

# CITY OF OAKLAND



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Department of Transportation  
Safe Streets Division

## **Bicyclist and Pedestrian Advisory Commission, Special Meeting Agenda** **Thursday, May 25<sup>th</sup>, 2023; 6:00-8:00 pm** **City Hall, Hearing Room 4 – THIS IS AN IN-PERSON MEETING**

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

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### **Commissioners**

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

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### **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. City of Oakland staff to the Commission are striving to provide the following options for people to observe BPAC meetings remotely.

- 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/85947180125> 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 or +1 408 638 0968 or +1 253 205 0468 or +1 253 215 8782 or +1 346 248 7799 or +1 719 359 4580. International numbers available: <https://us06web.zoom.us/j/85947180125>. **Webinar ID: 859 4718 0125**

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](#).

**Public Survey on Return to In-Person Meetings:** 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, staff liaison to the commission at [pgerard@oaklandca.gov](mailto:pgerard@oaklandca.gov).

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Time	#	Topic
6:00	1	<b>Roll Call/Determination of Quorum/Introductions</b> (10 minutes)
6:10	2	<b>Open Forum / Public Comment</b> (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 <a href="http://tinyurl.com/Oakland-BPAC-OpenForumTracking">tinyurl.com/Oakland-BPAC-OpenForumTracking</a> .) 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 <a href="http://www.oaklandca.gov/services/oak311">www.oaklandca.gov/services/oak311</a> .
6:20	3	<b>Approval of meeting minutes Attachment</b> (5 minutes) – Seek motion to adopt the March 2023 BPAC Special Meeting and April 2023 BPAC meeting minutes.
6:25	4	<b>Recent Bicyclist and Pedestrian Fatal Traffic Crashes</b> (10 minutes) – Commissioner Schader ( <a href="mailto:patricias.oakland@gmail.com">patricias.oakland@gmail.com</a> ) will lead the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians. <ul style="list-style-type: none"> <li>On Thursday 5/4/23 just after 5:30pm, a 32-year-old male pedestrian was severely injured by a driver near “23<sup>rd</sup> Avenue, East 11<sup>th</sup> Street, and Interstate 880” during a Homeland Security vehicle pursuit.</li> <li>On Wednesday 5/17/23 at approximately 9:19pm, a 50-year-old male bicyclist was killed by a driver in a hit-and-run crash at 98<sup>th</sup> Avenue and D Street.</li> </ul>
6:35	5	<b>Supporting the East Bay Greenway: Recent Work by the Bay Area Trails Collaborative Attachment</b> (25 minutes) – Laura Cohen, Western Region Director for the Rails to Trails Conservancy ( <a href="mailto:laura@railstotrails.org">laura@railstotrails.org</a> ), will present results of recent work related to the EB Greenway: a Multi-jurisdictional Maintenance Strategy Report and a Low-Stress Connectivity Analysis.
7:00	6	<b>Safe Oakland Streets (SOS) Annual Report</b> (25 minutes) – OakDOT Policy & Intergovernmental Affairs Senior Advisor, Tony Dang ( <a href="mailto:tdang@oaklandca.gov">tdang@oaklandca.gov</a> ), will provide the second annual update of the SOS initiative. The SOS Initiative was launched in 2021 with the primary goal of preventing severe and fatal crashes and related disparities impacting Black Indigenous and People of Color (BIPOC) communities, persons with disabilities, seniors, children, and low-income populations. This presentation will focus on reporting on progress made in 2022.
7:25	7	<b>Grand Avenue Repaving Project</b> (25 minutes) – OakDOT Planning and Project Development Supervisor, Charlie Ream ( <a href="mailto:cream@oaklandca.gov">cream@oaklandca.gov</a> ), will present an update on the Grand Avenue Complete Streets Repaving Project, which will reconfigure Grand Avenue between Broadway to Elwood Avenue along with a planned repaving of the roadway. With Measure KK/U funding, OakDOT will conduct outreach and include bicycle, pedestrian, and transit improvements in the design. The project kicked off in late 2021, and OakDOT staff engaged the community and key stakeholders living near the corridor in Spring 2022. OakDOT worked with a consultant team and completed draft conceptual designs (15% plans) for the corridor in Fall/Winter 2022, which staff shared with the community, including a presentation to the BPAC at the November 2022 meeting. Since circulating those designs, OakDOT incorporated community and stakeholder feedback, and developed an updated design (35% plans) to share with BPAC and others for a final round of design iteration before handing the project over to the OakDOT Paving Program for detailed design and engineering. OakDOT staff look forward to sharing this project with the Commission and hearing their thoughts on how to best improve Grand Avenue for all roadway users.
7:50	8	<b>Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment</b> (10 minutes)



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

Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete en español, Cantonés, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a [pgerard@oaklandca.gov](mailto:pgerard@oaklandca.gov) o llame al (510) 238-6313 o al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

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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 [pgerard@oaklandca.gov](mailto: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.



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**DRAFT** Minutes from the March 30<sup>th</sup>, 2023 special meeting  
*City Hall, 2<sup>nd</sup> Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)*

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/March-2023-BPAC-Special-Meeting-Agenda.pdf>.

Meeting called to order at 6:05pm by BPAC Chair Dianne Yee.

**Item 1. Roll Call/Determination of Quorum/Introductions**

At roll call, quorum was established with 7 Commissioners present (X). One Commissioner was excused.

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

Introductions were made. Staff: KTOP, Pierre Gerard, Jason Patton.

**Item 2. Open Forum / Public Comment**

- There were no attendees, and no comments were made.

**Item 3. Strategic Planning**

BPAC Chair Dianne Yee and Vice Chair Grey Gardner led the BPAC in updating the 2022 Strategic Plan by reviewing past achievements, goal-setting for 2023, and planning with an eye towards equity, relationship building/community engagement, and alignment with the needs of Oakland’s diverse communities. This discussion included BPAC Commissioner expectations and how Commissioners can engage with their Council Districts and neighborhood councils.

General comments included:

- Commissioners can post, respond to bicyclist- and pedestrian-related posts, and learn about community meetings on the Nextdoor app and other social media forums.
- The BPAC can and should be a two-way conduit between the City and the public.
- Change all language referencing “bicycle(s)” to “bicyclist(s).”
- While safety (i.e., the reduction of bicyclist- and pedestrian-involved injuries and deaths) is a priority for bicyclist and pedestrian policies, projects, and programs, a higher standard of livability is the goal.

- One purpose of the Safe Oakland Streets program is to increase interdepartmental collaboration to reduce traffic violence in the City of Oakland.
- Community engagement events for bicyclist- and pedestrian-related projects and programs should be systematically communicated to BPAC Commissioners in advance of their occurrence. However, there is often a logistical challenge to connect project and program managers with BPAC Commissioners.
- When the BPAC does not support a bicyclist- or pedestrian-related project, that project may, in some cases, not proceed.
- OPD can be a bottleneck for information about any investigation after a bicyclist- or pedestrian-involved serious injury or death occurs.
- The shift towards a High-Injury Network (HIN) to analyze crash data can obscure some important details in trends about crashes involving the serious injury or death of bicyclists and pedestrians. The 2002 Pedestrian Master Plan and the 2007 Bicycle Master Plan included crash analysis at a higher level of detail than the HIN provides.
- The City of Oakland has a publicly-available map that includes speed and volume data. However, operational analysis may be of greater interest to the BPAC.
- Bikeway projects at Bancroft Ave, 81<sup>st</sup> Ave, and 85<sup>th</sup> Ave have been funded recently.

Specific changes to the Strategic Plan included:

- **Goal 3 (of 4): Replace** with “Encourage equity-driven investments and policies and increase community involvement in high-jury and historically underserved areas.”
- **Task #1.1: Replace** the Task Description with “Support interagency street safety efforts, including more quick-build/rapid response traffic calming and long-term street safety efforts.” **Replace** the Next Steps with “Consider developing BPAC principles and guidelines for street safety.”
- **Task #1.2: Replace** the Task Description with “Review grant applications to support pedestrian and bicyclist projects and programs that meet BPAC’s goals.”
- **Task #1.3: Merge with Task #1.6 by adding** to the Task Description: “Continue to seek timely release of collision data. Explore challenges of reckless and dangerous driver behavior.” **Add** to the Next Steps: “Collaborate with other groups such as WOBO and Bike East Bay to develop responses and determine what active role BPAC can play.”
- **Move** Task #1.4 to #3.6.
- **Task #1.4 (replacement):** Task Description: “Support staff hiring to work on bicyclist and pedestrian projects.” Next Steps: “Raise the issues of staffing and street safety to elected officials.”
- **Move** Task #1.5 to #3.7.
- **Task #1.5 (replacement):** Task Description: “Support Slow Streets and safe spaces for community activities.” Next Steps: “Continue discussion with staff on Slow Streets/Neighborhood Bike Route Implementation.”
- **Task #2.1: Replace** the Task Description with “Invite project managers to present on bicyclist- and pedestrian-related projects at key milestones. Request invitations to outreach activities.” **Add** to Next Steps: “Ask staff to send BPAC contact info to project managers.”
- **Task #2.2: Replace** the Task Description with “Get status update on the Bicycle Plan and Pedestrian Plan every six to twelve months.” **Remove** the following Next Steps: “Raise pedestrian staffing needs with DOT leadership and council.”
- **Task #2.3: Replace** the Task Description with “Highlight Committee activities.” **Replace** the Next Steps with “Request written reports from each committee monthly.”
- **Task #3.1: Insert** in the Task Description for Task #3.1 after “Justice”: “ Land Use and Transportation”. **Replace** Next Steps with “Review the General Plan and develop comments.”

- **Task #3.2: Replace** the Task Description with “Prioritize transportation safety projects and support pursuing funding opportunities in East Oakland.” **Add** to Next Steps: “Request staff to provide a status list of East Oakland transportation projects.”
- **Move** Task #3.4 to #3.5.
- **Move** Task #3.3 to #3.4.
- **Task #3.3 (replacement):** Task Description: “Advocate for the expansion of the Town For All project and waterfront connections to East Oakland.” Next Steps: “Request follow-up on relevant projects.”
- **Task #3.5: Add** to Next Steps: “Request the Dept of Race and Equity to present about outreach procedures at BPAC.”
- **Task #4.1: Replace** Next Steps with “Use the report as an opportunity to raise priorities with council.”
- **Task #4.2: Replace** the Task Description with “Establish connections with active transportation committees at regional agencies such as Caltrans, MTC, and Bay Area Regional Collaborative on bicyclist and pedestrian investments and plans.” **Replace** Next Steps with “Ask staff to request regional agencies present relevant projects at BPAC.”

→ A motion to extend the meeting by 30 minutes (to 8:30pm) was made (Yee), seconded (Gardner), and approved unanimously by all Commissioners present.

→ A motion to extend the meeting by 30 minutes (to 9:00pm) was made (Yee), seconded (Schader), and approved unanimously by all Commissioners present.

#### Item 4. Committee Planning

Jason Patton ([jpatton@oaklandca.gov](mailto:jpatton@oaklandca.gov)), Bicycle and Pedestrian Program Supervisor, described how State and local open meeting requirements apply to BPAC’s committees, and facilitated a short discussion with Commissioners on how BPAC will meet these requirements.

##### Summary of Discussion:

- The Open Forum Committee may require legal counsel from the City Attorney’s Office to consider whether it meets the definition of a legislative body.
- Volunteer members of the public may more easily take a leadership role within the BPAC via the Committees.
- This topic will be continued at the April 20<sup>th</sup> BPAC meeting.

Meeting adjourned at 8:50 PM.

##### Attachment

- Strategic Planning Presentation, slides revised from the 2022 version

Minutes recorded by Pierre Gerard, Bicycle & Pedestrian Program Transportation Planner II, emailed to meeting attendees for review on 4/13/23 with comments requested by 4/27/23 to [PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov). Revised minutes will be attached to the May 2023 meeting agenda and considered for adoption at that meeting.



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**DRAFT Minutes from the April 20<sup>th</sup>, 2023 Meeting**  
*City Hall, 2<sup>nd</sup> Floor, Sergeant Daniel Sakai Hearing Room (A.K.A. Hearing Room 4)*

Meeting agenda at <https://www.oaklandca.gov/meeting/april-2023-bicyclist-pedestrian-advisory-commission-bpac-meeting>.

Meeting called to order at 6:05pm by BPAC Chair Dianne Yee.

**Item 1. Roll Call/Determination of Quorum/Introductions**

At roll call, quorum was established with 6 Commissioners present (X). One Commissioner arrived after roll call (x), and one Commissioner was excused.

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

Introductions were made.

- Staff: KTOP, Pierre Gerard, Jason Patton, Colin Piethe, Christopher Tan, Tony Dang.
- Other attendees: Aibek Sarbeyer, Bryan Culbertson, Justin Hu-Nguyen, Joanna Mei, Koushik Roy.

**Item 2. Open Forum / Public Comment**

- None.

**Item 3. Approval of Meeting Minutes**

→ A motion to adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from February 16<sup>th</sup> and March 16<sup>th</sup> was made (Frank), seconded (Gardner), and approved by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, and Yee; Commissioner Schader abstained with regards to the February 16<sup>th</sup> minutes, but voted in favor of adopting the March 16<sup>th</sup> meeting minutes. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

**Item 4. Recent Bicyclist and Pedestrian Fatal Traffic Crashes**

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

- On Thursday, 3/23/23 at 7:36 PM, a 79-year-old male pedestrian crossing the street was severely injured by a driver traveling westbound at the 3500 block of MacArthur Blvd west of Magee Ave.

Summary of Discussion:

- The 3500 block of MacArthur Blvd may meet the definition of a Business Activity District. The speed limit at this location is 25 miles per hour.

Speakers other than Commissioners: Bryan Culbertson, Pierre Gerard, Jason Patton.

**Item 5. California State Assembly Bill 645 (Friedman and Ting): Speed Safety System Pilot Program**

OakDOT Policy & Intergovernmental Affairs Senior Advisor, Tony Dang ([tdang@oaklandca.gov](mailto:tdang@oaklandca.gov)) presented on AB 645 and requested a motion of support for the bill.

- A motion for the BPAC to draft and submit a letter of support for California State Assembly Bill 645 was made (Gardner), seconded (Ralston), and approved unanimously by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Ralston, Schader, and Yee.

Summary of Discussion:

- A local funding source will be required to begin and implement the pilot program, if the Assembly Bill passes.
- A number of privacy and law enforcement organizations have taken formal positions opposing AB 645. The BPAC supported a very similar Assembly Bill in 2022 which ultimately did not make it out of the State Assembly's Appropriations Committee due to cost concerns.
- An automated speed enforcement program is only one tool to reduce vehicle speeds; others may include red light cameras and traffic calming infrastructure.
- An automated speed enforcement program should not replace physical traffic calming street design opportunities.
- The automated speed enforcement cameras themselves may not be as much of a cost as the administrative burden each site creates.

Speakers other than Commissioners: Justin, Bryan, Joanna Mei.

**Item 6. Major Development Projects Update**

Christopher Tan ([ctan@oaklandca.gov](mailto:ctan@oaklandca.gov)), Planner IV in the Bureau of Planning, presented major project highlights for 2023, including the Town Tower, Howard Terminal Waterfront Ballpark District, 98th Ave and San Leandro St Planned Urban Development, Lake Merritt BART Transit-Oriented Development, and West Oakland BART housing development.

Summary of Discussion:

- The Howard Terminal Waterfront Ballpark will not continue as planned, but major development in the proposed District is still possible.
- City of Oakland, Planning Bureau, Development Planning Division staff capacity (currently low) heavily impacts the time between project approval and the start of construction.
- Land-use planners can only regulate against City Code, but City Administrator authorization may allow for increased discretion.
- Buffered bike lanes at Fruitvale Ave between E 37<sup>th</sup> Street and Alameda Avenue
- The City's General Plan calls for parking maximums to be added for new developments.

- Transportation Demand Management (TDM) note: when a project generates more than 50 or 100 peak hour motor vehicle trips, developers are legally mandated to reduce the number of trips generated by their project relative to the number of trips generated in excess of the thresholds (e.g., requirement of 10-20% reduction in trips at greater than 50 generated trips, 20-30% reduction at greater than 100 trips, etc.).
- Large (multi-parcel) major development projects tend to include significant transportation infrastructure improvements at and near their frontage, in collaboration with City staff.

Speakers other than Commissioners: Joanna Mei, Colin Piethe, Jason Patton.

### **Item 7. Special Meeting Follow-Up**

BPAC Chair Dianne Yee presented the BPAC 2023 Strategic Plan for adoption, which the Commission revised from the 2022 Strategic Plan at the March 30, 2023 Special Meeting. The Commission also continued discussion on the status of Committee meetings—whether the Infrastructure and Legislative Committees will begin to meet in-person.

- A motion to adopt the BPAC’s 2023 Strategic Plan was made (Frank), seconded (Lok), and approved unanimously by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Ralston, Schader, and Yee.

Summary of Discussion:

- The BPAC Infrastructure Committee is a good forum to help the BPAC ensure that projects relating to the City’s Paving Plan incorporate the Pedestrian and Bicycle Plans.
- Ad-hoc committees of a Commission do not meet the State’s definition of a legislative body, though they may be composed solely of members of the legislative body.
- Follow-up with the City Attorney’s Office is required to learn:
  1. Whether activities of the Legislative Committee may be re-framed as a rolling series of ad-hoc committees based on more specific topics and/or time frames;
  2. How frequently and for how many occurrences an ad-hoc committee may meet;
  3. Whether members of the public may participate in meetings of ad-hoc committees.
- The Open Forum Committee, Planning Commission Review Committee, and Recruitment Committee could be disbanded.
- The Bicycle Pedestrian Police Relations Committee could become a liaison between the BPAC and the Oakland Police Department.

Speakers other than Commissioners: Jason Patton, Pierre Gerard.

- A motion **to extend the meeting by 15 minutes** was made (Yee), seconded (Lok), and passed unanimously by all Commissioners present.

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

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

*Suggestions for Meeting Topics*

- A motion of support for the \$20 million budget transfer from OPD to OakDOT (Ralston).

*Announcements*

- Reminder: the May 25<sup>th</sup> BPAC Special Meeting will replace the canceled May 18<sup>th</sup> BPAC meeting due to the conflict with Bike to Work Day.

Meeting adjourned at 8:17 PM.

Attachment:

- California State Assembly Bill 645 (Friedman and Ting): Speed Safety System Pilot Program Presentation

Minutes recorded by Pierre Gerard, Bicycle & Pedestrian Program Transportation Planner II, emailed to meeting attendees for review on 4/21/23 with comments requested by 5/5/23 to [PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov). Revised minutes will be attached to the May 2023 meeting agenda and considered for adoption at that meeting.

# SUPPORTING THE EAST BAY GREENWAY

## *A Multi-jurisdictional Maintenance Strategy Report & Connectivity Analysis for the East Bay Greenway*

Presentation to the City of Oakland's  
Bicycle & Pedestrian Advisory Committee

by Laura Cohen

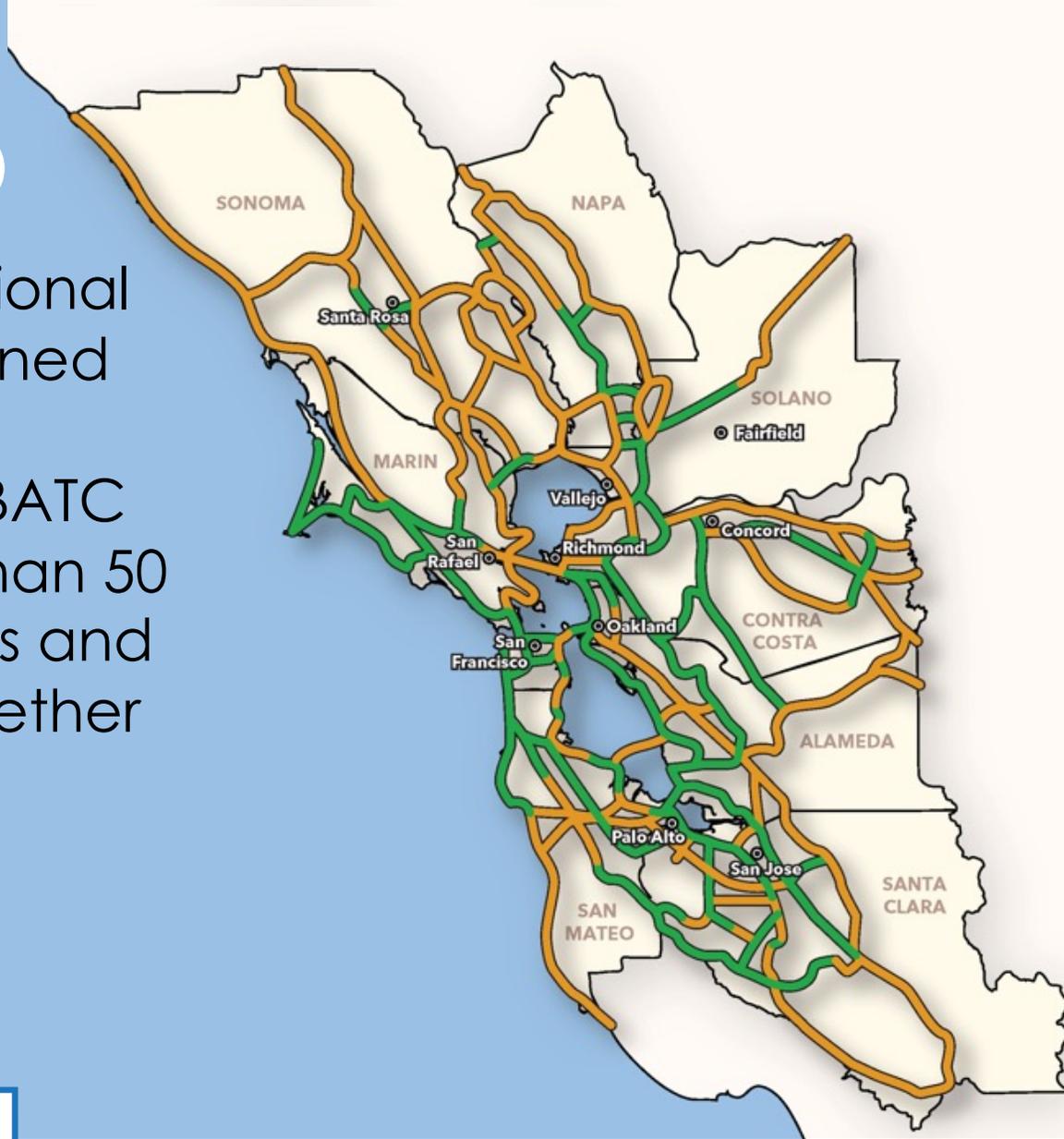
Rails-to-Trails Conservancy and  
Bay Area Trails Collaborative

May 25, 2023



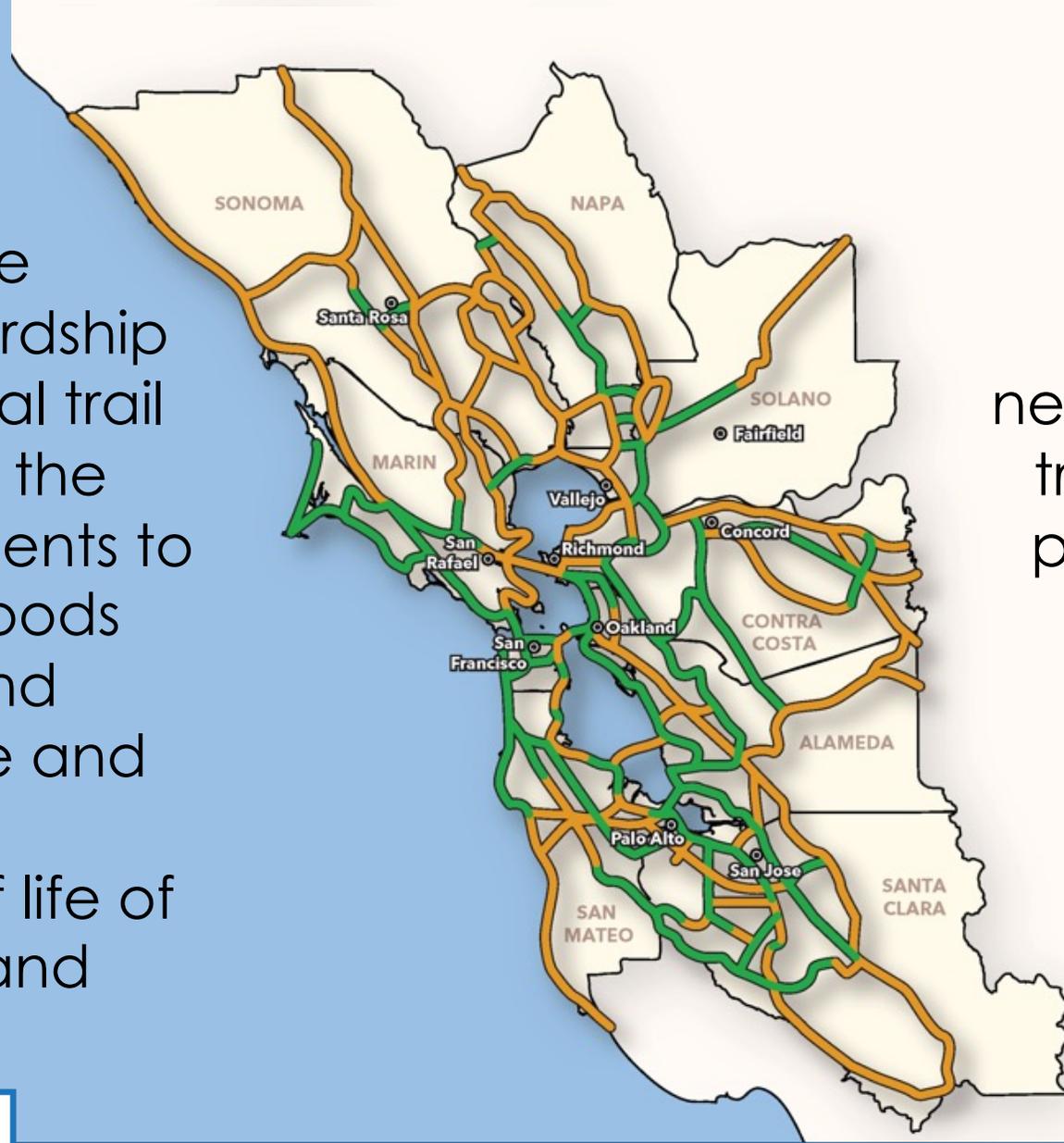
# BACKGROUND

This is the Bay Area regional trail network, as envisioned by the **Bay Area Trails Collaborative** (BATC). BATC is a coalition of more than 50 organizations, agencies and businesses working together to achieve this vision.



# MISSION

BATC advocates for the completion and stewardship of a 2,600+ mile regional trail network that connects the region's 8+ million residents to schools, transit, jobs, goods and services, friends and neighbors, open space and outdoor recreation, to enhance the quality of life of all Bay Area residents and visitors.



# VISION

A world-class, interconnected network of regional trails benefiting all people of the San Francisco Bay Area.



# BATC Cover Story - SF Chronicle March 7, 2022

## San Francisco Chronicle

SFCHRONICLE.COM | Monday, March 7, 2022 | CONTAINS RECYCLED PAPER | \$2.00 \*\*\*\*\*

### New blueprint for goal of unified trail network



The Chabot-to-Garin Regional Trail near Cull Canyon Lake in Castro Valley in Alameda County is part of the network.

### Collaborative seeks to connect 2,600 miles of pathways along 9 counties for outdoor enthusiasts, commuters

By Gregory Thomas

If you've ever trekked or biked the pathway attached to the Bay Bridge that stretches westward from Oakland, you've probably hit the abrupt end at Yerba Buena Island and wondered, why doesn't this trail go all the way to the city?

Thousands of miles of trails and bikeways thread the Bay Area, but many of them exist in piecemeal form, with gaps and dead ends, rather than as segments of one flowing, cohesive system. Such a network linking the bay to the ridges, and city streets to dirt hiking paths, has long been a dream shared by forward-thinking trail developers, urban planners and transportation advocates — not to mention outdoor enthusiasts.

The Bay Area Trails Collaborative hopes to pull all those interests together and make it happen.

The collaborative is a partnership of about 50 public agencies, land managers, bicycle coalitions and parks districts pursuing regional pedestrian and bicycle corridors that would not only provide quick



The San Francisco Bay Trail at Bridgeview Park in Foster City is closed for construction of a barrier as part of levee improvements.

escapes to open spaces, but also function as transportation alternatives for urban commuters. It was formed five years ago as a program of the Rails-to-Trails Conservancy, the national nonprofit devoted to transforming unused rail

lines into trail corridors. But only in January did the conservancy release its master blueprint for the Bay Area: an ambitious 2,604-mile trail network extending across the region's nine counties.

Trails continues on A7

### FROM THE COVER

## Collaborative seeks to combine scattered routes

Trails from page A1

"The vision is simple: Wherever you live, you can go out your front door and spend all day on trails," said Jeff Knowles, volunteer chair of the collaborative's Communications and Partnerships Team. "People need to be able to get from their homes to parks, schools, retail, their jobs, BART — without being reliant on cars."

The Bay Area blueprint shows a sprawling web with tendrils reaching as far as Guadalupe and Cloverdale to the north and Davis and the San Joaquin River to the east, and wrapping the hillsides around Gilroy to the south. It hugs the entire bay, crosses seven bridges, traces several of the region's highways and skirts the forested ridges of the Santa Cruz Mountains and Diablo Range.

About 1,410 miles — 54% of the total system — already exist, thanks to the Bay Area's myriad parks departments, land trusts and open space districts.

The remaining 1,194 miles weave together proposals put forward by various local, regional and state entities. For example, the 500-mile Bay Trail route (64% complete), the 550-mile Bay Area Ridge Trail and concept (70% complete) and the 1,200-mile California Coastal Trail figure prominently in the proposal.

Traditionally, the scope of many trail or bikeway projects ends at the county line, the city border or the park boundary.

But members of the collaborative say those limits don't reflect people's needs to move around — especially in the Bay Area, where long commutes are common.

Further, neighboring public agencies often vie for the same limited resources, putting trail advocates in competition with one another. It's time for a macro, inclusive approach to pedestrian and bicycle transit planning, members of the collaborative say.

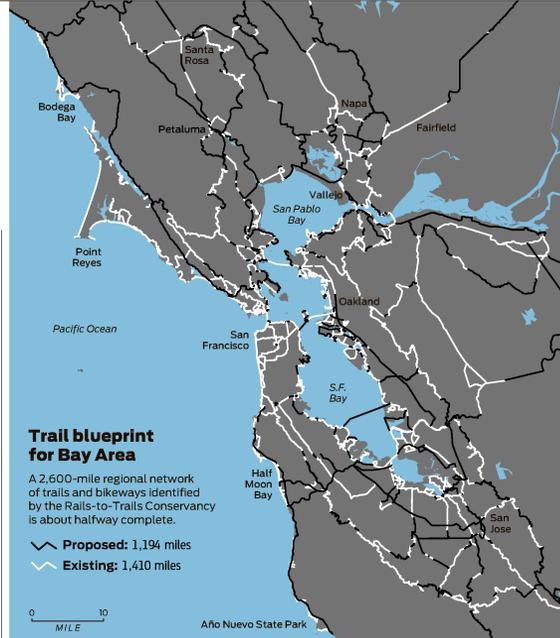
"We've been in our silos for way too long," Knowles said. Seven years ago, Rails-to-Trails embarked on its regional planning approach, asserting that pedestrian-friendly pathways are a critical and underdeveloped transit option in metropolitan areas whose communities are starved for alternatives to traffic-choked thoroughfares.

"We want to create a new transit model that can be adopted around the country," said Laura Cohen, director of the conservancy's western regional office. "Let's use trails to help us get to our climate goals and move beyond our reliance on automobiles."

The conservancy has begun similar programs in Washington, D.C., Philadelphia, Baltimore, Miami, the Lower Rio Grande Valley in Texas, and a slice of the nation between New York and Ohio. In each location, it has helped broker public-private partnerships to fund and support regional trail systems.

Each effort is guided by a long-term vision that typically calls for hundreds of miles of new trails and bikeways and may take years — even decades — to bring to fruition. For example, the conservancy's 878-mile vision for D.C. spans the capital, Maryland and Virginia, is estimated to cost \$1 billion, and is just over halfway complete after seven years.

The Bay Area represents the conservancy's largest objective yet: the 2,604 miles of pathways cross 7,000 square miles of land. Getting the remaining segments on the ground is going to take a concerted effort, cooperation and lots of money. There's no overall cost estimate, but it would almost certainly cost billions of dollars, Cohen says.



Source: Rails-to-Trails Conservancy. John Blanchard / The Chronicle

"The number of obstacles you need to work through to build a linear trail through different parcels and jurisdictions is very challenging," said Simone Nageon de Lesang, senior trail planner at the Bay Area Ridge Trail Association, a member of the collaborative. "If we can all collectively advocate for more funding for all of our trails with one vision, we'll all be better off."

Some of the proposed pieces are short trail-to-trail nodes, while others are more radical in scope. For instance, installing a bikeway across the 4.3-mile San Mateo-Hayward Bridge — part of the collaborative's vision — would probably require major planning and buy-in from government officials on both sides of the bay.

But trail advocates feel freshly optimistic. The pandemic has driven Bay Area residents outdoors in

record numbers, invigorated bike use, laid the foundation for carless urban corridors and permanent neighborhood "slow streets," and prompted politicians to take up the cause of pedestrian transit anew. In autumn 2020, for example, six state representatives from the Bay Area sent a letter to Caltrans, the San Francisco Metropolitan Transportation Commission and Bay Area Toll Authority urging the agencies to study the feasibility of a "quick-build" bikeway along the west span of the Bay Bridge. In the letter, they extolled the benefits of reducing car traffic and opening new pathways for walkers and bicyclists: "Air quality, neighborhood quality of life, and street safety have all been the best in decades," since the pandemic.

Building a bikeway across the bridge's west span is under consideration, but could cost

hundreds of millions of dollars and has no source of funding, according to the commission.

However, projects like that could get a boost if state lawmakers approve a request for \$2 billion from the state's budget surplus for Caltrans' Active Transportation Program, which is California's largest funding program for trails and bikeways. Gov. Gavin Newsom included \$500 million for the program in his Jan. 10 budget proposal.

Last month, the collaborative sent the state a letter lobbying for the full \$2 billion allocation.

"That could really go a long way to bringing the Bay Area trail vision to reality," Cohen said.

Gregory Thomas is The San Francisco Chronicle's editor of lifestyle and outdoors. Email: gthomas@sfchronicle.com Twitter: @GregKTThomas



# BATC COALITION MEMBERS



# GOALS AND STRATEGIES



- **Promoting the vision** of a world class 2,600+ mile regional trail network
- **Advocating for increased funding** for trails
- Working regionwide to **advance 13 priority trail projects** through technical assistance, advocacy and education
- **Mapping and analyzing** the regional trail network through GIS to demonstrate how a complete network promotes connectivity



**BAY AREA TRAILS  
COLLABORATIVE**



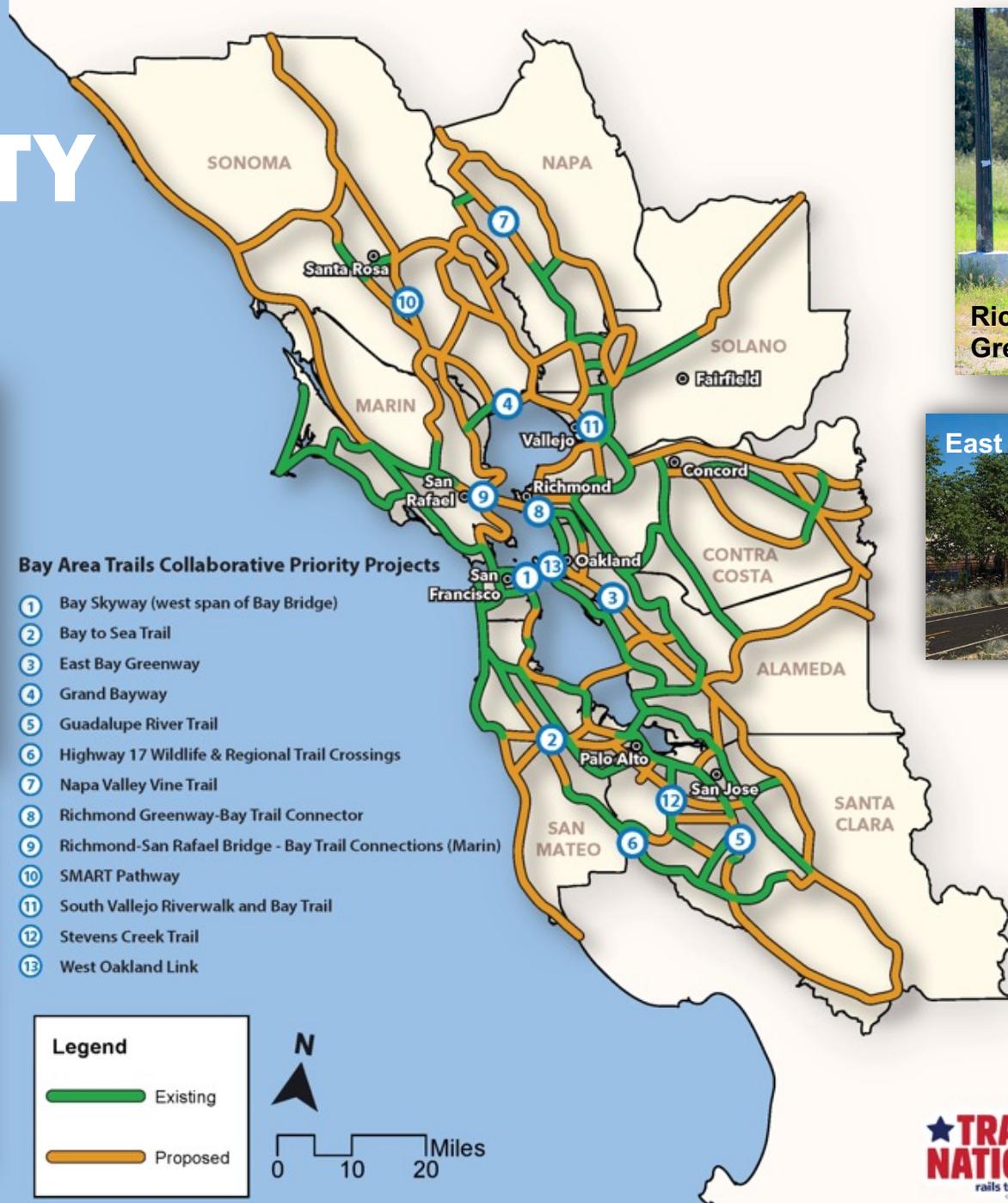
# BATC PRIORITY PROJECTS



West Span of Bay Bridge



Bay-to-Sea Trail



Richmond Greenway

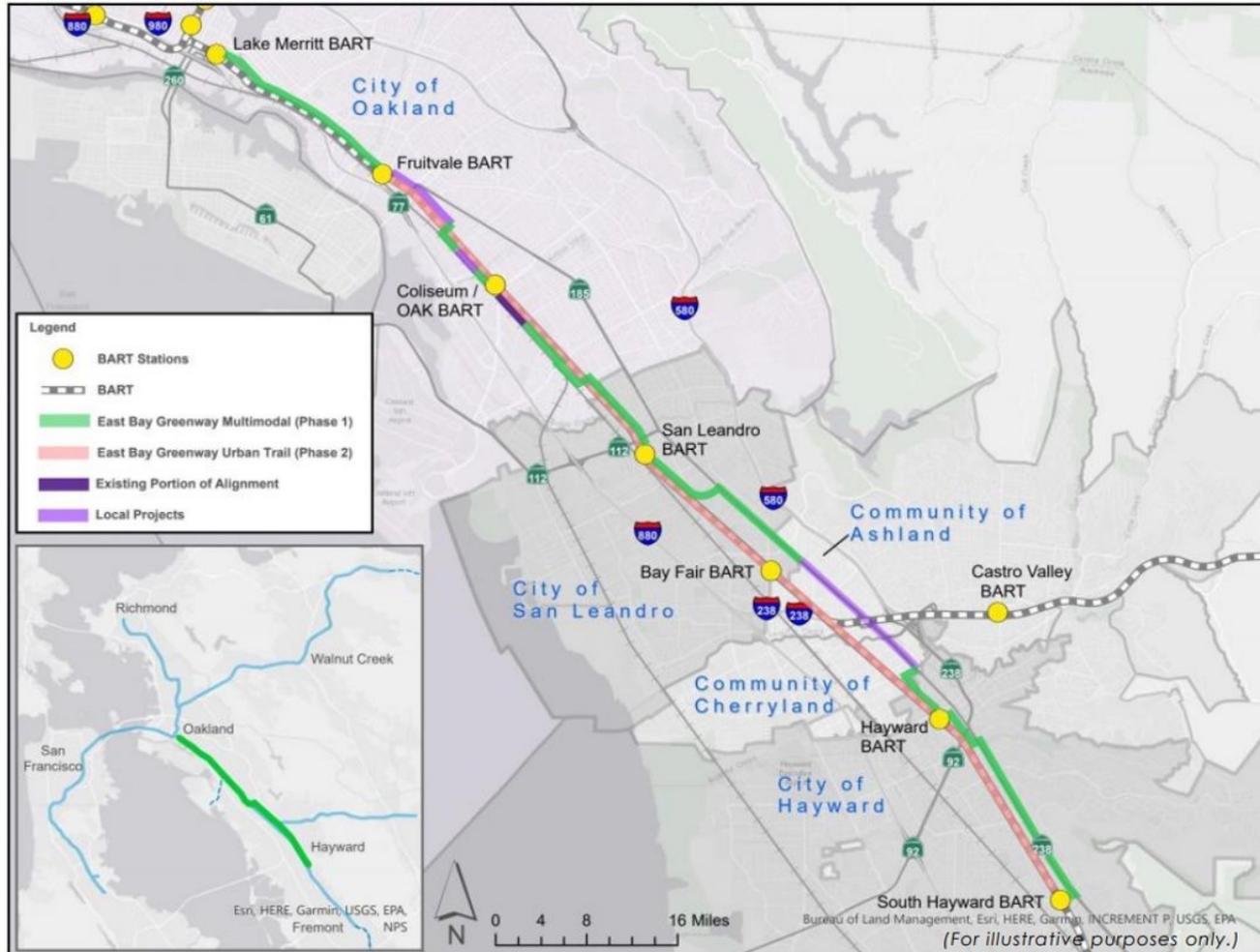


East Bay Greenway



Guadalupe River Trail

# EAST BAY GREENWAY



- A planned bicycle and pedestrian facility from Lake Merritt BART to South Hayward BART.
- The ultimate project envisions a 16-mile trail along the BART alignment traversing Oakland, San Leandro, and Hayward.
- The Project will connect 7 BART stations as well as downtowns, schools, etc.

# EAST BAY GREENWAY: 2 PHASES

- **PHASE I:** Regional bikeway with pedestrian, transit, and placemaking improvements **along city streets parallel to the BART alignment** and connecting the BART stations between Lake Merritt and South Hayward.
- **PHASE II:** Longer-term vision is an **off-street trail facility** along the BART corridor with linear park enhancements; requires significant funding and right-of-way acquisition from Union Pacific Railroad.



*Before: BART Right-of-Way in East Oakland today. Credit: Jose Feroso/Urban Ecology and ACTC*



*After: Artist rendering of the ultimate East Bay Greenway. Credit Jose Feroso/Urban Ecology and ACTC.*

# **EAST BAY GREENWAY RTC WORK PRODUCTS**

- **Maintenance Strategies Report**
- **BikeAble Analysis**

# MULTI-JURISDICTIONAL MAINTENANCE STRATEGIES REPORT



# MAINTENANCE STRATEGIES REPORT

**Objective:** *Research and produce report on low-cost maintenance strategies for multi-jurisdictional corridors*

**Problem addressed:** *Provides relevant jurisdictions with best practices and cost-effective solutions to address concerns about trail maintenance responsibilities and costs*



# MAINTENANCE STRATEGIES REPORT

## Case Studies

Trail Name	Location / Section(s) Profiled	Structure
Iron Horse Regional Trail	Concord to Pleasanton, CA	Multijurisdictional, Rail-to-Trail
Ohlone Greenway	Berkeley to El Cerrito, CA	Multijurisdictional, Rail-with-Trail
Richmond Greenway	Richmond, CA	Single jurisdiction, Rail-to-Trail & Rail-with-Trail
Linear Park & Eden Greenway Park	Hayward, CA	Single jurisdiction, Rail-with-Trail & Utility Corridor
Los Gatos Creek Trail	San Jose to Los Gatos, CA *	Multijurisdictional, Rail-to-Trail
Penitencia Creek Trail	San Jose, CA	Multijurisdictional, Greenway/Non-Rail-Trail
Monterey Bay Sanctuary Scenic Trail	Davenport to Watsonville, CA	Multijurisdictional, Rail-with-Trail
Burke-Gilman Trail	Seattle, WA	Multijurisdictional, Rail-to-Trail
Schuylkill River Trail	Philadelphia, PA	Multijurisdictional, Rail-to-Trail

# MAINTENANCE STRATEGIES REPORT



## Research Categories

1. Trail Administration
2. Interjurisdictional Agreements
3. Third-Party Trail Partners/Managers
4. Financing Trail Maintenance
5. Maintenance Costs & Budgeting Tools
6. Performing Maintenance



**BAY AREA TRAILS  
COLLABORATIVE**



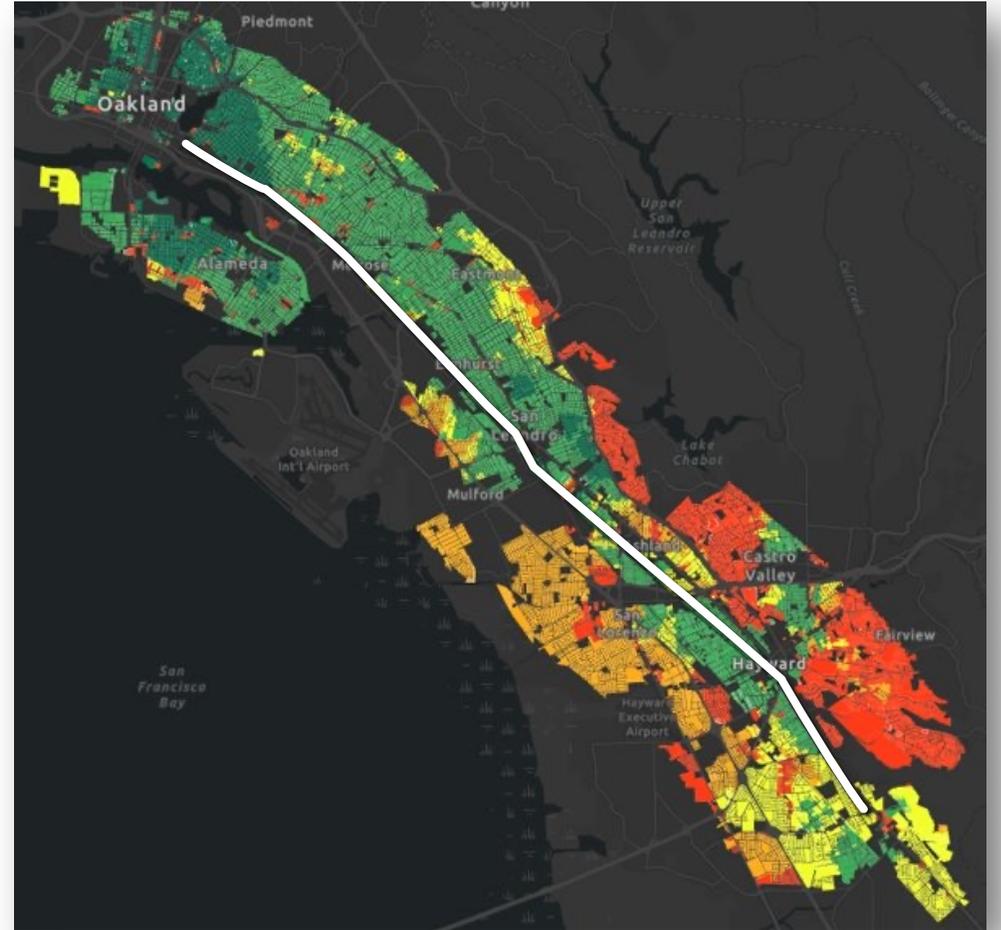
# EAST BAY GREENWAY BIKEABLE ANALYSIS



# BIKEABLE ANALYSIS

**Objective:** Conduct trail mapping and analysis to illustrate improved connectivity and quantify the number of residents impacted

**Problem addressed:** Provides objective data and analysis to enhance public knowledge of trail's transportation, recreation, and public health benefits



# WHAT IS BIKEABLE?

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A map-based analysis tool developed by Rails-to-Trails Conservancy that can help:

1. Assess a community's bicycle network (high-stress vs low-stress)
2. Map routes for bicyclists to reach key destinations
3. Analyze how specific bicycle infrastructure improvements will increase overall connectivity to create a low-stress network

# ORIGINS | LEVELS OF STRESS | DESTINATIONS



# LEVELS OF TRAFFIC STRESS

Low Stress



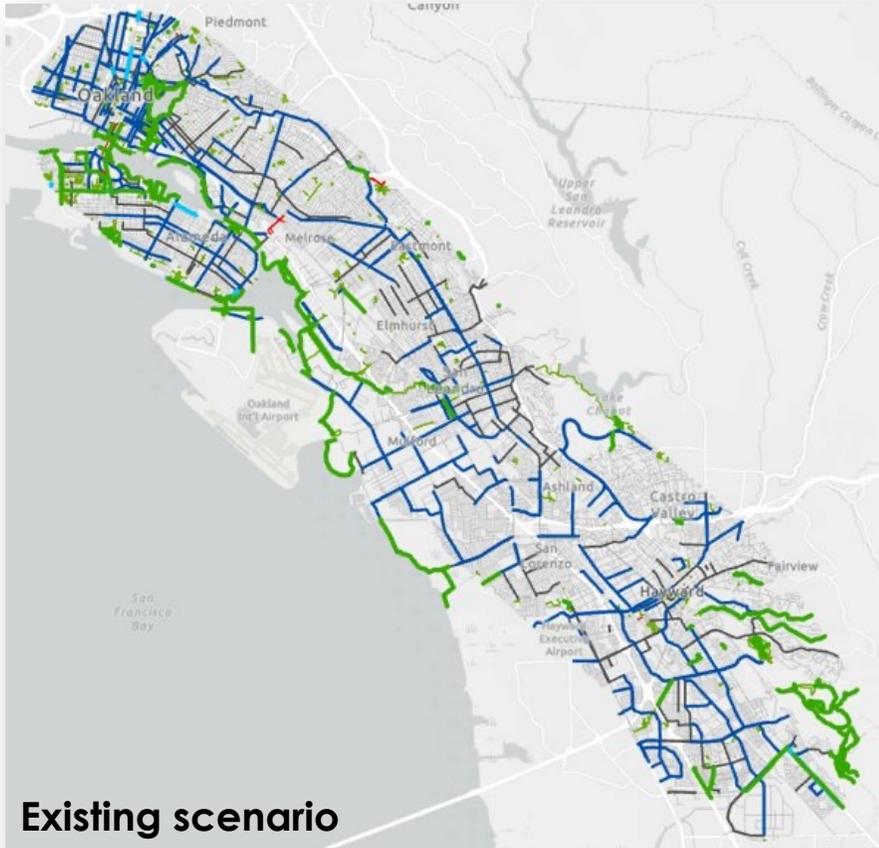
High Stress

Speed Limit and  
Number of Lanes



# EXISTING & FUTURE CONDITIONS

Existing Network



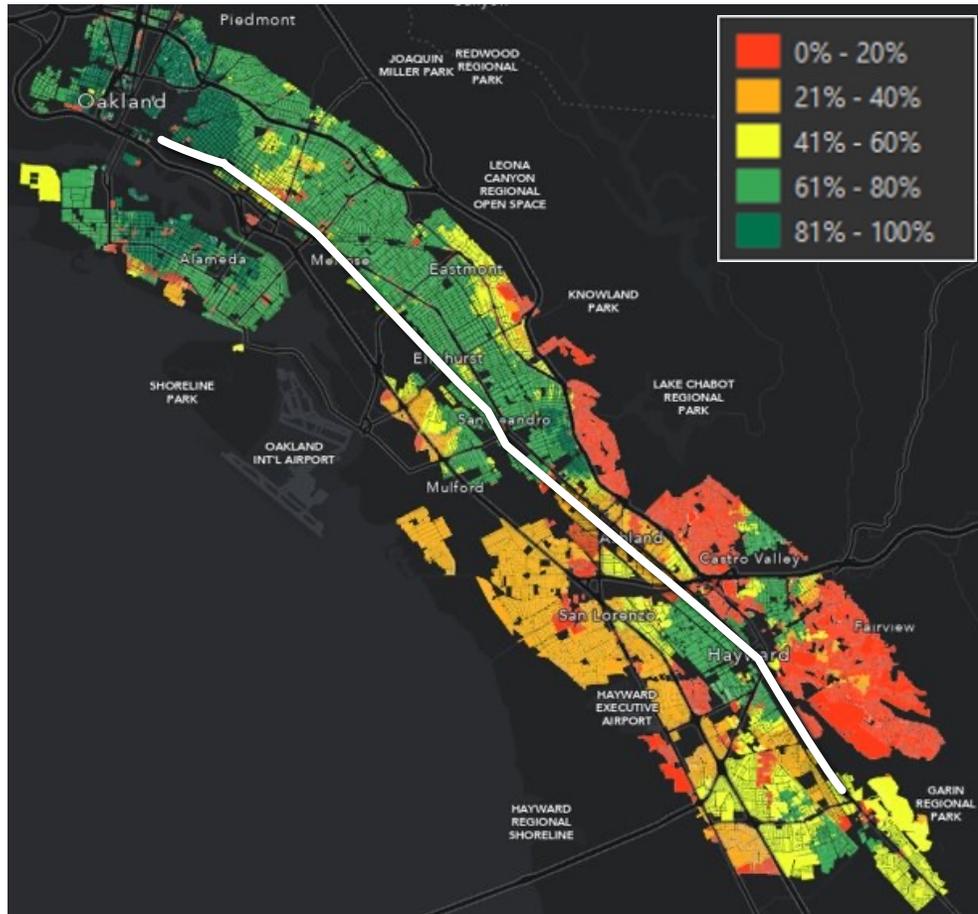
Proposed Network



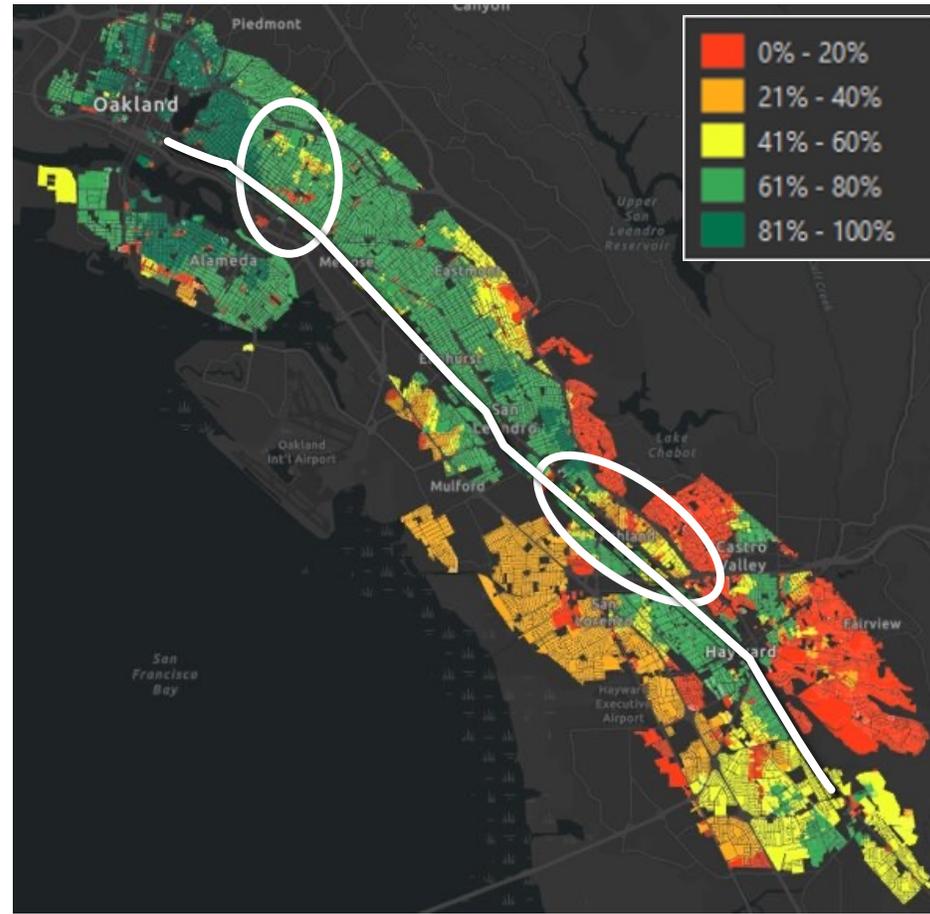
- Bicycling prohibited
- Walkway
- Shared Lane
- Bike Lane
- Separated Bike Lane
- Off Street Trail
- No bicycle accommodations

# ANALYSIS RESULTS

## Existing conditions



## Projected Conditions after Completion of Greenway



These maps highlight the areas with the most improved connectivity once the Greenway is completed.

# ANALYSIS RESULTS

	Existing scenario connectivity (%)	Future scenario connectivity (%)	Difference in connectivity (%)	Percent connectivity increase (% over existing)
Study Area	55	60	5	10
EPCs	59	66	7	12
High	41	48	7	15
Higher	63	67	4	6
Highest	72	83	11	14
Non-EPCs	49	53	4	8

# ANALYSIS RESULTS

- Defining connectivity as reaching 60% of destinations
- 10% increase in connectivity with a fully built out East Bay Greenway
- Equity Priority Communities (EPCs) around the greenway see a significantly larger increase in connectivity
  - 12% increase in connectivity for EPCs
  - 14% increase in “highest” EPCs
  - 7% increase for non-EPCs

# What's Next for the Greenway?

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- Regional ATP \$19.5 m awarded to East Bay Greenway Multi-Modal Phase 1: —Congratulations!
- Next Steps for East Bay Greenway—Proceed with Phase 1 On-Street Options
- Phase II Separated Pathway Long Term

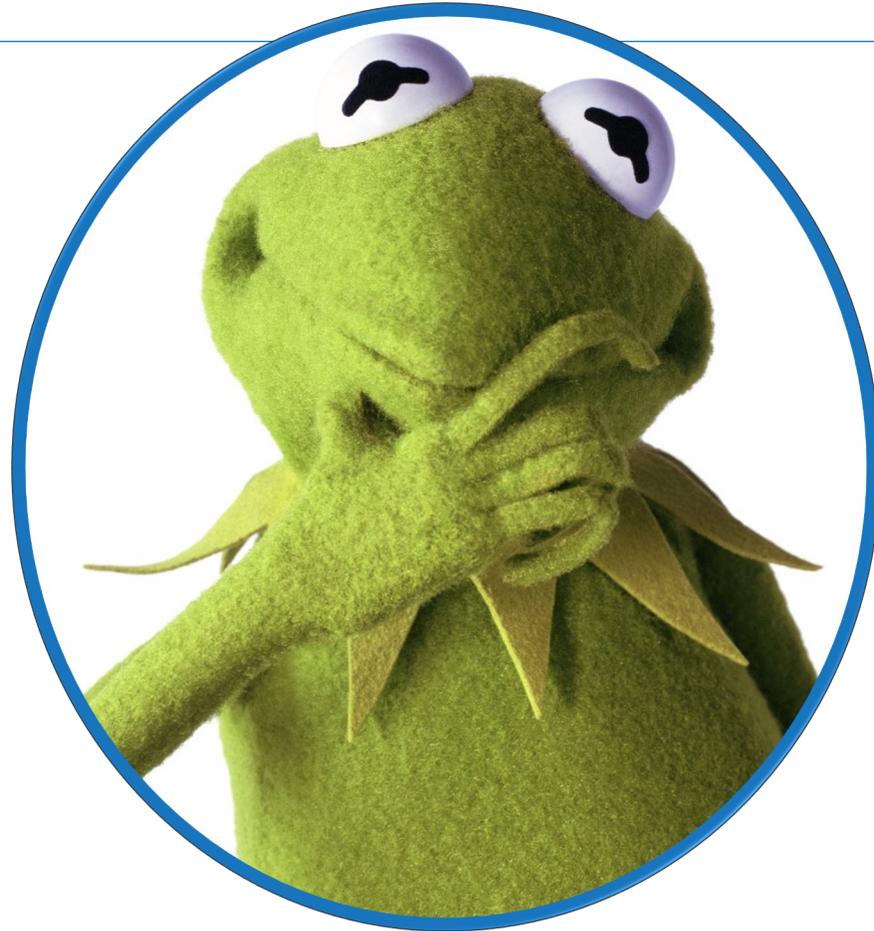
- **Support the Bay Area Trails Collaborative**
- 

Become a "Friend of BATC" here:  
[Friend of BATC](#)



# QUESTIONS?

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# BAY AREA TRAILS COLLABORATIVE



Current as of March 27, 2019

**CONTACT**  
 Laura Cohen  
 Director, Western Regional Office  
 laura@railstotrails.org




# BAY AREA TRAILS COLLABORATIVE

**A UNIFIED VOICE FOR HEALTHY COMMUNITIES AND TRAILS IN THE BAY AREA**

The vision of the Bay Area Trails Collaborative is to develop a 2,700-mile regional trail network that connects the San Francisco Bay Area—its trails, people and places—to improve our quality of life.

Through the development of the regional trail network, the Collaborative—chaired by Rails-to-Trails Conservancy and comprising more than three dozen organizations, agencies and businesses—will provide safe biking and walking routes for millions of people, connecting them with critical destinations, including jobs, parks, shopping, schools and cultural and civic sites.

## HOW WILL THE PROJECT POSITIVELY IMPACT THE BAY AREA?



### PROTECTING OUR ENVIRONMENT

California has passed sweeping climate change legislation with ambitious greenhouse gas reduction and petroleum use targets for the state<sup>1</sup>, and it's fundamentally changing the way California must plan and invest in transportation infrastructure. By completing the region's walking and biking networks, the Collaborative can help reduce vehicle miles traveled and significantly lessen the Bay Area's carbon footprint in the long term. According to the California Air Resources Board, the Bay Area could reduce more than 557,000 vehicles miles per day if just an additional 3 percent of car and light truck trips were shifted to bike trips.<sup>3</sup> What's more, trails provide connections to protected open spaces, creating wildlife corridors and improving habitat and species diversity.



### CREATING SMART TRANSPORTATION OPTIONS

The demand for safe walking and biking infrastructure is evident in the Bay Area, where nearly one-quarter of residents already choose a multimodal approach for commuting. Bay Area Rapid Transit (BART) expects that by 2020, 10 percent of its riders will access stations by bike (an increase of more than 60 percent in seven years). Trail projects like the East Bay Greenway—which will link to seven BART stations between Oakland and Hayward<sup>4</sup>—will support this rapidly growing demand.



### IMPROVING RECREATION, HEALTH AND WELLNESS

By providing safe, close-to-home opportunities to walk, run and bike, the Bay Area regional trail network will be a cornerstone of a statewide strategy to encourage physical activity and combat high obesity and diabetes rates.<sup>5</sup> A California study found that obesity levels were lower among adults who felt safe to walk for leisure in their own neighborhoods—and it's proven that when people have safe places to walk within 10 minutes of their home, they are one and a half times more likely to meet recommended activity levels than those who don't.<sup>6</sup> Spending time in nature also reduces stress and depression, and improves concentration and creativity<sup>7</sup>—in fact, hiking in nature is being prescribed by doctors with positive results!<sup>8</sup>



### PROMOTING SOCIAL EQUITY

The Collaborative serves communities with health disparities that have urgent need for more safe places to bike and walk. More than two-thirds of African Americans and Latinos living within the project footprint are overweight or obese<sup>9</sup>, with few places for safe outdoor recreation; the cities in the region with the highest poverty rates—Berkeley and Oakland—are also at the bottom of statewide rankings when it comes to bicycle and pedestrian safety.<sup>10</sup> The region's communities of color are also the least likely to own cars, further demonstrating the importance of safe, convenient options for active transportation and transit.



### STRENGTHENING THE REGIONAL ECONOMY

The regional trail network includes signature projects that attract millions of tourists, including the Bay Trail and the Ridge Trail, and connect to renowned destinations like San Francisco's Golden Gate Park and Bridge. The Napa Valley Vine Trail will run the length of Napa Valley, one of the premier winemaking regions in the world, which attracts 4.7 million visitors annually. A 2011 statewide study found that Californians engaged in 1.5 billion days of outdoor recreation—including walking, biking or running for fitness and pleasure—with trip expenditures topping \$4 billion.<sup>11</sup> Completing the remaining gaps in the regional trail network could spark new waves of outdoor tourism, as well as new small business investment and job creation.

## COMPLETING THE VISION

Nearly 60 percent of the Bay Area regional trail network is already on the ground—and the Collaborative is committed to moving the network toward completion by 2030. RTC is leading the Collaborative to leverage the group's collective influence and expertise with a focus on advancing policy and environmental change; growing public and private support; accelerating trail development; and building a more diverse, robust trail movement in the Bay Area. The Collaborative includes multisector partners such as:

- Bicycle, pedestrian and social justice advocacy groups
- Park and trail development organizations and nonprofits
- Private consulting firms specializing in walking, biking and trails
- National, state, regional and local park and open space agencies
- Public health and transportation agencies

### CURRENT PRIORITIES

The Collaborative is speaking in a unified voice for trails in the San Francisco Bay Area. Current priorities include:

- Increasing investments that support trails in key regional and state funding programs, including park bonds and the California Active Transportation Program
- Accelerating completion of the regional trail network through best practices, including establishing a regional bike/ped count program and web portal to share data across the region
- Building partnerships and cultivating regional trail network champions
- Promoting trail use, and publicizing and marketing the Bay Area trail network vision to the public
- Building capacity of the Collaborative by expanding and diversifying its members, and securing new resources

## EXPLORE THE PROJECT FOOTPRINT

The Bay Area trail network travels through the region's nine counties and dozens of communities—urban and rural, small and large—in the San Francisco Bay Area. Over 5 million people live within 1 mile of the planned network, which encompasses various local and regional trail systems, including:

- Bay Area Ridge Trail
- California Coastal Trail
- East Bay Regional Park District paved trail system
- Napa Valley Vine Trail
- San Francisco Bay Trail
- SMART Rail-with-Trail (Sonoma & Marin)
- San Jose's urban trail network



Michael Short/EBRPD

<sup>1</sup> The Governor's Climate Change Pillars: 2030 Greenhouse Gas Reduction Goals, 2016, available at: <https://www.arb.ca.gov/cc/pillars/pillars.htm>

<sup>2</sup> Cycle More Often 2 Cool Down the Planet: Quantifying CO2 Savings of Cycling, European Cyclists Federation, 2015, available at: <https://ecf.com/groups/cycle-more-often-2-cool-down-planet-quantifying-co2-savings-cycling>

<sup>3</sup> ARB Bicycle Awareness Program, California Air Resources Board, available at: <https://www.arb.ca.gov/planning/tsaq/bicycle/factsht.htm>

<sup>4</sup> East Bay Greenway: Lake Merritt BART to South Hayward BART, Alameda County Transportation Commission, available at: <http://www.alamedact.org/eastbaygreenway>

<sup>5</sup> Obesity in California, UCLA Center for Health Policy Research, June 2015

<sup>6</sup> Places to Walk: Convenience and Regular Physical Activity, Kenneth E. Powell, MD, MPH, Linda M. Martin, MS, and Praneesh P. Chowdhury, MBBS, MPH, September 2003, available at: <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1448003/>

<sup>7</sup> The great outdoors? Exploring the mental health benefits of natural environments, *Frontiers in Psychology*, 2014, available at [www.ncbi.nlm.nih.gov/pmc/articles/PMC4204431/](http://www.ncbi.nlm.nih.gov/pmc/articles/PMC4204431/)

<sup>8</sup> Parks and Trails Prescription Partnerships, National Park Service, available at [www.nps.gov/public\\_health/hp/hp/hp/partners\\_ptp.htm](http://www.nps.gov/public_health/hp/hp/hp/partners_ptp.htm)

<sup>9</sup> An Equity Profile of the San Francisco Bay Area Region, PolicyLink and Pere, April 2015, available at: <http://www.policylink.org/find-resources/library/an-equity-profile-of-san-francisco-bay-area>

<sup>10</sup> 2014 OTS Rankings, California Office of Traffic Safety, available at: [http://www.ots.ca.gov/media\\_and\\_research/rankings/default.asp](http://www.ots.ca.gov/media_and_research/rankings/default.asp)

<sup>11</sup> California Outdoor Recreation Economic Study: Statewide Contributions and Benefits, California State Parks and BBC Research & Consulting, 2011, available at: <https://www.parks.ca.gov>

# THANK YOU!

Rails-to-Trails Conservancy  
Western Region Office  
510.992.4662

With funding from the CA Coastal Conservancy



## May 2023 BPAC Special Meeting Agenda Item 8. Three-month agenda look-ahead, suggestions for meeting topics, announcements

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](https://docs.google.com/spreadsheets/d/1PmvGuKNg3lBspg7WwnqB7_MaQumB6BCpA_7Sbvuf8Q8/edit?usp=sharing)

### Three-month agenda look-ahead

#### June

- Bike to Work Day Report Back (tentative)
- Fire Code Update (tentative)
- OakDOT Organizational and Budget Update
- Estuary Bridge (tentative)
- Chinatown Caltrans Transportation Grant (tentative)

#### July

- BPAC Commissioner Recruitment Outreach (tentative)
- BART Projects (topic(s) to be confirmed)
- Speed Humps Program Update (tentative)
- E-Bike Library Update (tentative)

#### August

- Bike Plan Update (tentative)

### Announcements

- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, sign up at <https://oaklandca19202.activehosted.com/f/20>.
- **2023 Bikeways Map:** Just in time for Bike Month, bundles of the 2023 Bikeways Map were delivered to Oakland bike shops and other locations (Main Library, Bike East Bay, Walk Oakland Bike Oakland) in early May. Now in its fourteenth edition, there are nearly 200,000 copies of the map in print. Maps were also 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>.
- **Rapid Response (Phase II) to the Shattuck Ave/55th St Bicyclist Fatality:** In April 2023, OakDOT installed two-stage left-turn queue boxes for bicyclists on both the north and southbound approaches of Shattuck Ave at the intersection as Phase II of the Rapid Response to a bicyclist fatality due to a car crash on May 27th, 2022 at the intersection of Shattuck Ave/55th St. The bicyclist was traveling southbound on Shattuck Ave and turning left onto 55th St when the bicyclist collided with a northbound driver on Shattuck Ave who was proceeding straight through the intersection. These green queue boxes allow cyclists wanting to turn left from Shattuck onto 55th to cross 55th on a green light and wait in a designated spot to cross Shattuck when the light turns green. Phase I of the Rapid Response included OakDOT-installed signs and pavement markings in September 2022 to heighten driver awareness of the presence of bicyclists. Additionally, OakDOT installed "hardened centerline" materials to slow left-turning drivers. The hardened centerlines consist of flex posts with connecting base plates installed on top of the existing double yellow lines on both Shattuck Ave approaches (these traffic safety improvements were also installed at the Shattuck Ave/56th St intersection).

# 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.**

<b>Task</b>	<b>Task Description</b>	<b>Next Steps</b>
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.