

CITY OF OAKLAND



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Department of Transportation, Safe Streets Division

Bicyclist and Pedestrian Advisory Commission, Meeting Agenda **Thursday, June 20th, 2024; 6:00-8:00 pm** **City Hall, Hearing Room 4**

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

Priyanka Altman, Alexander Frank, Grey Gardner (Chair), Jimmy Jessup, Phoenix Mangrum,
David Ralston (Vice Chair), Patricia Schader, Nicholas Whipps, Dianne Yee

PUBLIC WEBCASTING

This is an in-person meeting. People participating in the meeting must attend in person. People may be able to observe this meeting remotely via the following options:

- To view the meeting by video, click on this link to download Zoom and open the meeting on a computer or smart phone: <https://us06web.zoom.us/j/89515425905> at the noticed meeting time.
- To listen to the meeting by phone, dial at the noticed meeting time (for higher quality, dial a number based on your current location): US: +1 669 444 9171 or +1 669 900 6833. International numbers available: <https://us06web.zoom.us/j/89515425905>. **Webinar ID: 895 1542 5905**

Remote participation including public comment via teleconferencing is not available at this time. Hybrid meetings may commence once the City of Oakland has established meeting procedures and allocated resources for simultaneously supporting in-person and remote participation. 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](#). A survey has been created to gather feedback from the public regarding board and commission meetings in the City of Oakland: <https://us.openforms.com/Form/d98a20d5-72e7-4d23-8fc3-be13f6cd32bb>.

If you have any questions, please email Pierre Gerard (PGerard@oaklandca.gov) or Noel Pond-Danchik (NPond-Danchik@oaklandca.gov), staff liaisons to the Commission.

PARTICIPATION INSTRUCTIONS

Enter City Hall at the entrance on 14th Street. After receiving a security screening, proceed forward and either to the right to the elevators, or to the stairs farthest from the 14th Street entrance, on the left. Hearing Room 4 is located on the 2nd floor of City Hall on the side of the building farthest from 14th Street. There will be a sign-in sheet and paper agenda packets for participants.

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Time	#	Topic
6:00	1	Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes (15 minutes) Chair Gardner will take roll call, determine quorum, and facilitate introductions. Commissioner Schader (patricias.oakland@gmail.com) will lead the commission in an acknowledgement of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians; for more information visit: https://www.oaklandca.gov/topics/traffic-fatality-tracking . At the time of this meeting agenda's publication, OakDOT has not received notification of any bicyclist- or pedestrian-involved fatal or other high-profile crashes since those published in the April BPAC meeting agenda.
6:15	2	Open Forum / Public Comment / Announcements Attachment (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 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 www.oaklandca.gov/services/oak311 .
6:25	3	Approval of Meeting Minutes Attachment (5 minutes) – Seek motion to adopt the May 2024 BPAC Special Meeting minutes.
6:30	4	Committee Report Backs Attachment (10 minutes) – Committees of the BPAC will provide brief updates to the Commission. A list of active committees is included in the agenda packet and at https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons .
		Infrastructure Committee: <ul style="list-style-type: none"> The next meeting will be July 11, 2024, from 3:30-5:30 (rescheduled from to July 4) in the Broadway Conference Room at 250 Frank Ogawa Plaza Suite 4314. See: https://www.oaklandca.gov/meeting/july-2024-bicyclist-pedestrian-advisory-commission-bpac-infrastructure-committee-special-meeting The Infrastructure Committee last met on May 2, 2024, and heard items on the Link21 project, the Embarcadero West Rail Safety and Access Improvements project, an update on AC Transit’s Transit-Supportive Design Guidelines, and an update on AC Transit Board Policy 501. The notes from the meeting can be found at: https://docs.google.com/document/d/1OM1wpLN-nG3XWYB5HmJMT09CPeYLqx5vEf6La97X5c/
		Policy and Legislative Committee: The last meeting was cancelled. The next meeting is scheduled for Monday, August 12, 2024, from 5:30-7:30 PM in City Hall, Hearing Room 2.
6:40	5	OakDOT Director Josh Rowan (25 minutes) New Oakland Department of Transportation (OakDOT) Director, Josh Rowan, will share his vision for OakDOT and answer questions from the BPAC.
7:05	6	San Pablo Ave Bus & Bike Lanes Project Attachment (25 minutes) Aleida Andrino-Chavez (aandrino-chavez@alamedactc.org) and Colin Dentel-Post (cdentel-post@alamedactc.org), from the Alameda County Transportation Commission (ACTC) will present on the San Pablo Avenue Bus and Bike Lanes Project. The Project would create dedicated bus lanes, new curb-protected bike lanes, and safer street crossings for people walking and biking along San Pablo Avenue between Heinz Avenue in South Berkeley and Downtown Oakland. Alameda CTC is currently conducting public outreach to gather feedback on the proposed project and your feedback is highly appreciated. For more information see: https://www.alamedactc.org/wp-content/uploads/2024/06/1475001_SPA_Bus-Bike-Lanes_FS_20240604.pdf or: https://sanpabloave.mysocialpinpoint.com/
7:30	7	Bike to Wherever Day Report Back (10 minutes) Chris Hwang from Walk Oakland Bike Oakland (WOBO) will report back on the May 2024 Bike to Wherever Day celebrations in Oakland. You can

find photos of the event by Pamela Palma at <https://pamelapalma.smugmug.com/Events/Bike-to-Anywhere-Bike-Eastbay>

- 7:40 8 **Mid-Cycle Budget Discussion** (10 minutes) BPAC leadership will lead the BPAC in a discussion of OakDOT's Fiscal Year 2024-2025 mid-cycle budget which the commission received a presentation on last month.
- 7:50 9 **Three-month agenda look-ahead, suggestions for meeting topics Attachment** (10 minutes)
-



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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 NPond-Danchik@oaklandca.gov / PGerard@oaklandca.gov o llame 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 NPond-Danchik@oaklandca.gov / PGerard@oaklandca.gov 或致電 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 NPond-Danchik@oaklandca.gov / PGerard@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.

June 2024 BPAC Meeting Agenda Item 2. Announcements

Announcements

- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, or the Bike Oakland Newsletter, sign up at <https://share.hsforms.com/1P5XTjDGyS7q61uFu76CgNQch6is>
- **2024 Bikeways Map:** Hard copies of the 2024 Bikeways Map arrived May 7, just in time for “bag stuffing” where Bike East Bay volunteers assembled goodies for the over 2000 canvas bags given out at energizer stations in Oakland on Bike To Wherever Day. The maps are also available at local bike shops and at some Oakland libraries and rec centers. This is the 15th edition of the free annual map which now has over 208,000 copies in print. To be less confusing, more colorblind friendly, and more aesthetically pleasant, the 2024 map has been significantly redesigned, with a different system of colors representing the various types of bikeways. The web version is available at: https://cao-94612.s3.us-west-2.amazonaws.com/documents/Bikemap_2024-web.pdf
- **OakDOT Major Projects Map Updates:** The OakDOT Major Projects Map has been updated to reflect the new projects and the latest project information as of May 15, 2024. The update includes new capital projects and significant project information updates on the ongoing active projects such as project status, funding source, project information, project costs, project managers, expected completion dates, and more. See: <https://www.oaklandca.gov/resources/active-major-improvements-project>.
- **Oakland Traffic Fatality Web Map Updates:** The Traffic Fatality Web Map has been updated with the latest available data through April 2024. See: <https://www.oaklandca.gov/topics/traffic-fatality-tracking>.
- **Citywide Speed Bump Installation:** Construction has been begun on the Citywide speed bump installation that will install 69 new speed bumps and 7 new speed cushions. Construction is scheduled to be completed by October.
- **Oakland High Injury Network Update:** The Oakland High Injury Network (HIN) was updated in 2024. See: <https://www.oaklandca.gov/resources/high-injury-network-2024>
- **Quick Build Project on International Boulevard Update:** AC Transit, the City of Oakland, and Caltrans are pushing to begin construction as soon as possible, with the contractor now scheduled to break ground in June, and current scheduled to be completed in August. The contractor is currently performing preliminary preparatory work including finalizing temporary construction traffic control plans and waiting for the shipment of construction materials. The project will implement treatments to deter the improper use of the bus only lane. The Quick Build's safety enhancements span 5.8 miles of International between 14th and 107th Avenues. Improvements include roadway lane delineators and arrows for clear guidance for drivers to follow. All-new road paintings identifying "Bus Only," new speed limit signs, and signs reinforcing bus lane violations and fines.
- **Crossing Guard Program:** 28 Crossing Guards will be working during the Summer Session, covering the 21 Elementary Schools from a Summer Session list provided by OUSD.
- **School Safety Patrol Program:** The student safety patrol celebrated with the annual end of year Movie Day and Award Ceremony at the Grand Lake Theater on Saturday, May 18th. Great fun, (with loads of recognition, for students and adults alike), was had by all. There were over 300 students from 10 schools city-wide, in attendance.

City of Oakland, Bicyclist & Pedestrian Advisory Commission

DRAFT Minutes from the May 23, 2024 Special Meeting

City Hall, 2nd Floor, Sergeant Daniel Sakai Hearing Room (A.K.A. Hearing Room 4)

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



Meeting called to order at 6:03 PM by BPAC Chair Gardner.

Item 1. Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes

At roll call, quorum was established with 6 Commissioners present (X). Two Commissioners arrived after roll call (x).

Commissioners	Present
Alex Frank	x
Grey Gardner (Chair)	X
Jimmy Jessup	X
Phoenix Mangrum	
David Ralston (Vice-Chair)	x
Patricia Schader	X
Nick Whipps	X
Dianne Yee	X
Priyanka Altman	X

Introductions were made.

1. Staff: Jason Patton (Oakland Department of Transportation – OakDOT), Pierre Gerard (OakDOT), Joe Wang (OakDOT), Brian Sukkar (OakDOT), Jamie Parks (OakDOT), Charlie Ream (OakDOT), Ofurhe Ogbinedion (OakDOT).
2. Other attendees: Bryan Culbertson (Traffic Violence Rapid Response), Kevin Dalley, Anwar Baroudi (Chair of Mayor’s Commission on Persons with Disabilities (MCPD)), Koushik Roy, Alice Chen (Transport Oakland), George Spies.

Chair Gardner 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:

<https://www.oaklandca.gov/topics/traffic-fatality-tracking>.

Summary of Discussion:

- No new crashes reported to OakDOT by OPD since the agenda publication (at which time no fatal crashes were reported).
- Within the past month, an Oakland resident was killed in a crash involving a driver in Fremont; the victim was a Tesla employee on their work break.

Speakers other than Commissioners: Robert Prinz.

Item 2. Open Forum / Public Comment / Announcements

A list of announcements and attachments were included in the meeting's agenda packet. There is a liaison to Open Forum who follows up with members of the public and tracks Open Forum comments at https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/html

- Commissioner Schader requested that BPAC Commissioners submit comment to Caltrans as soon as possible on the 66th Avenue BART to Bay Trail project regarding East Oakland access to the waterfront, stating that a Caltrans representative claimed that not many comments have been received yet.
- Chair Gardner recognized former Chair Dianne Yee for developing and presenting the 2023 BPAC Chair's Report to the City Council Public Works Committee at a meeting in May; several OakDOT staff were in attendance.
- Robert Prinz is interested in receiving an update from OakDOT staff about the possibility of creating metered vehicle loading zones (for activities like curbside delivery pickup) to decrease bike lane blockages.
- Kevin Dalley reported that City Council has directed the Police Commission to review the Oakland Police Department's vehicle chase policy, keeping in mind concern about the danger to bicyclists, pedestrians, and other drivers created by high-speed police chases.
- George Spies congratulated [East Bay Kidical Mass](#) for hosting a great Bike Month event! Koushik Roy and Commissioner Frank added that it was great to see so many people out riding their bike on Bike to Wherever Day.
- Commissioner Schader thanked Jason Patton for joining the Pedal Pool that rode to Frank Ogawa Plaza from 81st Avenue Branch Library on Bike to Wherever Day. She also noted the City Councilmembers who spoke at the plaza about their fear while riding their bike at times during the Pedal Pool.

Speakers other than Commissioners: Kevin Dalley, George Spies, Koushik Roy.

Item 3. Approval of Meeting Minutes

The draft meeting minutes from the April 2024 BPAC meeting were considered for adoption.

→ A motion to adopt the meeting minutes from the April 2024 Bicyclist & Pedestrian Advisory Commission meeting was made (Gardner), seconded (Frank), and approved unanimously by voice vote.

Adopted minutes online at www.oaklandbikes.info/BPAC

Item 4. Committee Report Backs

Everyone is encouraged to attend committee meetings.

- **Infrastructure Committee:** The Infrastructure Committee met on May 2, 2024, and heard items on the Link21 project, the Embarcadero West Rail Safety and Access Improvements project, an update on AC Transit's Transit Supportive Design Guidelines, and an update on AC Transit Board Policy 501. The minutes from the meeting are available here: <https://docs.google.com/document/d/1Q2o6NJK57JZsDeEPM9L7cenCNcciQlk-wWHvdCZDg1s/edit?usp=sharing>.

- The next meeting will be a Special Meeting (rescheduled from July 4th) held on the *second* Thursday of July (July 11th, 2024), from 3:30 PM to 5:30 PM in the Broadway

City of Oakland, Bicyclist & Pedestrian Advisory Commission
DRAFT Minutes from May 23, 2024 Special Meeting
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Conference Room (4th floor) at 250 Frank Ogawa Plaza. To receive BPAC committee and commission agendas, subscribe at

<https://share.hsforms.com/1P5XTjDGyS7q61uFu76CgNQch6is>

- **Policy and Legislative Committee:** The next meeting is a Special Meeting (rescheduled from May 13th) on Monday, June 10th, from 5:30 PM to 7:00 PM in City Hall, Hearing Room 2 but ad-hoc groups may meet earlier, and members of the public are encouraged to reach out if they are interested. Minutes from the last meeting are available at: <https://www.oaklandca.gov/meeting/february-2024-bicyclist-pedestrian-advisory-commission-bpac-policy-and-legislative-committee-meeting>

Summary of Discussion:

- A letter of support for an application to Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) regarding the Embarcadero West Rail Safety and Access Improvements project had been requested at the Infrastructure Committee meeting with a grant due date including the letter of support of May 24, 2024.
 - There was a discussion about details of the project that deserve further scrutiny.

→ A motion to send a letter of support for an application to Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) regarding the Embarcadero West Rail Safety and Access Improvements project was made (Gardner), seconded (Yee), and approved unanimously by voice vote.

Speakers other than Commissioners: Kevin Dalley, Anwar Baroudi, Bryan Culbertson, Robert Prinz.

Item 5. International Boulevard Quick Build Project Updates

Brian Sukkar and Joe Wang from OakDOT's Safe Streets Division and Traffic Engineering Section provided brief updates on the AC Transit International Boulevard Quick Build Project which will be constructed this summer. To deter unauthorized driving in Tempo's bus only lanes and enhance safety for passengers, Bus Operators, motorists, and pedestrians, AC Transit secured a \$400,000 "Quick Strike" grant. This funding spearheaded the Quick Build preliminary study and the implementation of safety measures along an eight-block section of International Boulevard from 14th to 42nd Avenues. The City of Oakland has contributed an additional \$1.7 million to expand the project to 107th Avenue, with a focus on locations that have been identified by the city as being prone to severe and fatal crashes. This will lead to roadway improvements that will cover 75% of the corridor.

Summary of Discussion:

- The project extent is a little over 5 miles long.
- One third of the fatal collisions in Oakland are occurring on International Boulevard.
- The work is scheduled to be complete in August 2024.
- Improvements include roadway lane line delineators and centerline delineators, "BUS ONLY" lane markings, new speed limit signs, and speed cushions.
- Commissioner Whipps asked whether OakDOT staff has done any outreach with businesses in the corridor. Staff have met with City Council offices, hosted a virtual Town Hall meeting, attended Neighborhood Crime Prevention Council meetings, and working through the construction management firm to contact business owners along the corridor for construction coordination regarding vehicular parking access to businesses.

- Commissioner Schader asked about the timeline for speed cushions. Staff are committed to working with other agency stakeholders to brainstorm locations and total number of speed cushions along the corridor. Commissioner Schader also asked about whether automated speed cameras will be added to locations along this extent. Jamie Parks responded that A.B. 645 will be implemented where possible, but the speed cameras cannot be located on State highways, including on International Boulevard from 42nd Avenue to the City limit at San Leandro. All three enforcement agencies with jurisdiction in this area are included in consultations for speed camera placement.
- Commissioner Yee asked whether AC Transit will use their cameras to enforce moving violations in the bus-only lane; Jamie Parks responded that AC Transit is not allowed to do so (by State law) but is allowed to use them to enforce parking violations.
- Commissioner Frank asked whether a framework for evaluation has been set up for the Quick Build program. Staff are looking at the types of past fatal and severe injury collisions to inform the quick build design; there will be a study of conditions before and after the quick build to understand the project's effectiveness.
- The delineator posts are spaced farther apart on the lane lines than on the centerline so that wider vehicles (like garbage collection trucks and fire trucks) can more easily maneuver through the travel lane.
- George Spies said that he saw a press release stating that speed cushions would be a part of the quick build, or that there would at least be a pilot period for the speed cushions included with the project. Joe Wang responded that the pilot may be possible through negotiation with Caltrans and AC Transit.
- George Spies asked who has veto power for the project.
- Koushik Roy asked whether there's a timeline for the project. Joe Wang responded that the construction period is between June and August 2024.
- Robert Prinz stated that more responsive walk signal timing should be included with the quick build project, or otherwise be considered on International Boulevard. Bike East Bay would be supportive of speed cushions along both the bus lanes and the travel lanes on the corridor.
- The delineators will be maintained by City staff via a stock of replacement delineators to be ordered 3-6 months after the installation.
- There may be media events to educate the public about the quick build project.
- Concrete pre-cast blocks are common in other countries as delineators on the lane line between the bus-only lane and the travel lane.
- The block-by-block design may not be currently published online on the project webpage by AC Transit; OakDOT staff may be able to share it with the public.
- A post-installation study will be conducted along the corridor 3-6 months after the installation.

Speakers other than Commissioners: George Spies, Koushik Roy, Bryan Culbertson, Robert Prinz.

Item 6. High Injury Network Update

Charlie Ream (cream@oaklandca.gov) and Ofurhe Igbiniedion, PhD (oigbiniedion@oaklandca.gov) from OakDOT's Planning and Project Development Team provided an update on Oakland's recently updated High Injury Network (HIN). The 2018 HIN used data from 2012-2016 and the 2024 HIN uses 2017-2021 data with some adjustments for recent fatalities.

Summary of Discussion:

- OPD keeps a record of “working collisions” that are not uploaded to the State database (SWITRS)
- State “safety corridors” are required by the 2023 MUTCD to include at least 25% of the fatalities and severe injuries in a municipality.
- There has generally been a shift in traffic-involved fatal and serious injuries away from District 2 (Downtown Oakland) and towards East Oakland (especially Districts 6 and 7).
- The HIN will be published online within the next few weeks.
- Equity priority populations typically hold most of the burden of fatal and serious traffic injuries, though census tracts where these populations are in higher proportion may not always demonstrate this burden. In Oakland’s case, City Council Districts show the burden better.
- The 2012-2016 data generally shows a HIN pre-OakDOT; this data shows the HIN after OakDOT’s creation.
- OakDOT staff will be expanding project evaluations to topics like protected bike lanes and arterial speed cushions to understand how effective the related projects are.
- The 20% threshold for this updated High Injury Network will not capture all streets with fatal and serious injury traffic collisions. The High Injury Network is not the only measure used to prioritize streets for traffic safety project development.
- Underlying conditions for crashes – second layer of analysis.
- Ongoing data evaluation on more of a rolling basis – the High Injury Network could be updated more frequently but will depend on opportunities to do so through other OakDOT policy updates.

Speakers other than Commissioners: Robert Prinz, George Spies.

Item 7. OakDOT Organizational Update and Mid-Cycle Budget Update

An overview of the budget was heard at the May BPAC meeting.

Summary of Discussion:

- OakDOT has 421 total full-time employees, with a 25% vacancy rate for budgeted permanent full-time positions.
- 90% of OakDOT’s budget is sourced from dedicated transportation funds, like competitive grants, bonds, State gas tax, etc.
- OakDOT receives funding via the General Purpose Fund primarily from parking enforcement revenue via the Parking and Mobility Division.
- Roughly \$4 million of Measure BB funds will be shifted to budget for OakDOT’s Abandoned Vehicle Unit.
- The demand-responsive parking program will be expanded.
- Oakland currently has over \$55 million of unpaid parking fines; OakDOT will increase collection efforts to move towards pre-pandemic level of effort.
- OakDOT is proposing to allocate more funding towards, but not limited to: 1) future improvements to International Boulevard, 2) the purchase of new fleet vehicles for construction inspectors and other DOT/OPW staff, 3) sidewalk repair, 4) the “\$5 after 5” Franklin Plaza garage parking program, 5) staff time for interagency projects, 6) parking sign replacements.

→ A motion **to extend the meeting by 30 minutes** was made (Whipps), seconded (Gardner), and approved unanimously by voice vote.

- The City's budgeting process will not end until June 26th.
- A large purchase that OakDOT would like to prioritize in the future: paving machines.
- New budgeted positions are added to OakDOT every year, so the vacancy rate hovers around the same percentage despite an increase (i.e., hiring) of over 100 employees between 2017 and 2023.
- When the Abandoned Auto Unit was moved to DOT, it came with the General Fund budget that was associated with it at the Oakland Police Department.
- The additional OakDOT funding for parking signs includes work and materials for fabrication and staffing. The existing staff are project funded.
- 311 is a major source for issues relating to paths and stairways.
- DOT and OPW partnered to buy the mini sweeper that DOT now owns, and OPW is working towards operating the mini sweeper in separated bike lanes in Oakland.
- Commissioner Gardner would like to see more funding allocation for quick-build traffic safety improvements.
- One-time funding from unspent funds from unfilled budgeted positions may not be used [to fund new permanent positions for staffing charges](#).
- Sidewalk repair is generally managed by fronting property owners, unless the related damage is caused by a City-owned tree. Horizontal saw-cutting is a more cost-effective method of sidewalk repair.
- Salary savings from Measure BB funds are typically shifted to fund capital projects.
- Providing vehicle parking enforcement staff with bicycles to perform duties is an idea OakDOT is considering based on similar programs in other cities.
- Commissioner Schader is interested in OakDOT exploring opportunities for one-time General Purpose Fund re-allocation to purchase materials useful to the public library system.

Speakers other than Commissioners: Kevin Dalley, George Spies, Bryan Culbertson.

Item 8. Three-month agenda look-ahead, suggestions for meeting topics

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

Suggestions for Meeting Topics

- Follow-up on International Quick-Build Project (Chair Gardner)
- BPAC meeting in East Oakland (Chair Gardner)
- E-bike Library Update (Commissioner Frank)
- Grand Avenue Repaving Project Update (Commissioner Altman)

Meeting adjourned at 8:23 PM.

Attachments:

- Letter of Support for an application to the Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) regarding the Embarcadero West Rail Safety and Access Improvements project
- Presentation for OakDOT Mid-Cycle Budget Update

Minutes recorded by Pierre Gerard (Transportation Planner II with OakDOT's Safe Streets Division, Bicycle & Pedestrian Program), emailed to meeting attendees for review on May 28, 2024 with comments requested by June 11, 2024 to pgerard@oaklandca.gov and npond-danchik@oaklandca.gov. Revised minutes will be attached to the June 2024 BPAC meeting agenda and considered for adoption at that meeting.

June 2024 BPAC Meeting Agenda Item 4. 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>

2024 Active BPAC Committees and Liaisons

Committee Name / Liaison Role	Date Created	Purpose	Commissioners	Community Members	Meeting Time	Agendas, Notes, and Minutes
Infrastructure Committee	2/16/17	Review and comment on the design of projects	Altman, Gardner, Schader, Yee	George Naylor, Robert Prinz , Midori Tabata, Brendan Pittman, RB Burnette Jr,	The first Thursday of every other month from 3:30 PM to 5:30 PM	Oakland BPAC infrastructure committee notes
Policy and Legislative Committee	6/21/18	Research and develop policy recommendations for consideration by the BPAC	Frank, Ralston, Whipps	Anwar Baroudi, Ajah Burts, Kevin Dalley, Caleb Jones, Alison Knowles, Robert Prinz	The second Monday in February, May, August, and November from 5:30 PM to 7:00 PM	
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	5/17/18	Monitor Committee activities and report back to the BPAC	[vacant]			
Liaison to Mayor's Commission on Persons with Disabilities	5/17/18	Monitor MCPD activities and report back to the BPAC	Schader			
Liaison to BPAC Open Forum	6/15/23	Review and analyze comments received during Open Forum	Jessup, Schader			BPAC Open Forum Tracking Form
Liaison to Oakland Planning Commission	6/15/23	be a resource to the Planning Commission and provide input on bicycle and pedestrian elements of proposed projects	Whipps			
Liaison to Oakland Police Department	6/15/23	TBD	Campbell, Frank, Mangrum			
Ad Hoc Committee on Fire Code Amendments	7/20/23	Review the updates to Appendix D of the City of Oakland's Fire Code that are currently in discussion. This Committee is ad-hoc and will be disbanded once updates to the Oakland Fire Code are complete.	Frank, Gardner	Kevin Dalley		

*Committee Chairs in **bold**



San Pablo Avenue Bus and Bike Lanes Project



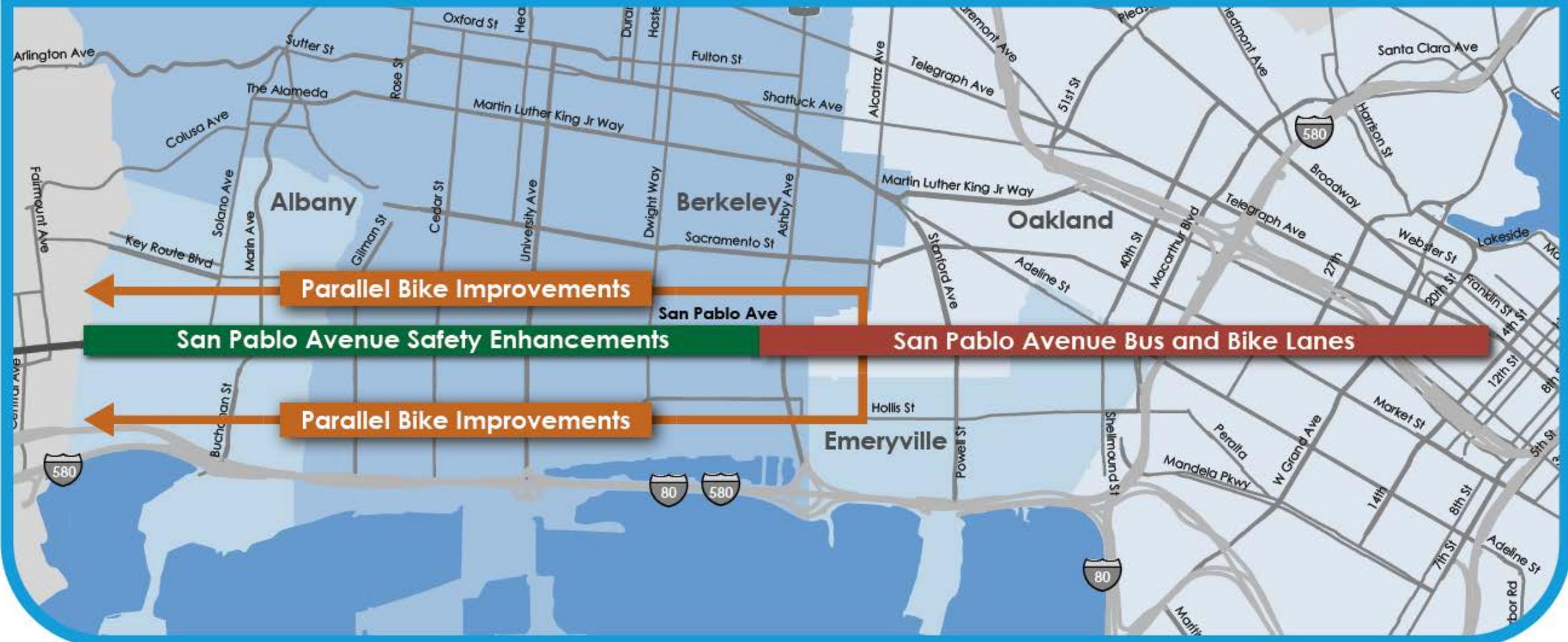
Oakland Bicycle and Pedestrian Advisory Committee

June 20, 2024

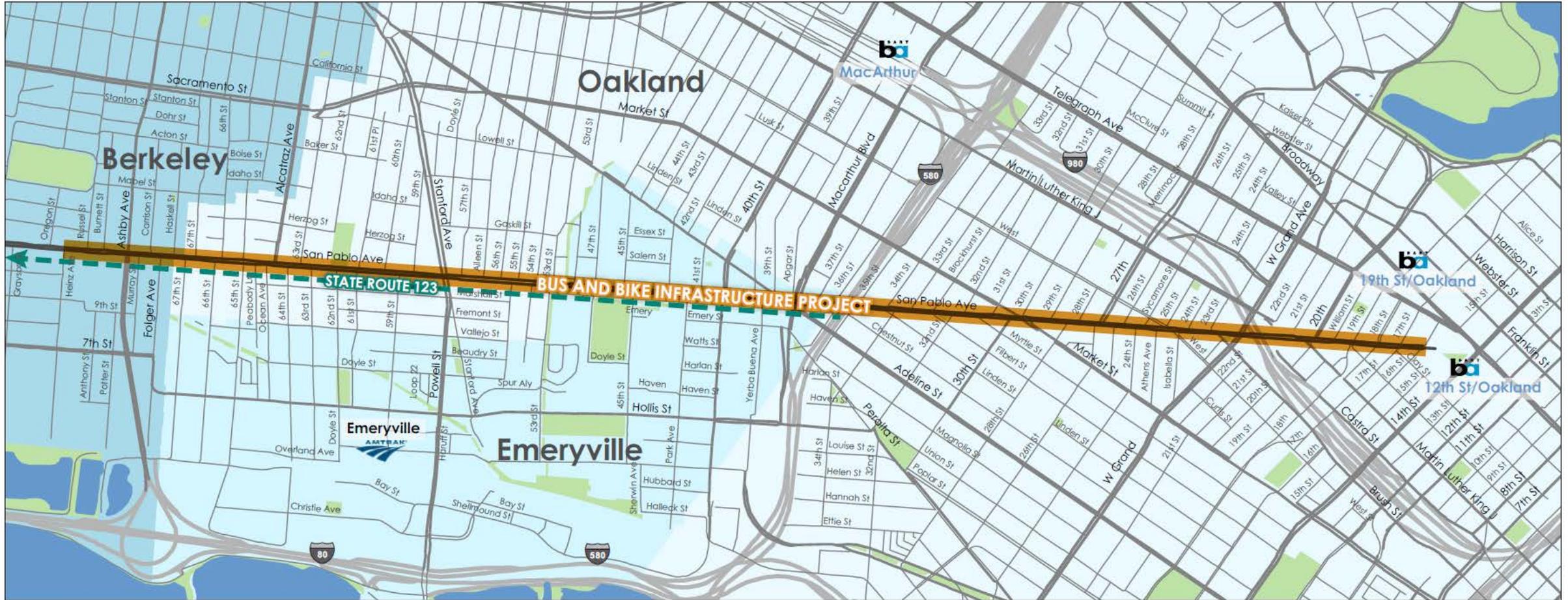
Agenda

- Introductions
- San Pablo Projects Status Overview
- Bus & Bike Lanes Project
- Bus & Bike Lanes Project Outreach
- Next Steps

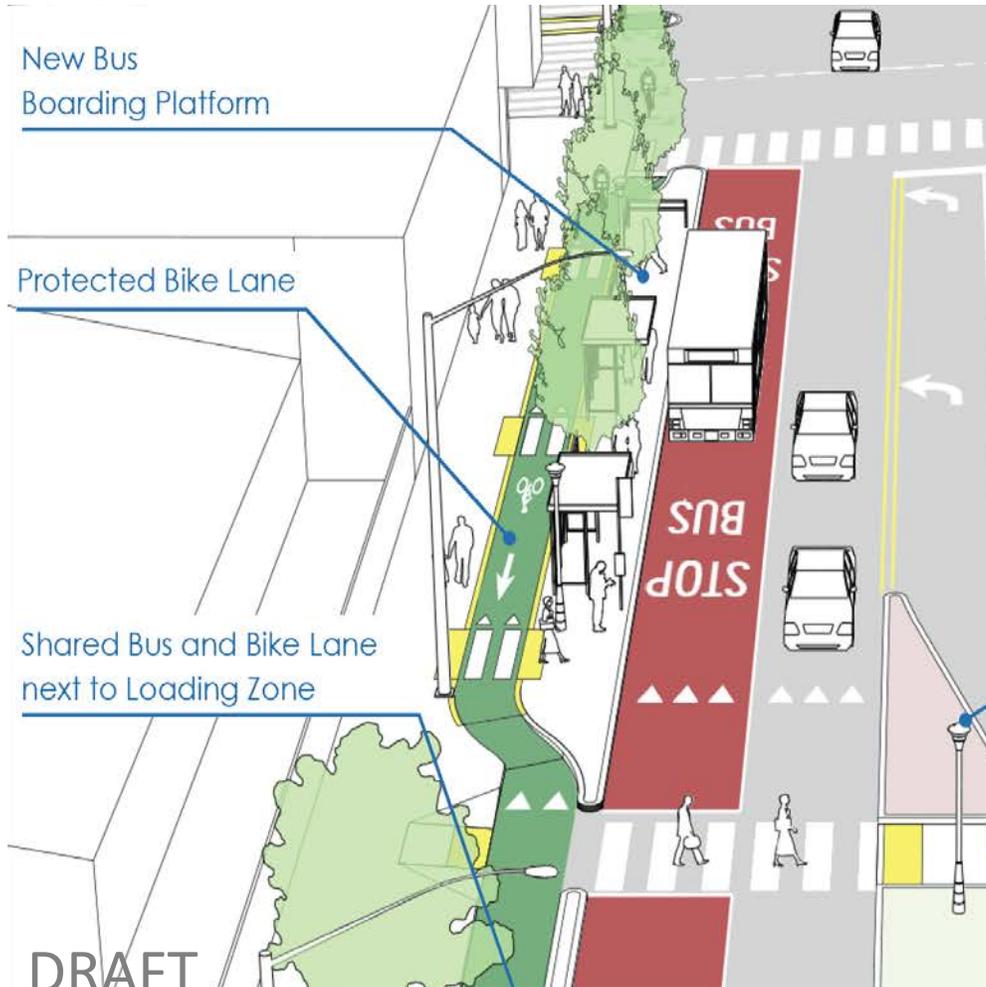
Project Overview Map



Bus Lanes & Bike Lanes Project



Bus Lanes & Bike Lanes Project Limits

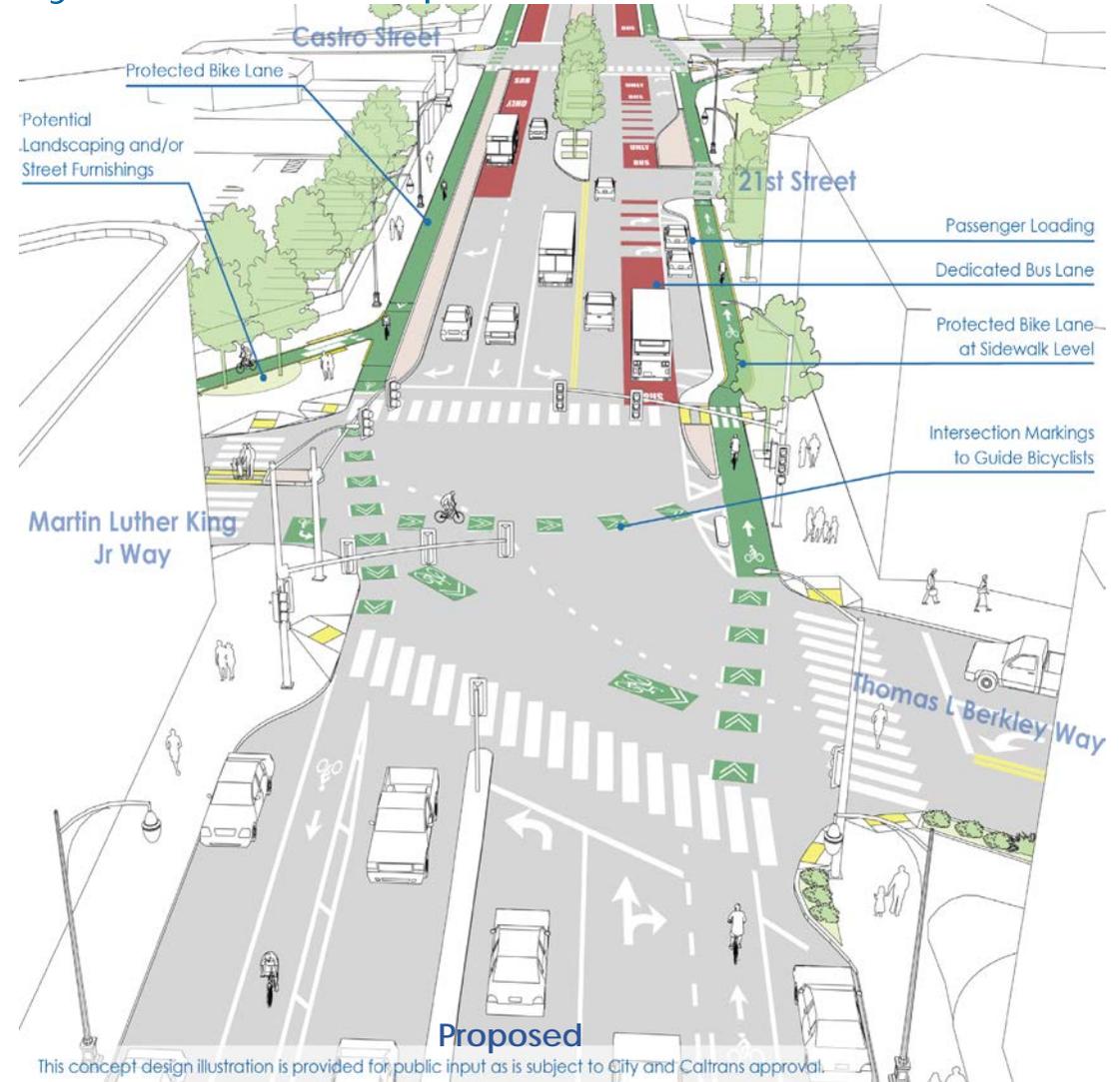
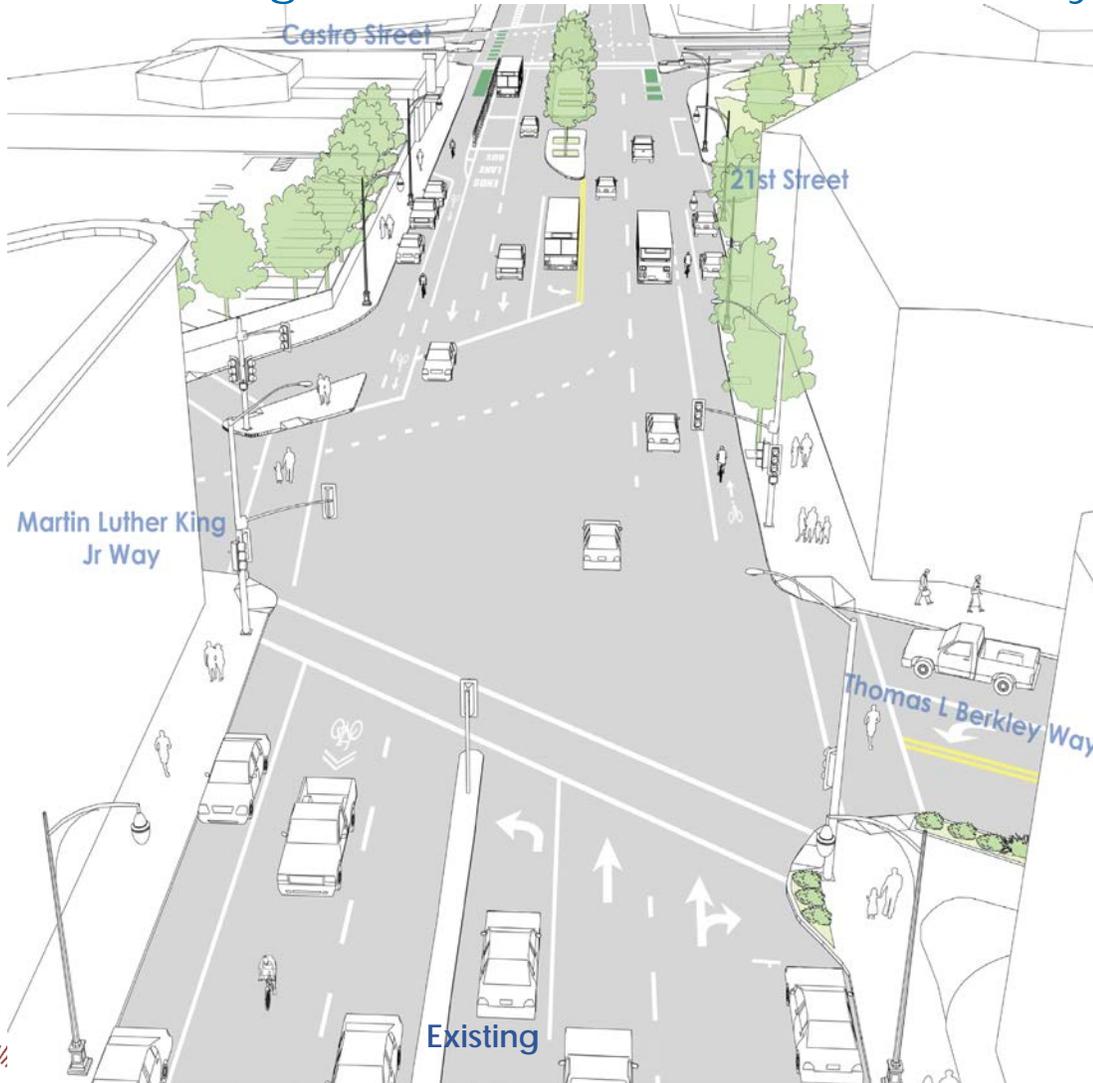


For illustrative purposes only

- Extents: San Pablo Ave from 16th St in Oakland to Heinz Ave in Berkeley
- 2022 Commission Actions
 - Alameda CTC approved near-term concept with bus and bike lanes for further project development
 - Oakland and Emeryville City Councils approved letters of support

Bus Lanes & Bike Lanes Project

Looking north toward Thomas L Berkley Way/20th Street, Uptown Oakland

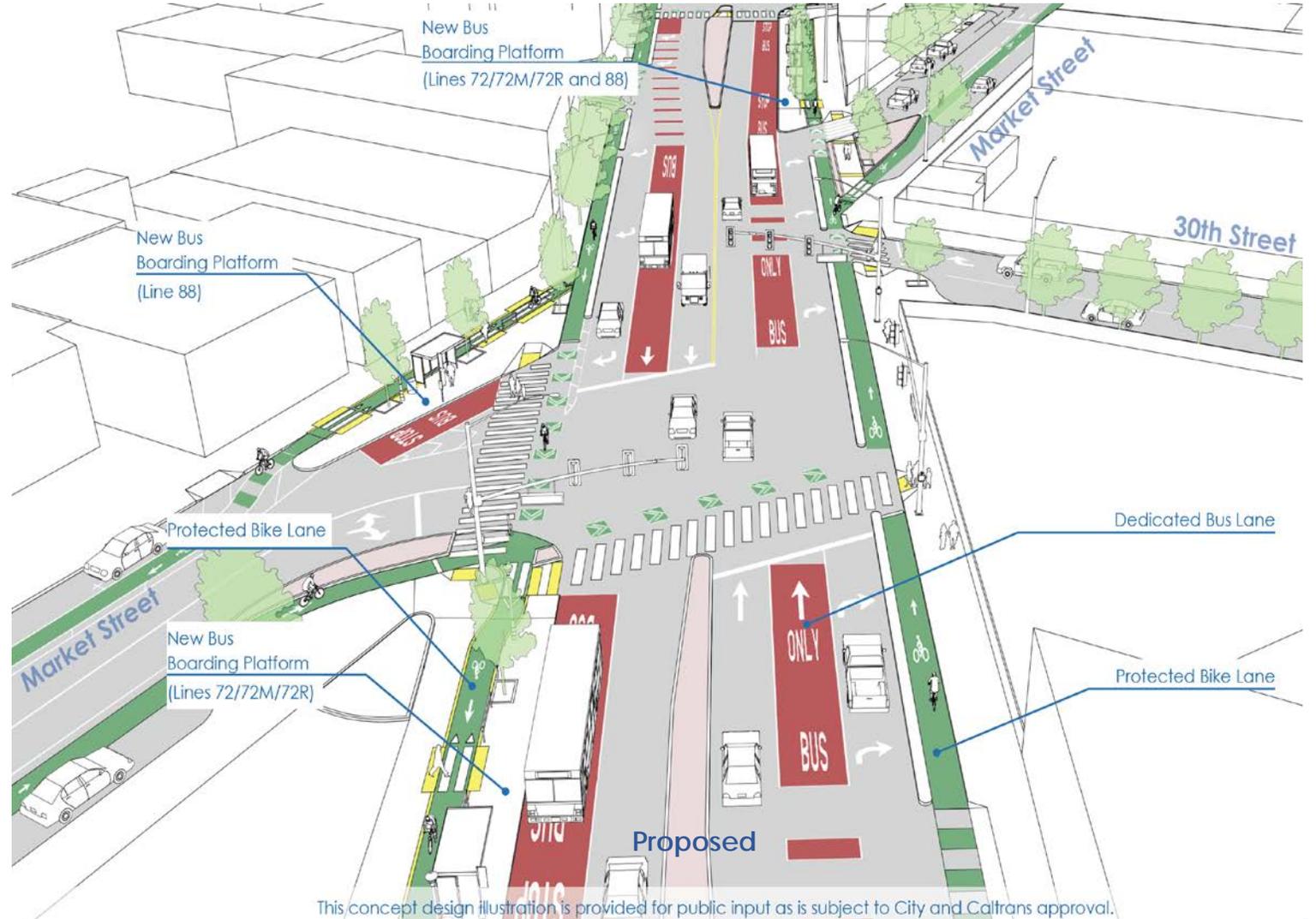


Bus Lanes & Bike Lanes Project

Looking north toward Market Street, West Oakland



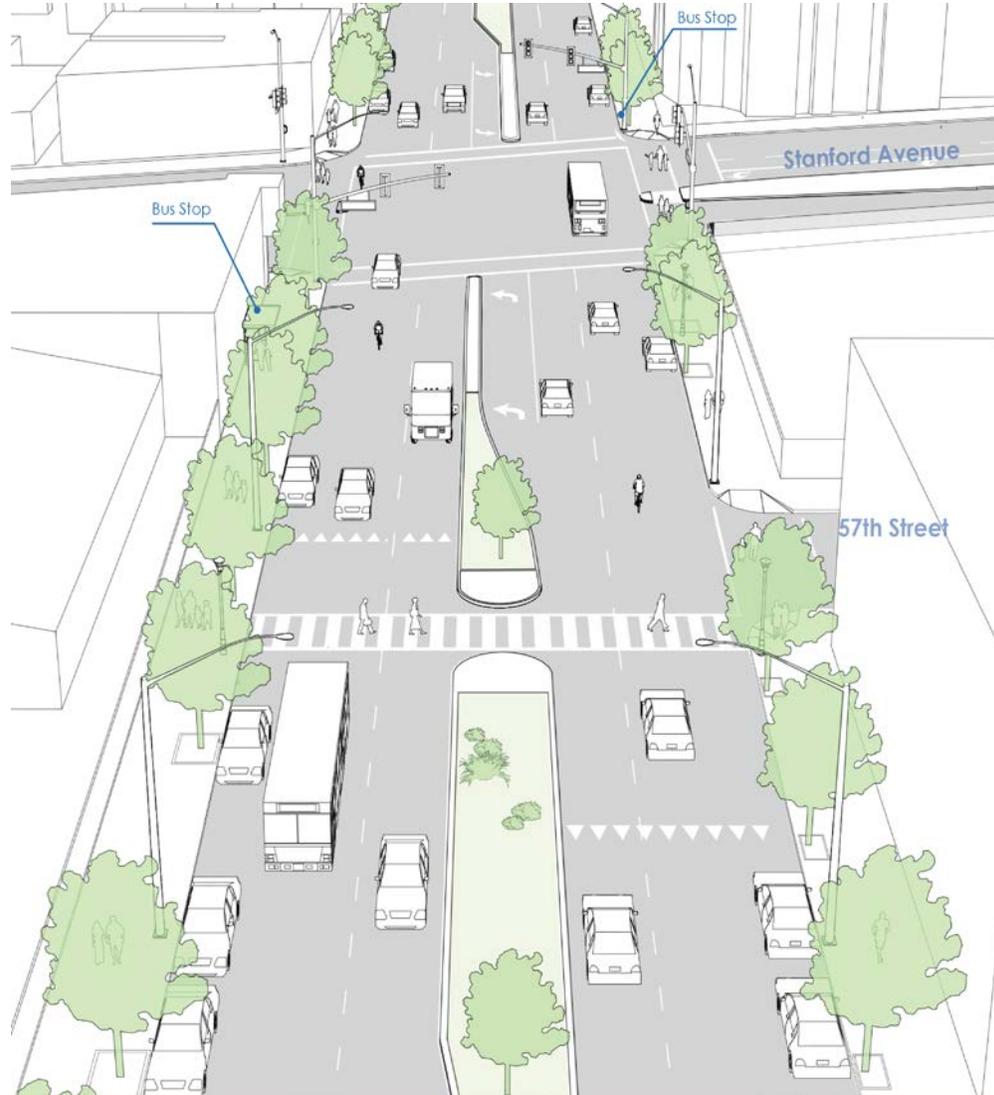
Existing



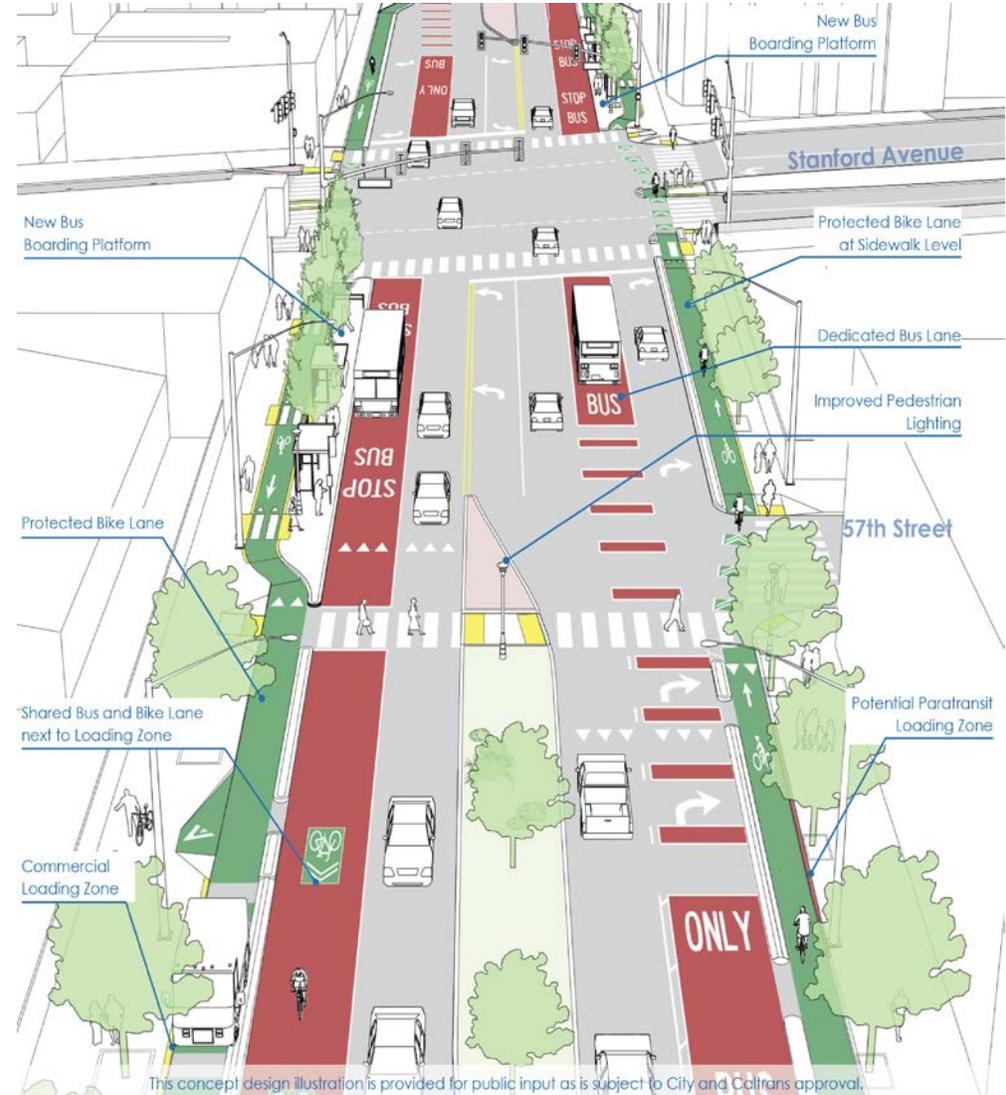
This concept design illustration is provided for public input as is subject to City and Caltrans approval.

Existing Conditions and Proposed Project

Looking north toward Stanford Avenue, North Oakland



Existing

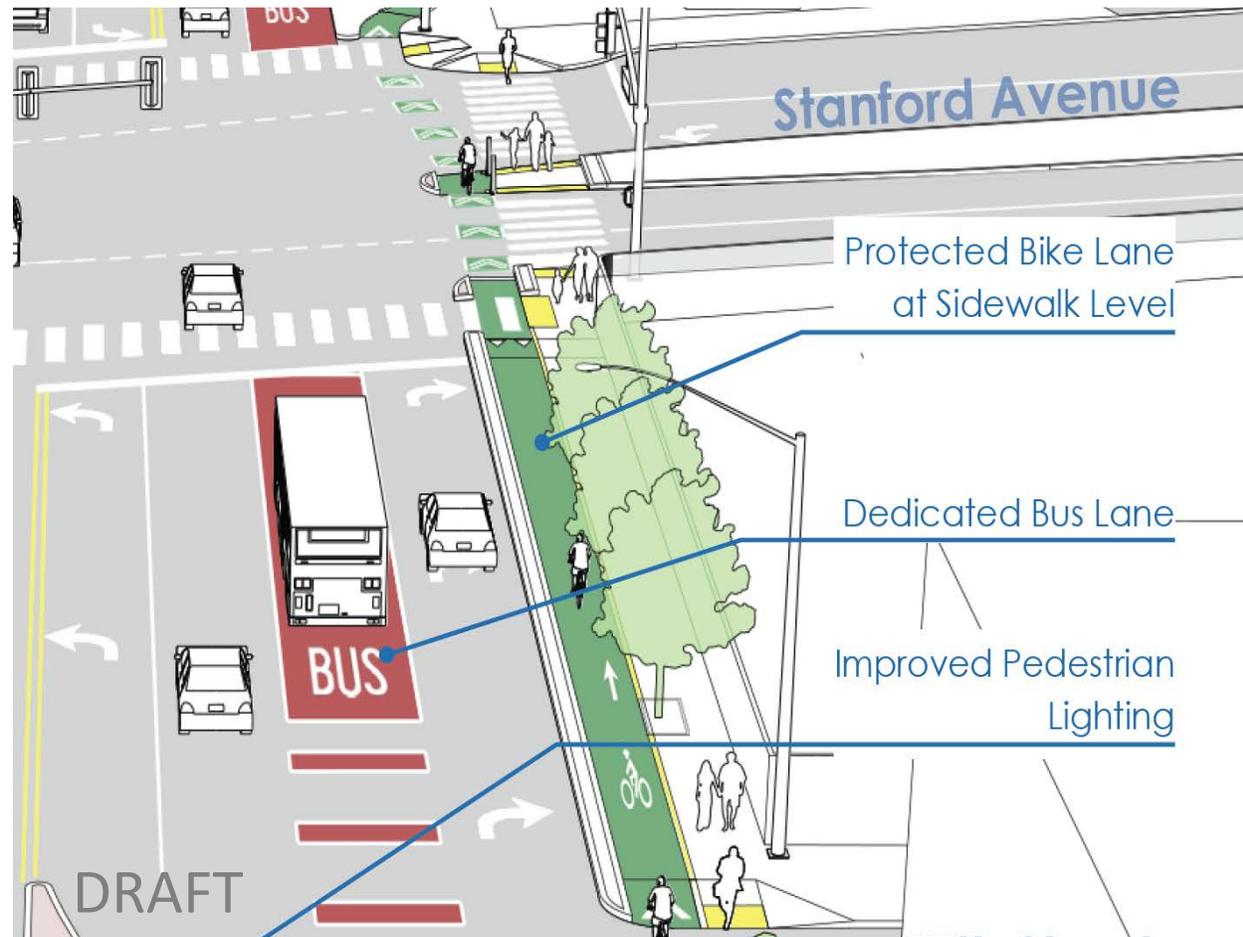


Proposed

San Pablo Avenue Corridor Project

Bus Lanes & Bike Lanes Project

Looking north toward Stanford Avenue



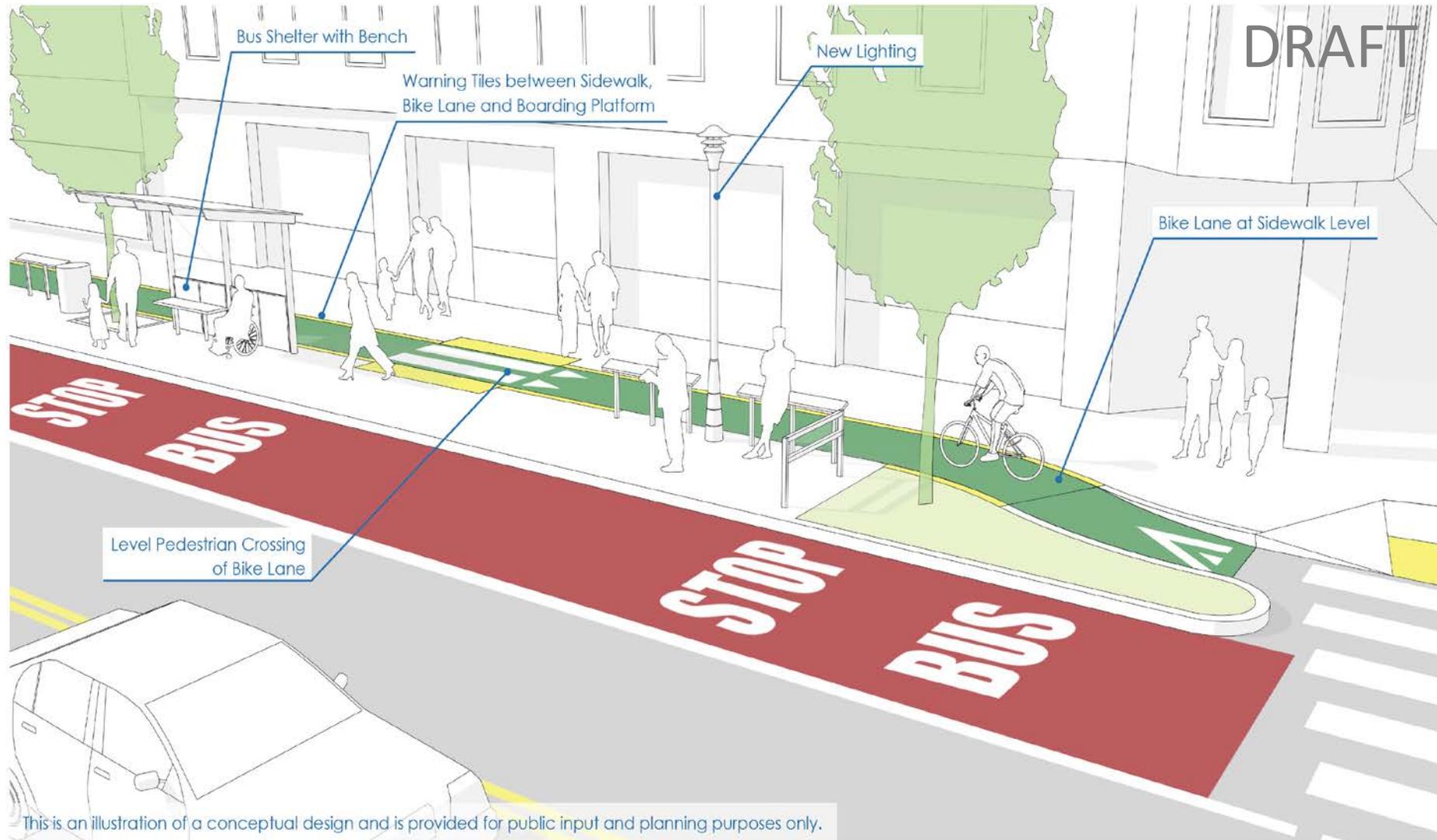
For illustrative purposes only

Bus Lanes & Bike Lanes Project Safety Improvements

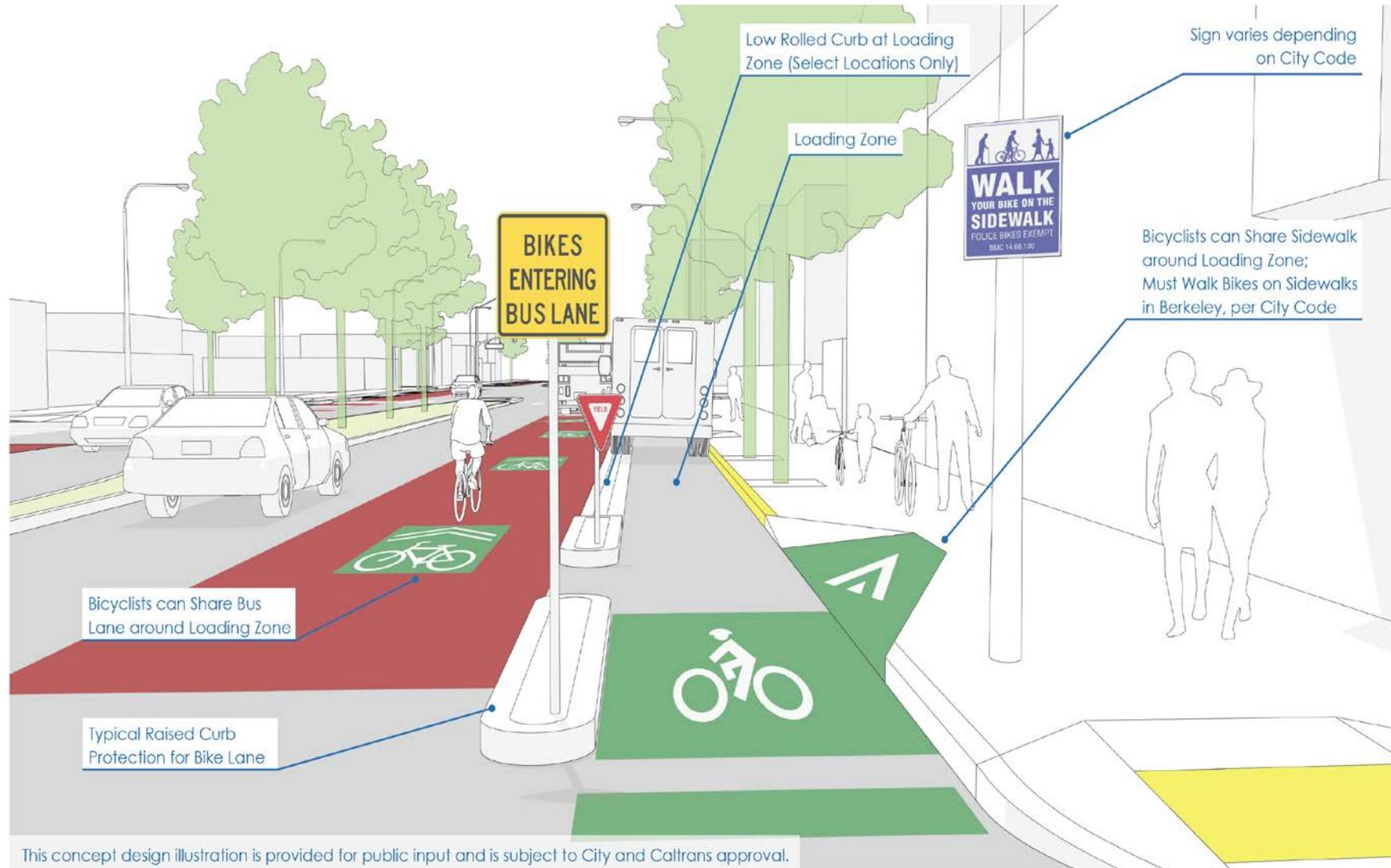
- Pedestrian beacons at crosswalks
- High-visibility crosswalks and bikeway crossings
- Curb-protected bike lane
- Curb extensions and median refuges shorten crossings at intersections
- ADA ramp and signal upgrades
- Better lighting along San Pablo and on side streets
- Additional design solutions to address speeding



Example Bus Boarding Platform

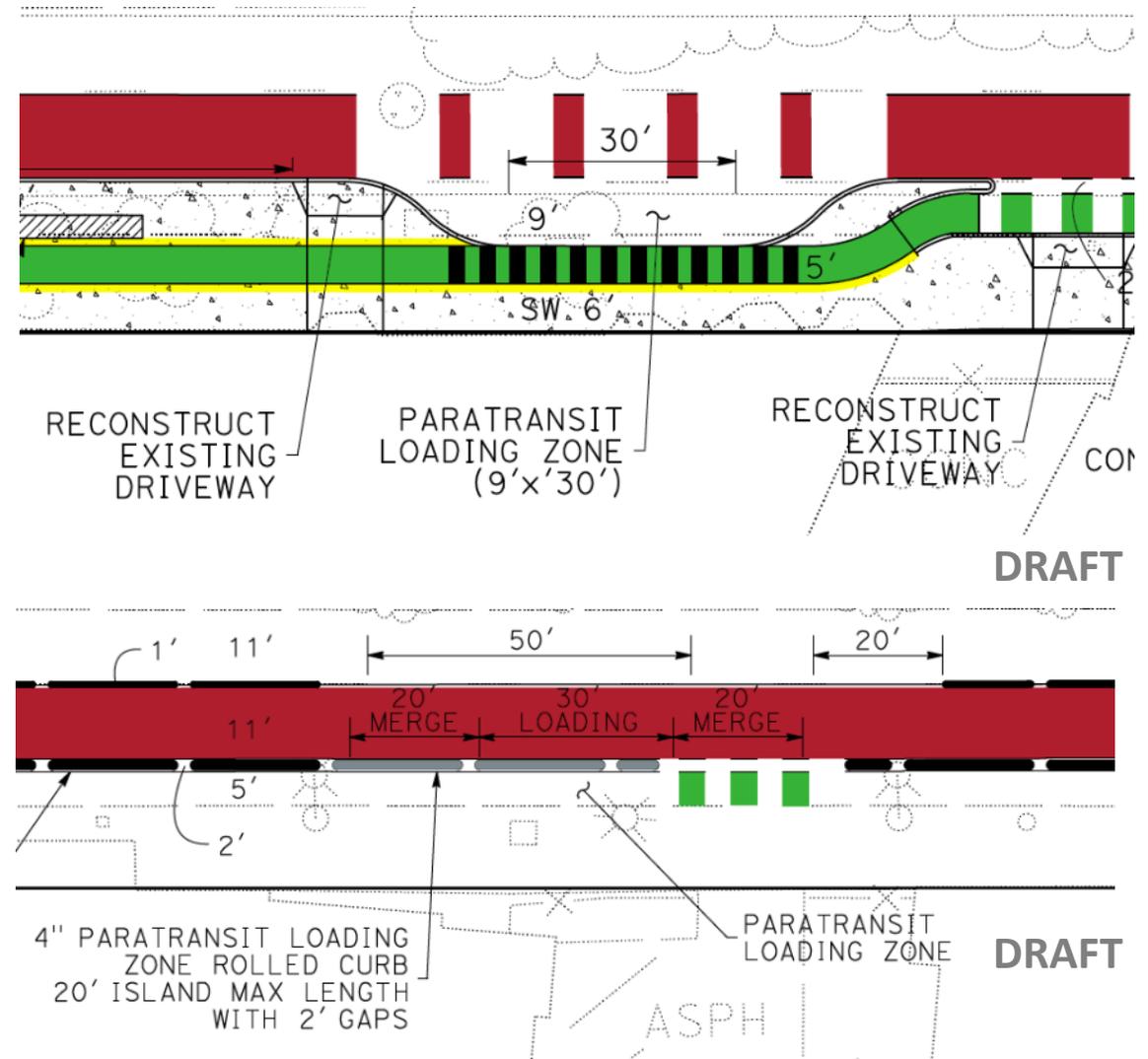


Example Loading Zone (limited locations)

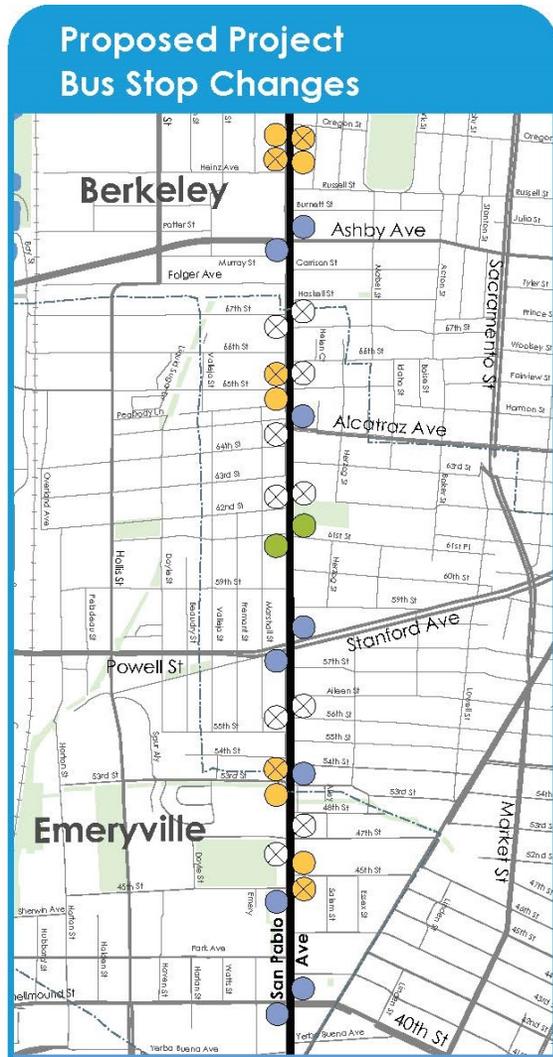


Typical Paratransit Loading

- High-Activity Locations:
 - Provide loading zones on blocks with 10+ EBPT trips/year (11+ blocks)
- Low-Activity Locations:
 - Lower mountable curb (4") segment on blocks without loading zone



Proposed Bus Stop Changes



LEGEND

- Stop Added
- Stop Moved to Here
- Stop Moved from Here
- Stop Upgrade
- Stop Removed

- Local bus stop consolidation to increase reliability
- More Rapid bus stops
- Streamline bus operations
- Improve bus travel time

Bus Lanes & Bike Lanes Project

Spring 2024 Public Engagement Activities

- Activities to get input include:
 - Community input website (commenting closed June 9th): sanpabloave.mysocialpinpoint.com
 - Open house events held 4/15 and 4/17
 - Pop-up events (April - May, 2024)
 - Door-to-door storefront outreach (winter 2023 – spring 2024)
 - Focus groups hosted by community organizations
 - Meetings/presentations with agency commissions, stakeholder groups, etc.
- Notification methods: Mailers, store window flyers, bus stop flyers, sidewalk decals, email, social media

Bus Lanes & Bike Lanes Project

Spring 2024 Public Engagement

- Seeking input on design details, such as:
 - Bus stop locations and design
 - Intersection and pedestrian/bicycle crossing designs
 - Traffic circulation changes
 - Loading zone locations
 - Side street loading/parking priorities
 - Opportunities for greening
- Input to be incorporated in final designs

Combined Project Schedules

	Safety Enhancements	Parallel Bikeways	Bus Lanes & Bike Lanes
Planning/ Scoping	2017 – Spring 2022	2017 – Spring 2022	2017 – Fall 2022
Environmental Studies, Design, and Advertise	Winter 2022 – Spring 2025	Winter 2022 – Winter 2025	Summer 2022 – Winter 2026
Construction	Fall 2025 – Winter 2026	Summer 2025 – Summer 2026	Spring 2026 – Winter 2027

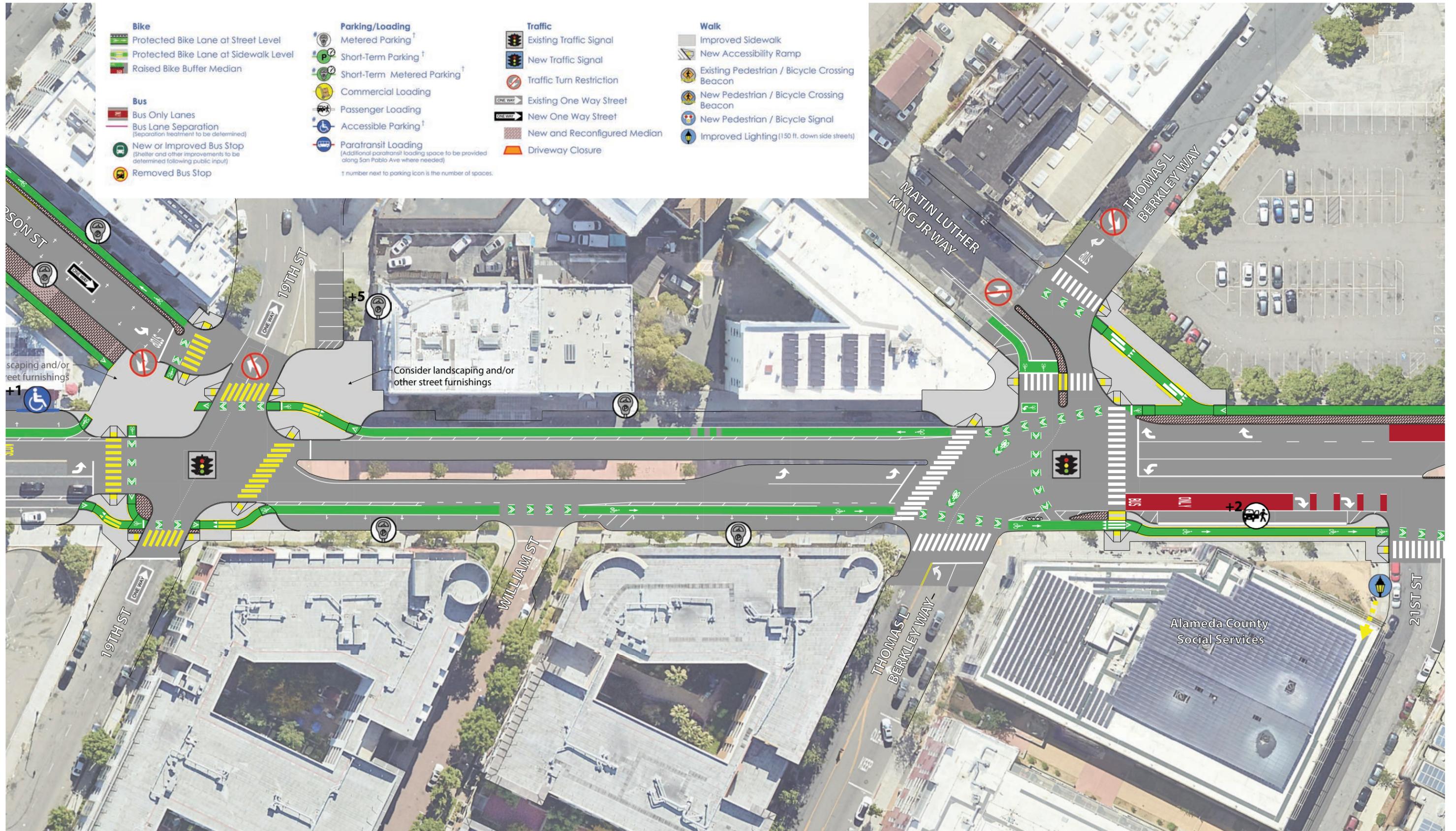
Thank You

Website: alamedactc.org/sanpablo

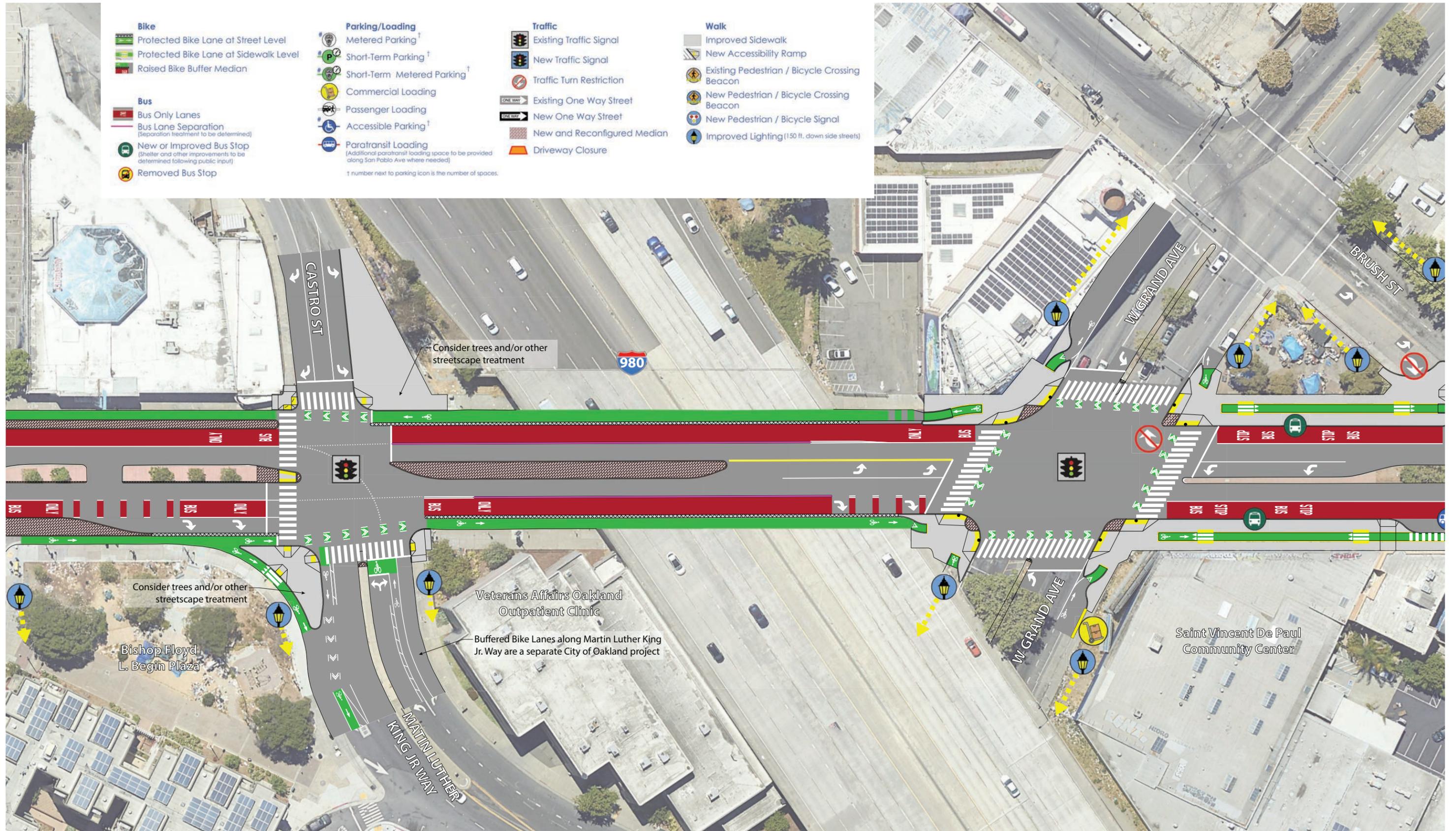
Email: sanpabloave@alamedactc.org



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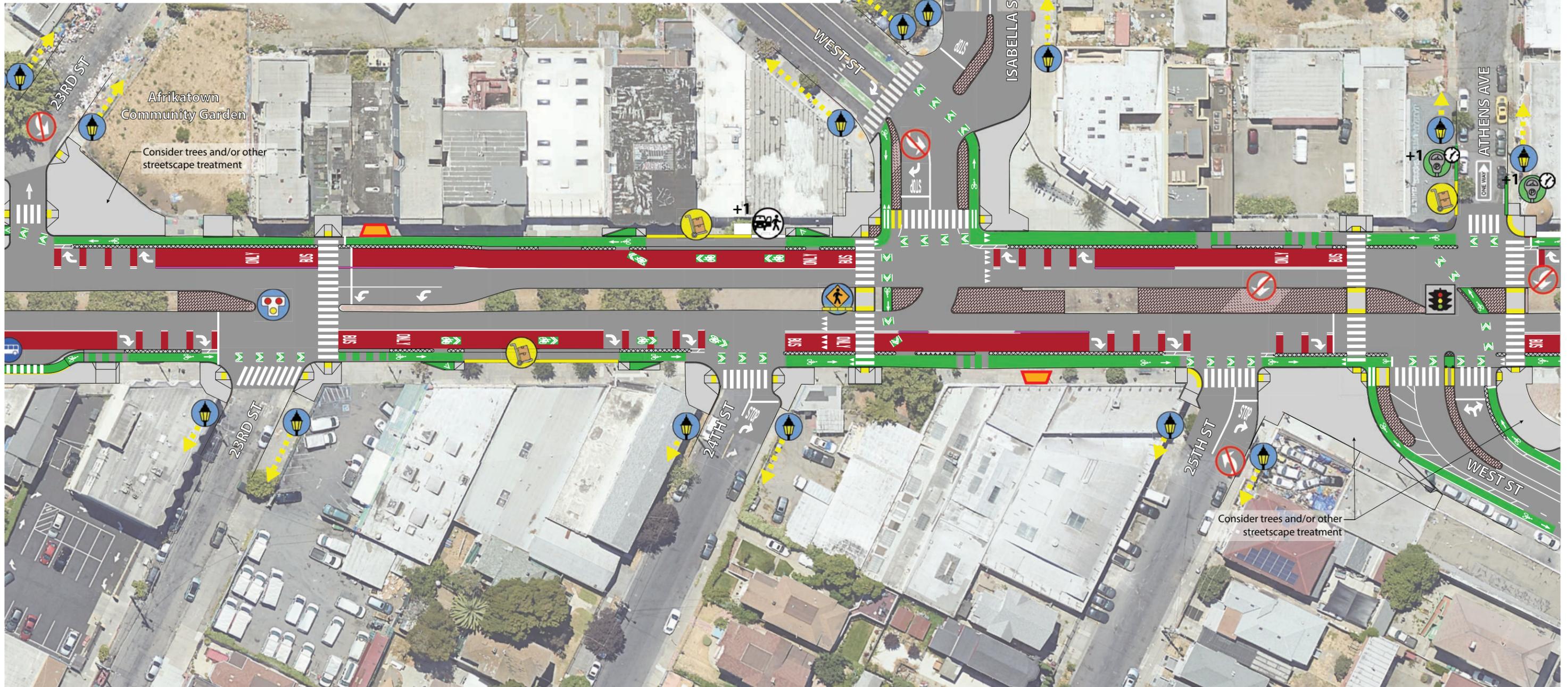


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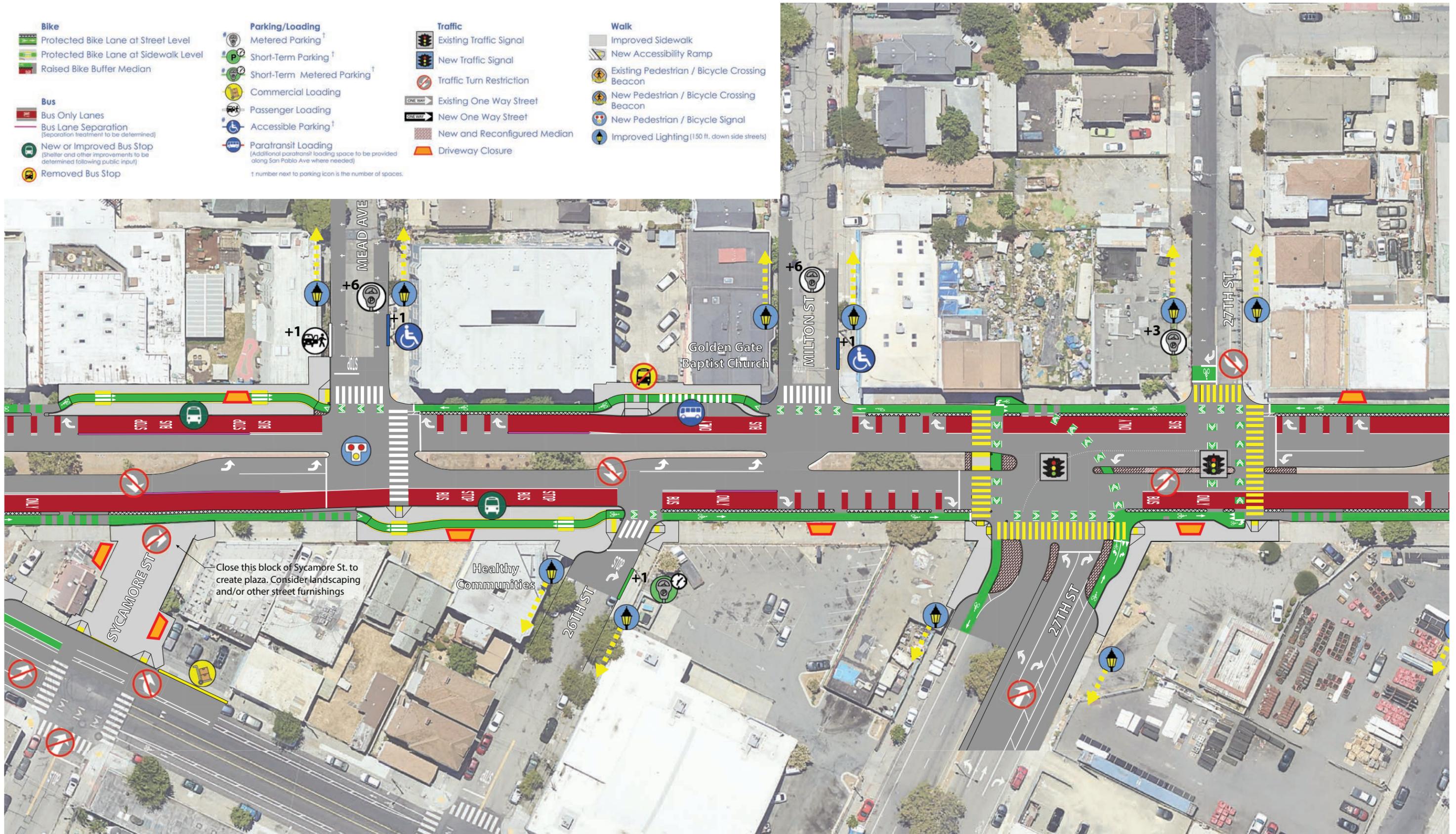
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| Removed Bus Stop | † number next to parking icon is the number of spaces. | | |



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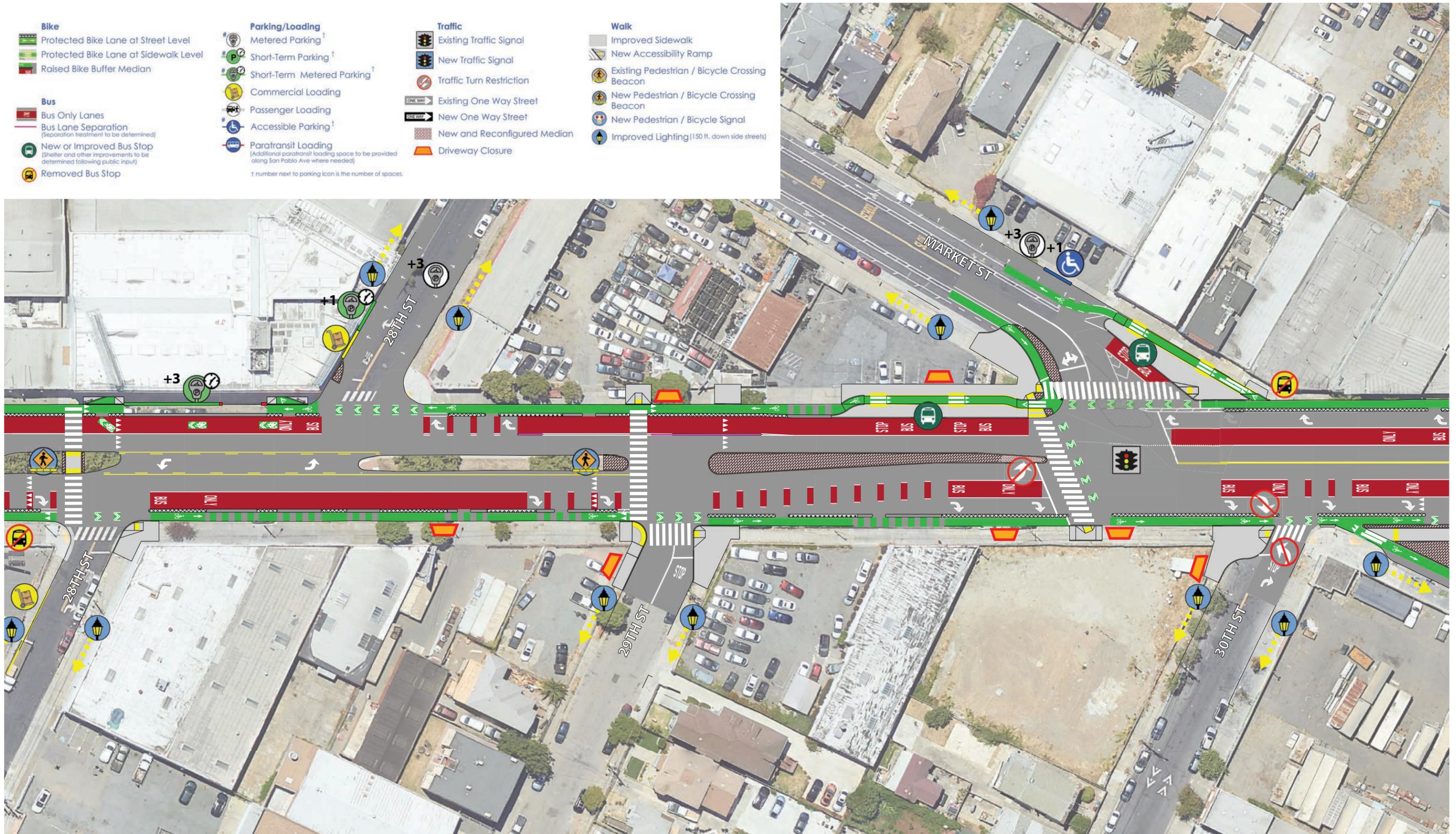


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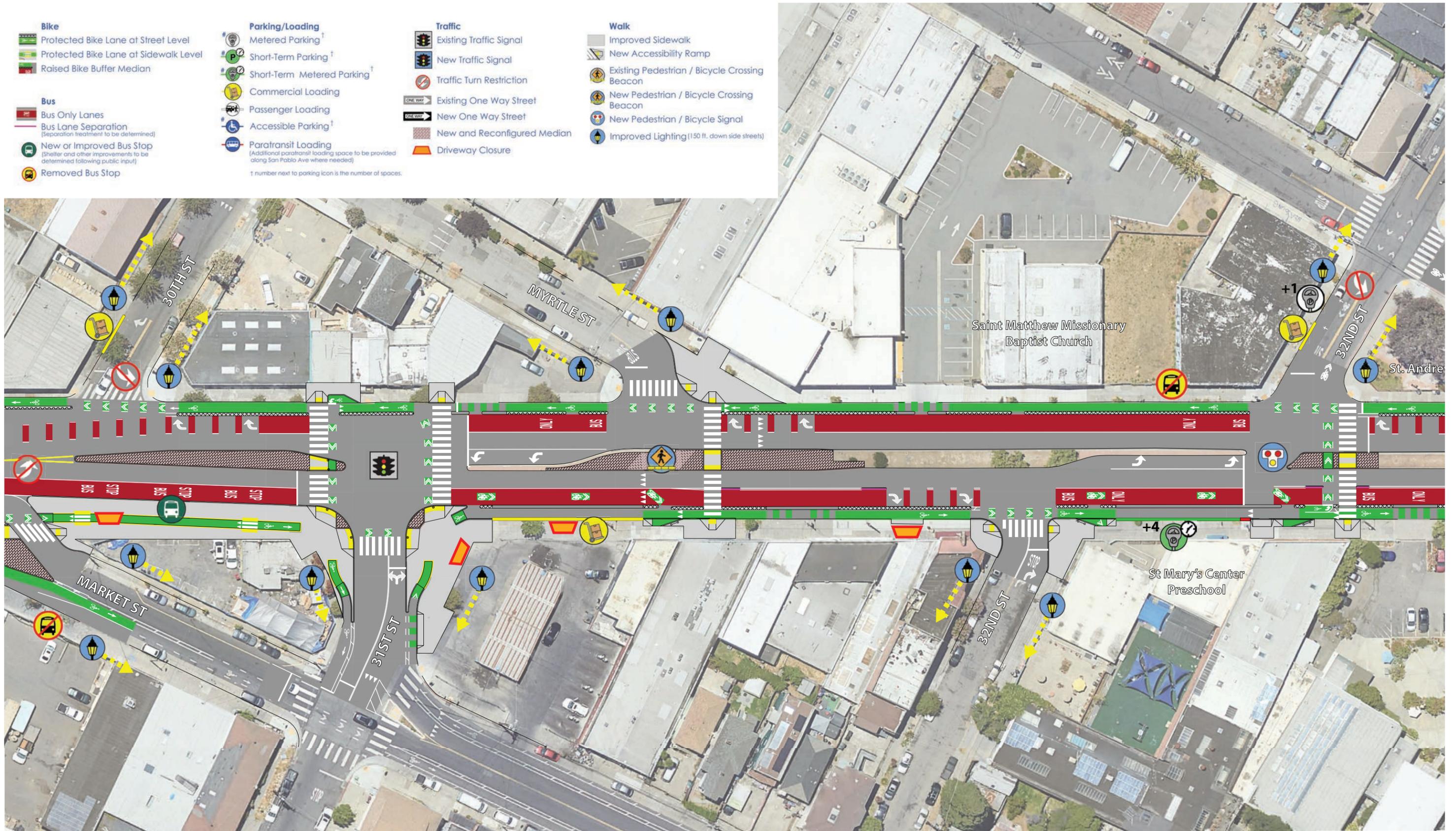
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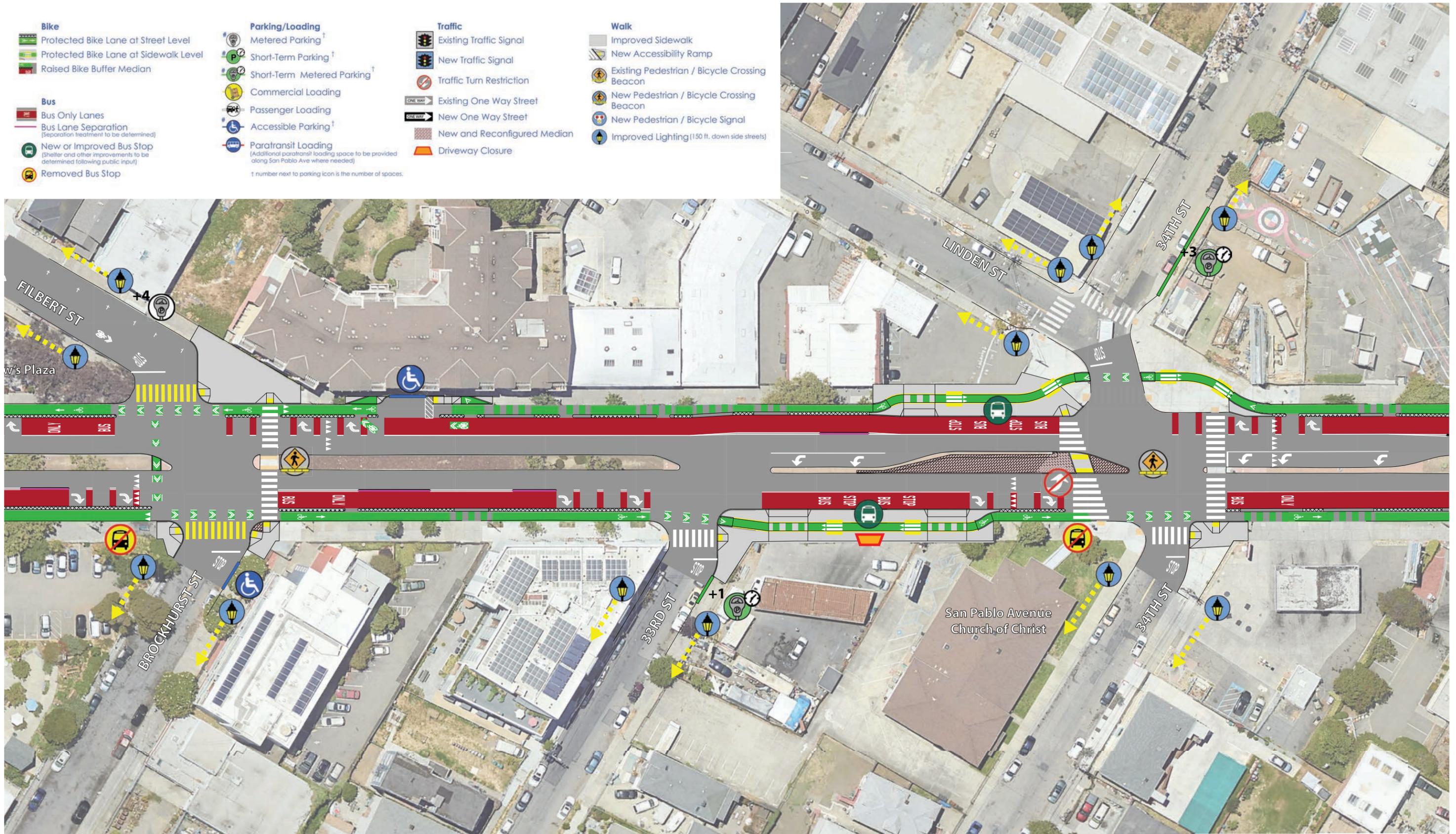
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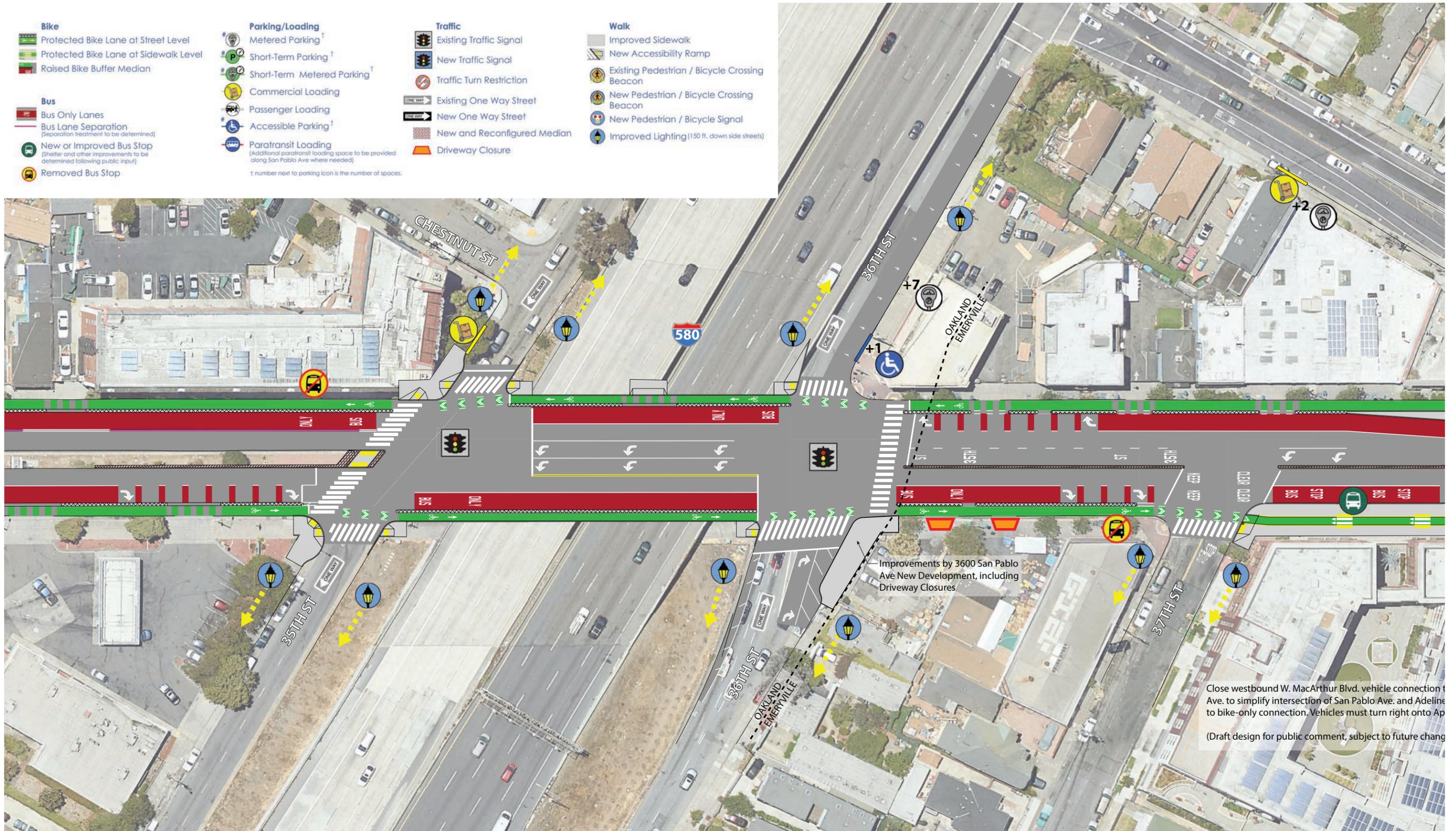
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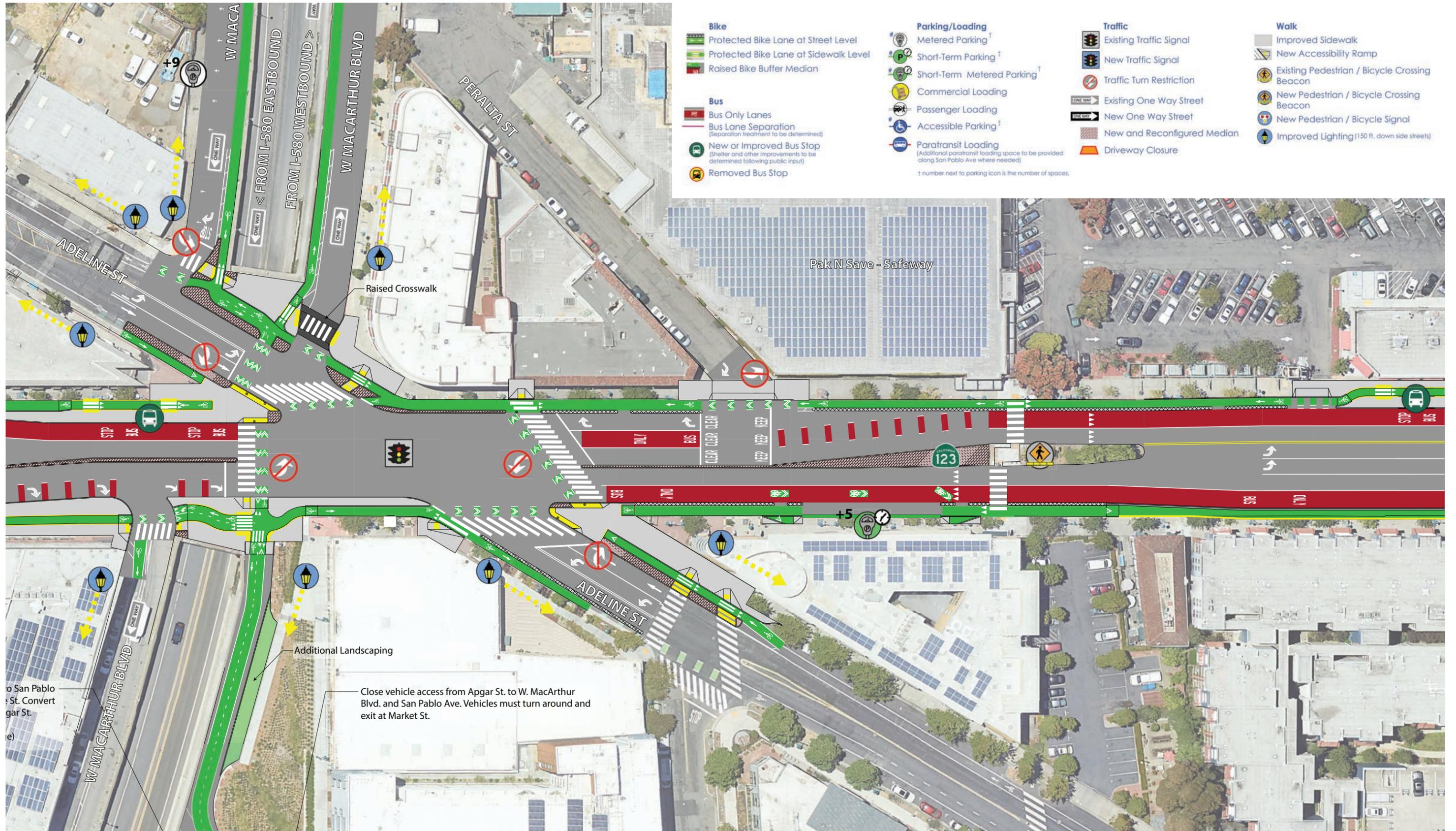
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Close westbound W. MacArthur Blvd. vehicle connection to San Pablo Ave. to simplify intersection of San Pablo Ave. and Adeline St. Convert to bike-only connection. Vehicles must turn right onto Apgar St.
(Draft design for public comment, subject to future change)

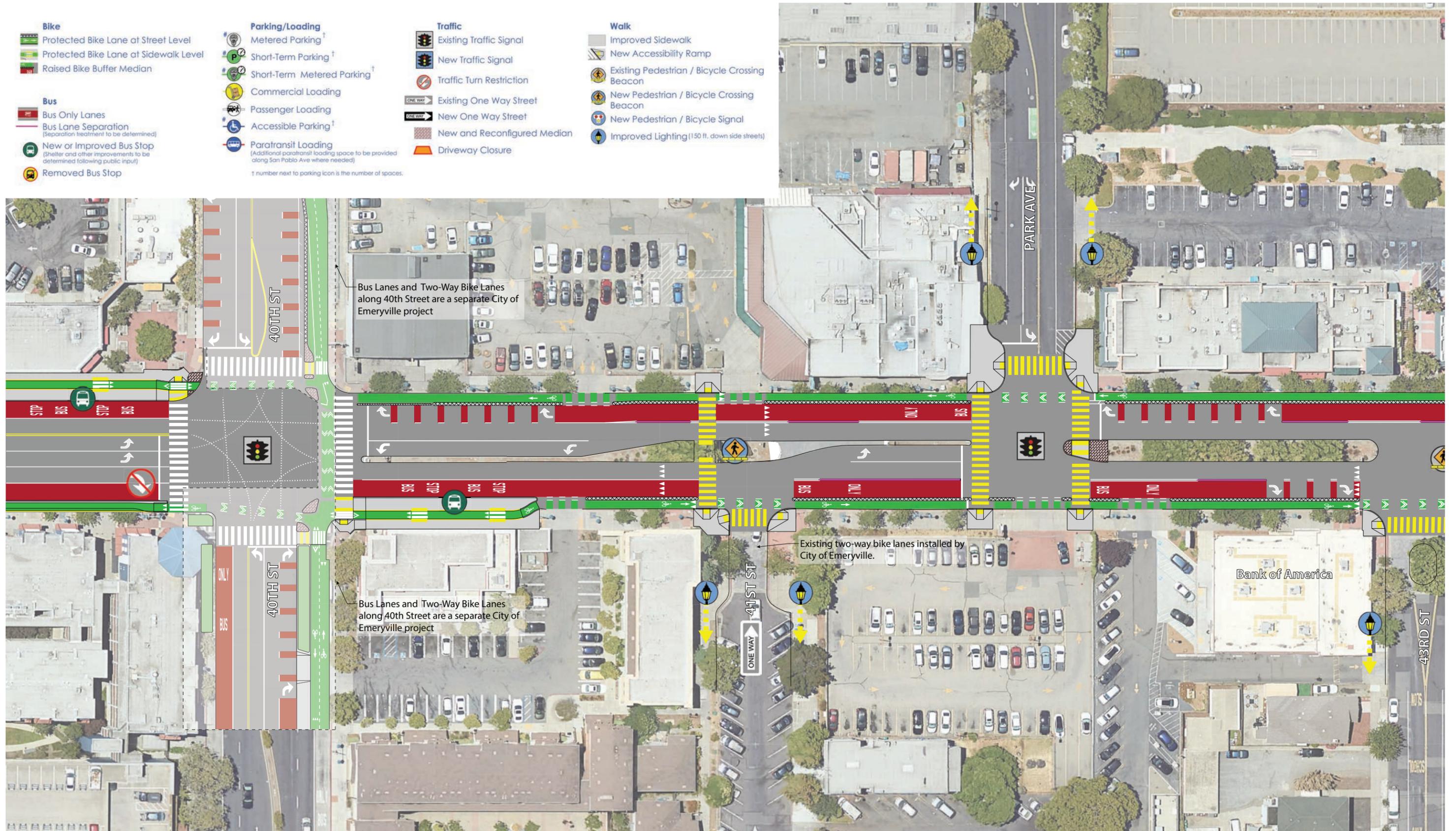
EMERYVILLE
OAKLAND

Close vehicle access from Apgar St. to W. MacArthur Blvd. and San Pablo Ave. Vehicles must turn around and exit at Market St.

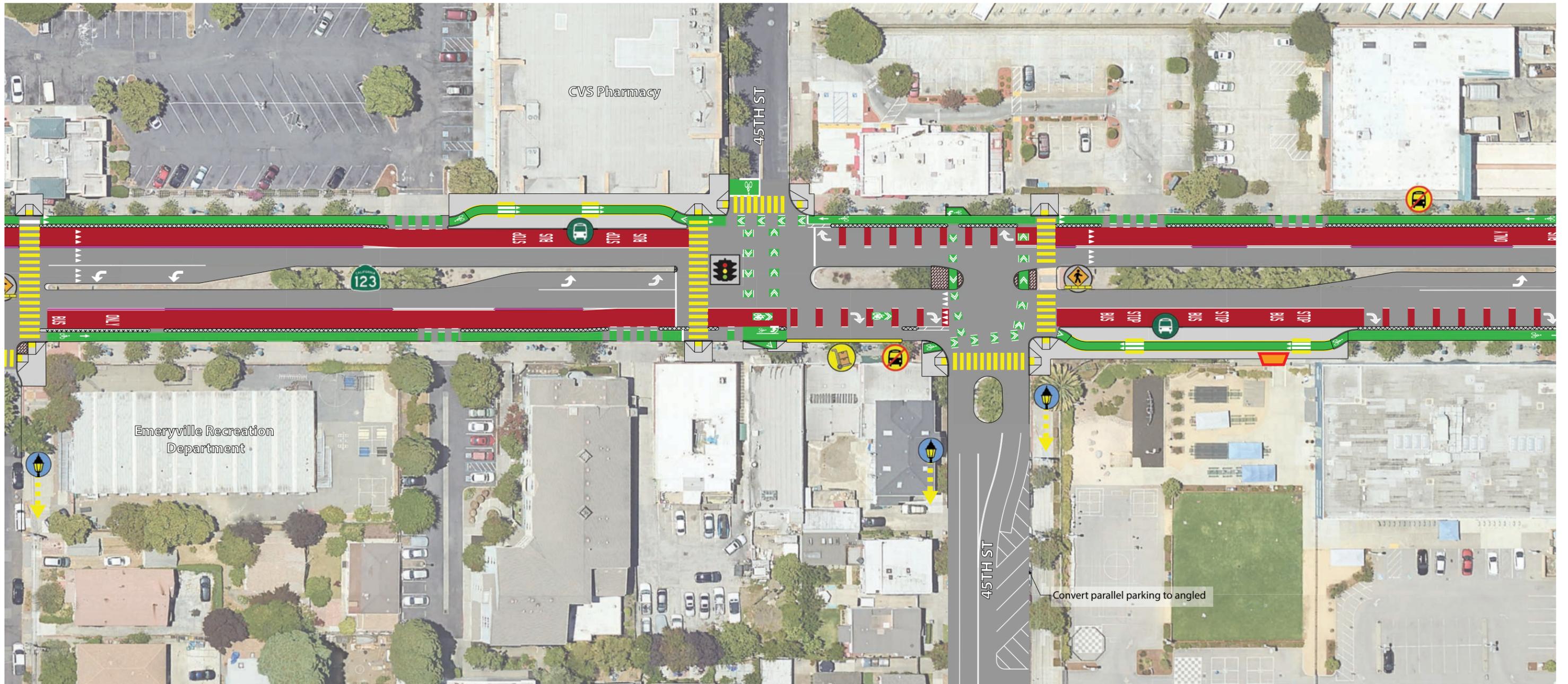
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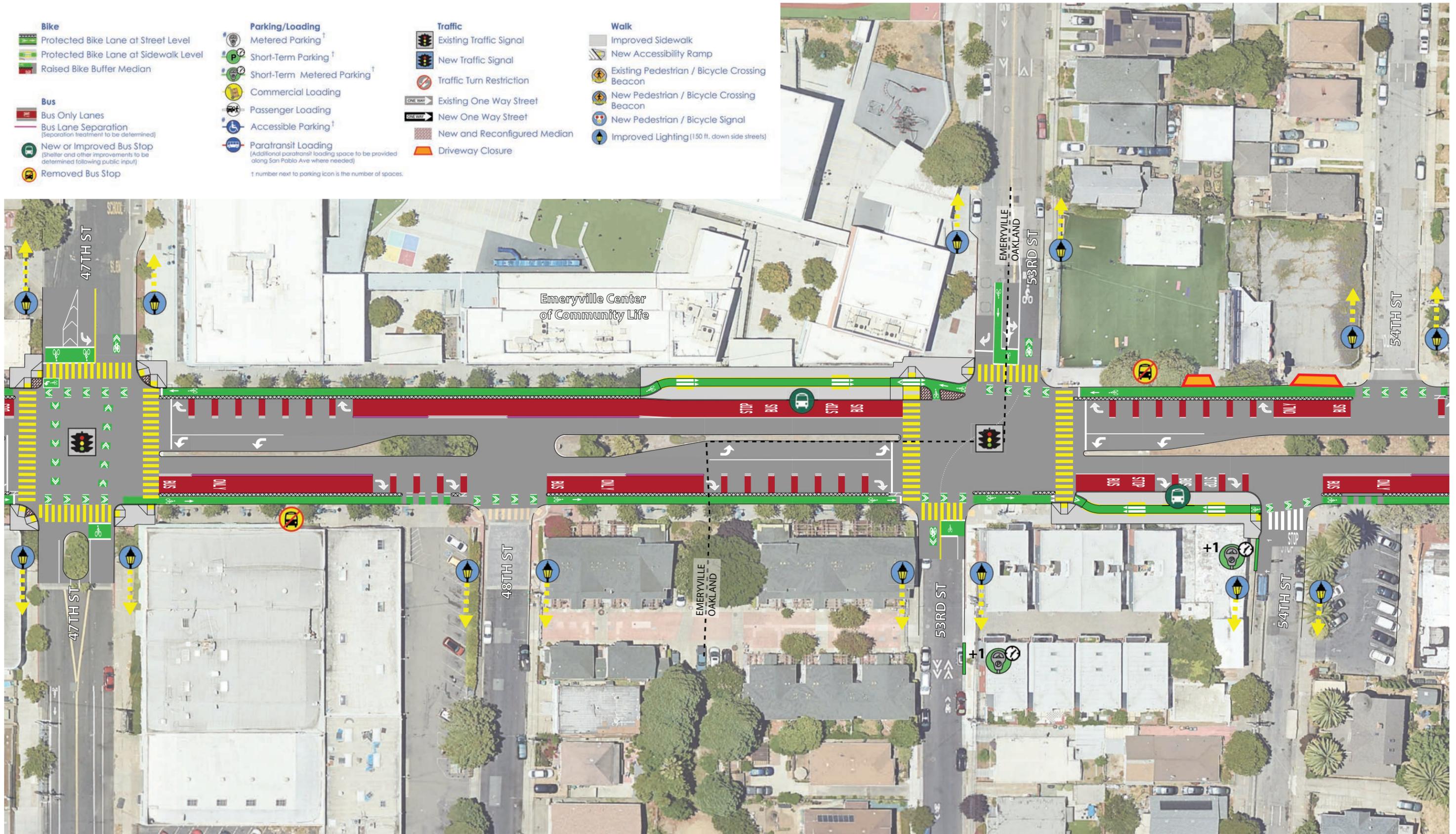


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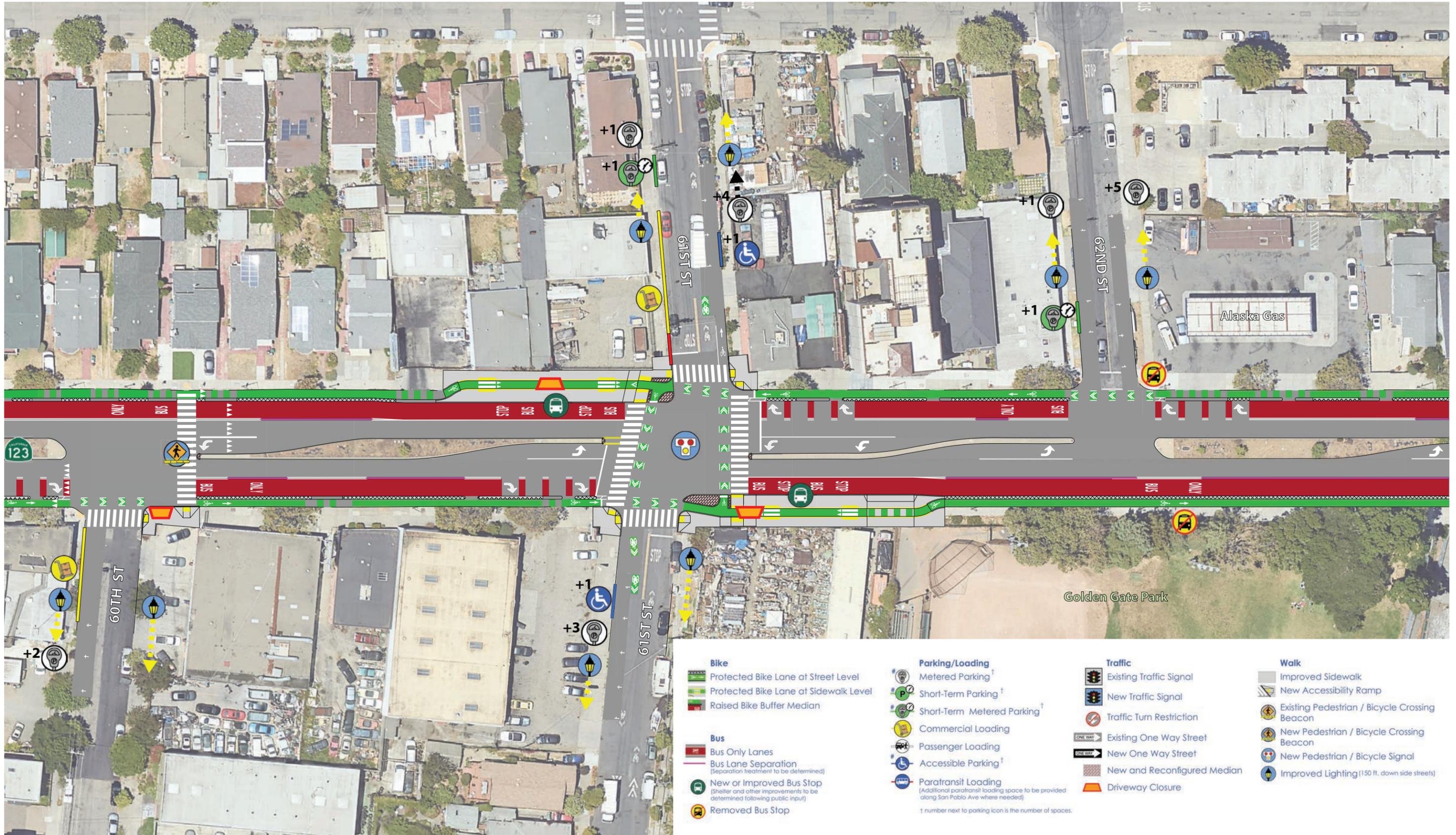
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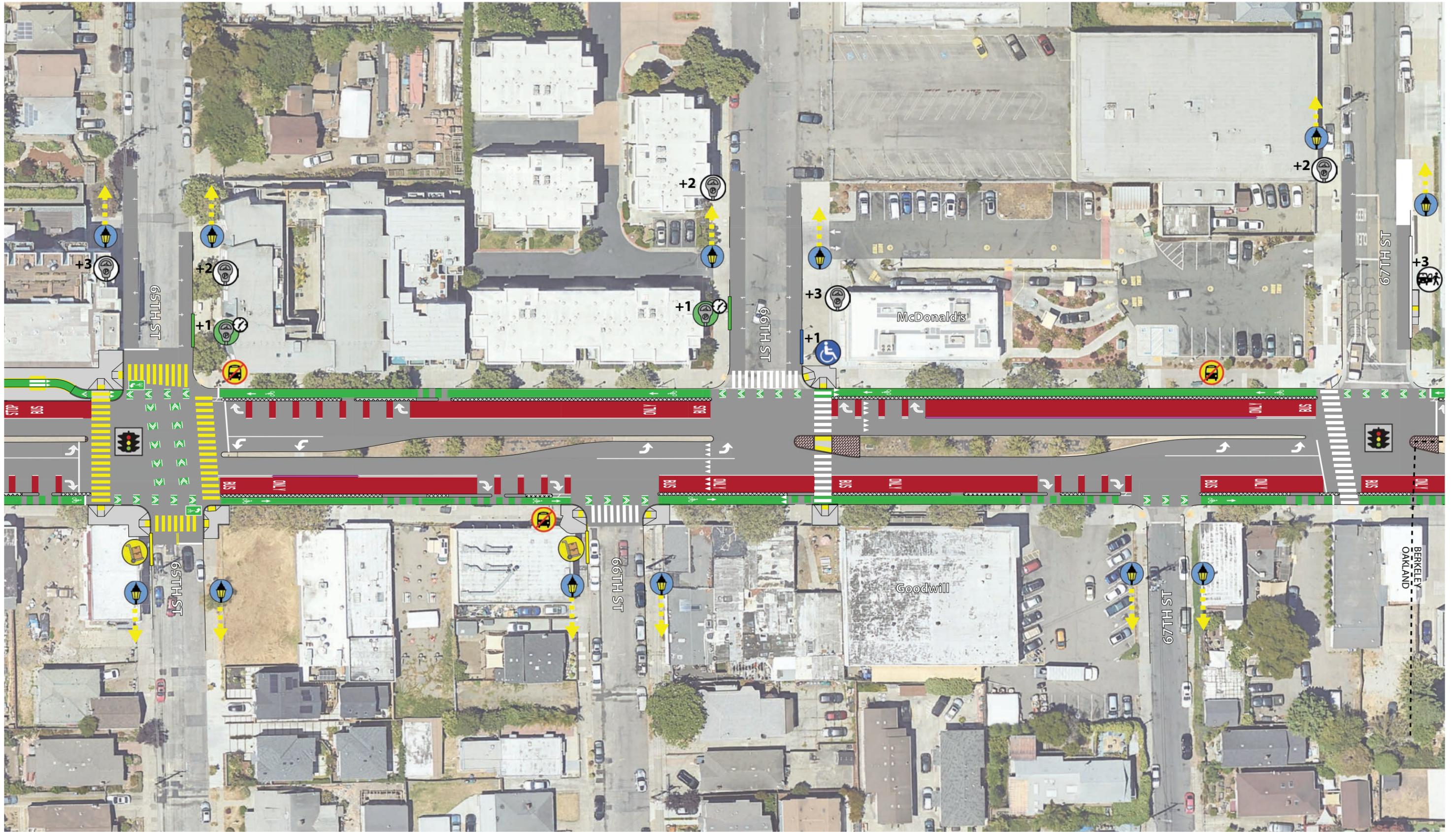
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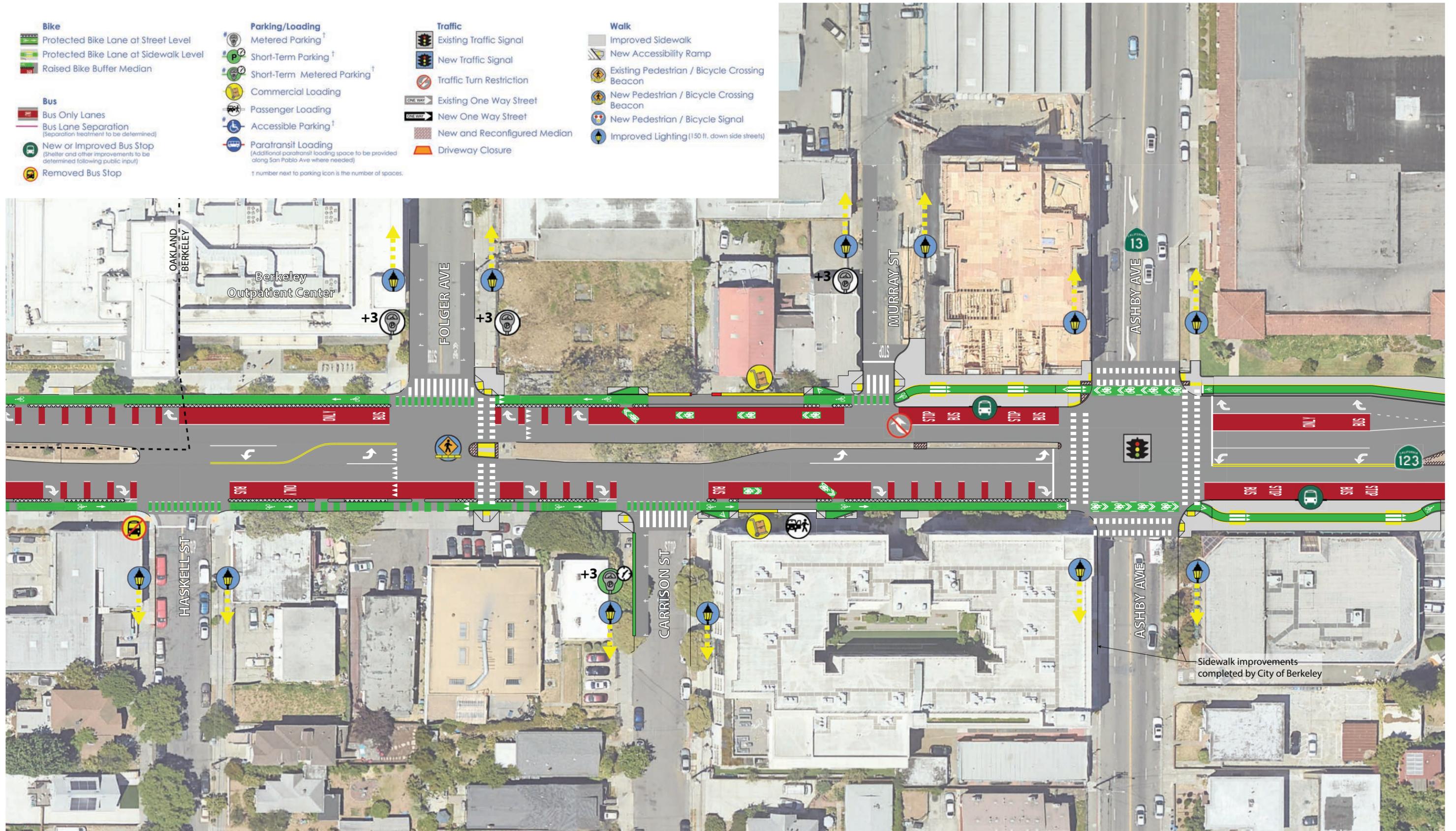


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Proposed Design Plans - 65th Street to 67th Street
San Pablo Avenue - Bus Lanes & Bike Lanes Project

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| Bike | Parking/Loading | Traffic | Walk |
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Metered Parking †
Short-Term Parking †
Short-Term Metered Parking †
Commercial Loading
Passenger Loading
Accessible Parking †
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New Traffic Signal
Traffic Turn Restriction
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New One Way Street
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June 2024 BPAC Meeting Agenda Item 9. Three-month agenda look-ahead, suggestions for meeting topics

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/1PmvGuKNg3lBspg7WwnqB7_MaQumB6BCpA_7Sbvuf8Q8/edit?usp=sharing.

Three-month agenda look-ahead

- Speed Safety Camera Pilot Program Update
- BPAC New Commissioner Outreach
- BPAC Logo & Swag Discussion
- SFMTA Quick Build Program
- Paving Plan & Measure KK Update (tentative)
- Pedestrian Plan Update (tentative)
- Bike Plan Progress (tentative)
- Land Use Transportation Element of the General Plan Update (tentative)
- Major Development Projects Update (tentative)
- Safe Oakland Streets Annual Report (tentative)

City of Oakland Bicyclist & Pedestrian Advisory Commission Strategic Plan

April 2023

Goal 1: Be strong advocates for bicycle and pedestrian safety and hold the city accountable.

Task	Task Description	Next Steps
1.1	Support interagency street safety efforts, including more quick-build/rapid response traffic calming and long-term street safety efforts.	Consider developing BPAC principles and guidelines for street safety.
1.2	Review grant applications to support pedestrian and bicyclist projects and programs that meet BPAC's goals.	Request funding presentations at BPAC meetings and consider taking position of support.
1.3	Continue review of fatal and serious injury crashes involving cyclists and pedestrians at monthly meetings. Continue to seek timely release of collision data. Explore challenges of reckless and dangerous driver behavior.	Keep as standing item with Commissioner Schader leading discussion. Collaborate with other groups such as WOBO and Bike East Bay to develop responses and determine what active role BPAC can play.
1.4	Support staff hiring to work on bicyclist and pedestrian projects.	Raise the issues of staffing and street safety to elected officials.
1.5	Support Slow Streets and safe spaces for community activities.	Continue discussion with staff on Slow Streets/Neighborhood Bike Route Implementation.

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

Task	Task Description	Next Steps
2.1	Invite project managers to present on projects at key milestones. Request invitations to outreach activities.	Schedule review of projects at BPAC meetings. Ask staff to send BPAC contact info to project managers.
2.2	Get status update on Bike Plan and Pedestrian Plan every six to twelve months.	Request staff presentations in conjunction with the bi-annual We Bike Oakland newsletter, including the "By the Numbers" updates.
2.3	Highlight committee activities.	Request written reports from each committee monthly.
2.4	Get periodic updates on Major Development Projects from Department of Planning and highlight the most bike/ped relevant projects for BPAC or Infrastructure Committee to review and provide comments.	Schedule at BPAC meeting once per year.

Goal 3: Encourage equity-driven investments and policies and increase community involvement in high-injury and historically underserved areas.

Task	Task Description	Next Steps
3.1	Advocate for equity driven bike/ped priorities in the General Plan (Environmental Justice Element, Land Use, and Transportation Element).	Review the General Plan and develop comments.
3.2	Prioritize transportation safety projects and support pursuing funding opportunities in East Oakland.	Schedule relevant items at BPAC meetings and advocate during planning discussions. Request staff to provide a status list of East Oakland transportation projects.
3.3	Advocate for the expansion of the Town for All project and waterfront connections to East Oakland.	Request follow-up on relevant projects.
3.4	Use BPAC Blog, Open Forum and community meetings to create open communication between BPAC, community members, and OakDOT.	Chair Yee leads BPAC Blog. Open Forum facilitated by Open Forum Committee. All commissioners engage in other community outreach.
3.5	Advocate for community groups and Neighborhood Councils in low-income high-injury areas to be integrated into OakDOT program and community outreach work (in a paid capacity wherever possible).	Advocate in the context of presentations at BPAC meetings. Request the Dept of Race and Equity to present about outreach procedures at BPAC.
3.6	Organize bike ride with BPAC Commissioners, community members, and the Oakland Police Department to create trust and develop ongoing relationships.	Police Relations Committee organizing.
3.7	Convene meeting on racially-biased bicycle stops with the Oakland Police Department, Department of Race and Equity, BPAC Police Relations Committee, and community partners per 2019 Bike Plan.	Police Relations Committee organizing.

Goal 4: Build relationships with policymakers and provide feedback on policies that affect walking and bicycling in Oakland.

Task	Task Description	Next Steps
4.1	Present BPAC Chair’s Report to Public Works Committee.	Use the report as an opportunity to raise priorities with City Council.
4.2	Establish connections with active transportation committees at regional agencies such as Caltrans, MTC, Bay Area Regional Collaborative on bicyclist and pedestrian investments and plans.	Ask staff to request regional agencies present relevant projects at BPAC meetings.
4.3	Meet with each Councilmember and their staff at least once per year to introduce BPAC and our goals.	Each Commissioner is expected to reach out to their Councilmember to promote BPAC.
4.4	Reach out to City Councilmembers concerning current bike/ped issues.	Each Commissioner is expected to reach out to their Councilmember on hot topics needing their support.
4.5	Introduce BPAC to Neighborhood Councils.	Each Commissioner is expected to reach out to one or more Neighborhood Councils/NCPCs in their areas to introduce the BPAC and support neighborhood efforts on bike/ped safety.