston, Patricia Schader (Chair), Nicholas Whipps, Dianne Yee (Vice-Chair)

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/u/aAoRIVRr9> **Webinar ID: 983 1150 7451**

To comment in the meeting:

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

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

| Time | # | Topic |
|-------------|----------|---|
| 6:00 | 1 | Teleconference Protocol/Roll Call/Determination of Quorum/Introductions (10 minutes) |
| 6:10 | 2 | Open Forum / Public Comment (10 minutes) – Members of the public may comment on any issue within BPAC’s subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. The BPAC’s Open Forum Committee tracks Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking .) The Committee reviews the public comments on a periodic basis to identify policy issues for discussion by the Commission. To request City services, please contact the City of Oakland Call Center; information at www.oaklandca.gov/services/oak311 . |
| 6:20 | 3 | Approval of meeting minutes Attachment (5 minutes) – Seek motion to adopt the March 2022 BPAC Meeting minutes and March 2022 Special BPAC 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) will lead the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.
- Around 12:43 am on Sunday, March 19, 2022, a 55-year-old, Black, male Richmond resident was crossing International Blvd at 89th Ave on foot when he was struck and severely injured by a vehicle driver. The driver continued traveling westbound on International Blvd with the pedestrian on the front hood of the vehicle. The pedestrian fell off the vehicle in the 8600 block of International Blvd. The vehicle driver fled the scene.
 - Around 6:34 am on Wednesday, March 30, 2022, a 57-year-old, white, male, Hayward resident and a 58-year-old, Black, female, Oakland resident were struck and injured by a vehicle driver while crossing the street at the intersection of High St and Wattling St.
 - Around 4:10 pm on Thursday, April 7, 2022, a 38-year-old, male, Oakland resident was severely injured while bicycling eastbound on E 15th St in the 8th Ave intersection. The bicyclist was struck by a vehicle driver who ran the red light and fled the scene.
- 6:35 6 **California State Assembly Bill 2336 (Friedman): Speed Safety Systems Pilot Program** (10 minutes) – OakDOT Policy & Intergovernmental Affairs Advisor, Nicole Ferrara (nferrara@oaklandca.gov) will present on AB 2336 and request a motion of support for the bill. Every week two Oaklanders are killed or fatally injured by traffic violence. These crashes disproportionately impact Black, Indigenous, and People of Color communities, seniors, children, and people with disabilities. The Safe Oakland Streets (SOS) Initiative aims to prevent severe and fatal traffic crashes, eliminate injury inequities, and carefully assess and mitigate any equity impacts resulting from safety measures. SOS found that, in addition to engineering, automated speed enforcement is highly effective at preventing traffic deaths, while also advancing Reimagining Public Safety Task Force goals of moving most traffic enforcement from the Oakland Police Department to the Department of Transportation. Assembly Bill 2336 is a proposed state law that would allow Oakland and 5 other cities to administer these speed safety systems as a pilot program. Oakland would be permitted a total 18 safety systems administered the Department of Transportation. Equity provisions include small fines (\$50 for 11-15 mph over the speed limit, v. hundreds for traditional speeding tickets), removing interactions between police and the community at traffic stops that have the potential to escalate, a 50-80% fine reduction if unable to pay, opportunities for community service in lieu of fines, and extensive community involvement in drafting a Use Policy & Equity Analysis that includes locations selected. The goal of the bill is to make our streets safer; if speeding is not decreased by at least 25% after 18 months, additional traffic calming measures are required, and if there is any revenue generated it must be spent on traffic calming.
- 6:45 7 **OakDOT Budget and Organizational Update Attachment** (25 minutes) – OakDOT Director, Ryan Russo (rrusso@oaklandca.gov), and OakDOT Assistant Director, Ariel Espiritu Santo (aespiritusanto@oaklandca.gov), will provide an overview of the current organization including updates to department leadership, the vacancy rate and department work. They will also provide an update on the Fiscal Year 2022-2023 mid-cycle budget adjustment process that is underway. The OakDOT organizational chart is attached.
- 7:10 8 **General Plan Update Attachment** (20 minutes) – The City of Oakland is undertaking a comprehensive General Plan Update process in two phases. Phase I includes the update of the Housing and Safety Elements of the General Plan; creation of the City's first Environmental Justice Element; associated amendments to other Elements of the General Plan, along with Zoning Code and map updates; Racial Equity Impact Analysis, and an Industrial Land Use Study. Phase I is anticipated to be completed by early 2023. Phase II includes the update of the Land Use and Transportation Element (LUTE); Open Space, Conservation, and Recreation Element (OSCAR); Noise Element; and the development of a new Infrastructure and Facilities Element. Phase II work also includes zoning updates and CEQA review. The Phase I process will help inform the components of Phase II. Phase II is

anticipated to be completed by mid-2025. Staff invites the public to learn more about the General Plan Update by visiting the project website: <https://www.oaklandca.gov/topics/general-plan-update>.

- 7:30 9 **BPAC Strategic Plan Update** (10 minutes) – BPAC Strategic Planning Taskforce member, Commissioner Campbell, will present the draft 2022 BPAC Strategic Plan for adoption.
- 7:40 10 **Committee Report Back Attachment** (10 minutes) – Committees of the BPAC will provide brief updates to the Commission. A list of active committees and report backs are included in the agenda packet and at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.
- 7:50 11 **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, Cantonés, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a npond-danchik@oaklandca.gov o llame al (510) 238-4753 o al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. Gracias.

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

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



City of Oakland, Bicyclist & Pedestrian Advisory Commission
DRAFT Minutes from the March 17th, 2022 meeting
Teleconference

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/March-2022-BPAC-Meeting-Agenda.pdf>.

Meeting called to order at 6:01 pm by BPAC Chair Patricia Schader.

Item 1. Teleconference Protocol/Roll Call/Determination of Quorum/Introductions

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

| Commissioners | Present |
|--------------------------|---------|
| Andrew Campbell | X |
| Alex Frank | X |
| Grey Gardner | X |
| Mike Lok | |
| Phoenix Mangrum | X |
| David Ralston | X |
| Patricia Schader (Chair) | X |
| Nick Whipps | X |
| Dianne Yee (Vice Chair) | X |

Introductions were made.

- Other attendees: Mike Alston, Dave Campbell, Danielle Dynes, Phil Erickson, Jose Feroso, Hancel Ferreyra, Rahul Gupta, Chris Hwang, Deepak Jagannath, Jimmy Jessup, Rebecca Kaplan, Jason Liao, Raul M, Ernesto Montenero, Assata Olugbala, Benita, Colin Dentel-Post, Robert Prinz, George Spies, Cathleen Sullivan, Midori Tabata, Patrick Traughber, Evan, Jean, Jeremy, Tim, telephone caller (8354)
- Staff: Maya Amichai, Ira Christian, Michael Ford, Ofurhe Igbiniedion, Kerby Olsen, Jason Patton, Colin Piethe, Noel Pond-Danchik, Maya Sapienza, Quinn Wallace, KTOP

Item 2. Open Forum / Public Comment

- Midori Tabata, a resident of District 6 and a member of the BPAC's Open Forum Committee, asked for the public's assistance in contributing to the Open Forum Committee. The Committee tracks public comments and works with commenters to seek solutions to the issues they raise. Please consider joining and contributing to this Committee.
- Rebecca Kaplan, bicyclist, pedestrian, and Oakland City Councilmember At-Large, thanked the Commission for its efforts. She alerted the BPAC to an item scheduled for the 4/19 City Council meeting (Tuesday, 1:30pm) that will report on the City's efforts to install traffic calming with funds recently allocated by the City Council. More info at: <https://oakland.legistar.com/Calendar.aspx>
- Assata Olugbala voiced multiple concerns with street-related issues near the Lake Merritt tiny homes located at East 12th St. and 2nd Avenue. The issues include bicyclists and scooterists riding on the sidewalk; bicycles and motorcycles parking on the sidewalk; waste water and dog waste on

the sidewalk; electrical wiring running across the sidewalk; cars blocking the bike lane; and illegal dumping.

- Robert Prinz noted a bus stop on Broadway between 6th St and 7th St near the Police headquarters. The bus stop has been blocked by barricades for one and one-half years. The nearest stops are three to five blocks away. The police said the barricades are necessary for security, but there is no accommodation for the bus stop.
- Patrick Traugher requested that a monthly report be brought to BPAC on the City of Oakland's progress building protected bike lanes. He noted the small quantity of bike paths and protected bike lanes that have been built since the adoption of the 2019 Bike Plan. Over this time the City spent over \$100 million in paving streets for cars. He asked for updates on the continuation of protected bike lanes around Lake Merritt. Vice-Chair Yee noted OakDOT's twice-annual newsletter that tracks progress on Bike Plan implementation (<https://www.oaklandca.gov/resources/i-bike-oakland-newsletter>). Jason Patton noted the conceptual design for the Lake Merritt Blvd/Lakeside Dr separated bike lanes was shared with the Infrastructure Committee on December 3, 2020 (https://docs.google.com/document/d/1UWPGdki-HhHdKn-wcwlQwY8Xn_kUmxpKEq70u2fogBA/edit).
- Raul M lives on 55th St in District 1. He commented on the prioritization of the repaving of 55th St. Vice Chair Yee noted that portions of 55th St are on the Five-Year Paving Plan. An upcoming BPAC presentation on the Paving Plan will provide an opportunity to discuss how the timing of specific paving projects is determined.

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Item 3. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from February 17th, 2022** was made (Campbell), seconded (Whipps), and approved unanimously (with eight Commissioners present). Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 4. Renewal of Resolution to Continue Teleconference Meetings

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

- The Commission **adopted a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its Committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361**. The motion was made (Frank), seconded (Gardner), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously, with eight Commissioners present).

The resolution is attached to these meeting minutes.

Speakers other than commissioners: None

Item 5. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

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

- Around 2:15 am on Saturday, March 5, 2022, a 61-year-old, female pedestrian was struck and killed by a vehicle driver while crossing International Blvd between 98th Ave and 99th Ave. The vehicle driver fled the scene.

Summary of Discussion:

- Commissioner Campbell announced that the perpetrator of a previously reported fatal crash was identified and arrested by the Oakland Police Department. The crash occurred on October 29, 2021, at around 10pm. Michelle Marbley was riding an e-scooter on the 2200 block of Foothill Blvd when she was struck and killed by a driver who had gone into oncoming traffic.
- Commissioner Frank stressed that the word “crash” should be used, rather than “accident”, as crashes are preventable.
- In February, a pedestrian was killed while walking on I-580 near Park Blvd. There are other instances of recent pedestrian fatalities on freeways. These fatalities should be tracked.
- Commissioner Gardner noted a hit-and-run crash this week near International Blvd and 76th Ave.

Speakers other than commissioners: Patrick Traughber

Item 6. 2022 Bike to W(herever) Day Planning

Chris Hwang, Walk Oakland Bike Oakland (WOBO) Board President, presented on the May 20th, 2022 Bike to Wherever Day and ways to get involved. WOBO invited partners who can and are interested in sharing resources that help Oaklanders experience the city by bicycle to email info@wobo.org if they'd like to participate in programming or to sponsor the event. Please stay tuned for additional details, go to <https://bayareabiketowork.com/> and follow @walkoakbikeoak on social media for announcements and how to get involved. **The presentation is attached to these minutes.**

Summary of Discussion:

- To get involved, contact info@wobo.org.

Speakers other than commissioners: None

Item 7. Parking Enforcement Update & Proposal to Add Parking Meters to Commercial Loading Zones

Michael Ford (Manager of OakDOT's Parking & Mobility Division), Quinn Wallace (Transportation Planner), Kerby Olsen (New Mobility Supervisor), and Ira Christian (Parking Enforcement Supervisor) provided an update on parking enforcement activities and policies at OakDOT in relation to bicycling and walking in the city. OakDOT New Mobility Supervisor Kerby Olsen sought support from the commission to add parking meters to commercial loading zones with the goal of reducing instances of commercial delivery drivers parking illegally in bike lanes and bus stops by making yellow loading zones more available to delivery drivers. The presentation was included in the agenda packet.

Summary of Discussion:

- The Abandoned Auto Unit is currently within the Oakland Police Department. City Council approved the relocation of this function to OakDOT as part of the City's larger efforts to move functions that do not require sworn officers out of the Police Department.
 - With regards to the commercial loading recommendations, OakDOT staff is seeking input from the very large delivery corporations (e.g., UPS, FedEx, Amazon), but it can be challenging to find the right people in such large businesses. OakDOT staff has had a detailed discussion with Amazon which daylighted the issue of who – employers, employees, or contractors – would sign up for the program.
 - The attention to abandoned autos is important, as it can currently take up to two months to get an abandoned auto removed. Reports of abandoned autos in East Oakland are 30% more likely to be valid than reports in North Oakland.
 - The Parking Enforcement Unit used to be in the Police Department, and staff advocated to get reorganized into the new Transportation Department. In OakDOT, the combined skill set of enforcement staff, planning staff, and policy staff is leading to more policy-directed solutions that get at the causes of parking issues. Previously this was challenging to do when parking was largely handled as an enforcement issue.
 - Multiple commenters thanked the presenters for being responsive to the BPAC's feedback on a similar presentation in 2019 that provided an overview of the Parking & Mobility Division's functions that are related to walking and biking.
 - The Parking & Mobility Division is putting their citation data on a web map that can be queried by violation type. This can be used as a tool to identify hot spots. This data should be considered as a source of new physical improvements that would reduce the prevalence of violations in those locations. (The web map is at: <https://data.oaklandca.gov/dataset/Citation-Data-Portal/47cn-ddn9>)
 - The Parking & Mobility Division uses citations to educate the public. On occasion, they have used warnings in a systematic manner (like when street sweeping was reinstated after having been suspended at the beginning of the pandemic).
 - Consider using parking enforcement technicians to help enforce issues with construction-related blockages of sidewalks and bike lanes, as these issues are prevalent and inspection staff are limited.
 - The metering of commercial loading zones would provide automatic payment for those who register for the program. There is a concern that business owners might use their nearby loading zones as parking spaces for their businesses. This would be enforced by the parking enforcement technicians, using license plate reading technology to determine if the registered vehicle has overstayed the limit.
 - After hours parking enforcement does occur, and it is typically associated with street sweeping or responding to a specific complaint. Technicians may not have time to enforce violations they come across when addressing their designated tasks.
 - The metered yellow zones would go in locations where there are already yellow zones in areas that are already metered. There are fewer metered areas in East Oakland.
 - Around City Hall there continues to be issues with City vehicles parking illegally on the nearby streets, including egregious violations like parking in front of fire hydrants. The Fire Dept has 40 to 50 inspectors based out of Frank Ogawa Plaza and some have used their privilege under State law to park where it is illegal for others to park. City functions that are reliant on vehicle fleets for their daily responsibilities may be better located at office locations outside of downtown.
- A motion to **support the proposal to modernize commercial loading zones by adding parking meters** was made (Campbell), seconded (Frank), and approved by Campbell, Frank, Gardner, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously, with eight Commissioners present).

Speakers other than commissioners: Robert Prinz

- A motion to ***extend the meeting by 30 minutes*** was made (Whipps), seconded (Frank), and approved unanimously (with eight Commissioners present).

Item 8. San Pablo Ave Corridor Plan

Alameda County Transportation Commission planner Colin Dentel-Post (CDentel-Post@alamedactc.org) presented on the San Pablo Avenue Corridor Project. The project has completed a long-term visioning phase and has now embarked on a near-term implementation phase aiming to improve safety, transit efficiency, and placemaking along the corridor within 3-5 years. The proposed project concept in Oakland, Emeryville, and South Berkeley includes pedestrian safety enhancements, conversion of one traffic lane in each direction to a dedicated bus lane, and conversion of each curbside parking lane to a protected bike lane. The project concept will go to the Public Works Committee and City Council later this spring for action. For more information, see www.alamedactc.org/sanpablo. The presentation was included in the agenda packet.

Summary of Discussion:

- Currently San Pablo Ave is a very challenging street to bicycle on, much like International Blvd. Hopefully this project will make it easier and encourage people to drive less and use other modes.
- Seek ways to calm right-turning traffic from the bus lane onto side streets like, for example, by extending the bike lane protection as far as possible to make the right turn as sharp as possible.
- Many businesses on San Pablo Ave depend on their patrons driving to their businesses, and this has been the case for many years. This is also the case for many churches, especially as their members may be living further away due to housing costs. The project would have a major restructuring on these businesses and churches.
- There are examples of shared bus-bike lanes in San Francisco on low-volume bus routes that are working better than one might think.
- Concrete curb between the bike lane and travel lane may not keep drivers out and may cause bicyclists to fall into the travel lane. Consider the recent work on Milvia St in Berkeley for lessons learned.
- Fixing bus reliability needs to address the entire San Pablo Ave corridor, otherwise buses getting stuck in Contra Costa County will affect reliability in Alameda County. Work in Contra Costa County is moving forward, but on a different track due to added complications with San Pablo Ave's more variable width in Contra Costa County.
- If safety is the project's highest priority, there may be a tension with the proposal to have right-turn lanes shared by bicyclists. The mixing zone concept is intended to improve transit speed and reliability by creating a separate right turn, but this is at the expense of the bike lane.

- A motion to ***extend the meeting by 15 minutes*** was made (Whipps), seconded (Raltson), and approved unanimously (with eight Commissioners present).

- The project's potential for diverting traffic off San Pablo Ave is a concern. That traffic may get diverted to other streets that are currently important for bicycling. Consider improving different streets for different modes if it is not realistic to accommodate all modes on San Pablo Ave.

Speakers other than commissioners: Robert Prinz

Item 9. Committee Report Back

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

Summary of Discussion:

- Infrastructure Committee: Vice-Chair Yee announced the Committee's next meeting will be on Thursday, 4/7, 3:30-5:30pm. The agenda is to be determined.
- Legislative Committee: Commissioner Gardner reported that the Committee met with OakDOT staff to discuss the reintroduction of automated speed enforcement legislation at the State level (AB 2336). This proposed legislation names Oakland as a pilot city. It will be heard in the Assembly's Transportation and Privacy Committees before the BPAC meets in April. On behalf of the Committee, Commissioner Gardner will submit a letter of support that references the BPAC's formal support for previous legislation to allow automated speed enforcement. The committee also received an update from OakDOT staff on reducing speed limits in commercial corridors (per the recently adopted AB 43) and on updating speed limit signs at gateway locations throughout Oakland.
- Bicyclist Pedestrian Police Relations Committee: Commissioner Mangrum noted that Deputy Chief Eric Lewis retired and that he was the Committee's primary OPD contact. They are working to establish a new key contact. They are also working to organize a meeting on stop data. They are investigating the circumstances of a recent incident in which OPD confiscated the bicycle of an unhoused individual without making an arrest.

Speakers other than commissioners: None

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

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

Suggestions for meeting topics

- Commissioner Gardner requested an update on OakDOT vacancies and hiring, and this item is scheduled tentatively for May as a "DOT Organizational Update".

Announcements

- New Paint the Town Mural on 9th Ave at Franklin Elementary School: The first Paint the Town mural painting event of the permanent Paint the Town Program is scheduled for this Sunday, 3/20, 1pm-4pm, on 9th Ave between E 15th St and Foothill Blvd next to Franklin Elementary School. (Preparations will begin on Friday.) The mural is in cartoon style of a bird saying peace, the Oakland skyline, and a tiger. The mural is being organized in collaboration with the District 2 Council Office, Oakland Trybe, and Franklin Elementary School, with support from OakDOT in partnership with EastSide Arts Alliance and Safe Passages.

Meeting adjourned at 8:48 pm.

Attachments *(to be appended to adopted minutes)*

- Resolution to Continue Teleconference Meetings
- 2022 Bike to W(herever) Day Planning presentation

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on Friday, March 18, 2022 with comments requested by 5pm, Friday, April 1, 2022 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the April 2022 meeting agenda and considered for adoption at that meeting.



City of Oakland, Bicyclist & Pedestrian Advisory Commission
DRAFT Minutes from the March 31st, 2022 Special Meeting
Teleconference

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/March-2022-BPAC-Special-Meeting-Agenda.pdf>.

Meeting called to order at 6:01 pm by BPAC Chair Patricia Schader.

Item 1. Teleconference Protocol/Roll Call/Determination of Quorum/Introductions

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

| Commissioners | Present |
|--------------------------|---------|
| Andrew Campbell | X |
| Alex Frank | X |
| Grey Gardner | X |
| Mike Lok | X |
| Phoenix Mangrum | X |
| David Ralston | X |
| Patricia Schader (Chair) | X |
| Nick Whipps | X |
| Dianne Yee (Vice Chair) | X |

Introductions were made.

- Other attendees: Jennifer Anderson, Edgar Arellano, Jesse Boudart, Robin Freeman, Jimmy Jessup, Seung Yen Hong, Howard Matis, Midori Tabata
- Staff: Charlie Ream, Jason Patton, Noel Pond-Danchik, KTOP

Item 2. Open Forum / Public Comment

- Howard Matis, a member of the Alameda County BPAC, spoke about the settlement agreement between Caltrans and the City of Oakland over the Fourth Bore of the Caldecott Tunnel. This settlement provided funds to the City of Oakland to build pedestrian and bicyclist improvements in proximity to the tunnel. One of the highest-ranking projects was to build a sidewalk along Tunnel Rd and Caldecott Ln to connect the Parkwoods condominiums to existing sidewalks. The allocated funds were spent on lower priority projects, exhausting the available funds, and the proposed sidewalk was not built. The City of Oakland needs to find funds to build this sidewalk that already is designed. It is a tragedy that these residents cannot walk to and from their homes. Midori Tabata, a member of the BPAC's Open Forum Committee, described the research the Committee has done on this issue that was raised previously during Open Forum. Possible options include finding the necessary funds from the City of Oakland, Caltrans, or the Alameda County Transportation Commission.
- George Spies noted an effort to establish a bikeshare system specific to San Francisco. He has been working on an integrated transit strategy for the Bay Area, and it seems that the bikeshare system should be part of this integrated approach. Vice Chair Yee suggested Kerby Olsen, OakDOT's lead on bikeshare, as a possible contact for following up with OakDOT.

- Edgar Arellano spoke about the bike library program, a funded project in Oakland, that Kerby Olsen previously presented to the Commission. He asked for the Commission's help in letting people know about this program that may launch as early as fall or winter. He noted SHOPP (State Highway Operation and Protection Program) and HSIP (Highway Safety Improvement Program) as possible funding sources for the unfunded sidewalk described by Howard Matis, the previous Open Forum speaker.
- Robin Freeman requested support for the San Leandro Creek Greenway project. (Note this comment was heard during Item 5. Strategic Planning.)

Item 3. Renewal of Resolution to Continue Teleconference Meetings

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

- The Commission ***adopted a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its Committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361.*** The motion was made (Gardner), seconded (Mangrum), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously).

The resolution is attached to these meeting minutes.

Speakers other than commissioners: None

Item 4. 14th Street Safety Project

Charlie Ream, OakDOT Transportation Planner, requested a motion to support the 14th Street Safety Project that was presented at the February 2022 BPAC meeting and is headed for the April 19, 2022 City Council Meeting. The project is proceeding toward 100% design in early 2022, with construction potentially beginning in early 2023. This roadway safety project will install protected bike lanes on 14th Street from Brush Street to Oak Street, take 14th Street from 4 to 2 vehicle lanes, shorten pedestrian crossings, and install new landscaping and sidewalk lighting. For more information on the project, see <https://www.oaklandca.gov/projects/14th-street>.

Summary of Discussion:

- Commissioner Frank and Commissioner Whipps asked about the status of their comments from the February 2022 BPAC meeting when this project was presented. These comments included requests for right turn on red prohibitions, leading pedestrian intervals (LPI) at traffic signals, mid-block crosswalks, and bike parking.
- Charlie Ream provided the following updates. Right turn on red prohibitions are being included at locations with two-stage bicycle turn boxes. A separate OakDOT project recently installed LPI at numerous locations in downtown, including some intersections on 14th St. The 14th St Safety Project will include LPI at additional locations where the project is upgrading traffic signals. (Note that

some traffic signals in the downtown do not have the hardware that is necessary for implementing LPI.) Bicycle parking may be more appropriately installed through the CityRacks Bicycle Parking Program, augmenting existing bicycle parking with additional sidewalk racks.

- The agenda for the April 19 City Council meeting should be posted on the City's website on Tuesday, April 5.
- A motion to **support the 14th Street Safety Project** was made (Ralston), seconded (Whipps), and approved Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously).

Speakers other than commissioners: George Spies

Item 5. Strategic Planning

Commissioner Andrew Campbell led the BPAC in updating the 2021 Strategic Plan by reviewing BPAC committees and liaison roles, past achievements, goal-setting for 2022, and planning with an eye towards equity, relationship building/community engagement, and alignment with the needs of Oakland's diverse communities. The presentation slides were included in the meeting's agenda packet.

Summary of Discussion

The Commission discussed how the 2021 Strategic Plan goals could be revised for 2022:

- Goal 2 on being a conduit for information is important to OakDOT staff for working with BPAC to make information available to the public.
- The 2021 goals could be modified to put a greater emphasis on building relationships with community groups. This could be an addition to Goal 4 on building relationships with policymakers.
- Be realistic about the goals, given the all-volunteer composition of the Commission.
- The first goal on being advocates for bicycle and pedestrian safety should be the highest priority. It could also emphasize holding the City accountable.
- Make Goal 2 more of a two-way channel, positioning BPAC as an intermediary between City government and the public. Information should come from OakDOT through BPAC to the public, with BPAC helping to generate community input back into City government.
- There may be a way to combine Goal 2 (information sharing) and Goal 4 (relationships with policymakers) to emphasize the two-way communication between the City of Oakland and community groups through the BPAC.
- Goal 4 (relationships with policymakers) helps the Commission be effective in realizing the Commission's other goals. These relationships are key to advocating successfully for safety, information-sharing, and encouraging equity-driven investments.
- The San Leandro Creek Greenway is an example of a community project that needs help in negotiating with entities like the Union Pacific Railroad.

The Commission then discussed updating the specific tasks associated with each goal.

Safety Goal (2021 Goal 1):

- State and local legislation are important. The Commission should continue to track traffic safety-related legislation.
- The BPAC should continue to push for local legislation to promote traffic calming, seeking opportunities for advancing measures that respond to traffic safety as an emergency.

- Continuing the work of the Safe Oakland Streets Initiative is essential.
- The BPAC should be pushing the City and helping the City grow its capacity to implement near-term improvements in locations with known safety issues.
- AB 43 may not be a major focus for the Legislative Committee. With the legislation now adopted, OakDOT will turn to implementation, and there will be a benefit for the Committee in monitoring and helping shape the implementation.
- There was a request from the public for a standing item updating the Commission on bikeway construction, and specifically on separated bike lanes. This could be a brief report, with Commissioners selecting projects from the list to be scheduled as individual agenda items.
- The General Plan Update will include an update to the Safety Element, which may be an opportunity, even though Safety Elements have not traditionally addressed bicyclist and pedestrian safety.
- How do we address driver behavior? How do we get better behavior out of drivers? There are so many hit-and-run crashes, and infrastructure changes alone will not stop these on their own.
- Work to bring together BPAC, OakDOT, OPD, and the Department of Race & Equity to review and discuss police stop data regarding bicyclists and pedestrians, as called for by the 2019 Bicycle Plan.
- There are some topics that would benefit from public input, like Slow Streets, and BPAC could work to gather this input.

Information-Sharing Goal (2021 Goal 2):

- Multiple commissioners spoke to the importance of post-construction evaluation to see what is working and what isn't, especially with more experimental treatments.
- Project managers should come back and report on projects following construction. This holds staff accountable.
- The Commission could create more time for report backs from the Infrastructure Committee given the large number of projects that this Committee is involved with.
- It is challenging to have the report backs at the end of the Commission meeting when Commissioners are rushing to beat the end time of the meeting.
- Committee report backs could be provided in writing for inclusion in meeting agenda packets.
- The BPAC could work with staff to track the percentage completion of various initiatives (e.g., bikeway network implementation). Percentages are an effective way to communicate with the public.
- The BPAC could initiate a dialog with OakDOT staff on the tracking of Pedestrian Plan and Bicycle Plan implementation. This would be an opportunity to discuss what staff is already doing and how that could be improved upon with the available staff resources.

Equity Driven Investments Goal (2021 Goal 3):

- The tasks associated with this goal could be a place to get specific about connecting with neighborhood councils.
- Access to the East Oakland shoreline is very important, as is more significant infrastructure investment in the Deep East Oakland flatlands.
- Continue to emphasize Open Forum and the work of the Open Forum Committee as a community engagement tool.
- The General Plan Update is getting underway and BPAC should get involved in the process.
- Specific topics to address could include OakDOT's efforts to pursue funding from the federal infrastructure bill and the Lyft Up grant for East Oakland shared mobility.

Building Relationships with Policymakers Goal (2021 Goal 4):

- Develop relationships with countywide and regional BPACs for information-sharing and greater coordination.
- Commissioner Mangrum noted he is a member of BART's Bicycle Advisory Task Force.

Speakers other than commissioners: Jason Patton, Robin Freeman

Item 6. BPAC Commissioner Expectations

BPAC Chair Patricia Schader and Vice Chair Dianne Yee led a discussion on BPAC commissioner expectations and how commissioners can engage with their council districts and neighborhood councils. Chair Schader shared that she was inspired to join the Commission by seeing it work together as a team. She noted the 90th Ave Scraper Bikeway, 2019 Bike Plan, and Bike to Work Day as past examples of Commissioners working together and being deeply involved. Chair Schader communicated the following expectations for Commissioners, the purpose of which is to strengthen the Commission by connecting with neighborhood councils, City Councilmembers, and each other:

- Attend at least one neighborhood council meeting, introduce yourself, and make yourself available as a resource.
- Make contact with your City Councilmember (or, if needed, with a staff person to your Councilmember). Strive to build a relationship and invite them to participate in Bike to Wherever Day by riding with you.
- Each Commissioner should reach out to another Commissioner they do not know well to have coffee with them and get to know them.
- Each Commissioner should sit on at least one of the Commission's Committees.

Summary of Discussion:

- Vice-Chair Yee encouraged people to join the Open Forum Committee and voiced her support for Chair Schader's Commissioner expectations.
- Some Commissioners live in the same Council district as other Commissioners, and there was discussion on how to coordinate who reaches out to who.
- It is also an election year which provides an opportunity to connect with candidates regarding their positions on walking and biking.

Speakers other than commissioners: None

Meeting adjourned at 8:03 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 April 1, 2022 with comments requested by April 15, 2022 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the April 2022 meeting agenda and considered for adoption at that meeting.

OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

Meeting of April 21, 2022, Item #4

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

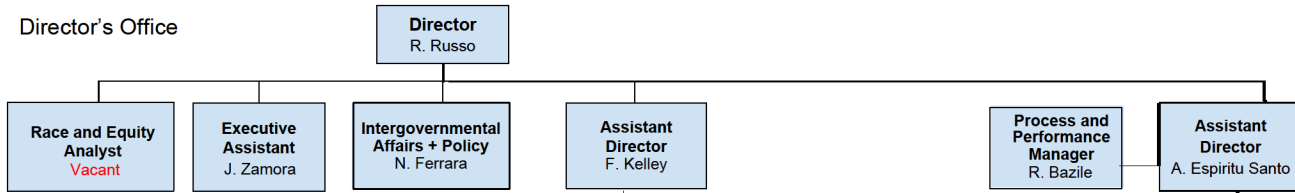
FURTHER RESOLVED: that the Bicyclist & Pedestrian Advisory Commission firmly believes that the community's health and safety and the community's right to participate in local government, are both critically important, and is committed to balancing the two by continuing to

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

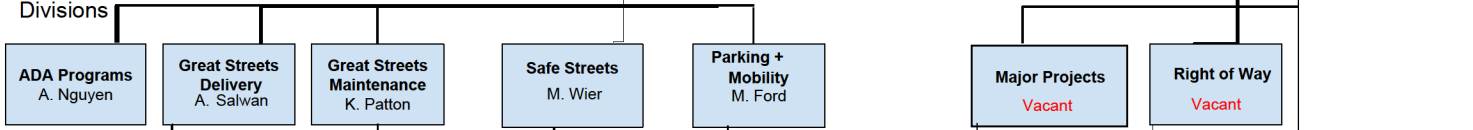
FURTHER RESOLVED: that the Bicyclist & Pedestrian Advisory Commission will renew these (or similar) findings at least every thirty (30) days in accordance with California Government Code section 54953(e) until the state of emergency related to COVID-19 has been lifted, or the Bicyclist & Pedestrian Advisory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

OakDOT Management Organization

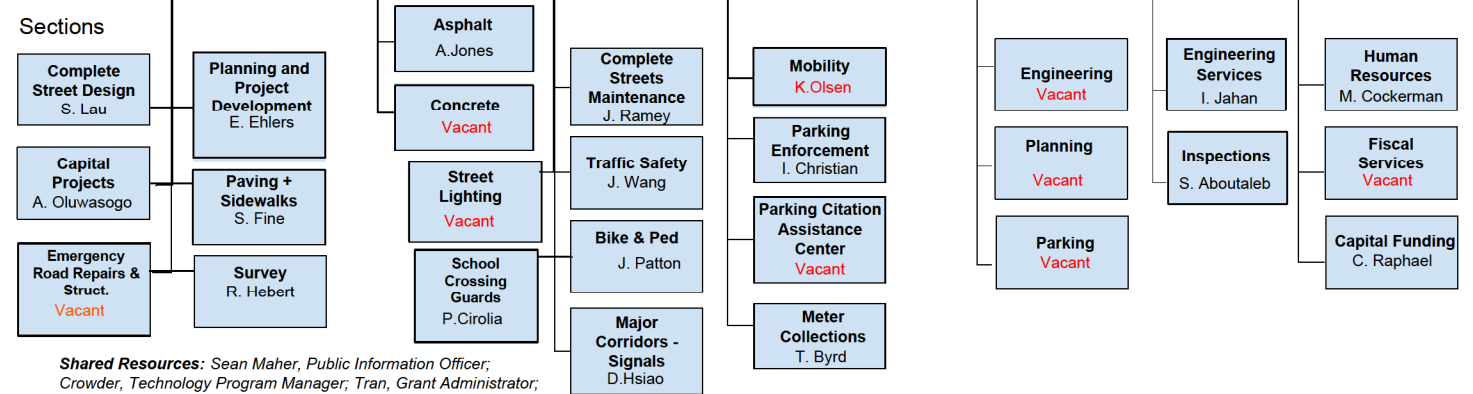
Director's Office



Divisions



Sections



Shared Resources: Sean Maher, Public Information Officer;
Crowder, Technology Program Manager; Tran, Grant Administrator;
Bui, Contract Services; Dr. Jones, Safety & Compliance Training
Coordinator

Oakland General Plan Update 2045

Bicycle and Pedestrian
Advisory Commission

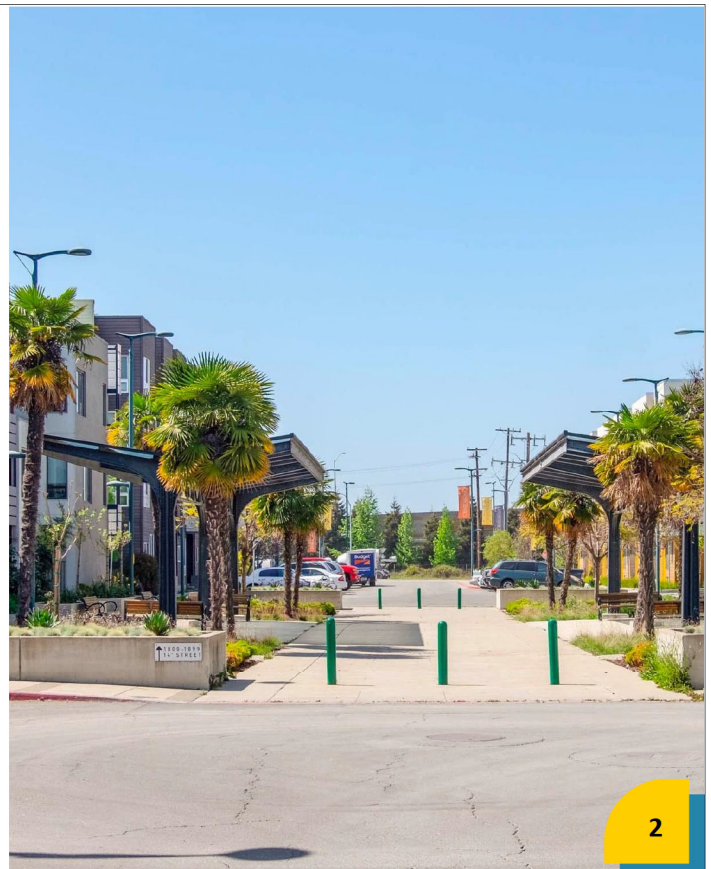


OAKLAND 2045
GENERAL PLAN

April 21, 2022

Agenda

- Welcome!
- General Plan Update Overview
- Feedback



Welcome!

3

Trivia

Oakland currently has 183 miles of bikeways. Approximately how many miles of bikeways has Oakland built since 2000?

- 27 (15% of current trails)
- 50 (27% of current trails)
- 64 (35% of current trails)
- 98 (54% of current trails)
- 115 (63% of current trails)
- 130 (71% of current trails)



4

General Plan Update Overview

5

What is a General Plan?



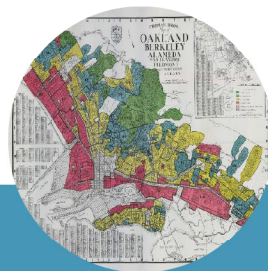
"Constitution" for
development and
conservation.

Establishes citywide vision and
supporting goals, policies, and
implementation measures.



Opportunity to look back to
identify past challenges and
accomplishments.

Provides consistent direction
for future development.



Opportunity to Reduce
Racial Inequities & Promote
Inclusive Engagement

Engage our community in the
planning and decision-making
process.

6

HOW DOES THE GENERAL PLAN AFFECT OAKLAND?

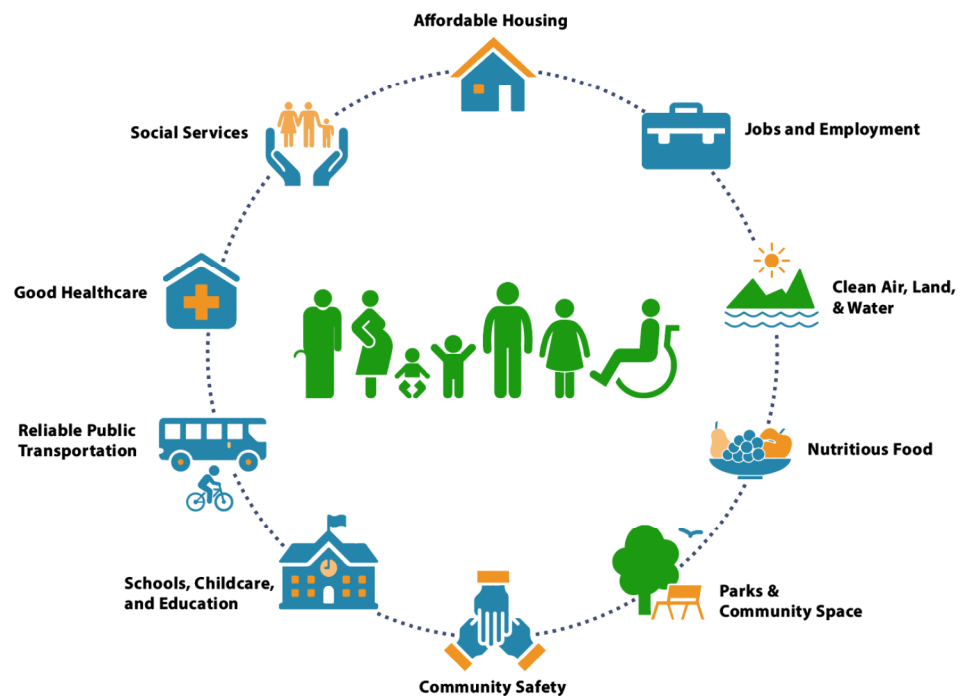
- Development and use of property (zoning)
- Location and types of housing
- Number and types of jobs
- How people get around
- Number and quality of parks
- Risks from hazards
- Nurture cultural and natural resources



7

How does this affect me?

- What does my community need right now?
- How will things change in the future? What do I want Oakland to be like?
- How might my community's needs be different in the future?



8

Elements required to be updated by early 2023



HOUSING
Adopted 2014



SAFETY
Adopted 2004
(Last amended 2021)



ENVIRONMENTAL
JUSTICE
New Requirement
May be stand-alone or
integrated



INDUSTRIAL LANDS
POLICY
New

What do they cover?



Housing



Safety



Environmental Justice

- Addresses Oaklander's **housing needs, at all income levels** (2023-2031)
 - Housing Production
 - Tenant Protections
 - Affordable housing preservation
- Identifies **natural** and **human-made hazards** (wildfire, earthquake, climate change, flooding, evacuation, hazardous materials) and **ways to reduce impacts**
- Addresses needs of **most impacted and vulnerable** communities
- Includes air quality and pollution; safe and sanitary housing; healthy food access; physical activity; investment prioritization; civic engagement

These issues overlap!

Other required elements



OPEN SPACE,
CONSERVATION &
RECREATION (OSCAR)

Adopted 1996



NOISE
Adopted 2005



LAND USE
& TRANSPORTATION
Adopted 1998
Includes Estuary Policy
Plan for areas below
Interstate 880
(Adopted 1999)

11

Optional elements

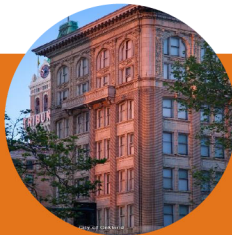


INFRASTRUCTURE AND
FACILITIES ELEMENT

****New Element****

Overarching goals and policies for
city infrastructure over the long
term.

Reflects capital improvements
identified in the LUTE, OSCAR,
Safety, and other General Plan
elements.



HISTORIC PRESERVATION
ELEMENT

Adopted 1994

Amended 1998

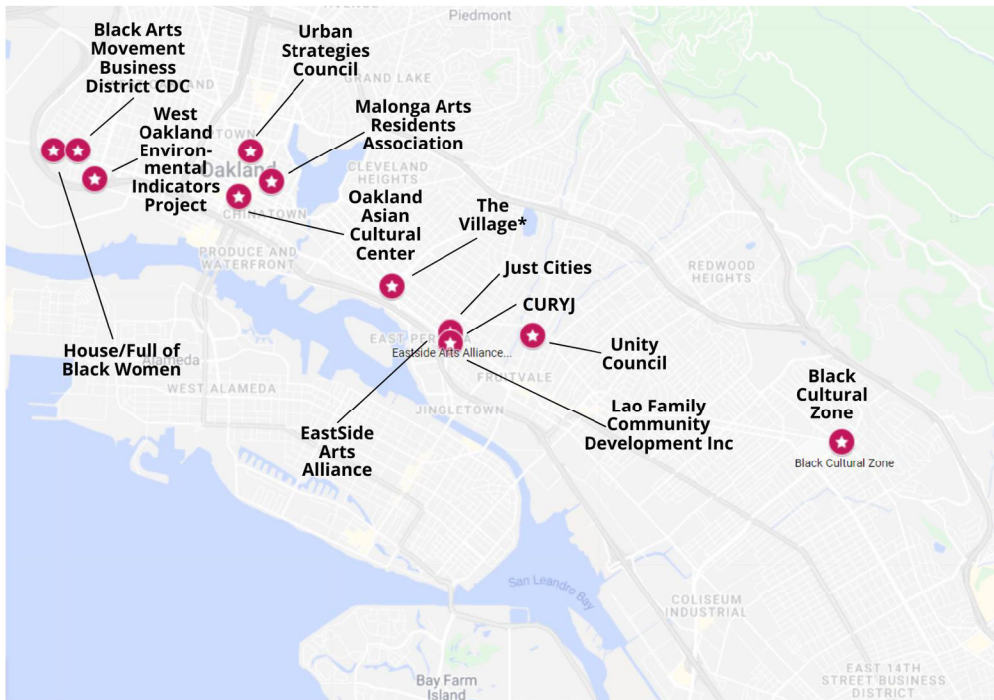


SCENIC HIGHWAYS
ELEMENT

Adopted 1974

12

Community Engagement



*The Village operates as a network of encampments across Oakland without one address.

Community engagement for Oakland's most impacted residents

- Working class communities
- Communities of color
- Unhoused
- Formerly incarcerated
- Youth
- Communities experiencing environmental injustices

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Community Engagement Events



A. "Karriem" Khan, @ak2webd3, and Jessica Lee, @jessicazylee, discuss their vision for Oakland's future @oaklandasiancc.

Pop-up and Community Hub Events

- Fruitvale, Chinatown, Eastmont, San Antonio, Hoover Elementary
- Lunar New Year, Black Joy Parade
- Over 900 people reached in-person

Neighborhood and Townhall Workshops

- 3 Housing Element Focused Workshops
- >200 participants
- Discussion Groups
- Decisionmaker Meetings
- Online Engagement

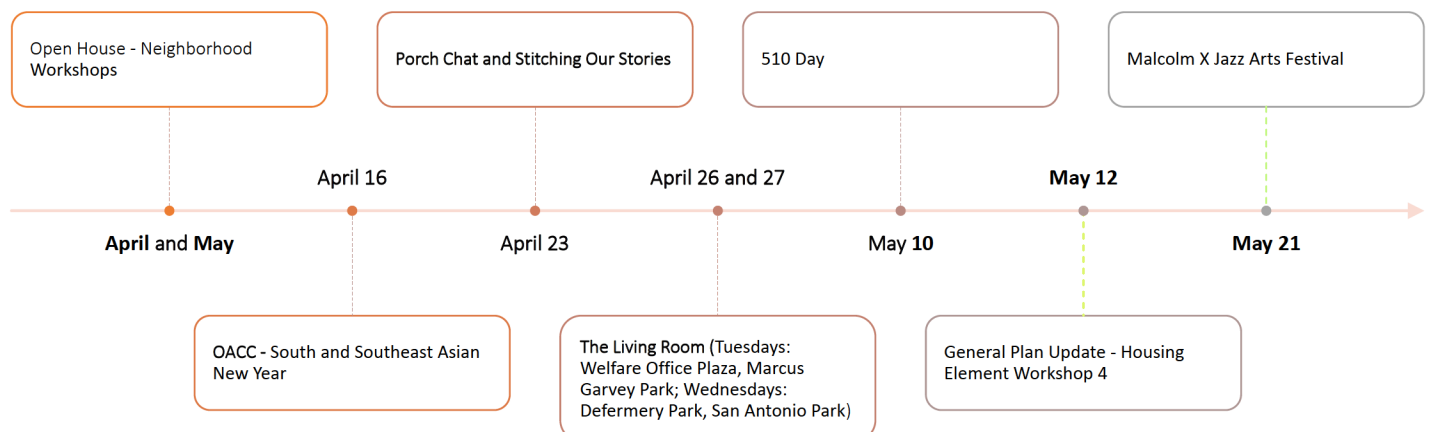
14

Upcoming Opportunities

- **Bicycle and Pedestrian Advisory Commission (today)**
 - What should Oakland look like in the future?
 - What are the big issues?
 - What are your big ideas?
- **Planning Commission (May 18) and CED (May 24)**
 - How can we focus more on equity across all issues?
 - Deep Dive into visioning, equity, and environmental justice
- **Neighborhood Workshops, Discussion Groups, Pop-Ups, Community Events**
 - What are my top priorities and ideas for my neighborhood? Where can I talk even more in-depth about the issues I care about?

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Calendar of Events



FOR EVENT DETAILS - VISIT OUR WEBSITE:

<https://www.oaklandca.gov/topics/general-plan-update>

16

Feedback

17

Feedback

- What are your long-term, big-picture vision, goals, and priorities for Oakland's future?
 - What are the biggest opportunities and challenges?
- What specific issues, opportunities, and challenges would you like to see the General Plan elements address?
 - Phase 1
 - Safety (from hazards): Fire hazards and evacuation, earthquake hazards, sea level rise
 - Environmental Justice: How to address issues related to air quality and pollution adjacent to freeways/industrial areas; location of new housing and other uses to minimize geographic/racial disparities; access to healthy foods; needs of an aging population
 - Phase 2 - are there any initial thoughts/ideas on long-term community vision?
 - Transportation: Priorities, keeping in mind changing community priorities and technologies (e.g., biking and walking; transit; truck movement; autonomous vehicles)

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Visit the general Plan Update website for more information and to sign-up for regular updates:

www.oaklandca.gov/topics/general-plan-update

April 2022 BPAC Agenda Item 10. Committee Report Backs 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>

2022 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 | Ralston, Schader, Yee | George Naylor, Robert Prinz , Midori Tabata, Brendan Pittman, RB Burnette Jr |
| Legislative Committee | 6/21/18 | Research and develop policy recommendations for consideration by the BPAC | Frank, Gardner , Lok, Whipps | Kenya Wheeler |
| Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee | 5/17/18 | Monitor Committee activities and report back to the BPAC | Ralston | |
| Liaison to Mayor's Commission on Persons with Disabilities | 5/17/18 | Monitor MCPD activities and report back to the BPAC | Schader | |
| Open Forum Committee | 3/17/16 | Review and analyze comments received during Open Forum | Schader | Midori Tabata , Jimmy Jessup |
| Bicyclist Pedestrian Police Relations Committee | 9/20/18 | Rectify inequitable policing and racial profiling through analysis, dialog, and recommendations | Campbell, Frank, Mangrum | Tom Holub, George Naylor, Zachary Norris, Kenya Wheeler |
| Planning Commission Review Committee | 1/17/2019 | be a resource to the Planning Commission and provide input on bicycle and pedestrian elements of proposed projects | Schader | George Naylor, Kenya Wheeler, RB Burnette Jr |
| Strategic Plan Taskforce | 1/30/2020 | Draft and track the BPAC's Strategic Plans | Campbell, Schader | |

*Committee Chairs in **bold**

Committee Updates

- **Legislative Committee:** On April 7, 2022, Commissioner Gardner attended a meeting of the Oakland Privacy Commission, which discussed the pending state legislation (AB 2336) to create a pilot program to allow for the use of automated speed enforcement by Oakland and other participating cities. The Privacy Commission heard a presentation from Jay Beeber, a representative of the Los Angeles based organization, Safer Streets L.A., which expressed opposition to AB 2336. Nicole Ferrara, OakDOT's Policy & Intergovernmental Affairs Advisor explained the need for the pilot project, and numerous members of the public spoke in support of AB 2336 during discussion about the agenda item. No action was taken by commissioners during the April 7th meeting, but staff for the City Administrator's office indicated that the Privacy Commission will hold a further discussion of the legislation at its next meeting on May 5th. The legislation was voted out favorably by the State Assembly Transportation Committee and is pending before the Assembly's Privacy and Consumer Protection Committee, with a hearing scheduled for April 19, 2022.

April 2022 BPAC Agenda Item 11. Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment

Three-month agenda look-ahead

May

- Bike to Wherever Day Report Back, Chris Hwang
- Safe Oakland Streets Initiative Update including Assembly Bill 43 Implementation, Megan Wier
- 27th Street and Lakeside Family Streets Project, Colin Piethe (tentative)
- Martin Luther King Jr Way Paving Project, Colin Piethe (tentative)

June

- One Bay Area Grant Application, Julieth Ortiz (tentative)
- Grand Ave Mobility Plan (tentative)
- School Safety Crossing Guards (tentative)

July

- BPAC 2023 New Commissioner Outreach
- Mayor & Transportation Advisor to the Mayor (tentative)
- Commission on Aging (tentative)
- Annual Paving Update (tentative)
- Annual Strategic Planning Projects Update (tentative)

For the full list of requested items and other details on upcoming meeting planning, see the BPAC Scheduler at https://docs.google.com/spreadsheets/d/1PmvGuKNg3lBspg7VWwnqB7_MaQumB6BCpA_7Sbvuf8Q8/edit?usp=sharing

Announcements

- **BPAC Agenda Sign-Up List:** To sign up to receive these BPAC agendas by email when available, go to <https://oaklandca19202.activehosted.com/f/20>.
- **Bicycle Facilities Map Update:** Check the OakDOT's bicycle facilities webmap (bikeway network, signage, parking and projects) updated through the end of 2021 at www.oaklandbikes.info/maps.
- **BPAC 2021 Annual Report to Public Works Committee:** The 2021 BPAC Annual Report is scheduled to be heard at the April 26, 2022, 10:30 am Public Works Committee meeting. More info as it becomes available at: <https://oakland.legistar.com/Calendar.aspx>
- **Paint the Town Murals:** The Paint the Town Program recently facilitated one mural painting event and has one more planned for this month. To explore the locations of Paint the Town street murals please refer to our map at: https://www.google.com/maps/d/u/0/viewer?mid=1QwWA2S_6-TrFrCb1xM0qRxlJceFT6ZZH&ll=37.79765446934255%2C-122.22637454999993&z=13 and to learn more about the program, go to <https://www.oaklandca.gov/projects/paint-the-town>.
 - On Sunday, March 20th, Oakland Trybe, the District 2 Council Office, and Franklin Elementary School collaborated to create a street mural on 9th Ave between E 15th St and Foothill Blvd next to Franklin Elementary School. OakDOT staff facilitated the mural event in coordination with partner organizations EastSide Arts Alliance and Safe Passages.
 - Neighbors have organized to paint a mural on Friday, April 22nd on Ney Ave between Parker Ave and Ritchie St next to Parker Elementary. You are invited to join and paint.
- **Power the People (EOSTEP):** The East Oakland Collective-led planning effort asked the public about how they want to access the MLK Shoreline at Akoma Market on March 27, 2022 from 10 am – 3 pm. For more information about the project please visit the website: <https://ww2.arb.ca.gov/lcti-power-people-mlk-jr-shoreline-access-study>.
 - This event also served as a community release for the East Oakland Mobility Action Plan. To find out more information about this project please refer to their website at <https://www.oaklandca.gov/projects/eastoakmap>.
- **Active Transportation Program (ATP) Telegraph Project:** The ATP Telegraph Ave Complete Street Project kicked off construction on Telegraph Avenue in March 2022. The contractor is progressing

with construction in segments along the corridor to minimize disruptions to the businesses and access with the goal of completing segments to be re-opened for use while continuing to the next area. Construction has started on the west side of Telegraph Avenue between 29th Street and 24th Street in the southbound direction with the contractor working on one side of the road before continuing towards Grand Avenue. The current project estimate for completion is February 2023. For more information about this project please visit the website at <https://www.oaklandca.gov/projects/telegraph-avenue-complete-streets-redesign>.

- **OakDOT Crossing Guard Recruitment:** The Oakland Department of Transportation (OakDOT) continues to focus on filling crossing guard position vacancies. If you or someone you know is interested in applying to be a cross guard, please email oakdothumanresources@oaklandca.gov. You can find the OakDOT Cross Guard Program webpage at: <https://www.oaklandca.gov/topics/the-oakdot-crossing-guard-program>.
- **Oakland City Challenge:** The City has launched an exciting initiative in partnership with Mills College, Northeastern University's Government Lab, and the Oakland Fund for Public Innovation: the [City Challenge Oakland](#). At its heart, this project is about having Oaklanders from all over the city contribute innovative ideas on how to address some of our most pressing challenges. Starting this week and running through May 6, we have launched the City Challenge website where any Oaklander can share solutions to address problems of illegal dumping, abandoned vehicles, homelessness, and violent crime. We know that these are enormous challenges that cannot be solved in a short time but we also understand that in order to better address these challenges, we must amplify the voices of the people who are closest to the issues and are willing to contribute their insight and ideas. We hope this will lead to new policies and services that make a measurable difference at the grassroots level of our communities.

City of Oakland Bicyclist and Pedestrian Advisory Commission

Strategic Plan Goals for 2021

February 2021

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

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

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

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

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

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|-----|---|--|--|--|--|
| 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.

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

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