

CITY OF OAKLAND



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Department of Transportation
Safe Streets Division

Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, May 19, 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/j/98311507451> **Webinar ID: 983 1150 7451**

To comment in the meeting:

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

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

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 April 2022 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) –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 7:00 am on Friday, April 22, 2022, a 91-year-old, male, Asian, Oakland resident was fatally struck by a vehicle while crossing 20th St at Telegraph Ave in a marked crosswalk. The vehicle driver was turning left from Telegraph Ave onto 20th St.
- 6:35 6 **Grand Avenue Complete Streets Paving Project Attachment** (25 minutes) – OakDOT Transportation Planners Charlie Ream (cream@oaklandca.gov) and Josie Ahrens (jahrens@oaklandca.gov) will present on the Grand Avenue Complete Streets Paving Project (www.oaklandca.gov/projects/grand), OakDOT’s next step towards realizing the vision laid out in the Grand Avenue Mobility Plan (www.oaklandca.gov/projects/grand-avenue-mobility-plan) Grand Avenue from Broadway to Elwood Avenue is on the City’s 5-year Paving Plan. Along with this planned repaving, OakDOT is conducting community outreach and design related to safety improvements and mobility enhancements for people walking, biking, and taking the bus on this important connection. This presentation will be an opportunity for BPAC commissioners and members of the public to provide input on safety issues they see on Grand, or provide guidance to OakDOT as we begin to develop project alternatives.
- 7:00 7 **27th and Lakeside Streets Project & Martin Luther King Jr Way Paving Project Attachment** (30 minutes) – OakDOT Transportation Planner Colin Piethe (cpiethe@oaklandca.gov) will present on two upcoming streetscape projects: the 27th and Lakeside Streets Project (www.oaklandca.gov/projects/lakeside-family-streets) and the Martin Luther King Jr Way Paving Project (www.oaklandca.gov/projects/mlk-paving) and will seek a motion of support for the 27th and Lakeside Streets Project.
- 7:30 8 **Commissioner Outreach Report Backs** (10 minutes) – BPAC Chair Schader (sahanni@gmail.com) will lead a discussion on BPAC commissioner outreach to date.
- 7:40 9 **Committee Report Back Attachment** (10 minutes) – Committees of the BPAC will provide brief updates to the Commission. A list of active committees are included in the agenda packet and at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.
- 7:50 10 **Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment** (10 minutes)



To request disability-related accommodations or to request an ASL, Cantonese, Mandarin or Spanish interpreter, please email npond-danchik@oaklandca.gov or call (510) 238-4753 or 711 (for Relay Service) at least five (5) working days before the meeting.

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 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 April 21st, 2022 meeting
Teleconference

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

Recording of the meeting available at: https://oakland.granicus.com/player/clip/4846?publish_id=fc12a83f-c261-11ec-a5da-0050569183fa&redirect=true

Meeting called to order at 6:00 pm by BPAC Chair Patricia Schader.

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

At roll call, quorum was established with 7 commissioners present (X). 2 arrived after roll call (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: Dave Campbell, Debbie Barragan, George Spies, Hancel Ferrera, Lenore McDonald, Midori Tabata, Tom Holub, Jason Liao
- Staff: Nicole Ferrara, Noel Pond-Danchik, Pierre Gerard, Ofurhe Ogbinedion, Ryan Russo, Ariel Espiritu Santo, Maya Amachai, Laura Kaminski

Item 2. Open Forum / Public Comment

- Debbie Barragan shared a message about 1) the danger of vehicles to bicycling, 2) the inequitable resource consumption of vehicles versus bicycles, and 3) and the excessive space that vehicles take up on roadways.
- Chair Schader alerted attendees to recent bike theft on Grizzly Peak Boulevard and Redwood Road including an incident involving the Berkeley High School mountain bike team.

Item 3. Approval of meeting minutes

- The Commission **adopted the Bicyclist & Pedestrian Advisory Commission meeting minutes from March 17, 2022**. The motion was made (Whipps), seconded (Frank), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Mangrum,

Ralston, Schader, Whipps, and Yee (unanimously). Adopted minutes online at www.oaklandbikes.info/BPAC.

- The Commission **adopted the Bicyclist & Pedestrian Advisory Commission special meeting minutes from March 31, 2022**. The motion was made (Whipps), 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). 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 (Ralston), 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 5. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

Chair Schader (patricias.oakland@gmail.com) led 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.
- Chair Schader also shared that there was a fatality on Highway 580 near High Street, due to a hit-and-run by a Dodge Caravan.

Summary of Discussion:

- Commissioner Gardner asked about whether OakDOT is collecting data about fatal crashes and hit-and-run incidents from OPD, whether OPD could produce a monthly report of these fatal crashes. OakDOT staff, Noel Pond-Danchik, responded that OakDOT does collect data on severe injury crashes and hit-and-runs, and that OakDOT receives one-off reports, though not all crashes are reported. Commissioner Campbell asked how the crash-related crimes are categorized in the OPD data.

Speakers other than commissioners: Noel Pond-Danchik

Item 6. California State Assembly Bill 2336 (Friedman): Speed Safety Systems Pilot Program

OakDOT Policy & Intergovernmental Affairs Advisor, Nicole Ferrara (nferrara@oaklandca.gov) presented on AB 2336 and requested 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. The proposed bill passed out of Assembly Privacy Committee and was referred for Assembly Appropriations Committee. 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.

The presentation is attached to these meeting minutes.

Summary of Discussion:

- The City's Privacy Advisory Commission has this item on their May 2022 meeting agenda.
- There is flash feedback from the speed cameras, and the 60-day grace period for citation payment was decided because 30 days seemed too short.
- This civil penalty system based on small fines may be more likely to change behavior than a progressive (income-dependent) fee scheme, used in other countries like Finland.
- A public information campaign for this initiative, if the bill passes, will begin in coordination with other Bay Area cities before it goes into effect.
- There has not been a quantitative impact study on whether this type of speed enforcement system impacts death rates from traffic crashes.
- Warning letters could be sent for speed violations between 1 and 10 mph over the speed limit; this response could be added to the Use Policy.
- State lawmakers are considering whether the DMV should place a hold on vehicle registration for violators who ignore citations.

- Commissioner Whipps shared that engineering solutions to speeding violations should be considered before enforcement strategies.
- Enforcement requires the license plate on the car. In the case of stolen license plates, there are opportunities for theft victims to adjudicate against an improper fine.
- OakDOT does not have a Traffic Enforcement Division and will need to scale existing resources (like the Parking Citation Assistance Center) and propose new positions in the General Budget to support this 5-year speed enforcement pilot.
- Existing City speed enforcement is highly limited and focused on High-Injury Corridors.
- There will likely not be any net revenue from this system, and it should be considered an investment.
- There is a webpage to stay informed (via “Stay Informed” button) about this bill: <https://www.oaklandca.gov/projects/assembly-bill-2336-friedman-speed-safety-systems-pilot-program>

Speakers other than commissioners: Dave Campbell, George Spies, Lenore McDonald

The Commission ***adopted a resolution to support the passage of California State Assembly Bill 2336***. The motion was made (Gardner), seconded (Whipps), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously).

Item 7. OakDOT Budget and Organizational Update

OakDOT Director, Ryan Russo (rrusso@oaklandca.gov), and OakDOT Assistant Director, Ariel Espiritu Santo (aespiritusanto@oaklandca.gov), provided an overview of the current organization including updates to department leadership, the vacancy rate and department work. They also provided an update on the Fiscal Year 2022-2023 mid-cycle budget adjustment process that is underway. The OakDOT organizational chart was attached to the agenda for this meeting.

The presentation is attached to these meeting minutes.

Summary of Discussion:

- Commissioner Gardner shared that City leadership doesn’t seem to treat the staff vacancy situation as an emergency, despite the annual increase in service requests, and asked whether organizational restructuring or contracting opportunities have been considered to address vacancy impacts.
- Ryan Russo responded that City Council earmarks are expected to be of the highest priority for OakDOT project selection, despite this prioritization method not being data driven. Work to prevent unsafe gatherings on Crest Avenue was a recent example of these City Council earmarks. School-related projects are also of high City priority. The result of this hierarchy of priorities is that projects on arterial roadways do not receive as much focus as they could, due to limited staffing resources.
- OakDOT Human Resources (HR) Manager vacancy makes it difficult to improve department-wide vacancy rates.
- HR is more active at college fairs and has recently begun to allow applicants to receive offers contingent on imminent completion of a relevant degree program.
- Commissioners Frank and Whipps commented that City engagement is encouraging. However, they heard from community members that feedback is not always reflected in final proposals and designs for transportation infrastructure.

Speakers other than commissioners: none

The Commission **extended the meeting by 45 minutes**. The motion was made (Gardner), seconded (Frank), and unanimously adopted by voice vote.

Item 8. General Plan Update

Strategic Planning Manager for the City of Oakland Planning Department, Laura Kaminski (lkaminski@oaklandca.gov), presented on the upcoming General Plan update. 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 California Environmental Quality Act (CEQA) review. The Phase I process will help inform the components of Phase II. Phase II is anticipated to be completed by mid-2025. More information is available on the project website: <https://www.oaklandca.gov/topics/general-plan-update>.

The presentation is attached to these meeting minutes.

Summary of Discussion:

- Commissioner Frank advocated for a transition towards a high-quality autonomous public transit system.
- Commissioner Whipps appreciated that equity is a foundational part of this plan and wants to ensure that community conversations will occur in East Oakland (Districts 5, 6, and 7).
- Ofurhe Ogbinedion noted that the presentation did not include people with a disability, who should be included in the community outreach process.
- The Technical Advisory Committee for the General Plan Update includes BART, AC Transit, OUSD, and the Port of Oakland.

Speakers other than commissioners: Ofurhe Ogbinedion, Dave Campbell

The Commission **extended the meeting by 15 minutes**. The motion was made (Ralston), seconded (Gardner), and unanimously adopted by voice vote.

Item 9. BPAC Strategic Plan Update

BPAC Strategic Planning Taskforce member, Commissioner Campbell, presented the draft 2022 BPAC Strategic Plan for adoption.

The draft plan presented at the meeting is attached to these meeting minutes.

Summary of Discussion:

- Commissioner Whipps wants there to be more opportunities for community-based organizations to speak with the Commission, and for there to be more educational funding opportunities through the 2021 federal infrastructure bill.
- The monitoring of project-specific bikeway installations is included in the Strategic Plan, and Commissioner Campbell wants to link the biannual Bike Oakland Newsletter to that monitoring.

The Commission **adopted the 2022 BPAC Strategic Plan**. The motion was made (Gardner), seconded (Whipps), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Mangrum, Ralston, Schader, Whipps, and Yee.

Speakers other than commissioners: none

Item 10. 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: a meeting is scheduled for Thursday, 4/28/22.
- Legislative Committee: A Committee meeting is scheduled on 5/2/22 at 5pm. The Committee will meet with the Privacy Advisory Commission on 5/5/22 (time TBD). There will be a related City Council agenda item from Councilmember Kaplan on 5/17/22 (time TBD). A full report back was provided in the agenda for this meeting.
- Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee: none.
- Liaison to Mayor's Commission on Persons with Disabilities: none.
- Open Forum Committee: none.
- Bicyclist Pedestrian Police Relations Committee: A meeting with an Oakland Police Department representative is scheduled for next week about racially profiled traffic stops.
- Planning Commission Review Committee: none.
- Strategic Plan Taskforce: none.

Speakers other than commissioners: none.

Item 11. Three-month look-ahead, suggestions for meeting topics, announcements

Three-month look-ahead: none

Suggestions for meeting topics

- Alex Frank wants more attention paid towards pedestrian crosswalk buttons

Announcements: none

Meeting adjourned at 9:02 pm.

Minutes recorded by Pierre Gerard, Transportation Planner I, emailed to meeting attendees for review on Thursday, April 28, 2022 with comments requested by 5pm, Thursday, May 4, 2022, to npond-danchik@oaklandca.gov. Revised minutes will be attached to the May 2022 meeting agenda and considered for adoption at that meeting.

OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

Meeting of May 19, 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.

Grand Avenue Complete Streets Paving Project

Improving Grand Avenue for all roadway users along with a planned repaving project

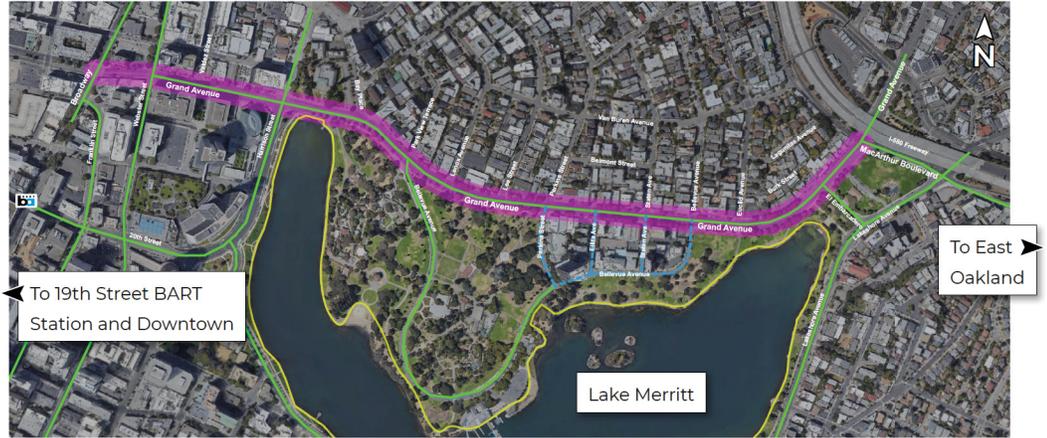


City of
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OVERVIEW:

Grand Avenue from Broadway to MacArthur is scheduled to be repaved by the City of Oakland Department of Transportation (OakDOT). This segment of Grand is a vital transit connection for thousands of bus riders every day, a key link in the City's Bikeway Network, and a thriving commercial corridor that acts as Oakland's gateway to Lake Merritt.



PUBLIC OUTREACH IN 2022!

OakDOT staff will be conducting in-person outreach to local businesses and stakeholder in early 2022, with more events and pop-ups planned for later in the year. **Please visit the website listed below and enter your email into the form (green button at top of site).** We'll keep you posted on milestones and opportunities for input.

Grand Avenue in this neighborhood also acts as a cut-through route for drivers avoiding traffic on I580, and is on the City's Bicycle and Pedestrian High Injury Network - the 6% of City streets that account for over 60% of severe and fatal collisions. **Along with this repaving project, how can OakDOT improve safety and access for people walking, biking, and taking the bus?**

- Grand Avenue Project Area
- Bicycle Lane Network
- Lake Merritt Bike/Ped Path
- Slow Streets Network

Contact: Charlie Ream - CReam@oaklandca.gov · Website: <https://www.oaklandca.gov/projects/Grand> · Updated: 1/7/22

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Grand Avenue Complete Streets Paving Project

Improving Grand Avenue for all roadway users along with a planned repaving project



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EXISTING CONDITIONS



On-street unprotected bike lanes are not comfortable for all ages and abilities



Pedestrian Hybrid Beacon encourages yielding at 5-lane crossing @ Bellevue



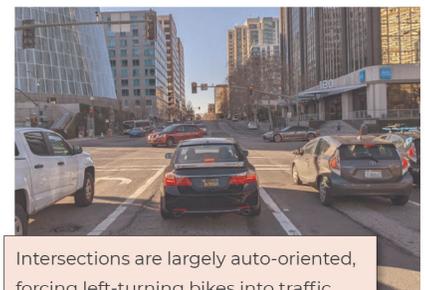
Some intersections lack crosswalks



Pedestrian Beacon with median island



At off-peak times, 5 vehicle lanes are wide open, encouraging speeding



Intersections are largely auto-oriented, forcing left-turning bikes into traffic

Contact: Charlie Ream - CReam@oaklandca.gov · Website: <https://www.oaklandca.gov/projects/Grand> · Updated: 1/7/22

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Grand Avenue Complete Streets Paving Project

Improving Grand Avenue for all roadway users along with a planned repaving project



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EXISTING CONDITIONS - BLOCKING THE BIKE LANE



By loading vehicles...



For parallel parking (while blocking the bus)...



For random stopping...



For food pickup/dropoff...



For UPS vans straddling parking spaces...



and finally, for dumpsters...

Contact: Charlie Ream - CReam@oaklandca.gov · Website: <https://www.oaklandca.gov/projects/Grand> · Updated: 1/7/22

3

Grand Avenue Complete Streets Paving Project

Improving Grand Avenue for all roadway users along with a planned repaving project



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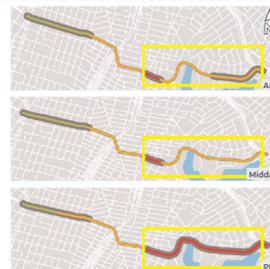
TRANSIT LINES, RIDERSHIP, AND RELIABILITY



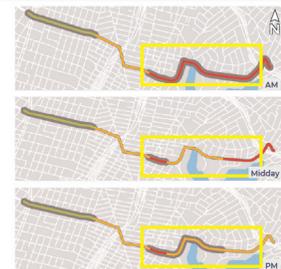
Grand Avenue from Broadway to MacArthur has some of the highest ridership of any corridor in Oakland and is also one of the most congested. A vital link from Downtown Oakland to points north and east, this stretch of Grand Avenue carried over 4,400 passengers per weekday in 2019.

As a key vehicle connection to (and bypass for) I-580, this corridor is also one of AC Transit's slowest sections during rush hour, when ridership is also highest. During the evening rush hour, bus speeds along Grand Avenue drop to a crawl of 8 MPH (from a high of 13 MPH at other times of day).

Eastbound Reliability - Line NL



Westbound Reliability - Line NL



In both the eastbound direction (in the PM peak), and the westbound direction (in the AM peak), the Broadway to MacArthur segment of Grand Avenue is a bottleneck for AC Transit's Transbay Line NL and local Line 12, which together carry 3200 passengers per day between MacArthur and Broadway.

LINE	WEEKDAY RIDERS IN PROJECT CORRIDOR
12	1,050
33	1,220
NL	2,150
Total	4,420

Source: AC Transit, 2019 Weekday Ridership Data

Contact: Charlie Ream - CReam@oaklandca.gov · Website: <https://www.oaklandca.gov/projects/Grand> · Updated: 1/7/22

4

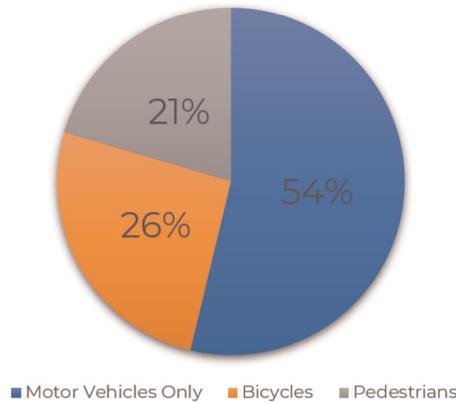


TRAFFIC COLLISIONS

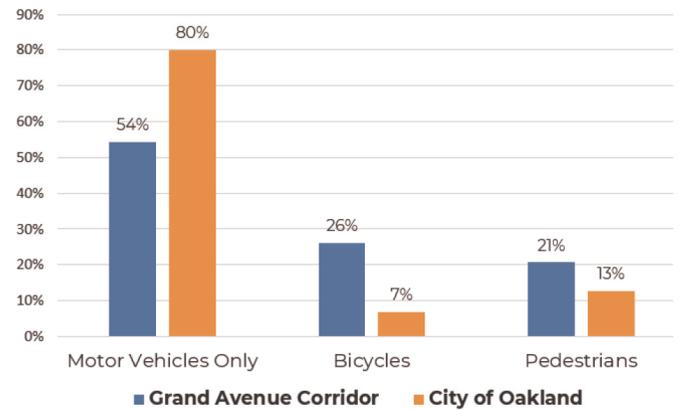
Grand Avenue from Broadway to MacArthur is on Oakland's High Injury Network - the 6% of City streets that are responsible for 60% of reported collisions. 104 people were injured in traffic collisions on the Project corridor in the 5 years from 2016-2020. Grand Avenue in this stretch has comparatively high rates of pedestrian and bicycle collisions compared to the City of Oakland average (47% of collisions on Grand involved people walking or biking, compared to only 20% Citywide).

Collisions on Grand By Mode (2016-2020)

- TOP 5 INJURY LOCATIONS:**
1. Broadway
 2. El Embarcadero
 3. Perkins
 4. MacArthur
 5. Ellita



Grand Avenue vs. City of Oakland Collision Comparison

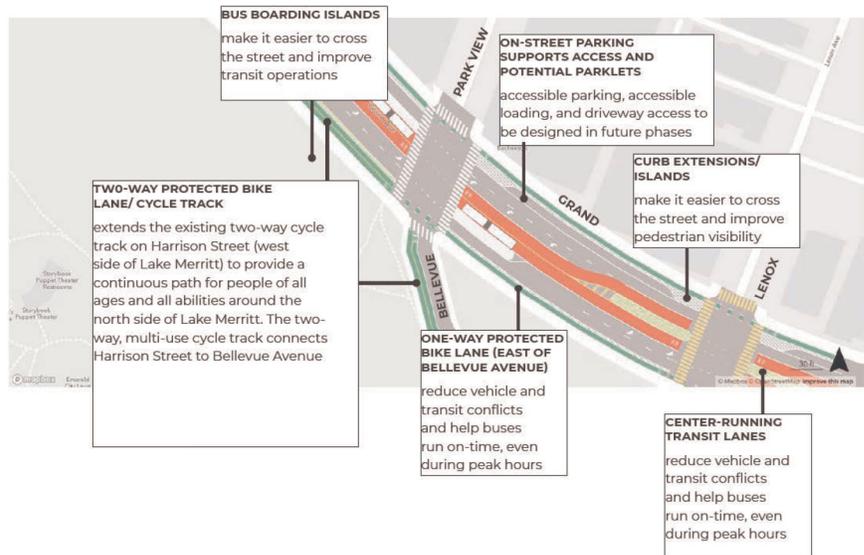


GRAND AVENUE MOBILITY PLAN:

OakDOT's Grand Avenue Mobility Plan is an ongoing Planning study to define a long-term vision for the entire Grand Avenue corridor, from Wood Street in West Oakland to MacArthur Boulevard. The public outreach responses and recommendations from the Grand Avenue Mobility Plan will inform the design decisions for this Complete Streets Paving Project.

It is important to note that the Grand Avenue Mobility Plan presents a long-term, high-cost vision for improving Grand Avenue over the coming decades. A center-running Bus Rapid Transit vision for Grand at Bellevue is shown at right. This planning and design effort will identify elements of these long-term proposals that can be delivered through this Complete Streets Paving Project.

FIGURE 10: Grand Avenue (Park View Terrace to Lenox Avenue) Planning-Level Concept



Excerpt from Grand Ave Mobility Plan showing center-running transit lanes

Grand Avenue Complete Streets Paving Project

Improving Grand Avenue for all roadway users along with a planned repaving project

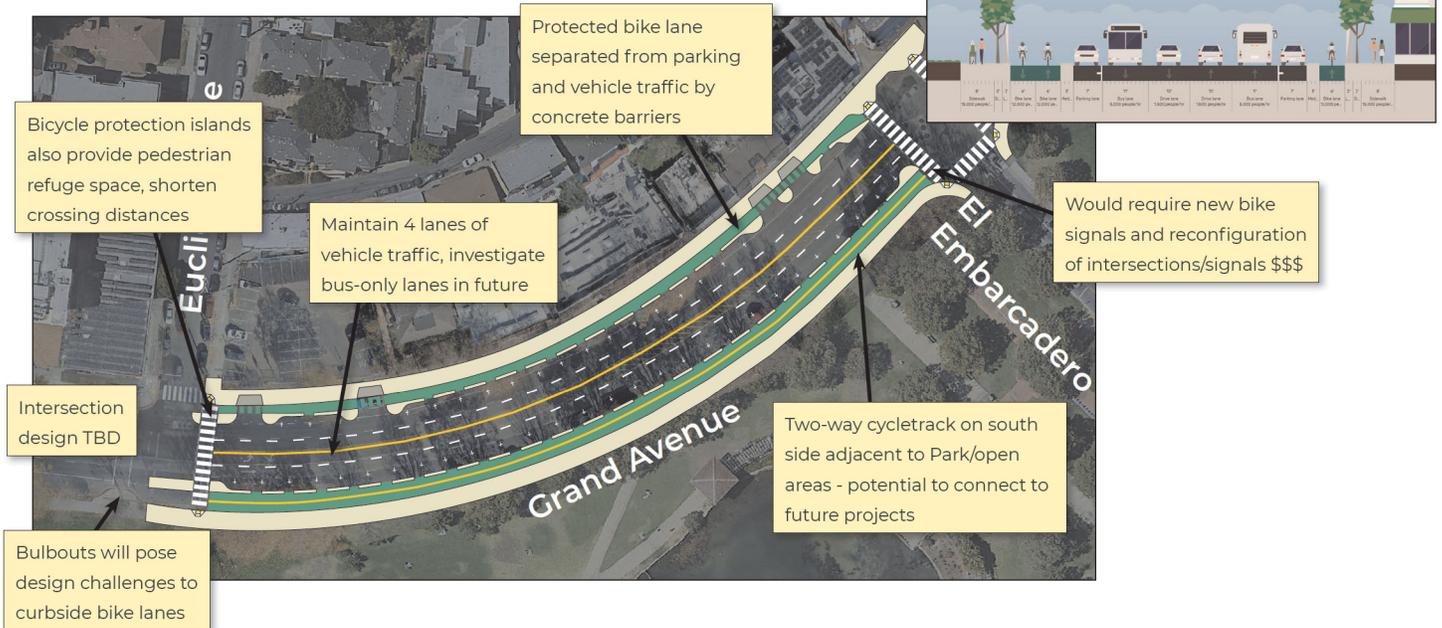


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TYPICAL BLOCK PLAN - DRAFT PROPOSAL

****FOR DISCUSSION PURPOSES ONLY****



Contact: Charlie Ream - CReam@oaklandca.gov • **Website:** <https://www.oaklandca.gov/projects/Grand> • **Updated:** 1/7/22

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Grand Avenue Complete Streets Paving Project

Improving Grand Avenue for all roadway users along with a planned repaving project



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SCHEDULE AND NEXT STEPS

- » Early 2022 - Traffic Studies and Concept Design
- » Spring 2022 - Public Outreach (tabling, virtual meetings, outreach to local stakeholders and businesses)
- » Summer 2022 - Concept Design Development (2 design alternatives)
- » Summer/Fall 2022 - Online Survey and outreach to select Final Concept Design
- » End of 2022 - Present Final Concept Design and Implementation Plan

Contact: Charlie Ream - CReam@oaklandca.gov • **Website:** <https://www.oaklandca.gov/projects/Grand> • **Updated:** 1/7/22

10

27th and Lakeside Streets Project

Improving bicycle and pedestrian safety North of Lake Merritt



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About the Project

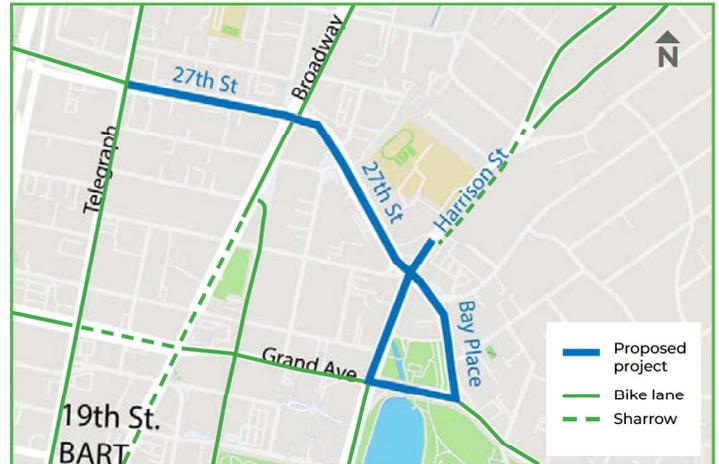
Oakland residents and visitors use 27th Street, Bay Place, Harrison Street, and Grand Avenue to travel to Lake Merritt, grocery stores, places of worship, and more. Residents here commute by biking, walking, and public transit more often than other Oaklanders. 15% of residents walk or bike to work and 34% take transit.

Grand Avenue and 27th Street are part of the City's High Injury Network (the 6% of Oakland's streets where 63% of severe and fatal collisions occur). There have been 87 collisions within the project area since 2012, including one pedestrian death. People walking and biking make up the majority of all people harmed by crashes within the project area (20.7% and 40% respectively).

This project was developed from community feedback and recommendations made in the 2014 Broadway Valdez District Specific Plan, the 2019 "Let's Bike Oakland!" Bike Plan.

The project includes:

- **Protected bike lanes on 27th Street and Bay Place**
- **Two-way cycle track on Grand Avenue from Bay Place to Harrison Street**
- **Simplified driving lanes and shorter crossing distances** at the intersections of Grand Ave and Bay Place, Grand Ave and Harrison Street, and 27th Street and Harrison Street
- **Planted medians along 27th Street and Bay Place**



Project Goals

- Improve safety, comfort, and visibility for people bicycling and walking on Lakeside streets
- Reduce turning conflicts between road users
- Make intersections easier to navigate for all users

Contact: Colin Piethe - cpiethe@oaklandca.gov · Website: <https://www.oaklandca.gov/project/27th-and-lakeside-streets>

27th and Lakeside Streets Project

Improving bicycle and pedestrian safety North of Lake Merritt



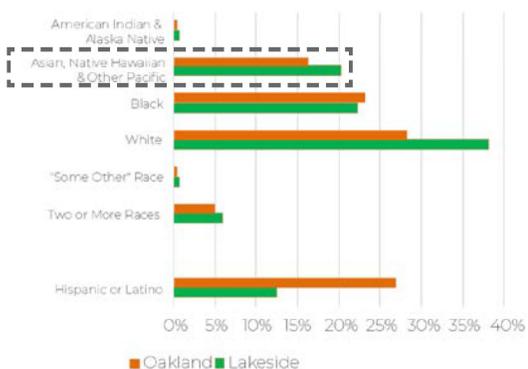
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DEMOGRAPHICS - Who lives near the project area?

There are greater shares of minority, low-income, and senior residents in the Lakeside area than in City of Oakland.

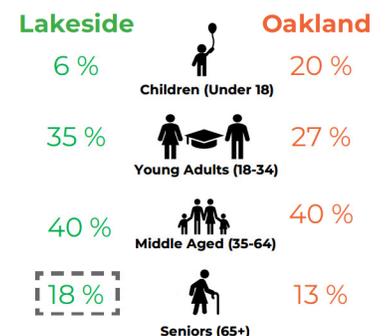
RACE



INCOME



AGE



Note: Census tract data for census tracts 4029, 4037.01, 4035.01, 4035.01

Sources: US Census, ACS 2018 (5-year estimates)

Contact: Colin Piethe - cpiethe@oaklandca.gov · Website: <https://www.oaklandca.gov/project/27th-and-lakeside-streets>

27th and Lakeside Streets Project

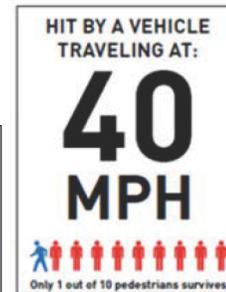
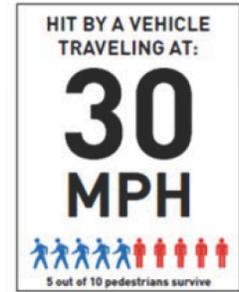
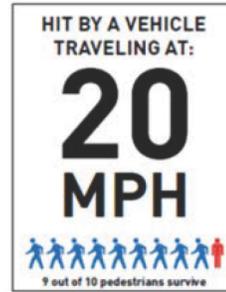
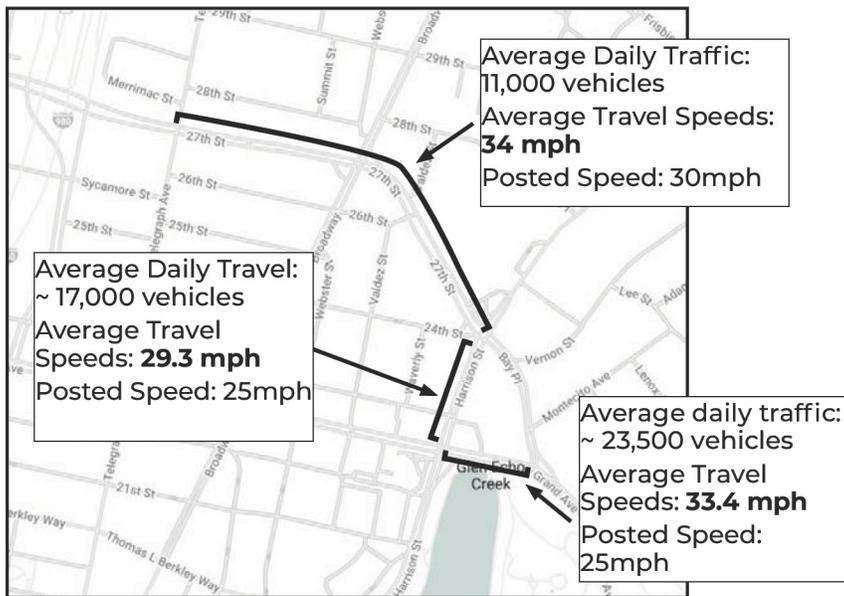
Improving bicycle and pedestrian safety North of Lake Merritt



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TRAFFIC SPEED AND FLOW



Speed is especially **lethal** for vulnerable users like **pedestrians and people biking**. The risk of injury and death increases as speed increases.

Source: <http://oakgis.maps.arcgis.com/home/webmap/viewer.html?webmap=86ceba0ee7f4427cba0613c9b7e114d0>

Contact: Colin Piethe - cpiethe@oaklandca.gov · Website: <https://www.oaklandca.gov/project/27th-and-lakeside-streets>

27th and Lakeside Streets Project

Improving bicycle and pedestrian safety North of Lake Merritt

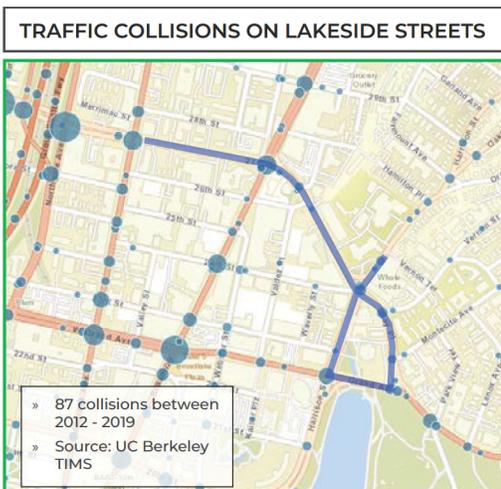


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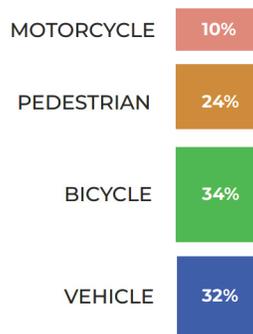
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TRAFFIC SAFETY

- » Between 2010 and 2021 there were 87 collisions in the project area, including one fatal collision at Grand Ave and Bellevue Ave in 2012 involving a pedestrian
- » People biking and walking are disproportionately harmed in collisions compared to their share of traffic; 15% of residents walk and bike to work, yet account for 58% of collisions
- » Improper turning is the most common cause of collisions on 27th St, Bay Pl, Grand Ave, and Harrison St including the most severe collisions



PARTIES INVOLVED



TOP CAUSES OF COLLISIONS:

- #1: IMPROPER TURNING (22%)
- #2: AUTOMOBILE RIGHT OF WAY (20%)
- #3: PEDESTRIAN RIGHT OF WAY (15%)
- #4: TRAFFIC SIGNALS AND SIGNS (13%)
- #5: UNSAFE SPEED (9%)

Contact: Colin Piethe - cpiethe@oaklandca.gov · Website: <https://www.oaklandca.gov/project/27th-and-lakeside-streets>

27th and Lakeside Streets Project

Improving bicycle and pedestrian safety North of Lake Merritt



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EXISTING CONDITIONS

27th Street, 24th Street, Harrison Street, and Bay Place



- Crosswalks are faded and are not very visible to drivers
- Limited commercial loading zones, despite heavy commercial activity
- Double parking is prominent

Grand Avenue and Bay Place



- Large and confusing intersections are dangerous
- Unprotected bicycle facilities make biking and scootering less safe and inaccessible for most Oaklanders

Contact: Colin Piethe - cpiethe@oaklandca.gov · Website: <https://www.oaklandca.gov/project/27th-and-lakeside-streets>

27th and Lakeside Streets Project

Improving bicycle and pedestrian safety North of Lake Merritt

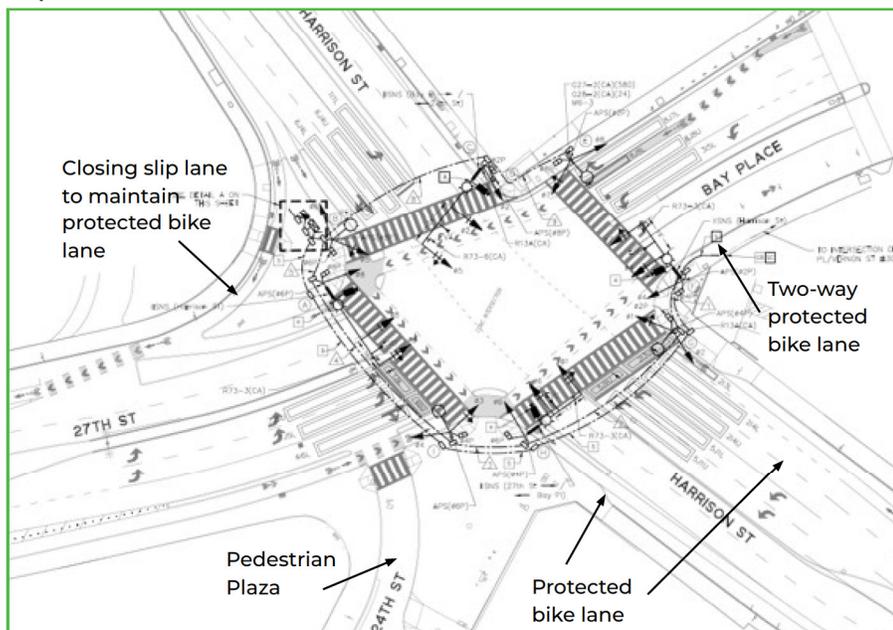


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PROPOSED PROJECT IMPROVEMENTS

Improved Intersection: 27th Street and Harrison Street



- Simplified intersection: 24th Street will be closed and converted into a public plaza, which will reduce the number of turning conflicts
- Raised bulb-outs to widen the sidewalk, shorten pedestrian crossings, increase visibility, and slow turning vehicles.
- Protected turning movements for bicyclists to reduce conflicts with vehicles and pedestrians

Contact: Colin Piethe - cpiethe@oaklandca.gov · Website: <https://www.oaklandca.gov/project/27th-and-lakeside-streets>

27th and Lakeside Streets Project

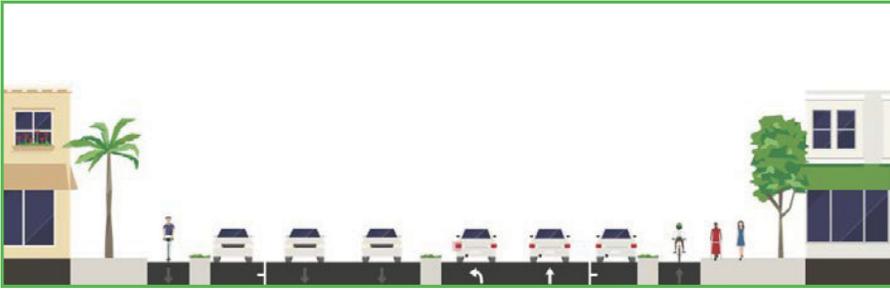
Improving bicycle and pedestrian safety North of Lake Merritt



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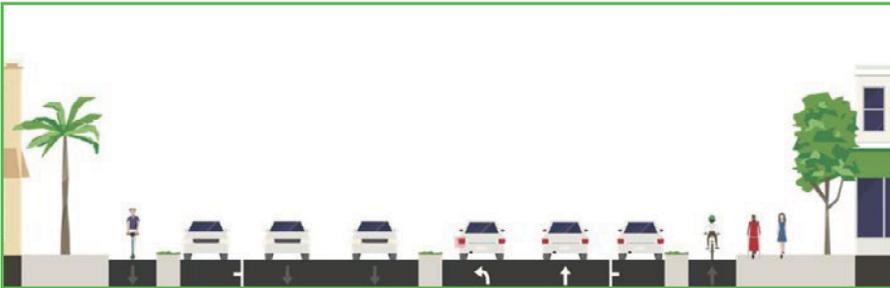
EXISTING CONDITIONS: Harrison Street - Grand Avenue to Bay Place



- No protected bike lane available
- Sidewalk widths are not in proportion to width of the street



PROPOSED PROJECT:



- Widens sidewalks
- Installs protected bike lanes
- Minimal parking removal at intersections with crosswalks to improve visibility between vehicles and pedestrians

Contact: Colin Piethe - cpiethe@oaklandca.gov · Website: <https://www.oaklandca.gov/project/27th-and-lakeside-streets>

27th and Lakeside Streets Project

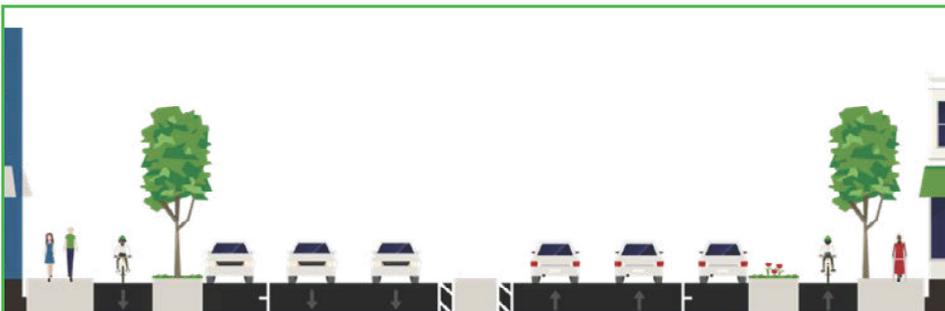
Improving bicycle and pedestrian safety North of Lake Merritt



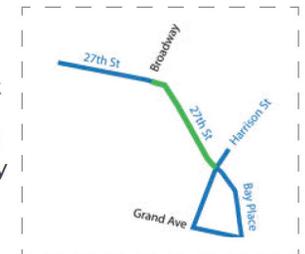
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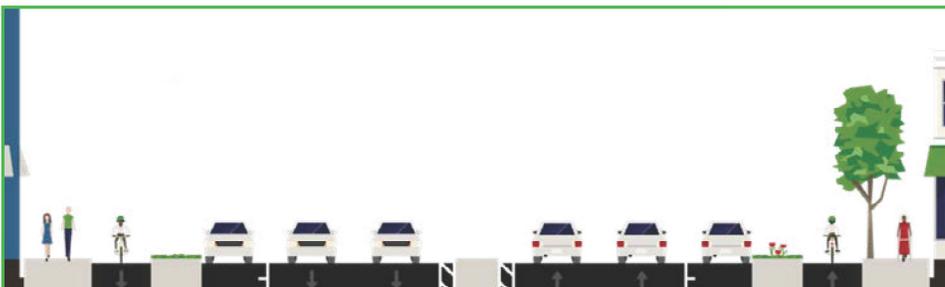
EXISTING CONDITIONS: 27th Street - Harrison to Broadway



- Bike lanes are adjacent to moving vehicles and separated by paint
- Crossing distances are wide and can be challenging for people who may need more time to cross the street



PROPOSED PROJECT:



- Bike lanes are physically separated from the sidewalk and from moving vehicles with concrete curbs and landscaping
- Bike lanes help shorten crossing distances for pedestrians

Contact: Colin Piethe - cpiethe@oaklandca.gov · Website: <https://www.oaklandca.gov/project/27th-and-lakeside-streets>

27th and Lakeside Streets Project

Improving bicycle and pedestrian safety North of Lake Merritt



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EXAMPLE PROJECTS

Two-way cycletrack at Lakeside Drive and Jackson Street
(Lake Merritt)



Intersection crossing improvements at 9th Street and
Madison Street (Lake Merritt BART)



Contact: Colin Piethe - cpiethe@oaklandca.gov · Website: <https://www.oaklandca.gov/project/27th-and-lakeside-streets>

27th and Lakeside Streets Project

Improving bicycle and pedestrian safety North of Lake Merritt



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SCHEDULE/NEXT STEPS

- » Winter 2022
 - 35% Design
- » Spring 2022
 - Conduct outreach to confirm community needs
- » Fall 2022
 - 100% design
- » Spring 2023
 - Construction

Contact: Colin Piethe - cpiethe@oaklandca.gov · Website: <https://www.oaklandca.gov/project/27th-and-lakeside-streets>

Martin Luther King Jr Way Paving Project



Meeting Agenda

1. **Introduction**
2. **Existing Conditions**
3. **Traffic Safety**
4. **Outreach**
5. **Routing Options**
6. **Next Steps**

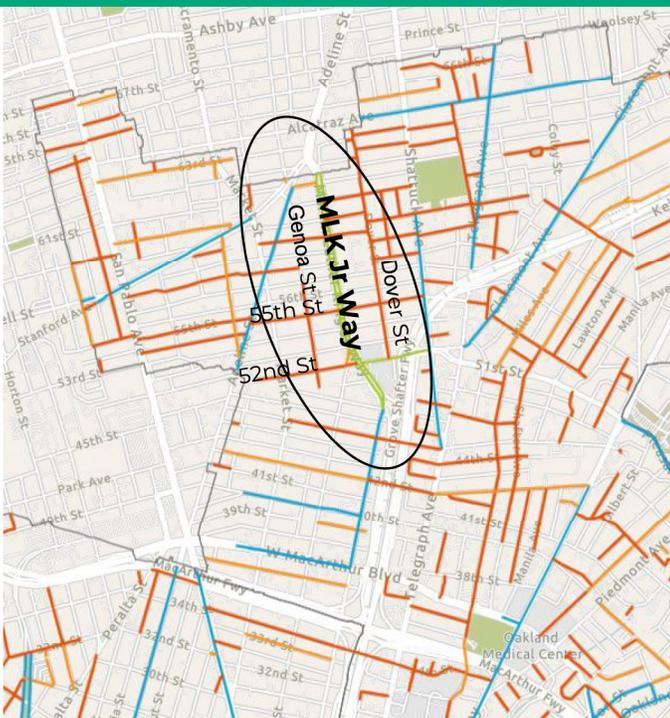
About the Project

Project Goals:

- Reduce vehicle collisions, curb unsafe driving
- Improve safety and comfort for people walking, especially crossing at major intersections
- Increase the visibility of people walking and biking
- Identify if now is the time to implement the Bike Plan recommendation to install a protected bicycle lane on MLK Jr Way



5-Year Paving Plan



2022 Five Year Paving Plan

- 2022
- 2023
- 2024
- 2025
- 2026
- 2027

Relevant Repaving Dates:

- MLK Jr Way – 2024
- 55th Street – 2026
- 52nd Street - 2026
- Dover Street - 2026
- Genoa Street - 2026

Existing Conditions

Wide crossing distances makes pedestrians more vulnerable to traffic collisions



Freeway on/off - ramps and area north of 47th St present design challenges for bicycle and pedestrian access

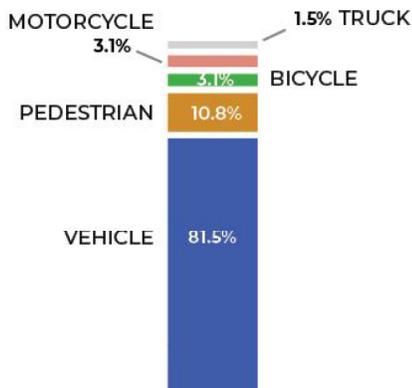
Wide, unobstructed road promotes speeding



Traffic Safety

There were **65 collisions** on MLK Jr Way from 47th Street to 61st Street from 2015-2020 including **one fatality** in 2015 at 60th Street

PARTIES INVOLVED IN COLLISIONS



TOP CAUSES OF COLLISIONS

- #1: DISOBEYING TRAFFIC SIGNALS AND SIGNS (26%)
- #2: FAILURE TO YIELD TO OTHER VEHICLES (24%)
- #3: UNSAFE SPEED (14%)
- #4: ILLEGAL TURNS (11%)
- #5: FAILING TO YIELD TO PEDESTRIANS (9%)

TRAFFIC COLLISION HOT SPOTS ON MLK JR WAY



Outreach To Date

- **Postcard + High -level Survey** (preference for protected bike lane on MLK Jr Way when asked about specific treatments on MLK) - Winter 2022
- **Storefront and Stakeholder Outreach** – February 2022
- **Neighborhood Council Presentations** 11X (March) and 10Y (April)
- **Coordination with UCSF Benioff Children’s Hospital**
- **Helen McGregor Park Design meeting** – 3/24/2022

Existing/Proposed Bike Network

Key Issues:

- Lack of easily accessible North/South Bicycle Route between South Berkeley and North Oakland/MacArthur BART area
- Current best route is a winding path full of diversions and gaps.
- Bikes rightly avoid MLK
- Dover and Genoa (best parallels), have unsignalized crossings at 55th Street, difficult connections to the North.
- MLK provides potential linkage b/w Adeline Plan in Berkeley and continuous bike route south of 40th.



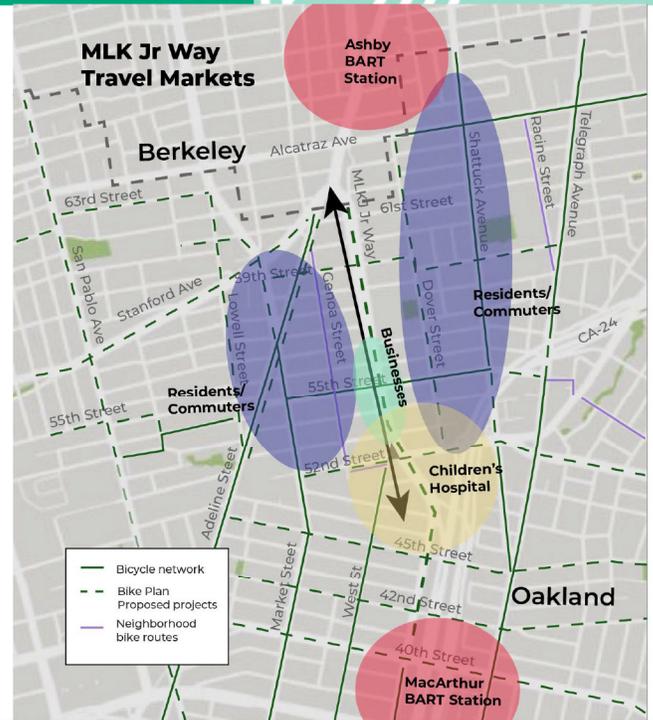
Travel Markets

Destinations:

- UCSF Benioff Children's Hospital
- MacArthur BART
- Ashby BART
- Businesses near MLK Jr Way/55th Street
- Senior Housing at 58th Street/MLK Jr Way

Audiences for North/South Connections:

- Residents and businesses on or near MLK Jr Way
- South Berkeley and North Oakland residents traveling South
- UC Berkeley staff and students traveling North from Oakland



Helen MacGregor Plaza

- UCSF Benioff Children's Hospital is conducting a community engagement process for the re-design of the plaza
- Residents support safer pedestrian crossings at 52nd St as well as designated loading for food trucks and/or vendors on 52nd St between West St and MLK Jr Way



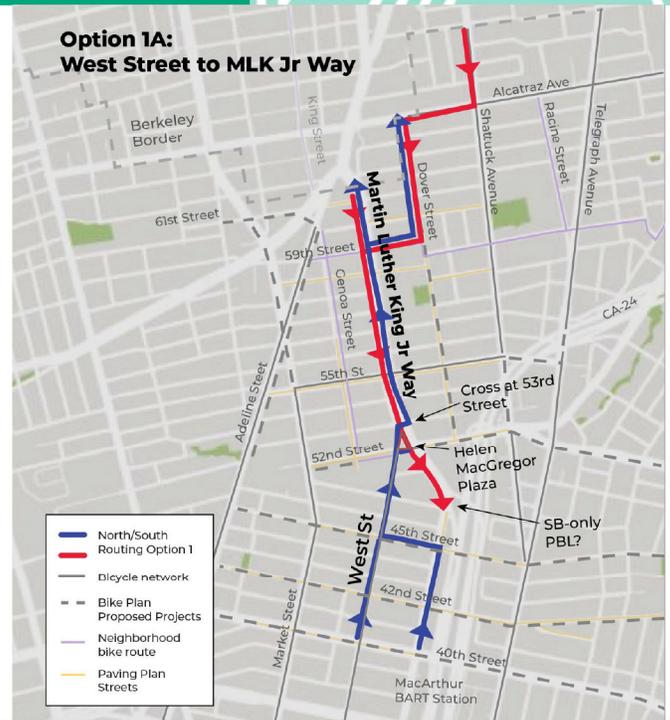
Routing Option 1A

Rationale :

- Avoids lengthy Caltrans coordination process regarding traffic delay at on/off -ramps at 47th Street

Challenges :

- Requires Road Diet or parking removal on MLK
- New bike crossings at 53rd Street/Helen McGregor Park reconfiguration
- Signage for NB and SB Bicyclists
- Potential SB -only PBL might be confusing



Routing Option 1B

Rationale :

- Maintains most convenient and efficient route for bicyclists routing through the on/off -ramp area at 47th Street

Challenges :

- Requires Road Diet or parking removal on MLK
- Lengthy coordination process with Caltrans and BART
- Likely feasibility issues with signalization of offramp
- Designing safe bicycle and pedestrian connections across the on/off -ramp area at 47th Street



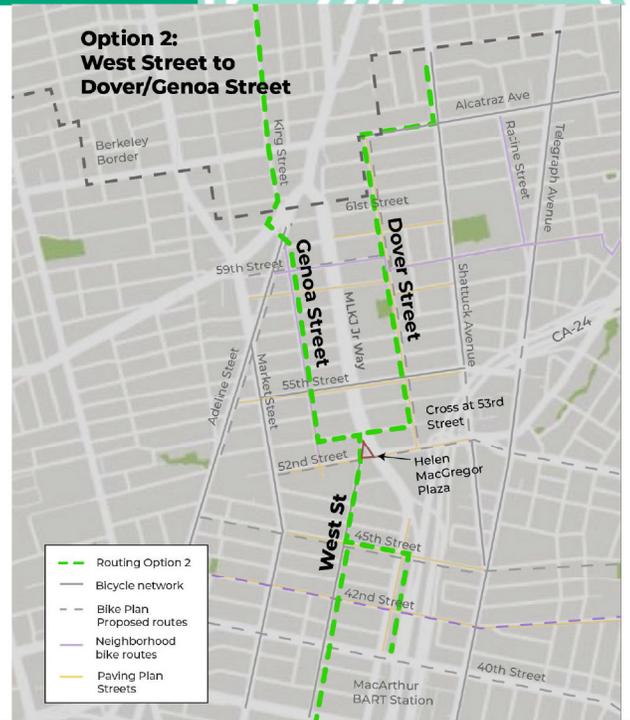
Routing Option 2

Rationale :

- Provides North/South bicycle access in case a PBL on MLK Jr Way is not feasible

Challenges :

- Providing sufficient signage to direct bicyclists across several intersection crossings and turns
- Dover and Genoa need bike crossing signalization at 55th
- Circuitous routing for bikes – MLK b/w 40th and 47th might not make sense as route – why not focus on West?



Option 3: Pedestrian Improvements

Rationale :

- Provides pedestrian improvements in case road diet or parking removal is infeasible on MLK
- This would likely accompany parallel route improvements on NBR routes

Challenges :

- Signal timing impacts may create negative impacts such as vehicle diversion onto side streets
- Bulb-outs would preclude future PBL on MLK



NEXT STEPS



Spring 2022

- Completion of technical analyses
- **Outreach Round 2**
- Postcard and Survey #2 RE: design/routing options
- Neighborhood Council Meetings follow -up
- Storefront Outreach follow -up

Summer 2022

- Reach consensus on preferred alignment

May 2022 BPAC Agenda Item 9. 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:
 - The Legislative Committee met on May 2, 2022. Committee members reviewed the relevant BPAC strategic priorities and discussed future projects for the committee. Meetings for the committee are now held monthly on the first Monday at 5pm. The next committee meeting is scheduled for **June 6, 2022 at 5pm**. Email Commissioner Gardner (greybpac@gmail.com) to attend the meeting.
 - Additionally, on May 5, Commissioner Gardner provided public comments at the Oakland [Privacy Advisory Commission](#) in favor of the Automatic Speed Enforcement Pilot Legislation, [AB 2336](#), which the Privacy Commission reviewed to provide information to the City Council about the privacy protections in the bill. The Privacy Commission voted in favor of sending a resolution to the Council expressing in part that *"the proposed AB 2336, as amended on April 21, 2022, has sufficient guardrails in place to adequately protect the privacy interests of Oaklanders should the bill become law; and ... (the privacy commission) is not endorsing or opposing AB 2336 as a whole due to its status as a proposal subject to future amendments which prohibits the PAC from completing a thorough review."* (Resolution available in the [Privacy Advisory Commission's meeting agenda](#).)
 - The City Council will further consider issues relating to **Traffic Calming** during the upcoming **meeting of the City Council on May 17th** (meeting beginning at 1pm.) The item is scheduled as a continuation of the discussion held on April 19th, during which the Council requested additional information on efforts to resolve high vacancy rates within the Department of Transportation and responses to other questions about traffic calming. The item appears as [number 12 in the May 17th agenda packet](#).
- Infrastructure Committee: The Infrastructure Committee held a meeting on May 5. Agenda items included the new draft Parklet Guidelines, a discussion on utility project bike/walk infrastructure rehabilitation, and

Neighborhood Bike Route/Paving Plan coordination. Notes will be posted at:

<https://docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA/edit>

May 2022 BPAC Agenda Item 10. Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment

Three-month agenda look-ahead

June

- Bike to Wherever Day Report Back, Chris Hwang
- Safe Oakland Streets Initiative Update including Assembly Bill 43 Implementation, Megan Wier
- Coliseum BART to Bay Trail Project, Celina Chan and Charlie Ream
- Laurel Access to Mills, Maxwell Park, & Seminary (LAMMPS) Phase 2, Celina Chan and Charlie Ream

July

- BPAC 2023 New Commissioner Outreach & Outreach Process Updates
- School Safety Crossing Guards, Lucas Woodward (tentative)
- Paving Plan Update, Josie Ahrens (tentative)

August

- Mayor & Transportation Advisor to the Mayor (tentative)
- Commission on Aging (tentative)
- Strategic Planning Projects Update (tentative)
- Major Development 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/1PmvGuKNG3lBspg7WwnqB7_MaQumB6BCpA_7Sbvuf8Q8/edit?usp=sharing

Announcements

- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, sign up at <https://oaklandca19202.activehosted.com/f/20>.
- **Bike to W(hever) Day 2022:** Bike to Wherever Day 2022 is Friday, May 20th. The roll out will begin at 3:30pm from the 81st Ave Library and festivities will take place at the Lake Merritt Pergola from 4-7pm. For more details, go to: <https://wobo.org/btwd2022/>
- **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.
- **2022 Bikeways Map:** Just in time for Bike Month, bundles of the 2022 Bikeways Map were delivered to Oakland bike shops and other locations (Main Library, Visit Oakland, Bike East Bay, Walk Oakland Bike Oakland) in early May. Now in its thirteenth edition, there are over 188,000 copies of the map in print. Maps will also be distributed in the bags given to Bike to Wherever Day participants in Oakland. Find the digital version of the print map at the City of Oakland Bicycle Related Maps and Data webpage: <https://www.oaklandca.gov/resources/bicycle-related-maps-and-data>.
- **BPAC 2021 Annual Report to Public Works Committee:** 2021 BPAC Chair Campbell presented the 2021 BPAC Annual Report at the April 26, 2022 Public Works Committee (PWC) meeting. More info available at: <https://oakland.legistar.com/Calendar.aspx>
- **Paint the Town Murals:** Join the Paint the Town Program for two upcoming mural painting events! To explore the locations of Paint the Town street murals please refer to our map at: www.google.com/maps/d/u/0/viewer?mid=1QwVVA2S_6-TrFrCbIxM0qRxIjceFT6ZZH&ll=37.79765446934255%2C-122.22637454999993&z=13 and to learn more about the program, go to www.oaklandca.gov/projects/paint-the-town.
 - KIPP Bridge Academy elementary school has organized with neighbors to paint a mural honoring Black history from coast to coast on 17th St at West St on Friday, May 13th through Sunday, May 15th.
 - Esperanza at Stonehurst elementary school has organized to paint a mural at the entrance to the school at 10315 E St, Oakland, CA 94603 on Wednesday, May 18th.

- **City of Oakland Grant to Organize Festivals Application Available:** Oakland-based nonprofits interested in organizing festivals are encouraged to apply for up to \$20,000 through the *Neighborhood Voices for Festivals* program grant by Thursday, July 7, 2022. The goal of the grant program is to bring Oaklanders together to create and support a sense of belonging within a community, foster social connections that lift our spirits, feed our community well-being, and offer visions for our collective future. More information at: <https://www.oaklandca.gov/news/2022/festival-organizers-encouraged-to-apply-for-city-grants-to-support-vibrant-festival-culture-bringing-oaklanders-together-to-celebrate-community>
- **Active Transportation Program Cycle 6 Grant:** At the March 17 BPAC meeting, Julieth Ortiz, OakDOT Transportation Planner, presented on the proposed transportation projects for the Active Transportation Program (ATP) Cycle 6. After receiving feedback from the BPAC, OakDOT will be moving forward with submitting grant applications for 1) Bancroft Ave Greenway - *Design* (previously submitted, ATP Cycle 5) and *Construction*, and 2) 73rd Ave Active Routes to Transit. In response to BPAC's feedback on the Market Street Pedestrian Improvements project proposal, OakDOT will not continue pursuing grant funding for this project and will instead move forward with lower cost improvements that will be funded and implemented through the paving program. Applications for the ATP Cycle 6 grant program are due on June 15, 2022.
- **One Bay Area Grant Cycle 3:** The One Bay Area Grant (OBAG) program is a regional grant program administered by the Bay Area Metropolitan Transportation Commission (MTC). The grant program distributes federal transportation funding from the Federal Highway Administration to projects that improve safety, encourage economic development, and help the Bay Area meet climate change and air quality improvement goals. The OBAG Cycle 3 grant applications are due June 30, 2022. OakDOT is working to submit applications for the following projects: 1) 27th Street Complete Street - *Construction*, 2) Coliseum Bay Trail Connector (66th Ave) - *Design & Construction* (previously submitted, ATP Cycle 4 and a voiced priority for BPAC), and 3) LAMMPS Phase 2 - *Design & Construction*.
- **Oakland 2022 Infrastructure Bond Community Engagement Sessions:** The Finance Department is hosting three, in-person community engagement sessions to get feedback on the needs and goals for Oakland and what Oaklanders would like to see in a new infrastructure bond measure. Meetings are Monday, May 16 - 1-2:30 PM, Friday, May 20 - 1-2:30 PM, and Wednesday, May 25 - 1-2:30 PM. Email Noel at npond-danchik@oaklandca.gov to register.

City of Oakland Bicyclist and Pedestrian Advisory Commission Strategic Plan Goals for 2022

April 2022

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

Task	Task Description	Next Steps
1.1	Advocate for Safe Oakland Streets effort, including more quick fix/rapid response traffic calming and AB 43 implementation.	Receive staff presentation at BPAC meeting. Legislative Committee discuss other ways to pursue. Commissioner Gardner leading.
1.2	Support state and federal funding for pedestrian and bike projects and programs.	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.	Keep as standing item with Chair Schader leading discussion.
1.4	Organize bike ride with BPAC commissioners, community members and police department to create trust and develop ongoing relationships.	Police Relations Committee organizing.
1.5	Convene meeting on racially-biased bicycle stops with the Oakland Police Department, Department of Race and Equity, BPAC policing subcommittee, and community partners per 2019 Bike Plan.	Police Relations Committee organizing.
1.6	Explore challenges of reckless and dangerous driver behavior.	Collaborate with other groups such as WOBO and Bike East Bay to develop responses and determine what active role BPAC can play.

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

Task	Task Description	Next Steps
2.1	Invite project managers to present on projects post-construction to evaluate what worked and what did not.	Schedule review of projects at BPAC meetings.
2.2	Get status update on Bike Plan every six months. Support hiring of staff necessary to track Pedestrian Plan progress.	Request staff presentations in conjunction with the bi-annual We Bike Oakland newsletter, including the "By the Numbers" updates. Raise pedestrian staffing needs with DOT leadership and council.
2.3	Highlight subcommittee activities.	Request written reports from each committee monthly.
2.4	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.	Schedule at BPAC meeting once per year.

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

Task	Task Description	Next Steps
3.1	Advocate for equity driven bike/ped priorities in the General Plan, Environmental Justice Element.	Commissioner Ralston to identify next steps.
3.2	Prioritize safety needs in East Oakland.	Schedule relevant items at BPAC meetings and advocate during planning discussions.
3.3	Use BPAC Blog, Open Forum and community meetings to create open communication between BPAC, community members and DOT.	Vice Chair Yee leads BPAC Blog. Open Forum facilitated by Open Forum Committee. All commissioners engage in other community outreach.
3.4	Advocate for community groups, including Neighborhood Councils, 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.

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

Task	Task Description	Next Steps
4.1	Present BPAC Chair's Report to Public Works Committee.	2022 report schedule for 4/26/22. Use as an opportunity to raise priorities with council.
4.2	Establish ongoing coordination with Caltrans, MTC, Bay Area Regional Collaborative on bicycle and pedestrian investments and plans.	Commissioner Ralston to pursue next steps.
4.3	Meet with each Councilmember and their staff at least once per year to introduce BPAC and our goals.	Each commissioner expect to reach out to their councilmember.
4.4	Reach out to councilmembers concerning current bike/ped issue.	Each commissioner expect to reach out to their councilmember on hot topics needing their support.
4.5	Introduce BPAC to neighborhood councils	Each commissioner 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.