

# CITY OF OAKLAND



DALZIEL BUILDING . 250 FRANK H. OGAWA PLAZA . SUITE 4314 . OAKLAND . CALIFORNIA . 94612  
Department of Transportation, Safe Streets Division

## **Bicyclist and Pedestrian Advisory Commission Meeting Agenda** **Thursday, August 15<sup>th</sup>, 2024; 6:00-8:00 pm** **City Hall, Hearing Room 4**

BPAC Home Page: [www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission](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**

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

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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 via the following options:

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

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

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

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### **PARTICIPATION INSTRUCTIONS**

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

There is public bicycle parking in the [Dalziel Garage](#) and [throughout Frank H. Ogawa Plaza](#), including 12 [BikeLink](#) eLockers at [the corner of 14th Street and Broadway](#).

To request security escort services anywhere within Frank Ogawa Plaza and locations outside the Plaza within a two- to three-block radius, please visit the City Hall security station. The escort can assist visitors to the 12<sup>th</sup> Street BART Station stairway/elevator, the Dalziel Garage elevator inside 250 Frank Ogawa Plaza, the City Center West parking garage, and other public parking garages in the nearby area. Escort services are available until 11:30 pm every night and extended on nights coinciding with City Council meetings.

To access the Dalziel Garage elevators inside 250 Frank Ogawa Plaza, please visit the City Hall security station to request access to the gated wheelchair-accessible exit behind City Hall and exit through the gate across from the elevator entrance to the left of the front doors to 250 Frank Ogawa Plaza.

Time	#	Topic
6:00	1	<p><b>Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes</b> Attachment (15 minutes) Chair Gardner will take roll call, determine quorum, and facilitate introductions. He will lead the commission in an acknowledgement of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians; for more information visit: <a href="https://www.oaklandca.gov/topics/traffic-fatality-tracking">https://www.oaklandca.gov/topics/traffic-fatality-tracking</a>.</p> <ul style="list-style-type: none"> <li>At around 5:17pm on July 21<sup>st</sup>, 2024, a 68-year-old White male bicyclist was killed by a motorist at Broadway and 27<sup>th</sup> St in a hit and run crash.</li> </ul>
6:15	2	<p><b>Open Forum / Public Comment / Announcements</b> Attachment (10 minutes) – Members of the public may comment on any issue within BPAC’s subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. The BPAC’s Open Forum Liaisons track Open Forum issues raised by the public. (See <a href="https://www.oaklandca.gov/topics/traffic-fatality-tracking">tinyurl.com/Oakland-BPAC-OpenForumTracking</a>.) The Liaisons review the public comments on a periodic basis to identify policy issues for discussion by the Commission. To request City services, please contact the City of Oakland Call Center; information at <a href="http://www.oaklandca.gov/services/oak311">www.oaklandca.gov/services/oak311</a>.</p>
6:25	3	<p><b>Approval of Meeting Minutes</b> Attachment (5 minutes) – Seek motion to adopt the July 2024 BPAC meeting minutes.</p>
6:30	4	<p><b>Committee Report Backs</b> Attachment (15 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 <a href="https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons">https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons</a>.</p> <p>Policy and Legislative Committee: As of the publication of this agenda, a meeting was planned for Monday, August 12, 2024, 5:30-7:30 PM in City Hall, Hearing Room 2. They will discuss items on 311 Service Requests, fatality/injury related bicyclist or pedestrian related crash data, and the Oakland General Plan Update Land Use and Transportation Element. Additional info will be shared at: <a href="https://www.oaklandca.gov/meeting/august-2024-bicyclist-pedestrian-advisory-commission-bpac-policy-and-legislative-committee-meeting">https://www.oaklandca.gov/meeting/august-2024-bicyclist-pedestrian-advisory-commission-bpac-policy-and-legislative-committee-meeting</a></p> <p>Infrastructure Committee: The next meeting is scheduled for September 5, 2024, from 3:30-5:30 in the Broadway Conference Room at 250 Frank Ogawa Plaza Suite 4314. Additional info will be shared at: <a href="https://www.oaklandca.gov/meeting/september-2024-bicyclist-pedestrian-advisory-commission-bpac-infrastructure-committee-meeting">https://www.oaklandca.gov/meeting/september-2024-bicyclist-pedestrian-advisory-commission-bpac-infrastructure-committee-meeting</a></p>
6:45	5	<p><b>San Francisco’s Vision Zero Quick-Build Program</b> Attachment (30 minutes)– Jen Wong, Transportation Planner at the San Francisco Municipal Transportation Agency (SFMTA) will present on the Quick-Build Program. This presentation will provide a comprehensive overview of one of San Francisco’s project delivery methods for enhancing street safety and reducing traffic fatalities. Launched to support the city’s Vision Zero initiative, the Quick-Build Program has been a pivotal element in San Francisco’s Vision Zero Action Strategy. This presentation reflects on the program’s key features, achievements, and challenges over the past five years.</p>
7:15	6	<p><b>Highway Safety Improvement Program (HSIP) Grant Cycle 12 OakDOT Applications</b> Attachment (30 minutes) – OakDOT staff will share an overview of the crash data-driven HSIP grant program and the status of previously awarded completed and ongoing HSIP projects in Oakland. They will also discuss and seek feedback on the current proposals to request funds to implement HSIP-eligible countermeasures that focus on intersection safety for pedestrians and bicyclists. Note the presentation of the current proposals will be shown at the meeting and provided in the minutes. The applications are due September 9<sup>th</sup>. They will request a letter of support for the application from the BPAC.</p>
7:45	7	<p><b>Three-month agenda look-ahead, suggestions for meeting topics</b> Attachment (15 minutes)</p>



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin, or Spanish interpreter, please email [NPondDanchik@oaklandca.gov](mailto:NPondDanchik@oaklandca.gov) / [PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov) or call 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, Cantones, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov) / [PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov) o llame al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

會場有適合輪椅出入設施。需要殘障輔助設施, 手語, 西班牙語, 粵語或國語翻譯服務, 請在會議前五個工作天電郵 [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov) / [PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov) 或致電 711 (電話傳達服務). 請避免塗搽香氛產品, 參加者可能對化學成分敏感. 請避免塗搽香氛產品, 參加者可能對化學成分敏感.

Địa điểm tổ chức cuộc họp có đường dành riêng cho xe lăn. Để yêu cầu các phương tiện hỗ trợ phục vụ người khuyết tật hoặc yêu cầu thông dịch viên ASL, tiếng Quảng Đông, tiếng Quan Thoại hoặc tiếng Tây Ban Nha, vui lòng gửi email đến địa chỉ [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov) / [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.

- Chief of Police
- Assistant Chief
- D/C Field Operations
- D/C Services
- Robbery

- Assault
- Property Crimes
- Homicide
- Patrol Desk
- Patrol Lieutenants

- Intelligence-Include Report
- Support Operations Division
- Youth & Family Services
- Other:

- For Public Release
  - Not For Public

## **Traffic Case** **Information**

For Additional Information:  
Lt. Greg Bellusa  
Ext. 510-777-8552

24-036325

On July 21<sup>st</sup>, 2024, at approximately 5:17pm, Oakland Police Officers were dispatched to 27<sup>th</sup> St and Broadway to investigate a report of a vehicle versus bicyclist collision.

Upon arrival, Oakland Fire and Falck were already rendering aid to a bicyclist in the westbound lanes of traffic. Based on video footage recovered, the bicyclist was traveling southbound on Broadway, through the red light, when he was struck by a grey sedan traveling westbound on 27<sup>th</sup> St. The vehicle failed to stop after the collision and continued westbound on 27<sup>th</sup> St.

Falck transported the bicyclist to the hospital where he has been listed in critical condition.

On July 28<sup>th</sup>, 2024, the bicyclist was pronounced deceased at the hospital. The bicyclist's identity is being withheld pending notification of next of kin.

It is unknown if alcohol or drugs are a factor in this collision.

This incident is still under investigation. Anyone with information is asked to contact the Oakland Police Department Traffic Investigation Unit at (510) 777-8570.

Officer Kaitlin Hoyle  
Officer Hiep Pham  
Traffic Investigations Unit  
Support Operations Division

## August 2024 BPAC Meeting Agenda Item 2. Announcements

### Announcements

- **Potential September BPAC Meeting at 81<sup>st</sup> Ave Library:** The September BPAC meeting may be held at the 81<sup>st</sup> Ave Library. Stay tuned for updates.
- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, or the Bike Oakland Newsletter, sign up at <https://share.hsforms.com/1P5XTjDGyS7q61uFu76CgNQch6is>
- **We Bike Oakland Newsletter:** The 2024 summer edition of the bi-annual “We Bike Oakland” newsletter produced by the OakDOT Bicycle and Pedestrian Program is now available at: <https://cao-94612.s3.us-west-2.amazonaws.com/documents/l-bike-Summer2024.pdf>
- **7<sup>th</sup> Street Connection Project:** The 7th Street Connection Project has a survey open about art, historical markers, and greenery. Please take the survey if you are a West Oakland community member and spread the word about this survey to friends/family in West Oakland. The survey can be found from the project webpage at [www.oaklandca.gov/7thStreet](http://www.oaklandca.gov/7thStreet). Also check out the 7th Street Connection Project - Summer 2024 Updates, which can be found on the project webpage. These updates include a revised rendering of 7th Street and Filbert Street and a link to the Racial Equity Impact Analysis for 7th Street.
- **Embarcadero West Rail Safety and Access Improvements Project:** Read about the project and take the project survey at: [www.oaklandca.gov/EmbarcaderoWest](http://www.oaklandca.gov/EmbarcaderoWest)



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**

**DRAFT Minutes from the July 18, 2024 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/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings>

Meeting called to order at 6:02 PM by BPAC Chair Gardner.

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

At roll call, quorum was established with 8 Commissioners present (X). Commissioner Yee arrived after roll call (x).

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

Introductions were made.

1. Staff: Pierre Gerard (Oakland Department of Transportation – OakDOT), Noel Pond-Danchik (OakDOT), Craig Raphael (OakDOT), Tony Dang (OakDOT), Megan Wier (OakDOT)
2. Other attendees: Kevin Dalley (Transport Oakland), Jerry Barclay, Laura, Will Barnow, Ross Parish, Bryan Culbertson (Traffic Violence Rapid Response), George Spies, Robert Prinz (Bike East Bay).

Chair Gardner led the commission in an acknowledgement of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians; for more information visit:

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

- At around 11:56 PM on June 20<sup>th</sup>, 2024, a 51-year-old Black male bicyclist was killed by a motorist on 105<sup>th</sup> Ave near Nattress Way in a hit-and-run crash involving two vehicles.
- At around 12:00 PM on June 6, 2024, a male bicyclist named John Beland was severely injured in a pothole-related crash on Skyline Boulevard near Evergreen Avenue. He succumbed to his injuries at Highland Hospital on Sunday, June 30, 2024.

Summary of Discussion:

- The speed humps and striping on 105<sup>th</sup> Ave were removed and had not yet been reinstalled for a repaving project at the time of the crash on that street near Nattress Way before the crash.

- The 311 service request relating to the pothole at the site of the crash involving John Beland has been open for at least six years leading up to the time of the crash.
- Bicyclist injuries and fatalities involving potholes do not always get reported to OakDOT by the Oakland Police Department, and the Oakland Police Department does not always respond to the site of these crashes at the time they occur.
- The BPAC Policy and Legislative Committee has identified the need for the City of Oakland to improve its 311 service request reporting procedures.
- The Oakland Fire Department may be interested and able to assist with severe injury and fatality reporting involving bicyclists and pedestrians to OakDOT and the general public.
- Robert Prinz has offered feedback to OakDOT staff to improve the City's 311 reporting procedures. Some pothole locations may be difficult to respond to when they don't include a specific physical address (e.g., locations in the Oakland hills that often exclude a physical address).

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

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

A list of announcements and attachments were included in the meeting's agenda packet. There is a liaison to Open Forum who follows up with members of the public and tracks Open Forum comments at [https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW\\_ofuDLSTOy0LdRg9otR63Yp0u5Qw/html](https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/html)

- OakDOT will be hosting a Zoom meeting at 9am next Thursday, July 25, 2024, to discuss possible ideas and locations for the City Council-supported quick-build traffic calming pilot project; OakDOT is seeking BPAC Commissioners to attend this meeting to provide feedback. Contact Commissioner Shader for more information.
- Pedal Brewfest, a fundraiser for Bike East Bay, will be held on Saturday, 7/20/24, from 1:00 – 5:00 PM at Snow Park. The event will include information about the planned cycle track loop around Lake Merritt.
  - A 10:30am bicycle ride to Pedal Brewfest from deep East Oakland is planned, contact Patricia Schader for more information.
- The Downtown Oakland Specific Plan was approved at City Council and included a plan for a cycle track on Martin Luther King Jr. Way
- A raised cycle track bikeway project on Martin Luther King Jr. Way from 2<sup>nd</sup> St to 14<sup>th</sup> St is planned; see this webpage for more information: <https://www.oaklandca.gov/projects/martin-luther-king-jr-way-streetscape-improvements>.
- Cycle track bikeway projects on Market Street and 3<sup>rd</sup> Street are still proposed but not yet implemented. If anyone is interested in discussing these proposals with the BPAC Infrastructure Committee, get in touch with Robert Prinz and Dianne Yee.

Speakers other than Commissioners: Robert Prinz.

## **Item 3. Approval of Meeting Minutes**

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

→ A motion to adopt the **Bicyclist & Pedestrian Advisory Commission June 20, 2024 meeting minutes** was made (Commissioner Gardner), seconded (Commissioner Frank), and approved unanimously by voice vote.

Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC)

#### **Item 4. Committee Report Backs**

Everyone is encouraged to attend committee meetings.

- Infrastructure Committee:
  - The next meeting will be September 5, 2024, from 3:30-5:30 in the Broadway Conference Room at 250 Frank Ogawa Plaza Suite 4314.
  - The Infrastructure Committee last met on July 11, 2024, and heard items on the 14<sup>th</sup> Street Corridor Safety Project and the San Pablo Avenue Bus and Bike Lanes Project. The notes from the meeting will be available, once finalized, at: <https://www.oaklandca.gov/meeting/july-2024-bicyclist-pedestrian-advisory-commission-bpac-infrastructure-committee-special-meeting>
- Policy and Legislative Committee: The next meeting is scheduled for Monday, August 12, 2024, from 5:30-7:30 PM in City Hall, Hearing Room 2. The meeting will include discussion on OakDOT's policy approach to pothole prevention strategies.

→ A motion to form an **ad-hoc committee composed of Commissioners Gardner and Frank and community member Kevin Dalley to discuss bicyclist and pedestrian severe injury and fatality reporting by the City of Oakland** was made (Commissioner Gardner), seconded (Commissioner Frank), and approved unanimously by voice vote.

- Open Forum liaison Commissioner Jessup is tracking all open forum comments. The tracking form can be found at: [https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW\\_ofuDLSTOy0LdRg9otR63Yp0u5Qw/htmlview](https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/htmlview)

Speakers other than Commissioners: Robert Prinz.

#### **Item 5. Speed Safety Camera Update**

Craig Raphael, Speed Safety Camera Program Manager at OakDOT, presented an update on implementation of speed safety cameras under Assembly Bill 645, which authorized a five-year speed camera pilot in six California cities. A copy of the updated presentation is attached to these minutes.

Summary of Discussion:

- 40 short-listed proposed automated speed camera locations were chosen for 3 days of motor vehicle speed surveying to collect data on 85<sup>th</sup> percentile speed and the percentage of vehicles traveling 10 miles per hour over the speed limit.
- For cities that have experienced sharp reductions in speed due to an automated speed enforcement program, what elements did their programs include?
- The features of this program are outlined in Assembly Bill 645.

- The automated speeding violation citation will not be recorded as a point the violator's driver's license and will not impact the driver's insurance, because citations are non-moving violations.
- Is Assembly Bill 43 (signed in October 2021, which allows local governments to lower posted speed limits in "safety corridors") related to Oakland's implementation of AB 645?
  - OakDOT staff did analyze locations included for consideration under AB 43 but did not include locations where speed limits are being lowered under AB 43 due to reasons including that OakDOT is trying to avoid creating the impression of a speed trap at automated speed camera locations. Signage must be included at the approach to the camera, but OakDOT can include signage at turning locations onto approaches for the cameras, and once the program begins, signs can be added at other locations Citywide to inform drivers that motor vehicle speed is being enforced at the 18 locations throughout Oakland.
- A speed safety system at a specific location shall be operated for no more than 18 months after installation of a system, unless one of the following thresholds has been met:
  - (A) A reduction in the 85th percentile speed of vehicles compared to data collected before the system was in operation.
  - (B) A 20-percent reduction in vehicles that exceed the posted speed limit by 10 miles per hour or more compared to data collected before the system was in operation.
  - (C) A 20-percent reduction in the number of violators who received two or more violations at the location since the system became operational.
- The City of Oakland will not own the cameras and will pay the contractor who does own the cameras for their rental. The associated contract could be extended after 5 years, but policy enabling the City to do so would need to be generated and passed via State legislature.
- AB 645 requires OakDOT demonstrate motor vehicle speeds are reduced at each of the speed camera locations. AB 645 does not specify how much motor vehicle speeds need to be reduced to allow them to keep operating, only that they are reduced after installation of the cameras.
- The Speed Safety Cameras Implementation Update from OakDOT is on the 7/23/24 meeting agenda for the Public Works and Transportation Committee; the associated report and attachments can be viewed on Legistar at the following webpage:  
<https://oakland.legistar.com/LegislationDetail.aspx?ID=6778791&GUID=0E00369F-A62E-4422-9864-4240F386BE86&Options=&Search=>.
- There is a statutory limitation on notifying motorists who speed over the posted speed limit but under 11mph over the speed limit; the cameras can only take a photo if the vehicle is traveling over 10mph over the posted speed limit.
- The program is estimated to cost \$1.7 million per year as a base assumption, with the camera rentals estimated at \$4000 per camera per month. These cost estimates are not yet included in the draft Request for Proposals (RFP), so they are subject to change before the RFP is released.
- Any revenues beyond the cost to run the system from this program are required to fund City traffic calming work. OakDOT does not expect surplus revenue from this program, but there is uncertainty about how much revenue the program will generate. A special fund for the profit revenue will be created to protect it from other uses.
- Is there a backup funding program for the automated speed camera program? OakDOT is seeking additional funding for the program from the Alameda County Transportation Commission (ACTC); OakDOT is open to additional funding opportunities from any other agencies.
- The speed cameras will likely use a combination of radar and LiDAR. Separate tube counts may need to be taken to capture some speeds.

- State Bill 50 (SB50) is pending State legislation to reduce police-involved pretext traffic stops, and Oakland has an opportunity to proactively accomplish the same goal. The “bill would prohibit a peace officer from stopping or detaining the operator of a motor vehicle or bicycle for a low-level infraction, as defined, unless a separate, independent basis for a stop exists or more than one low-level infraction is observed.” Read more at: [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240SB50](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB50).
- OakDOT will pay a flat fee to the contractor for the camera rentals and processing, so there is no incentive for the contractor to inflate the penalty fees.
- There has been intention from the State legislature to the City level to avoid conflating this program with red light camera programs.
- The program will be ineffective without an impact to drivers’ driving record, insurance, or some other stronger measure.

Speakers other than Commissioners: Megan Wier, Robert Prinz, Bryan Culbertson, Kevin Dalley, George Spies, Anne Killebrew.

### **Item 6. Mid-Cycle Budget Discussion**

BPAC leadership led the Commission in a discussion of OakDOT’s Fiscal Year 2024-2025 mid-cycle budget. A memo of high-level changes to the budget affecting OakDOT was included in the agenda for this meeting.

Summary of Discussion:

- BPAC communicated to OakDOT that traffic calming should be a central priority for the mid-cycle budget. The OakDOT memo to the Public Works and Transportation Committee does not appear to include this prioritization.
- Discretionary funding for traffic calming projects appears limited.
- It is disappointed that the “one-time savings” funding identified in the memo is not proposed to be used for the City Council-approved community traffic calming pilot program.
- The BPAC should write a letter to OakDOT responding to the mid-cycle budget memo. This type of letter could be sent on a monthly basis.
- 
- Reading a letter aloud to Oakland City Councilmembers would be more impactful than sending the letter alone.

→ A motion **to write a letter to the Public Works and Transportation Committee expressing the Bicyclist and Pedestrian’s Advisory Commission’s disappointment with OakDOT’s mid-cycle budget** was made (Commissioner Schader), seconded (Chair Gardner), and approved unanimously by voice vote.

Speakers other than Commissioners: Ann Killebrew, Kevin Dalley.

### **Item 7. BPAC Commissioner Recruitment & Outreach**

Staff and commissioners discussed the BPAC recruitment process and created an Ad-Hoc recruitment committee. A document detailing the status of current commissioners’ terms and the recruitment process was attached to the meeting agenda packet.

Summary of Discussion:

- Commissioner Mangrum is planning on attending Pedal Brewfest to help recruit new BPAC Commissioners.
- BPAC Open House events have worked well for Commissioner recruitment in past years and should be done again this year. The Cesar Chavez Branch Library was last year's location and should be considered again. Recruitment should be done in conjunction with outreach for the future BPAC meeting held at 81<sup>st</sup> Ave Library.

→ A motion **to create an ad-hoc BPAC Recruitment Committee composed of Commissioners Mangrum, Schader, and Altman** was made (Whipps), seconded (Gardner), and approved unanimously by voice vote.

Speakers other than Commissioners: none.

**Item 8. BPAC Logo Design**

Noel Pond-Danchik from the OakDOT Safe Streets Division, Bicycle and Pedestrian Program ([npond-danchik@oaklandca.gov](mailto:npond-danchik@oaklandca.gov)), presented on the BPAC logo design presented to the BPAC at the November 2023 meeting and discussed hat or other swag options for commissioners. A copy of the presentation was included in the meeting agenda.

Summary of Discussion:

- Commissioners prefer the black color option for the hat.
- Commissioners would like to have BPAC-branded stickers or other swag to give away at events.

→ A motion **to approve the BPAC logo design in the 7/18/24 meeting agenda packet** was made (Gardner), seconded (Frank), and approved unanimously by voice vote.

**Item 9. Three-month agenda look-ahead, suggestions for meeting topics**

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

*Suggestions for Meeting Topics*

- Planned bikeways by the Port of Oakland on Market St and 3<sup>rd</sup> St
- Upcoming grant applications
- Regional Measure 3: Safe Routes to Transit & Bay Trail (SR2TBT) grant applications

Meeting adjourned at 8:00 PM.

Attachments:

- **Revised Speed Safety Pilot Program attachment**

Minutes recorded by Pierre Gerard, Bicycle & Pedestrian Program Transportation Planner II, emailed to meeting attendees for review on July 23, 2024 with comments requested by August 6, 2024 to [pgerard@oaklandca.gov](mailto:pgerard@oaklandca.gov). Revised minutes will be attached to the August 2024 meeting agenda and considered for adoption at that meeting.

## August 2024 BPAC Meeting Agenda Item 4. Committee Report Backs Attachment

For more information on the BPAC's Committees and Liaisons see

<https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>

### 2024 Active BPAC Committees and Liaisons

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

\*Committee Chairs in **bold**



SFMTA

# San Francisco's Vision Zero Quick-Build Program Overview

**Jen Wong**, Program Manager

San Francisco Municipal Transportation Agency

August 15, 2024

# What makes it quick-build?

- Traffic safety improvements that are easy to implement, lower cost, and are adjustable/reversible
- Design, construct, and evaluate more nimbly and iteratively



Demonstration



Pilot



Quick-Build



Capital

# Executive Direction & Support

“the SFMTA will **develop a policy that requires SFMTA staff to move forward with quick, near-term safety enhancements on high injury corridors**, including paint, safety posts, and temporary sidewalk extensions”

March 6, 2019

“We need to make bicycling a safer, more viable choice for our residents, and this starts with expanding our network of protected bike lanes and keeping our current bike lanes clear. That’s why I am **directing the SFMTA to double our production of protected bike lanes over the next two years** and increase enforcement of violations related to blocking bike lanes.”

May 9, 2019 (Bike to Work Day)

# Vision Zero Action Strategy



VISION ZERO  
ACTION STRATEGY

**Eliminating  
Traffic Deaths  
in San Francisco**



*Increase the total miles of high-impact sustainable travel lanes - transit-only lanes, protected bicycle facilities, and wider sidewalks...*

*Reduce delivery timelines through quick-build projects - work done entirely by city crews...*

[VisionZeroSF.org/about/action-strategy](https://VisionZeroSF.org/about/action-strategy)

# Quick-Build Improvements

## Paint, signs, and delineators



## Signal timing changes



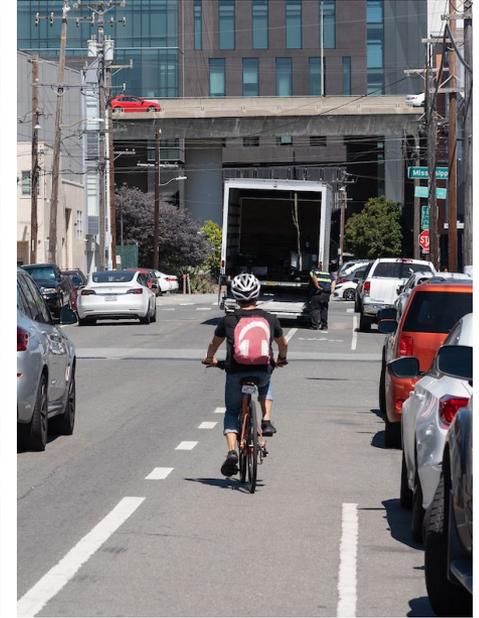
## Parking and loading changes



## Transit stop changes



# Projects to date



36

Corridor projects completed

5

Construction phase projects

7

Design phase projects

華裔社區園地  
Asian Community Garden

ng Asian Community G

社區園地 Florence Park Asian Community



✓ No compromises to quality outreach



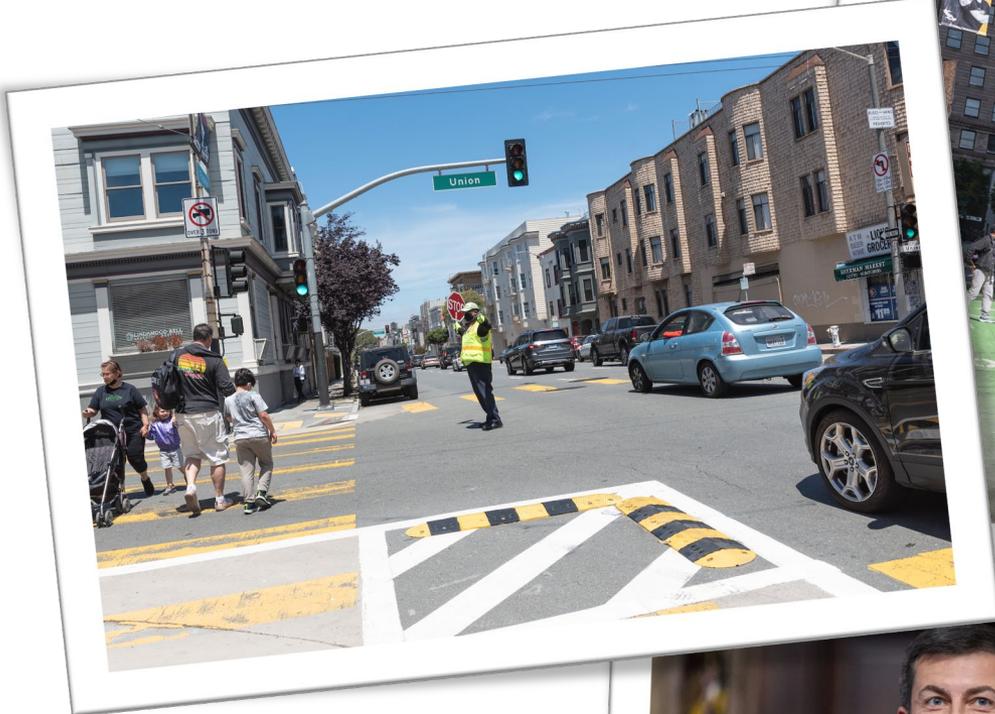


✓ Stretching beyond  
quick-build

✓ Achieving the vision through iteration



# What's next?



QuickBuild@SFMTA.com

**SFMTA.com/QuickBuild**



# Highway Safety Improvement (HSIP) Program Candidate Projects



CITY OF OAKLAND

Department of Transportation

*Strategic Planning and Administration*

Cycle 12

**Deadline:** 9/9/2024

# HSIP Goal

The purpose of the HSIP program is to **reduce traffic fatalities and serious injuries** on all public roads.

# Safe Oakland Street Goals

- **Prevent severe and fatal crashes and related disparities impacting Black, Indigenous, and People of Color (BIPOC) communities, seniors, and low-income populations;**
- Eliminate severe and fatal injury inequities including racial disparities impacting BIPOC communities that exist today in Oakland; and
- Inform safety strategies that prevent injury and injury inequities, and do not have adverse equity impacts on BIPOC communities, seniors, and low-income populations.

# Oakland Past HSIP Awards

## Completed HSIP Projects

- Cycle 4 – Hegenberger at Edes, Baldwin, Hamilton, & 73<sup>rd</sup>
- Cycle 4 – Bancroft & 94<sup>th</sup> Ave
- Cycle 4 – San Pablo Ave at West St and W. Grand
- Cycle 5 – W. MacArthur between Market St and Telegraph
- Cycle 5 – Market St between 45<sup>th</sup> St and Arlington Ave
- Cycle 5 – 98<sup>th</sup> Ave Intersection Improvements
- Cycle 6 – Downtown/Lake Merritt BART Area Ped Safety
- Cycle 6 – Grand Ave Ped Safety
- Cycle 7 – Market St between 7<sup>th</sup> and 21<sup>st</sup> St
- Cycle 7 – Downtown Systemic Improvements
- Cycle 7 – Shattuck & Claremont Ave Bike/Ped Improvements
- Cycle 8 – Fruitvale Ave Road Diet and Crosswalk Enhancements
- Cycle 8 – 35<sup>th</sup> Ave between San Leandro and Sutter St
- Cycle 8 – High St between San Leandro St and Porter St
- Cycle 8 – Guardrails Oakland Hills
- Cycle 8 – Downtown Systemic Improvements
- Cycle 8 – Bancroft Ave Crosswalk Enhancements (66<sup>th</sup> to 98<sup>th</sup>)

Cycle	4	5	6	7	8	9	10	11
Awards	3	3	2	4	6	2	3	3
Total (\$ millions)	1.8	2	1.2	4.7	10	1.3	6	5.1

# Status of Ongoing HSIP Projects

Cycle	Project	Phase
7	Telegraph Ave (29 <sup>th</sup> to 45 <sup>th</sup> St)	<b>Construction</b> (estimated completion winter 2024)
9	Foothill (Harrington to Cole); MacArthur (69 <sup>th</sup> to 96 <sup>th</sup> )	<b>Construction</b> (estimated completion winter 2024)
	Pedestrian Improvements/RRFBS at 7th/Filbert, Oakland Ave/Moss Ave, and 98 <sup>th</sup> /C St	Design Completed
10	Systemic Crossing Improvements on Local Streets	Design
	98th Ave Crossing Improvements	Design
	14th St Pedestrian Crossing Improvements (+Road Diet)	Design
11	SOS Major Crossings	Design
	SOS Pedestrian Accessibility and Safety Enhancements	Design
	90th Ave Intersection Enhancements	Design

# Basics of HSIP

$$1) \text{ Benefit (Annual)} = \sum_{s=0}^3 \frac{CRF \times N \times CC_{ave}}{Y}$$

- *CRF* : Crash reduction factor in each countermeasure.
- *S* : Severity (0: PDO, 1: Minor Injury, 2: Injury, 3: Severe Injury/Fatal). See the below table.
- *N* : Number of Crashes, in severity levels, related to selected countermeasure.
- *Y* : Crash data time period (Year).
- *CC<sub>ave</sub>* : Crash costs in severity levels.

Severity (S)	Crash Severity *	Location Type	Crash Cost ***
3	**Fatality and Severe Injury Combined (KA)	Signalized Intersection	\$2,162,000
3		Non-Signalized Intersection	\$3,440,000
3		Roadway	\$2,978,000
2	Evident Injury – Other Visible (B)		\$193,000
1	Possible Injury – Complaint of Paing (C)		\$110,000
0	Property Damage Only (O)		\$18,000

\* The letters in parenthesis (K, A, B, C and O) refer to the KABCO scale; it is commonly used by law enforcement agencies in their crash reporting efforts and is further documented in the HSM.

\*\* Figures were calculated based on an average Fatality (K) / Severe Injury (A) ratio for each area type, a crash cost for a Fatality (K) of \$8,112,200, and a crash cost of a Severe/Disabling Injury (A) of \$437,100. These costs are used in the HSIP Analyzer.

\*\*\* Based on Table 7-1, Highway Safety Manual (HSM), First Edition, 2010. Adjusted to 2022 Dollars.

- **Data-Driven:** a project is to be identified based on the evaluation of collision history
- **Proven Countermeasures:** a project is to implement countermeasures for roadways and intersections that substantially address the problem
- **Benefit-Cost-Ratio (BCR):** HSIP selection is competitive and based in part on a project's BCR that is a calculation of a countermeasures crash reduction factor, KSI data and costs, and overall project cost
- **Maximum Request:** HSIP caps each agency at a request for \$10 million

## August 2024 BPAC Meeting Agenda Item 7. Three-month agenda look-ahead, suggestions for meeting topics

For the full list of requested items and other details on upcoming meeting planning, see the BPAC Scheduler at [https://docs.google.com/spreadsheets/d/1PmvGuKNg3lBspg7WwnqB7\\_MaQumB6BCpA\\_7Sbvuf8Q8/edit?usp=sharing](https://docs.google.com/spreadsheets/d/1PmvGuKNg3lBspg7WwnqB7_MaQumB6BCpA_7Sbvuf8Q8/edit?usp=sharing).

### Three-month agenda look-ahead

- Safe Oakland Streets Annual Report
- Alameda County Transportation Commission (ACTC) Grant Application Projects
- Metropolitan Transportation Commission Regional Measure 3 (RM3) Safe Routes to Transit and Bay Trail (SR2TBT) Grant Application
- Paving Plan & Measure KK Update (tentative)
- Sobrante Park-to-Brookfield Village Neighborhood Bike Route Update
- Electric Bike Lending Pilot Program (tentative)
- Grand Ave Repaving Project (tentative)
- Pedestrian Plan Update (tentative)
- Bike Plan Progress (tentative)
- Land Use Transportation Element of the General Plan Update (tentative)
- Major Development Projects Update (tentative)
- BPAC Commissioner Recommendations

# City of Oakland Bicyclist & Pedestrian Advisory Commission Strategic Plan

April 2023

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

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

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

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

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

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

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

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