

# CITY OF OAKLAND



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## **Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda** **Thursday, July 15, 2021; 6:00-8:00 pm** **Teleconference**

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**

Reginald K Burnette Jr, Andrew Campbell, Grey Gardner, Jesse Jones, Michael Lok, Phoenix Mangrum,  
David Ralston, Patricia Schader, Dianne Yee

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Pursuant to the [Governor's Executive Order N-29-20](#), all participants will join the meeting via phone/video conference and no 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**

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- 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](mailto:npond-danchik@oaklandca.gov).

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<b>Time</b>	<b>#</b>	<b>Topic</b>
6:00	1	<b>Teleconference Protocol/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> .

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- 6:20 3 **Approval of meeting minutes Attachment** (5 minutes) – Seek motion to adopt the June 2021 BPAC minutes.
- 6:25 4 **Recent Bicyclist and Pedestrian Related Crashes** (5 minutes) – Vice Chair Schader ([patricias.oakland@gmail.com](mailto:patricias.oakland@gmail.com)) will lead the commission in a discussion of recent bicyclist and pedestrian related crashes in Oakland.
- 6:30 5 **Electric Bike Library and Zero Emissions Vehicle Plan Attachment** (25 minutes) Kerby Olsen ([kolsen@oaklandca.gov](mailto:kolsen@oaklandca.gov)), New Mobility Supervisor at OakDOT, will introduce the Zero Emission Vehicle (ZEV) Action Plan and the upcoming Electric Bike Library. Topics explored in the ZEV Plan include the installation of electric vehicle chargers in the public right of way, increasing access to e-bikes and e-scooters, and encouraging cargo bike delivery services. The Electric Bike Library is a grant funded, \$1,000,000 project to purchase 1,000 electric bicycles and make them available for medium or long term rental at low cost through existing bike shops and bike programs. Join the ZEV e-mail list at [www.tinyurl.com/zevsurvey2](http://www.tinyurl.com/zevsurvey2) Learn more about the ZEV Action Plan at [www.tinyurl.com/zevplan](http://www.tinyurl.com/zevplan)
- 6:55 6 **Bike Plan Update Attachment** (25 minutes) – Bicycle and Pedestrian Program staff ([istanley@oaklandca.gov](mailto:istanley@oaklandca.gov) and [pgerard@oaklandca.gov](mailto:pgerard@oaklandca.gov)) will summarize progress implementing the projects and programs in “Let’s Bike Oakland,” the citywide bike plan adopted in July 2019 (<https://www.oaklandca.gov/resources/bicycle-plan>).
- 7:20 7 **BPAC Commissioner Outreach Attachment** (20 minutes) – BPAC Chair Andy Campbell ([andygclx@gmail.com](mailto:andygclx@gmail.com)) will provide an overview of the BPAC recruitment process for 2022, lead a discussion on outreach, and seek volunteers and a motion to create a recruitment committee. A document detailing the status of current commissioners’ terms and the recruitment process is attached.
- 7:40 8 **Committee Report Back Attachment** (10 minutes) – Committees of the BPAC will provide brief updates to the Commission. A list of active committees is included in the agenda packet and at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.
- 7:50 9 **Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment** (10 minutes)



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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](mailto: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 June 17<sup>th</sup>, 2021 meeting  
**Teleconference**

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/June-2021-BPAC-Meeting-Agenda.pdf>.

Meeting called to order at 6:00pm by BPAC Chair Andrew Campbell.

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

At roll call, quorum was established with seven commissioners present (X). Two commissioners arrived shortly after the start of the meeting (x).

Commissioners	Present
Reginald K Burnette Jr	x
Andrew Campbell (Chair)	X
Grey Gardner	X
Mike Lok	X
Jesse Jones	X
Phoenix Mangrum	x
David Ralston	X
Patricia Schader (Vice-Chair)	X
Dianne Yee	X

Introductions were made.

- Other attendees (74): Jesus M Barajas, Jon Bauer, Jennifer Bobrow, Tommaso Boggia, Olga Bolotina, Andrew Boone, Brian Brown, Anthony Campana, Dave Campbell, Matt Cate, Pamela Collinshill, Chris Corral, Brian Culbertson, Max Davis, Shifra de Benedictis-Kessner, Phil Erickson, Ryan Fauver, Jose Feroso, Scott Forman, Shari Godinez, Megan Grant, Sam Greenberg, John Eric Henry, Tom Holub, Chris Hwang, Sam Inoue-Alexander, Luke Johnson, Jennifer Jong, David Kamholz, Zach Kaplan, Charlie Lenk, Doug Letterman, Miles Lincoln, Chris Lu, Dominic Lucchesi, Rionfrancis Manning, Nathan Moon, George Naylor, Mariana Parreiras, Will Porterfield, Robert Prinz, Robert Raburn, Dylan Reichstadt, Justin Rex, Greg Rozmarynowycz, Justin Skoda, Kieron Slaughter, George Spies, Ronnie Spitzer, Raymon Sutedjo-The, Midori Tabata, Dan Tischler, Patrick Traughber, Mana Tominaga, Jean Walsh, Warren Wells, Kenya Wheeler, Tom Willging, Kesete Yohannes, Liat Zavodivker, Mike Zorn, AndyK, Brelyn, Dylan, Kai, Kate L, Liz, Louis, Maggie, M.C., miket, TBJJ, Td, Tim, [Marc Hedlund](#), one telephone caller
- Staff (11): Emily Ehlers, Sarah Fine, Pierre Gerard, Ofurhe Igbiniedion, Laura Kaminski, Kerby Olsen, Jason Patton, Noel Pond-Danchik, Ryan Russo, Jennifer Stanley, KTOP

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

- Patrick Traughber, District 2 resident, spoke of the need for a protected bike lane network in Oakland, and the need to accelerate the delivery of these projects, to address concerns regarding bicyclist safety.

- Luke Johnson spoke in support of Option 3 for Telegraph Ave. (See Agenda Item 7.)
- Andrew Boone spoke that Grand Ave is the greatest impediment to bicycling in central Oakland because the bike lanes are in the door zone and frequently blocked by double-parked cars. He also noted that Oakland has too many travel lanes in the downtown.
  - Commissioner Jones noted that planning for the Grand Ave Mobility Plan is underway (<https://www.oaklandca.gov/projects/grand-avenue-mobility-plan>)
- Mike Zorn, District 2 resident, noted that 7<sup>th</sup> Ave, 11<sup>th</sup> Ave, and E 19<sup>th</sup> St are designated bike routes but there are diagonal diverters at some of the intersections that keep bicyclists from continuing straight along these bike routes.

### Item 3. Approval of meeting minutes

- A motion to ***adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from May 20<sup>th</sup>, 2021*** was made (Ralston), seconded (Burnette), and approved by consent. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

### Item 4. Recent Bicyclist and Pedestrian Related Crashes

Vice Chair Schader reported that in the past month there were no known fatal crashes in Oakland involving pedestrians or bicyclists.

Summary of Discussion:

- The Commission is tracking all pedestrian and bicyclist fatalities within Oakland, including those on State routes. This recurring item focuses specifically on fatal crashes.
- A member of the public noted there was a pedestrian crash on Telegraph Ave last month and the person was taken away in an ambulance.
- The Commission should track all crashes, not just fatal crashes.

Speakers other than commissioners: Patrick Traughber, Shari Godinez, George Spies

### Item 5. Bike to Wherever Day Report Back

Chris Hwang from Walk Oakland Bike Oakland (WOBO) reported on the outcome of the May 21, 2021 Bike to Wherever Day celebrations in Oakland. A full gallery of photos of the event by Malcolm Wallace can be found at: <https://malcolmwallacephotography.pixieset.com/biketoanywhere2021/>. In coping with the pandemic, the annual Bike to Work Day was transformed into Bike to Wherever Day with a celebration at Lake Merritt. Pedal pools came from across Oakland and the event was attended by a broad range of people and children.

Summary of Discussion:

- The event provided some much-needed joy and socializing for Oakland's bicycle community.
- Thanks to Chris Hwang, Midori Tabata, and many others for putting together an important and meaningful event under challenging circumstances.

Speakers other than commissioners: Ryan Russo

## **Item 6. Annual Report from Strategic Planning**

Laura Kaminski, Acting Strategic Planning Manager for the Strategic Planning Division in the Planning Department, provided updates on three major projects that are underway: Downtown Oakland Specific Plan, 5-Year Impact Fee Update, and General Plan Update. The presentation is attached to these meeting minutes.

### **Summary of Discussion:**

- The Downtown Oakland Specific Plan includes bicyclist and pedestrian recommendations in the downtown area (relevant to one of tonight's comments during Open Forum).
- The purpose of impact fees is to generate revenue to offset the impact of new development, but to have those impacts be set at a level that does not stifle the development by making the costs prohibitively expensive.
- The amount of an impact fee is established by a "fair share" analysis as required by State law. The amount of the fee must be proportional to the cost of the impacts created by a development.
- The transportation impact fees are less than the housing fees. This was, in part, a political decision by City Council to prioritize affordable housing.
- For impact fees, the amount assessed tends to be more than the amount collected because portions of the fee are collected at different points in the development process. Additionally, fees may be assessed for permits that eventually expire. If the development does not get built, the fee is assessed but not collected.
- Community-based organizations will play an important role in the General Plan Update to access existing social networks and to ground the outreach process.
- When the Downtown Oakland Specific Plan was previously presented to BPAC, the Commission supported the inclusion of pedestrian and bicyclist improvements as these are critically important for a successful downtown. In these previous comments the BPAC encouraged the project to do more in addressing "hot spots" (locations with bicyclist/pedestrian crash trends) and to do more in de-emphasizing the use of private motor vehicles in the downtown.

Speakers other than commissioners: George Spies, Dave Campbell

## **Item 7. Telegraph Avenue Complete Streets Project, 20th Street to 29th Street**

Commissioner Yee introduced the item that was presented by Ryan Russo, OakDOT Director. Director Russo presented a brief history of bike facilities on Telegraph Avenue in Koreatown Northgate (KONO); provided an overview of what we've learned since the installation of an interim project in 2016; and presented an overview of the proposed recommendation to install enhanced buffered bike lanes with active curb management, which City Council will consider later this month. Director Russo shared how the public can continue participating in the Telegraph Avenue Complete Streets Project. A copy of the presentation is provided as an attachment.

### **Summary of Discussion:**

- This recommendation seems like backtracking, given the previous decisions made in support of protected bike lanes and the data supporting their safety benefits.
- This decision may send a signal throughout Oakland that permanent protected facilities for the most vulnerable roadway users are not a priority.

- The recommendation is based, in part, on a managed buffered bike lane providing an equivalent level of safety to the protected bike lanes.
- There are concerns in the disability community regarding the accessibility of parking along protected bike lanes. The previously proposed Active Transportation Program (ATP) project included best practices to address this concern.
- The bus boarding islands would be in the same locations under all options.
- With the installation of protected bike lanes, the number of pedestrian and bicyclist crashes increased, but the rate of crashes decreased. In other words, the number of pedestrians and bicyclists increased by more than the number of crashes.
- Construction is anticipated in 2022 if the buffered bike lanes move forward. This is the same schedule that was anticipated with the ATP project for the concrete version of the protected bike lanes.

→ A motion to **extend the meeting by 30 minutes** was made (Campbell), seconded (Jones), and approved by consent.

- The demand responsive parking could be beneficial across Oakland. The first implementation was in Montclair, and it is also being used in Chinatown. To do it more broadly, the municipal code needs to be changed to allow for metered parking on Sundays. The KONO District has expressed an interest in demand responsive parking, and this would be a next step in expanding the program.
- Protected bike lanes are better for vulnerable bicyclists including children, older people, and less-experienced bicyclists.
- Protected bike lanes are often recommended in commercial districts with high parking turnover.
- The low speeds and modest volumes on this portion of Telegraph Ave are compatible with buffered bike lanes, having drivers and bicyclists negotiate around each other during parking maneuvers.
- The scoring rubric for evaluating the options was an effort to be quantitative and comprehensive. However, there is not large variation in the resulting scores, and not all evaluators agreed.
- Biking in a protected bike lane is much easier than driving and parking in KONO.
- The buffered bike lane is not a safe solution given double parking and the need for bicyclists to be constantly vigilant of drivers pulling out of parking spaces.
- Currently double parking is typical in basic bike lanes, buffered bike lanes, and protected bike lanes between Rockridge and downtown. Concrete provides clarity on where drivers should be.
- The key question is which option is the safer design. In its 2018 report to City Council, OakDOT concluded that protected bike lanes were the safer facility.
- The protected bike lanes are being held to a higher standard for safety, where individual crashes in the protected bike lane attract attention whereas crashes in other locations do not receive that level of attention.
- It is not possible to pass other bicyclists or double-parked cars in the protected bike lane. This is comparatively simple to do in a buffered bike lane.
- The proposed removal of the protected bike lanes is embarrassing for Oakland, as other cities have advanced forward-looking projects during the pandemic.
- Business improvement districts represent property owners, not merchants, residents, or the general public using the streets.
- Buffered bike lanes may increase driver speeds.
- Protected bike lanes have been proven to be safer in cities around the world, and OakDOT's own study showed the protected bike lanes to be safer.
- Modifying street designs to accommodate non-drivers is imperative to address climate change.

→ A motion to **extend the meeting by 30 minutes** was made (Campbell), seconded (Schader), and approved by consent.

- No equity considerations were made when the project was originally designed and constructed, from 2014 to 2016. The proposal is not backtracking. It is a pivot to get the project right.
- Residents in the Northgate neighborhood feel disproportionately impacted by the bicycle and scooter constituency, and the staff recommendation would remediate that.
- Protecting the bike lanes with concrete curbs will solve the problems with the current project.
- The managed buffered bike lanes will require a police presence, whereas State funds have already been awarded to solve the issues with concrete.
- The large plastic bollards helped matters, and the concrete islands are the next step in this evolution.
- This project is an example of mediocre design that is also being implemented in downtown San Jose. There should be an option for a well-designed protected bike lane. Repurpose the center median to make the bike lanes wider and use that extra space for a better design.
- Comparing the options to the previous facility (no bike lanes) is not helpful. Telegraph KONO has had more bicyclist crashes than other commercial districts in Oakland, including College Ave, Piedmont Ave, and Lakeshore Ave.
- Loading and unloading elders and pets is challenging from parking lanes along protected bike lanes.
- Confident bicyclists are avoiding Telegraph KONO because of the visibility issues with the protected bike lanes on Telegraph Ave. Visibility is fundamental to roadway safety.
- Concrete will not solve the conflicts in the bike lanes created by pedestrians, other bicyclists, and drivers crossing the bike lane at intersections and driveways.
- With an aging population there are large numbers of people the project does not serve. Most bicyclists on the street are able-bodied – this is idealistic but not realistic. Include car drivers in these decisions. Women may not feel safe, particularly at night, with transit or biking.
- Paint will not stop a distracted driver or a drunk driver.
- Bike infrastructure should be built for the most vulnerable, like children.
- The managed parking approach should be combined with protected bike lanes to provide another option.
- The project was a pilot project, and it has failed. Telegraph KONO initially supported the project and was interested in trying something new. But it does not work. The visibility issues are severe.

→ A motion to **extend the meeting by 30 minutes** was made (Campbell), seconded (Schader), and approved by consent.

- Study after study show that protected bike lanes are safer for everyone on the street.
- Keep the protected bike lanes, remove more parking to increase visibility, and apply the parking management strategies.
- In 2015 BART urged the City to improve bicyclist access along Telegraph Ave between the 19<sup>th</sup> St and the MacArthur BART stations. The current condition is only a partially completed project, and Oakland should finish what it set out to do in building protected bike lanes.
- Other corridors are good for protected bike lanes, but Telegraph KONO is not.
- There are concerns regarding OakDOT's analyses of the traffic volumes and crash data that are being used to justify decisions. OakDOT should be more transparent with its data and analysis.
- The process should have included bicyclists outside of Bike East Bay and WOBO, as bicyclists do not agree and this range of views is not represented by the advocacy organizations.

- If the roads are not safe for bicyclists, only “daredevils” will ride bikes. This daredevil behavior is used by naysayers to unfairly criticize bicyclists in general.
  - Finish the work by pushing forward to finish the project. Fewer parked cars would provide more space and more visibility. This is the necessary transition to more bicycle usage and less car usage.
  - The benefits of the managed parking are overstated in justifying the staff recommendation.
  - Buffered bike lanes are preferred because of the number of intersections and driveways. Visibility is a critical consideration, and the current design does not achieve the necessary visibility.
  - Buffered bike lanes allow for sidewalk widening and bulbouts, creating usable space exclusively for pedestrians. Protected bike lanes do not.
  - The current process of a BPAC meeting and two City Council meetings is insufficient for changing this project that has developed over so long and through so much process.
  - The protected bike lanes did get better with the installation of the large plastic bollards. They had a positive effect on the illegal parking and the visibility, and these improvements could be increased with concrete curbs.
  - Riding slowly on Telegraph Ave does solve the visibility issues.
  - Option 1 and Option 2 are comparable, but Option 3 tilts the scales by adding parking management strategies. Complete the analysis by adding Option 4: protected bike lanes with managed parking.
  - The following questions were asked as part of the preceding comments:
    - Why are the cars turning at such a speed that they can’t stop for pedestrians?
    - The frequency of unsignalized intersections is an interesting metric. How does this frequency compare to other locations and cities?
    - How is the 85<sup>th</sup> percentile speed measured at 24 mph on Telegraph Ave?
    - If OakDOT staff had not been directed to work with the Business Improvement District (BID), would the conclusion be the same?
    - What prevents the parking management strategies from being applied to the protected bike lanes?
    - Why do cyclists need to have a lane dedicated to them on high traffic streets like Telegraph Ave?
    - What is the plan for providing parking, especially for women, who do not feel safe taking public transit?
    - What about requiring bicyclists to get licensed and learn the rules of the road?
    - What is the evidence that buffered bike lanes would be safer than protected bike lanes with concrete curbs?
  - A typical long block may be 800 feet and a typical short block may be 250 feet, 225 feet, or less.
  - Speed surveys are generally done when there is free-flowing traffic to gauge how fast people will drive.
- A motion to ***extend the meeting until 10:00pm*** was made (Campbell), seconded (Schader), and approved by consent.
- Managed parking could be combined with protected bike lanes, but support from the commercial district is crucial to the success of implementing managed parking strategies.
  - The City Council agenda report mischaracterizes the BPAC’s position on Telegraph KONO. To correct the record, OakDOT submitted a supplemental report that more fully and accurately summarizes BPAC’s involvement in the debate over protected bike lanes on Telegraph Ave.
- A motion that ***BPAC does not support the OakDOT staff recommendation and urges the continuation of the implementation of the concrete protected bike lanes with added curb***



**management strategies, addressing visibility issues to the extent feasible, and controlling parking in the protected bike lanes** was made (Jones), seconded (Gardner), and approved unanimously (Burnette, Campbell, Gardner, Jones, Lok, Mangrum, Ralston, Schader, and Yee).

Speakers other than commissioners: Chris Lu, Marc Hedlund, Dave Campbell, Zach Kaplan, Tommaso Boggia, Jose Feroso, Anthony A. Campana, Raymon Sutedjo-The, Nathan Moon, Bryan Culbertson, Ryan Fauver, Andrew Boone, Doug Cross, Greg Rozmarynowcz, Tom Holub, Kai, Mariana Parreiras, Maggie, Dylan Reichstadt, Doug Letterman, Shari Godinez, Will Porterfield, Patrick, Robert Raburn, Jon Bauer, Max Davis, George Spies, George Naylor, Liat Zavodivker, Brian Hanlon, Dan Tischler, Robert Prinz (commenting on behalf of Tom Willging)

- A motion to **extend the meeting by 10 minutes** was made (Campbell), seconded (Jones), and approved by consent.

#### **Item 8. Oakland RAISE – I-880 Freeway Green Infrastructure Retrofit and Active Transit Corridor Planning**

BPAC Commissioner David Ralston announced an upcoming Rebuilding American Infrastructure with Sustainability and Equity (RAISE) federal planning grant opportunity to support green infrastructure and active transit connections along the I-880 corridor in East Oakland. This plan would include potential freeway lid crossings to provide equitable access for East Oaklanders to the Bay Trail and waterfront as well as co-beneficial emission reduction and carbon capture opportunities. Ralston sought a letter of support from the BPAC. Background on the project and a draft letter of support were included in the agenda packet.

##### **Summary of Discussion:**

- The proposal is aligned with many of the goals in BPAC's Strategic Plan.
- Deep East Oakland needs access to the waterfront and this kind of initiative would bring "greenery to the scenery".

- A motion to **write a letter of support** was made (Campbell), seconded (Burnette), and approved by consent.

Speakers other than commissioners: None

#### **Item 9. Committee Report Back**

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

##### **Summary of Discussion:**

- Commissioner Mangrum announced that the Police Relations Committee has a meeting scheduled with Police Chief Armstrong on June 28. They will discuss the Committee's proposal for community bike rides with police officers.
- Robert Prinz announced that the Infrastructure Committee met on June 3. The agenda included a presentation on recent quick build installations. Multiple planned agenda items were not ready,

and the August meeting may have a full agenda with these items. Suggested agenda items are welcome.

Speakers other than commissioners: Robert Prinz

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

##### *Three-month look-ahead*

- A look-ahead was included in the agenda packet.

##### *Suggestions for meeting topics*

- None

##### *Announcements*

- Grand Avenue Mobility Plan: The Oakland Department of Transportation (OakDOT) & West Oakland Environmental Indicators Project (WOEIP) would like to gather the West Oakland community again for further input on the Grand Avenue Mobility Plan! The Grand Avenue Mobility Plan is a comprehensive plan for a more inclusive, safer and sustainable transportation network on Grand Avenue between Mandela Parkway to MacArthur Boulevard. Meetings will be held on Tuesday, June 29<sup>th</sup>, 6:00-7:30pm, and Wednesday, June 30<sup>th</sup>, 6:00-7:30pm. To register for meeting and request for accommodations, visit <https://bit.ly/3cKdbRI>. For more information on the project, go to: (<https://www.oaklandca.gov/projects/grand-avenue-mobility-plan>).
- RAISE Grant Application: In collaboration with the City Administrator Office and Oakland Department of Transportation, the City of Oakland is applying for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program, formerly known as TIGER/BUILD, which is due July 12th. The Project, Reconnecting the Town: Enhancing Oakland's Civic Hub through Safe, Reliable, and Equitable Active Transportation, will improve access to the waterfront and enhance connectivity between West Oakland, Old Oakland, Chinatown, Downtown, Uptown, Jack London District along the Martin Luther King Jr Way and Broadway corridors. This project will close Martin Luther King, Jr. Way bikeway gaps between 2nd St and San Pablo Ave, and continue Broadway bus only lanes to create 1.25 miles of continuous north-south connection between Embarcadero West and Grand Avenue. Bus reliability and pedestrian enhancements will be installed on Broadway between Embarcadero West and 11th Street and 20th Street to Grand Avenue, and a protected bikeway and pedestrian improvements on Martin Luther, Jr. Way between 2nd St and 7th/8th Street (supplementing improvements for the Cycle 3 AHSC MLK Bike Lanes Project). The City will be requesting the maximum award amount, \$25M. A project web page and a survey will be published soon. If you have any questions, please do not hesitate to contact Program Managers, Veronica Cummings and Julieth Ortiz ([jortiz@oaklandca.gov](mailto:jortiz@oaklandca.gov)).
- AHSC Grant Applications: Early this month, OakDOT successfully submitted two AHSC applications for Cycle 6--Longfellow and Lake Merritt Senior Center--for two existing projects with grant commitments--27th St Complete St and 14th St Safety Project (formerly known as Safe Routes in the City). If successful, the City will receive about \$2.2M for both projects and support the construction of over 170 affordable housing units. Awards are expected late fall 2021. For any questions, contact Julieth Ortiz, Transportation Planner ([jortiz@oaklandca.gov](mailto:jortiz@oaklandca.gov)).
- Commissioner Burnette wished the fathers on the Commission a very happy Father's Day, and Chair Campbell offered warm wishes for the Juneteenth holiday and celebrations.

Meeting adjourned at 10:13 pm.

#### **Attachments**

- Annual Report from Strategic Planning - Presentation
- Telegraph Avenue Complete Streets Project – Presentation
- Oakland RAISE – I-880 Freeway Green Infrastructure Retrofit and Active Transit Corridor Planning – Presentation
- Grand Avenue Mobility Plan Public Meetings Announcement - Flyer

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on June 22, 2021 with comments requested by 5pm, July 6, 2021 to [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov). Revised minutes will be attached to the July 2021 meeting agenda and considered for adoption at that meeting.

# Zero Emission Vehicle Action Plan



Oakland Department of Transportation – July 2021

# Team Introductions



**Michael Randolph**  
Lead, Zero Emission  
Vehicle Action Plan

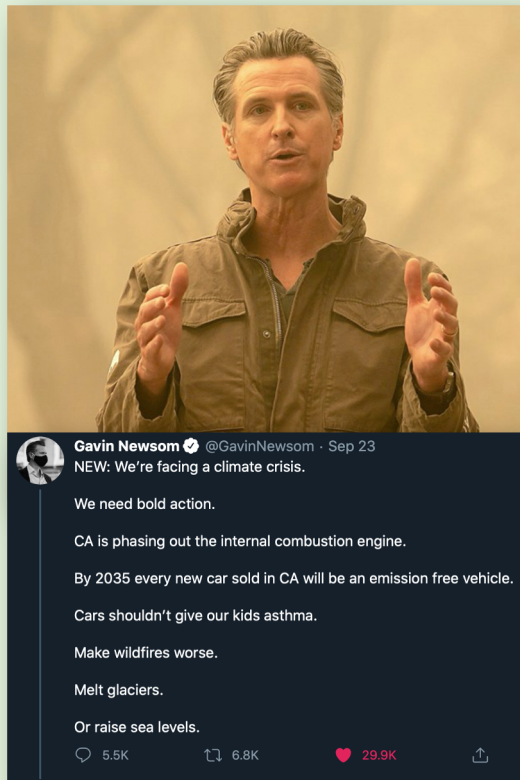


**Kerby Olsen**  
New Mobility Supervisor

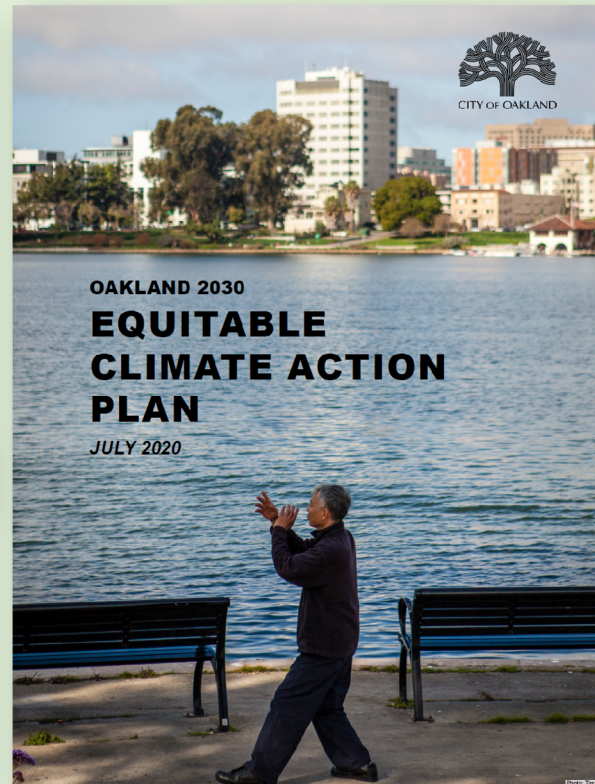




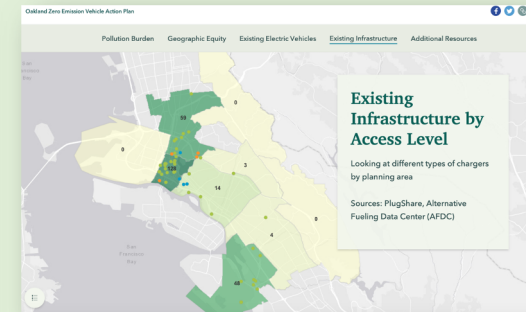
# Why Do We Need a Zero Emission Vehicle Action Plan?



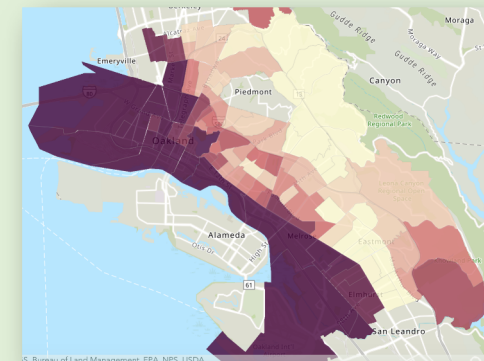
**Gov. Newsom's Executive Order  
N-79-20**



**Oakland's Equitable Climate  
Action Plan (ECAP)**



**EV Chargers**

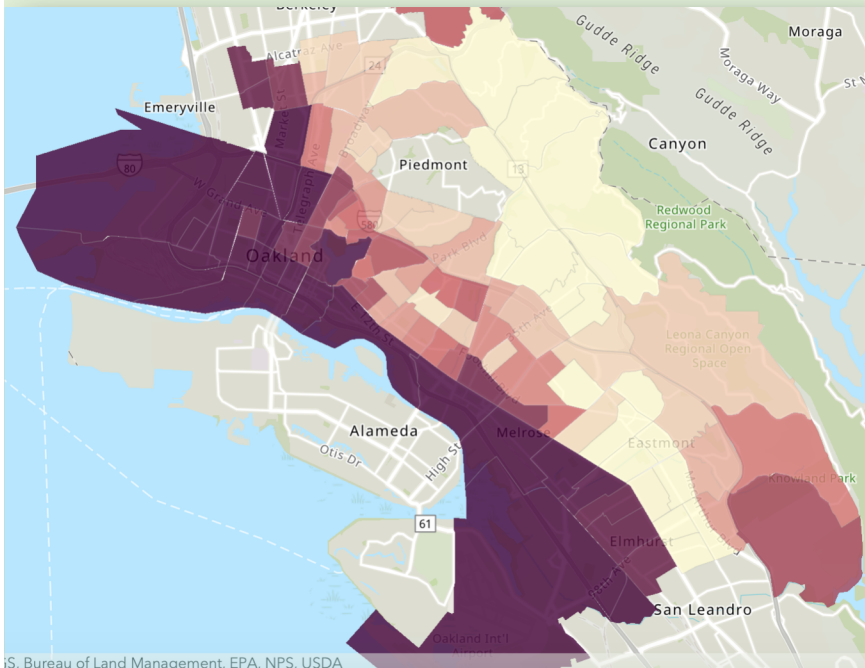


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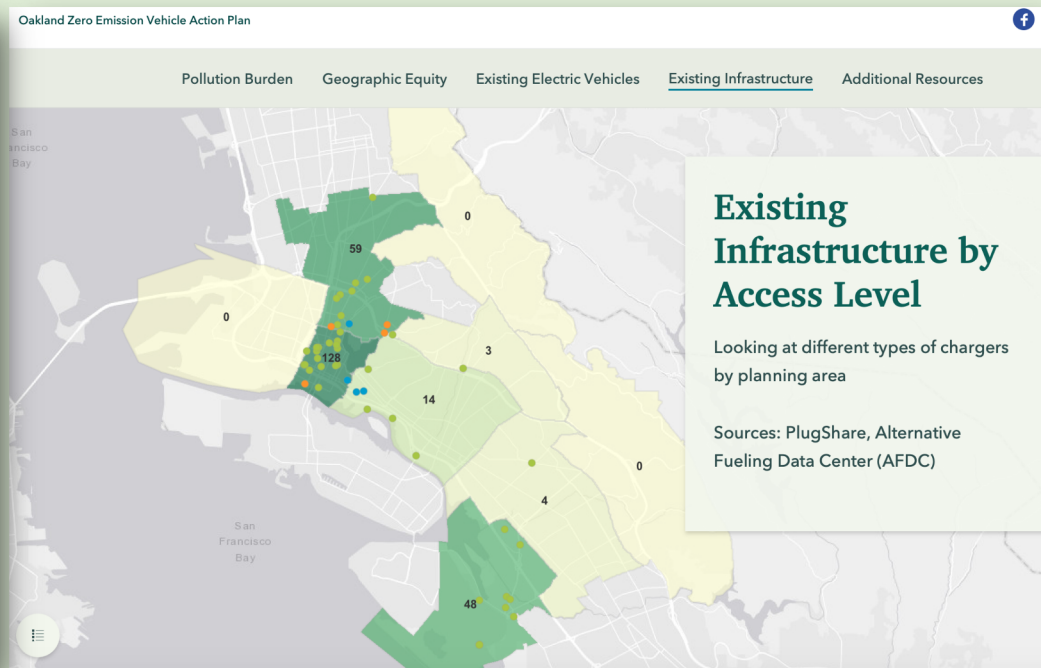
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Transportation



# Equity



Air Pollution



EV Chargers

For more info, visit: <https://tinyurl.com/ZEVstory>



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# The Mobility Pyramid



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## ZEV Action Plan Topic Areas



**Existing Buildings**



**Medium and Heavy Duty  
Fleets**



**City Leadership**



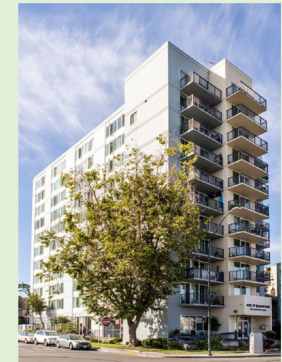
**Micro-mobility (E-Scooters  
and E-Bikes)**



**Curbside ZEV  
Charging**



**Zero Emission Vehicle  
Workforce and  
Economic  
Development**



**Charging in Multi-Unit  
Dwellings**

For more info, visit: <http://tinyurl.com/zevplan>



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## ZEV Action Plan Public Outreach

- **Community Workshops 1** (Summer 2021)  
– Identifying Barriers and demystifying ZEVs, focus on West Oakland, Fruitvale, Deep East
- **Community Workshops 2** (Fall 2021)–  
Creating the Roadmap



Public Outreach Meetings



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## Get Information

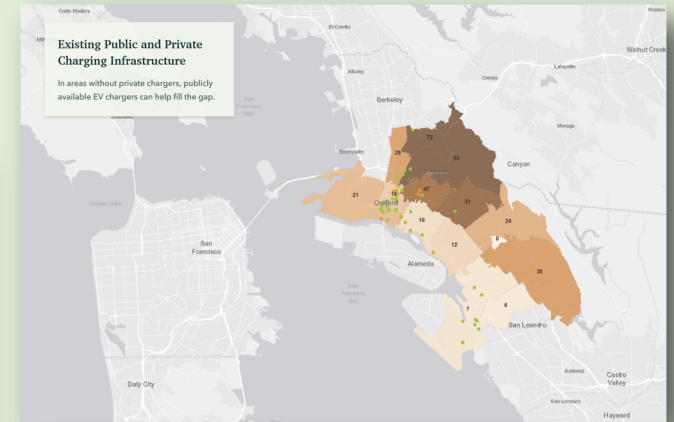


### Oakland Zero Emission Vehicle Action Plan

A look at existing conditions of electric vehicle infrastructure

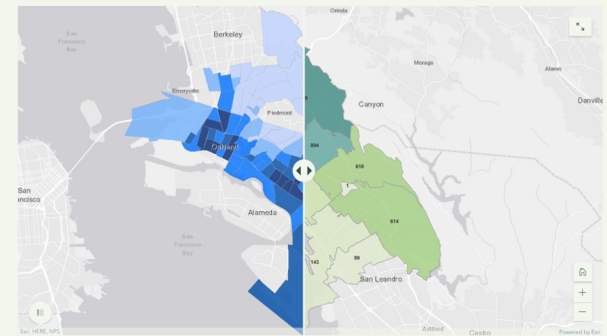
City of Oakland | January 11, 2021

ZEV Action Plan Story Map  
<https://tinyurl.com/ZEVstory>



#### Electric Vehicle Population

The North Oakland Hills are home to the greatest concentration of electric vehicles (EVs) in Oakland. The total number and percent of EVs gradually decreases from east to west, and is lowest near the San Francisco Bay. The North and East Oakland Hills also have the lowest equity priority level based on the Geographic Equity Toolkit. Currently, EVs are both most needed and most absent in pollution-burdened areas.

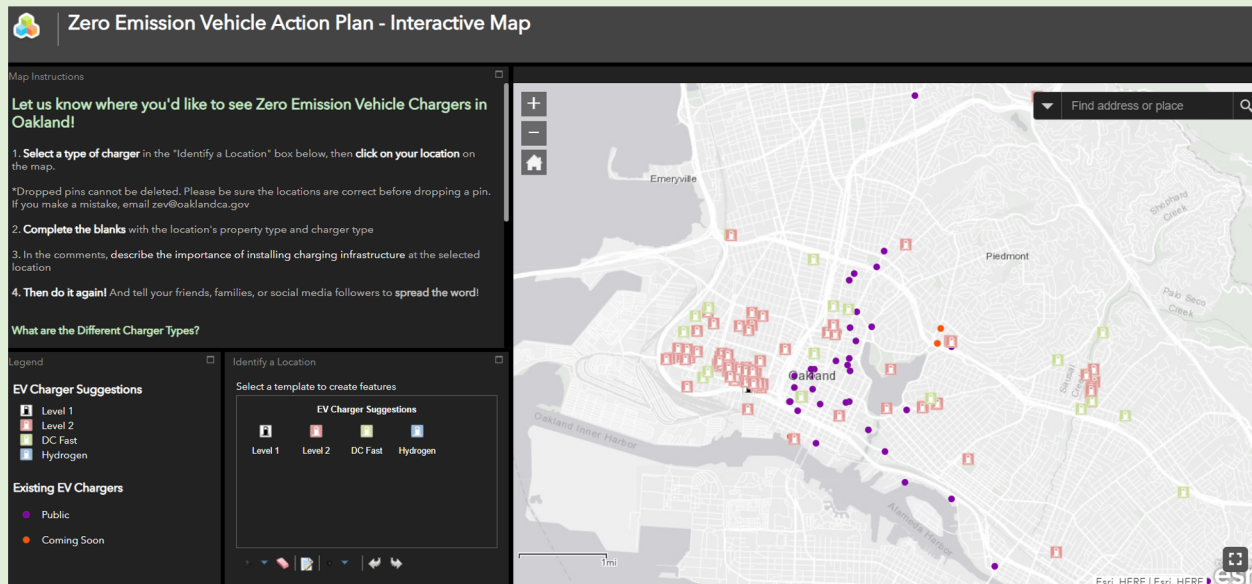


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# Get Involved Now

## Where do you want more EV Chargers?



[Tinyurl.com/zevmap](https://tinyurl.com/zevmap)

## Take the Survey

Zero Emission Vehicles (ZEVs) are electric cars and other zero-emission mobility options, from e-bikes to hydrogen-powered trucks. The City of Oakland is developing strategies to make it easier for those who live, work, and relax here to own or use ZEVs, through a **ZEV Action Plan**. We invite you to be part of this planning by taking this survey, which will help us understand the opinions, needs, and concerns of Oaklanders toward ZEVs. This survey will ask about your current experience and awareness with a variety of ZEV modes, as well as particular barriers you may experience to their access.

1. What is your experience with plug-in electric vehicles (EVs)? Check all that apply.

- ☐ I know someone who owns or leases an EV
- ☐ I have driven or ridden in an EV
- ☐ I or a member of my household currently own/lease an EV
- ☐ I have looked at or test-driven an EV at an auto dealer showroom, or event
- ☐ I or a member of my household has owned/leased an EV in the past
- ☐ None of these statements apply to me.

2. Do you own a plug-in electric vehicle (EV)?

- ☐ Yes
- ☐ No

4. Did you know that there are financial incentives available to reduce the cost of purchasing an EV or installing a charger? Please select the programs you are aware of.

- ☐ Clean Cars For All (up to \$9,500 to replace an older vehicle with an EV, E-bike or transit passes)
- ☐ California Electric Vehicle Incentive Program (CaleVIP; incentives for the purchase and installation of charging infrastructure)
- ☐ Clean Vehicle Rebate Project (CVRP; \$1000 - \$4,500 in rebates to purchase or lease qualified vehicles)
- ☐ Clean Vehicle Assistance (CVA Program; up to \$5,000 in assistance to help low-income Californians purchase EVs)

[Tinyurl.com/zevsurvey1](https://tinyurl.com/zevsurvey1)



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## Existing Projects



**Lafayette Park**



**Lake Park**



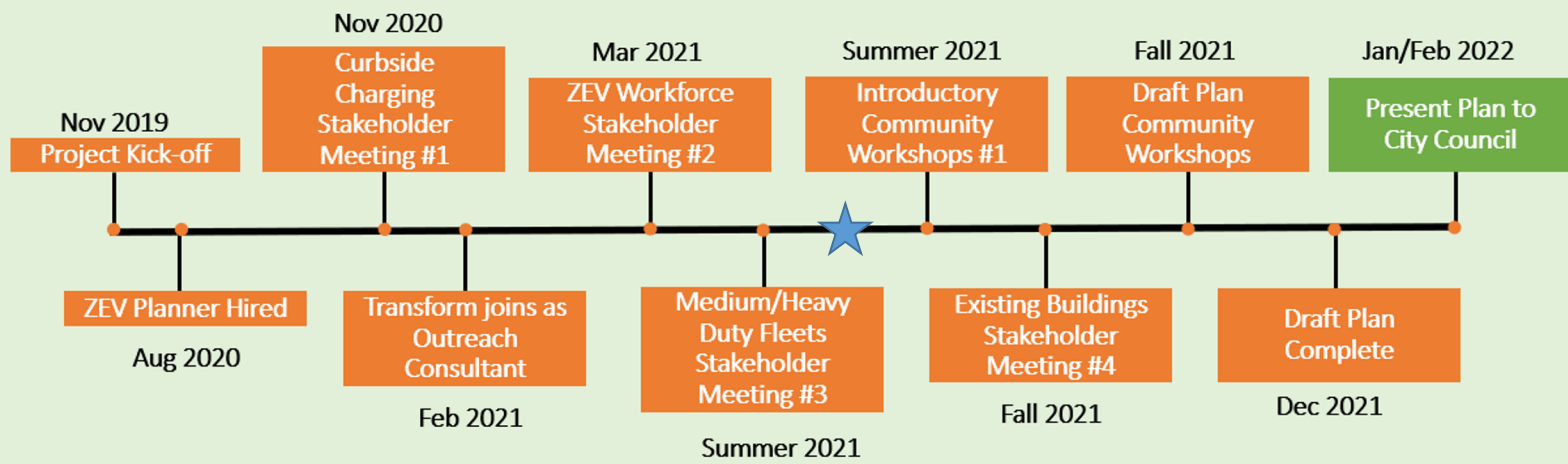
**City-Owned Garages**



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# Plan Timeline



For more info, visit the website: [tinyurl.com/ZEVplan](https://tinyurl.com/ZEVplan)



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# Electric Bike Lending Library



## Clean Mobility Options

- **\$1,000,000 Grant from CALSTART**  
1,000 E-bikes (incl. cargo bikes, adaptive bikes, folding bikes, E-scooters)
- **Goal**  
Increase access to E-bikes for Low-income Oaklanders, residents of West Oakland, Chinatown, Fruitvale, East Oakland



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# Electric Bike Lending Library

## Recommended Bicycle Programs

Creating a more bicycle friendly Oakland means investing not only in new infrastructure, but also ongoing programs that will encourage and support more people who choose to make bicycling part of their transportation. Envisioning new initiatives and supporting existing ones is an important way for the City of Oakland to invest in the people they hope will benefit from this plan. This section walks through what the Project Team heard, the program

ideas that were developed and vetted at Bike Plan and community events, and first steps toward implementing these ideas.

The Bike Plan recommends three community priorities:

- Promote Hometown Efforts
- Support the Local Bicycling Economy
- Provide Shared Resources



### WHAT WE HEARD

- **Fund a community owned bike share system (such as a bike library)**
- Support and partner with community groups
- Offer a more accessible pricing structure
- Offer bikes for kids
- Expand service to East Oakland
- Make bike share accessible to people with physical disabilities



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# Electric Bike Lending Library

## Roles

- **Local bike shops**  
Provide maintenance, customer service, fit the bikes to the user, receive bikes at end of rental
- **Logistics provider (GRID Alternatives Bay Area)**  
Purchase the bikes, locks, helmets, lights, etc.  
Store and deliver and receive bikes from bike shops when needed
- **OakDOT**  
Manage grant



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## Questions?



**Michael Randolph**  
Lead, Zero Emission  
Vehicle Action Plan

[Mrandolph@oaklandca.gov](mailto:Mrandolph@oaklandca.gov)  
[ZEV@oaklandca.gov](mailto:ZEV@oaklandca.gov)



**Kerby Olsen**  
New Mobility Supervisor

[Kolsen@oaklandca.gov](mailto:Kolsen@oaklandca.gov)

More info:  
[tinyurl.com/ZEVplan](https://tinyurl.com/ZEVplan)

Join the E-mail List:  
[tinyurl.com/zevsurvey2](https://tinyurl.com/zevsurvey2)



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# LET'S OAKLAND

2019 OAKLAND BIKE PLAN



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*the first two years*

Safe Streets Division  
Bicycle & Pedestrian Program  
Bicyclist & Pedestrian Advisory Commission  
July 2021



# Overview

- Interactive Web Maps Report Progress
- By the Numbers: Bikeway Projects
- By the Numbers: Bike Parking
- By the Numbers: Wayfinding
- Progress on Programs





# City of Oakland, Bicycle Facilities and Projects

Bicycle and Pedestrian Program, Department of Transportation



Existing and Proposed Bikeways

Bikeway Timelapse

Bikeway Projects

Bike Sign Projects

Bicycle Signage

Public Bike Parking

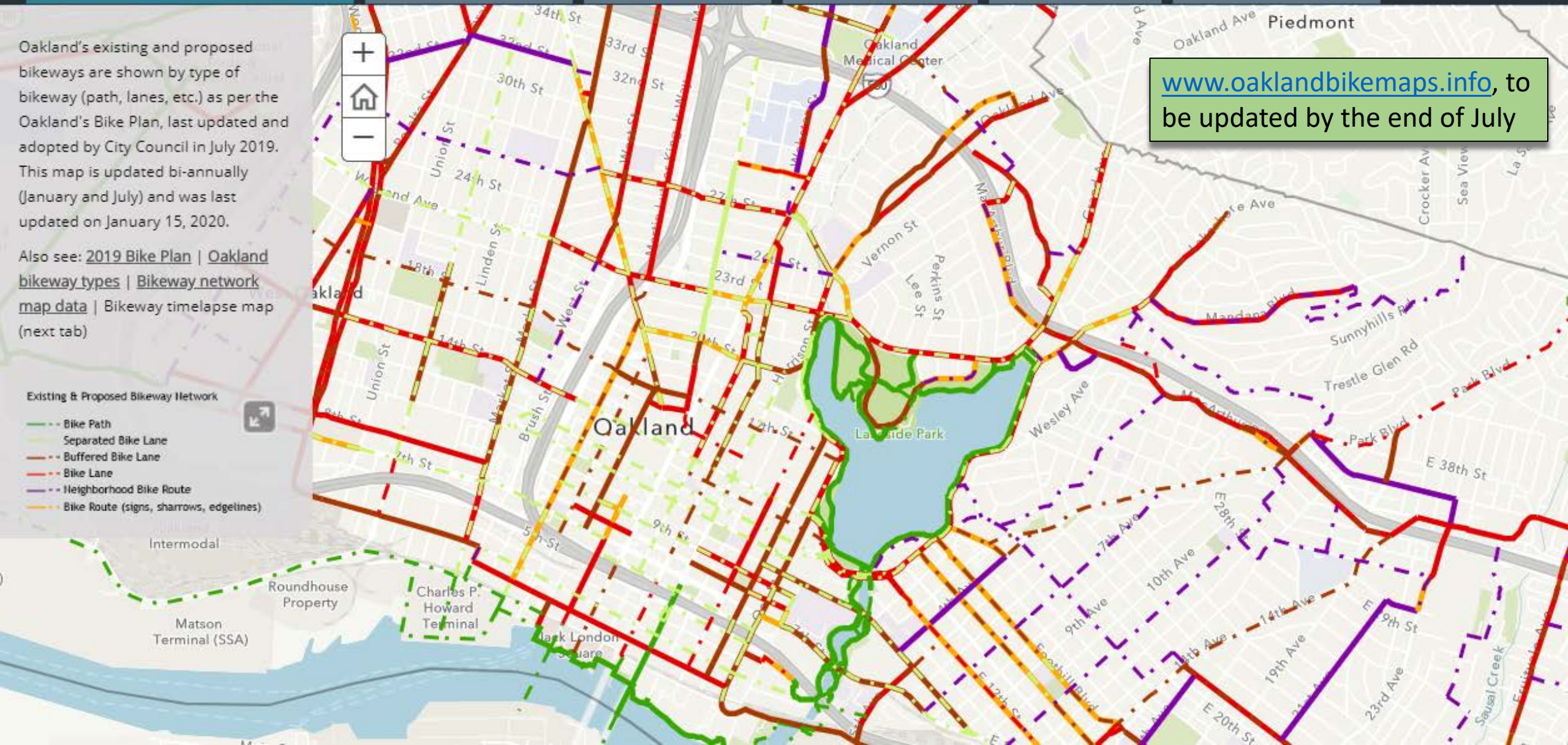
Oakland's existing and proposed bikeways are shown by type of bikeway (path, lanes, etc.) as per the Oakland's Bike Plan, last updated and adopted by City Council in July 2019. This map is updated bi-annually (January and July) and was last updated on January 15, 2020.

Also see: [2019 Bike Plan](#) | [Oakland bikeway types](#) | [Bikeway network map data](#) | [Bikeway timelapse map](#) (next tab)

[www.oaklandbikemaps.info](http://www.oaklandbikemaps.info), to be updated by the end of July

## Existing & Proposed Bikeway Network

- Bike Path
- Separated Bike Lane
- Buffered Bike Lane
- Bike Lane
- Neighborhood Bike Route
- Bike Route (signs, sharrows, edgelines)





# By the Numbers: Bikeway Projects

**61 completed projects, July 2019–June 2021 (nine by other agencies/developers)**

Project Type	Path	Lanes	Buffered	Boulevard	Route	Separated	Total	%
new	1.5	13.5	1.6	19.6	2.4	1.0	<b>39.6</b>	68.4%
restripe	0.0	0.0	0.0	1.7	0.0	0.0	<b>1.7</b>	2.9%
upgrade	0.1	5.6	7.0	2.3	1.2	0.4	<b>16.6</b>	28.7%
<b>Total</b>	<b>1.7</b>	<b>19.1</b>	<b>8.6</b>	<b>23.6</b>	<b>3.5</b>	<b>1.4</b>	<b>57.9</b>	
							<b>low stress</b>	<b>61.0%</b>

**60 active projects (eight by other agencies/developers)**

Project Type	Path	Lanes	Buffered	Boulevard	Route	Separated	Total	%
new	11.3	4.7	11.6	15.8	0.3	6.1	<b>49.8</b>	63.9%
restripe	0.0	0.3	0.0	0.0	0.0	0.0	<b>0.3</b>	0.4%
upgrade	0.7	3.4	14.6	0.1	0.1	9.1	<b>27.8</b>	35.7%
<b>Total</b>	<b>12.0</b>	<b>8.4</b>	<b>26.2</b>	<b>15.9</b>	<b>0.4</b>	<b>15.2</b>	<b>78.0</b>	
							<b>low stress</b>	<b>88.8%</b>



# By the Numbers: Bike Parking

## All publicly accessible bike parking spaces (by type and owner)

Space Type	Oakland	Other	Total
BART Bike Station	0	574	574
Sidewalk and Corral/Parklet Rack	7245	3273	10518
eLocker	36	390	426
<b># of spaces</b>	<b>7281</b>	<b>4237</b>	<b>11518</b>

## Spaces installed July-June 2021 (by area and owner)

Area	Oakland	Other	Total
North	332	0	332
Uptown/Downtown	204	48	252
West and Jack London	134	70	204
Grand Lake/Oakland Hills	62	30	92
Eastlake/San Antonio/Fruitvale	92	16	108
East	44	30	74
<b># of spaces</b>	<b>868</b>	<b>194</b>	<b>1062</b>



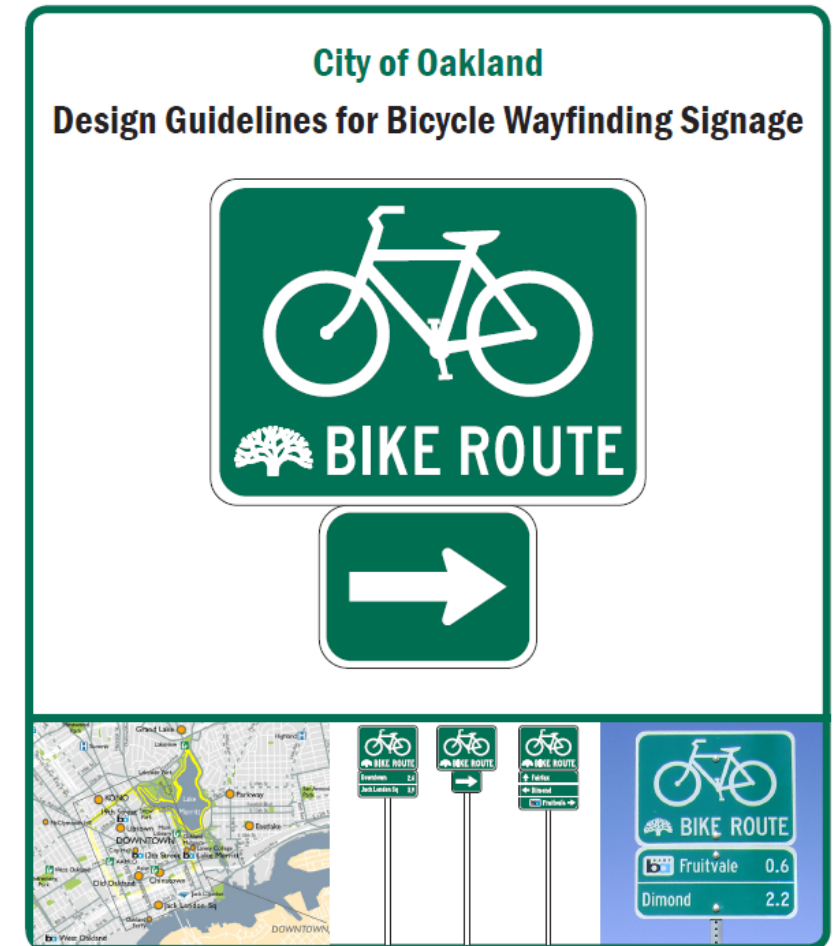
# By the Numbers: Wayfinding

## Wayfinding signs:

- *As of June 2021:* 657 assemblies installed along 28 corridors
- *As of today:* over 70 additional assemblies installed or replaced along four additional corridors and over 40 assemblies pending installation or replacement along three corridors
- *As of today:* 14 corridors in design (including Foothill/Bancroft, MacArthur/Camden/Havenscourt/Church/69<sup>th</sup> Ave, and Grizzly Peak/Skyline/Golf Links)

## Wayfinding guidance:

- April 2021: 4<sup>th</sup> Edition of the Design Guidelines for Bicycle Wayfinding Signage published to add over 40 destinations along bikeways added to the proposed bikeway network by Let's Bike Oakland ([tinyurl.com/OaklandBikeWayfinding](https://tinyurl.com/OaklandBikeWayfinding))





# Progress on Programs: Part 1

Promote Hometown Efforts

Support the Local Bicycling Economy

Provide Shared Resources



## With the Oakland Public Library

### *In Place*

- Bike repair toolkits for checkout
- Cargo bikes as mobile repair shops
- Upcycle Program with Cycles of Change
- Bike Fix-it Clinics and giveaways at the 81st Ave and MLK library branches
- Bike parking (196 spaces at 18 libraries including eight eLockers at Rockridge)

### *Underway*

- The Shed – physical improvements to support more programming

### *Up Next*

- eLockers at additional branches

# Progress on Programs: Part 2



## With Community-Based Organizations

### *In Place*

- San Antonio Active Transportation Program with [Cycles of Change](#)
- Street Skills Courses by [Bike East Bay](#) (17 courses, 242 attendees, since July 2019)
- Slow Streets Outreach with [Walk Oakland Bike Oakland](#)
- Bike to Wherever Day with [Bike East Bay](#) and [Walk Oakland Bike Oakland](#)

### *Underway*

- Transformative Climate Communities grant (\$1 million) awarded to fund (a) youth-focused bike library, (b) Afterschool Enrichment Sessions, and (c) Bike Repair Sessions by [Higher Ground](#) and the [Scraper Bike Team](#)
- MTC "Quick Strike" grants for programming to [Cycles of Change](#), [Red Bike and Green](#), and [Spokeland](#)

### *Up Next*

- Other bike programming to be funded over two years, \$150k allocated in FY21-23 budget



## July 2021 BPAC Item 7. New Commissioner Recruitment

### Status of Current Commissioners

Name	Term	Current Term End Date
Reginald Burnette Jr.	2	Dec 31, 2021
Jesse Jones	1	Dec 31, 2021
Phoenix Mangrum	1	Dec 31, 2021
Dianne Yee	1	Dec 31, 2022
Patricia Schrader	1	Dec 31, 2022
Grey Gardner	1	Dec 31, 2022
Andrew Campbell	2	Dec 31, 2023
David Ralston	1	Dec 31, 2023
Michael Lok	1	Dec 31, 2023

### BPAC Appointment Process

1. July BPAC Meeting – Recruitment process begins. Process and recruitment is discussed with the BPAC. A Recruitment Committee is formed to organize outreach, evaluate applications and make advisory recommendations for the Mayor's office.
2. July BPAC Meeting through one week before September BPAC Meeting – Commissioners spread the word and applicants apply through <https://oakland.granicus.com/boards/w/8552f8c4c0e15460/boards/6669>
3. One week before September BPAC Meeting, Application Due Date – Applications are due by this date to be considered as part of BPAC's review for this year's application cycle. Staff retrieves applications from the Mayor's office; staff compiles a table of applicants' council district of residence and the nearest major intersection to their residence.
4. September BPAC Meeting – Staff provides the packet of applications to the Review Committee, allowing for a three-week review period.
5. October BPAC Meeting Agenda Packet – Staff redacts personal contact information from the applications so applications can be included in BPAC's September agenda packet. If available, the Recruitment Committee's recommendation is included in the agenda packet.
6. October BPAC Meeting – Recruitment Committee makes a recommendation to the Commission and the Commission adopts a recommendation.
7. After October BPAC Meeting – Staff submits the BPAC's recommendation to the Mayor's Office.
8. Sometime in November or December – The Mayor recommends candidates to City Council and City Council appoints the candidates by resolution.
9. January – The new commissioners are sworn in and take office.

## July 2021 BPAC Agenda Item 8. Committee Report Back 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>

### 2021 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	Burnette Jr, Ralston, Schader, <b>Yee</b>	George Naylor, <b>Robert Prinz</b> , Midori Tabata, Brendan Pittman, John Minot
Legislative Committee	6/21/18	Research and develop policy recommendations for consideration by the BPAC	<b>Gardner</b> , Lok, Mangrum	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	<b>Jones</b> , Schader	Midori Tabata
Bicyclist Pedestrian Police Relations Committee	9/20/18	Rectify inequitable policing and racial profiling through analysis, dialog, and recommendations	Burnette Jr, Gardner, <b>Mangrum</b>	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	Burnette, <b>Campbell</b> , Schader	John Minot, George Naylor, Kenya Wheeler
Strategic Plan Taskforce	1/30/2020	Draft and track the BPAC's Strategic Plans	Campbell, Gardner, Jones	

\*Committee Chairs in **bold**

## July 2021 BPAC Agenda Item 9. Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment

For more 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

#### August

- Meeting with Warren Logan, Transportation Advisor to the Mayor (tentative)
- Annual Paving Update (tentative)

#### September

- Martin Luther King Jr. Library Shed Bike Activity Programming (tentative)
- Safe Routes to School (tentative)
- Flex Streets Program Extension (tentative)

#### October

- BPAC New Commissioner Recommendations (tentative)
- 14<sup>th</sup> St Active Transportation Project (tentative)
- Reimagining Public Safety Taskforce Recommendations to Move Some Traffic Enforcement Functions to OakDOT (tentative)

### Announcements

- **Bicyclist and Pedestrian Related Crashes:**
  - On Thursday, 5/27/21 at 1:00 pm, a 72-year old Asian female pedestrian was severely injured by a driver at 10<sup>th</sup> St and Harrison St while crossing the street in the crosswalk.
  - On Monday, 6/28/2021 at 10:16 pm, a 52-year-old Black female pedestrian was severely injured by a driver at Bancroft Ave and Church St while crossing the street in the crosswalk.
- **Telegraph Protected Bike Lanes:** The Oakland City Council voted Tuesday, 7/2/2021 to install concrete barriers to protect bicyclists on a 10-block stretch of Telegraph Avenue in the Koreatown Northgate neighborhood near the city's downtown.
- **OakDOT Received Alameda County Transportation Commission (ACTC) 2022 CIP Grant Funding:** OakDOT received grant funding from ACTC for three projects: West Oakland Transit Improvements, 14th Street Safe Routes in the City, and the East Bay Greenway.
  - West Oakland Transit Improvements: This project received \$2M to build 14 bus stop access improvements to ensure West Oakland bus stops meet minimum standards and to pilot an expansion of the EasyPass Bus Program to provide transit access to low-income West Oaklanders.
  - 14<sup>th</sup> St Safe Routes in the City: This project received \$1M to reduce travel lanes from four to two; add Class IV protected bicycle lanes separated from travel by curbs and parked cars; implement transit boarding islands; and improve pedestrian facilities including pedestrian refuges, marked crossings, retimed signals, and green stormwater infrastructure on 14th Street between Brush Street and Oak Street,
  - East Bay Greenway (Seminary Ave to 75<sup>th</sup> Ave): This project received \$1M in matching funds to improve safety for bicyclists and pedestrians by designing and constructing over half a mile of the East Bay Greenway multi-use path, from Seminary Avenue to 69<sup>th</sup> Avenue. This project is also part of the Coliseum Place Affordable Housing and Sustainable Communities (AHSC) grant.
- **Paint the Town Mural Painted at Mystic St and Rockwell St:** On Friday, July 2, a mural of koi fish was painted on the street in the intersection of Mystic St and Rockwell St in the Claremont neighborhood as part of the Paint the Town Program's "soft launch" phase. The mural was made in partnership with neighbors in that area and the artist, Jeremy Novy. The permanent Paint the Town program is scheduled to be relaunched late this summer. For a slideshow of all the Paint the Town murals including this one, go to: <https://docs.google.com/presentation/d/16LqRiqTA9TXrpX37im2vrVot3bcUmAZoeYBU0n5uD38/>

- **New Traffic Safety 311/SeeClickFix Service Request Prioritization Model Completed:** The updated prioritization model continues to adopt a data-driven approach utilizing three prioritization factors: collision history, land use, and equity. In addition to updated collision and equity data, one of the prioritization enhancements is an expanded list of land use types where vulnerable populations travel, providing more variation within this factor (expanding from schools to also include places like senior centers, libraries, health care facilities, early childhood centers, and major transit stops). A website describing this update and the traffic safety service request process is now live here: <https://www.oaklandca.gov/topics/traffic-safety-requests>.
- **City Council Accepts Transportation Grants:** City Council accepted \$31M of Active Transportation Program grants for East Oakland Neighborhood Bike Routes and 7th Street on 6/15/2021. On 6/15/2021, City Council also accepted \$6M in Highway Safety Improvement Program (HSIP) grants for three projects in Oakland: 98th Avenue, 14th Street (West Oakland), and a citywide systemic application addressing collision hot spots on minor arterials.
- **E-Scooter Permits:** The City's "E-scooter Permit Application" for Fiscal Year 2021-2022 was finalized and posted to the City's website this week. Potential applicants were notified, and staff expect all three of the current operators (SPIN, LINK and VeoRide) to renew their permits. At present, there are approximately 500 permitted e-scooters operating in Oakland. This week, the City's first "scooter" parking decals were installed at a series of abandoned bicycle parking corrals (no longer maintained by the abutting businesses), which scooter operators are adopting and helping to maintain.

# City of Oakland Bicyclist and Pedestrian Advisory Commission

## Strategic Plan Goals for 2021

February 2021

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

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

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

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

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

					<i>available publicly as completed.</i>
2.2	Invite project managers to present on projects post-construction evaluation. Select two projects to have a presentation on before June (potentially 90th Avenue and/or Foothill Avenue rapid response fix).				How is OakDOT evaluating? How has this impacted speeds? How has this impacted traffic volume? How has this impacted bike/ped users comfort level?

#### Ongoing Tasks

2.a	Get status update on Bike Plan and Pedestrian Plan every three months.				
2.b	Highlight the Infrastructure Committee's review of projects during main BPAC meetings and promote their meeting summaries.				
2.c	Get periodic updates on Major Development Project from Department of Planning and highlight the most bike/ped relevant projects for Infrastructure Committee to review and provide comments.			Department of Planning to present at February meeting	

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

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



3.c	Attract grants for pilot Bicycle and Pedestrian equity infrastructure projects in Oakland				
3.d	Advocate for community groups to be integrated into OakDOT program and community outreach work (in a paid capacity wherever possible).				Ask that Bike Plan update presentations provide summary of program initiatives.

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

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