

CITY OF OAKLAND



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Department of Transportation, Safe Streets Division

Bicyclist and Pedestrian Advisory Commission Special Meeting Agenda

Thursday, May 22, 2025; 6:00-8:00 pm

81st Ave Library, 2nd Floor Community Room, 1021 81st Ave, Oakland, CA 94621 (Note the change in location)

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

Resources for Commissioners: <https://www.oaklandca.gov/resources/resources-for-bpac-members>

Commissioners

Priyanka Altman, Kirsten Flagg, Grey Gardner, Jimmy Jessup, Alexander Perry,
David Ralston (Chair), Patricia Schader, Nicholas Whipps (Vice Chair), Dianne Yee

PUBLIC WEBCASTING

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

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

Remote participation including public comment via teleconferencing is not available at this time. All Commission meetings will include procedures to comply with the open meeting requirements of the City's [Sunshine Ordinance](#) and the State's [Brown Act](#).

PUBLIC PARTICIPATION

The community room is located on the second floor of the library. Immediately after entering the library, take the elevator or stairs to the right of the entrance to the second floor.

There are two bike parking racks one immediately in front of the library at the entrance, and another about 25 feet to the right of the entrance when facing the library entrance, between the library and the school.

If you have any questions, please email Noel Pond-Danchik (NPond-Danchik@oaklandca.gov) staff liaison to the Commission.



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 / 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, Cantonés, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a NPond-Danchik@oaklandca.gov / PGerard@oaklandca.gov o llame al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

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

Địa điểm tổ chức cuộc họp có đường dành riêng cho xe lăn. Để yêu cầu các phương tiện hỗ trợ phục vụ người khuyết tật hoặc yêu cầu thông dịch viên ASL, tiếng Quảng Đông, tiếng Quan Thoại hoặc tiếng Tây Ban Nha, vui lòng gửi email đến địa chỉ NPond-Danchik@oaklandca.gov / PGerard@oaklandca.gov hoặc gọi đến số 711 (với Dịch vụ Tiếp âm) ít nhất năm (5) ngày làm việc trước khi cuộc họp diễn ra. Vui lòng không sử dụng các sản phẩm có mùi thơm khi tham gia cuộc họp này như một phép lịch sự đối với những người tham dự nhạy cảm đối với các chất hóa học.

| Time | # | Topic |
|------|---|--|
| 6:00 | 1 | <p>Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes Attachment (15 minutes) – Chair Ralston 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: https://www.oaklandca.gov/topics/traffic-fatality-tracking.</p> <ul style="list-style-type: none"> At around 11:21pm on April 18, 2025, a vehicle driver struck a bicyclist crossing International Blvd at 78th Ave. The bicyclist was a 44-year-old, Black, male Oakland resident and died as a result of his injuries. The driver fled the scene. At around 11:24 am on May 4, 2025, a vehicle driver struck someone riding an electric assistive mobility device while the driver was making a left onto 18th St from San Pablo Ave. The person riding the assistive device was a 49-year-old male and died as a result of his injuries. The driver fled the scene. |
| 6:15 | 2 | <p>Open Forum / Public Comment / Announcements Attachment (10 minutes) – Members of the public may comment on any issue within BPAC’s subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. The BPAC’s Open Forum Liaisons track Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking.) The Liaisons review the public comments on a periodic basis to identify policy issues for discussion by the Commission. To request City services, please contact the City of Oakland Call Center; information at www.oaklandca.gov/services/oak311.</p> |
| 6:25 | 3 | <p>Approval of Meeting Minutes Attachment (5 minutes) – Seek motion to adopt the April 2025 BPAC meeting minutes.</p> |
| 6:30 | 4 | <p>Embarcadero West Rail Safety and Access Improvements Update and Martin Luther King Jr. Way Streetscape Improvements Attachment (30 minutes) – OakDOT’s Major Projects Division staff will provide updates on the Embarcadero West Rail Safety and Access Improvements and Martin Luther King Jr. Way Streetway Improvements projects.</p> <ul style="list-style-type: none"> Staff will provide an update on the Embarcadero West Rail Safety and Access Improvements design and timeline. The project webpage (www.oaklandca.gov/EmbarcaderoWest) will be updated the week of May 12th to reflect project updates. Ruth Meza, OakDOT Transportation Planner, will provide a brief overview of the final design and next steps for the Martin Luther King Jr. Way Streetscape Improvements project (www.oaklandca.gov/projects/martin-luther-king-jr-way-streetscape-improvements). Staff also request that BPAC commissioners review the attached MTC Complete Streets Checklist for the project. This checklist is required for staff to request allocation of Regional Measure 3 Goods Movement and Mitigation funds for construction. |
| 7:00 | 5 | <p>Committee Report Backs 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 https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons.</p> <ul style="list-style-type: none"> Infrastructure Committee: The committee last met on May 1, 2025, and discussed: A Neighborhood Bike Routes Paving Coordination Update, Bicycling and Pedestrian Infrastructure Design Details and Supplemental Guidance, and a MTC and AC Transit Comment Letter. More info at: www.oaklandca.gov/meeting/may-2025-bpac-infrastructure-committee. Their next meeting is scheduled for July 3, 2025, from 3:30-5:30. |

- Policy and Legislative Committee: The committee met last on May 5th. They had a presentation from the Paving Division of OakDOT on multiple major policy proposals supportive of increasing pedestrian right-of-way construction, and a discussion on the Fire Code Approval Cycle and OFD/OakDOT Collaboration. They will report back from the presentation from Sarah Fine, Paving Division Manager on four resolutions that Fine will be taking to City Council. The goal of the resolutions is to expedite pedestrian right of way improvements and a synopsis of the proposals is included as an attachment. The commission will consider a motion to write a letter of support for the resolutions. More info at: www.oaklandca.gov/meeting/may-2025-bpac-policy-and-legislative Their next meeting is scheduled for Monday, July 28, 2025 at 6pm.

- 7:15 6 **Bike to Wherever Day Report Back** (10 minutes) – Chris Hwang from Walk Oakland Bike Oakland (WOBO) and Caitlin Gleason from Bike East Bay will report back on the May 2025 Bike to Wherever Day celebrations in Oakland.
- 7:25 7 **Undercrossing Improvements** (25 minutes) – OakDOT’s Major Projects Division staff will provide updates on the Undercrossing Improvements Project: More info available at: www.oaklandca.gov/projects/undercrossing-improvements
- 7:50 8 **Three-month agenda look-ahead, suggestions for meeting topics Attachment** (10 minutes)

- Chief of Police
- Assistant Chief
- D/C Investigations
- 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:

| |
|--|
| <input checked="" type="checkbox"/> For Public Release |
| <input type="checkbox"/> Not For Public |

Traffic Case

Information

For Additional Information:
Lieutenant Tim Dolan
510-777-8663

RD # 25-017299

On April 18, 2025, at approximately 2321 hours, Oakland Police Officers were dispatched to the 7800 Blk of International Blvd to investigate a report of a vehicle vs. bicyclist hit and run collision.

Officers arrived on scene and located a bicyclist laying in the west bound lanes of traffic with severe injuries from an apparent collision. OFD and Falck medical personnel arrived on scene and provided first aid. Falck transported the bicyclist to Highland Hospital where he was pronounced deceased.

Based on the preliminary investigation, it appears that the bicyclist was crossing over International Blvd at the intersection of 78th Ave when he was struck by a vehicle that was traveling east bound on International Blvd. The vehicle fled the scene immediately following the collision.

The bicyclist was a 44 year old male Oakland resident. The identification is being withheld pending notification of next of kin.

It is unknown if alcohol, or drugs played 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 B. Lowe
Lieutenant T. Dolan
Traffic Investigations Unit
Oakland Police Department

- 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. T. Dolan

Ext. 510-777-8663

25-019673

On May 4, 2025, at approximately 1124hrs, Patrol officers responded to the intersection of San Pablo Ave and 18th St to investigate a report of a collision involving a vehicle vs. pedestrian. When Officers arrived on scene, they discovered one (x1) adult Male party (electric scooterist) laying in the roadway and trapped underneath the involved Mazda 6 station wagon. This scooterist was suffering from multiple visible injuries. Officers also discovered the driver of this involved vehicle had fled the scene of this collision.

OFD and Falck personnel arrived on scene rendering medical aid to the Male party for various injuries. The Male party was transported to Highland Hospital where he succumbed to his injuries.

It was determined that this Mazda was traveling S/B on San Pablo Ave. and made a left turn onto 18th St. At this time, the involved scooterist was traveling N/B in the pedestrian crosswalk when he was broadsided by this Mazda. The Mazda came to rest atop this scooterist trapping him underneath this vehicle. The driver of this Mazda exited the vehicle and immediately fled the scene of this collision.

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 H. Pham (Primary)
Officer T. Pollard
Oakland Police Dept.
Traffic Investigations Unit

Agenda Item 2. Announcements Attachment

Announcements

- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, or the Bike Oakland Newsletter, sign up at <https://share.hsforms.com/1P5XTjDGyS7q61uFu76CgNQch6is>
- **Oakland General Plan and Pedestrian Plan Neighborhood Walking Tours Application:** What's great about your neighborhood? What needs improvement? We want to know! The Department of Transportation and Planning and Building Department are accepting applications to fund up to 10 neighborhood walking tours. To connect with residents in Oakland's Environmental Justice Communities and understand the opportunities, challenges, needs, and wants of different neighborhoods around the city, we are offering up to 10 stipends of \$500 to each selected group. [Applications](#) are open now and due on June 2, 2025. Please encourage groups to apply!
- **General Plan Community Advisory Subcommittee:** The City of Oakland is now accepting applications for the General Plan's Community Advisory Subcommittee! Help shape policies related to land use, transportation, and parks. Applications are due May 15, 2025. More info at: www.oaklandca.gov/news/join-the-general-plan-community-advisory-subcommittee
- **Speed Camera Vendor Contract:** OakDOT is planning to award a contract to a speed camera vendor at the June 10, 2025, Public Works and Transportation Committee meeting and June 17, 2025, City Council meeting. As always BPAC interest and support for this program is welcome! Meeting info will become available at: <https://oakland.legistar.com/Calendar.aspx>
- **June BPAC Meeting Date:** The June BPAC meeting date will be changed in honor of Juneteenth. A new date is being set.
- **East Oakland Futures Fest:** The East Oakland Futures Festival is a block party with an Afrofuturistic theme showcasing the best in East Oakland's food, arts, tech, and culture. It will be on Saturday, June 7th. For more info, see: www.eastoaklandfuturesfest.org/



City of Oakland, Bicyclist & Pedestrian Advisory Commission

DRAFT Minutes from the April 17, 2025 Meeting

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

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

Meeting called to order at 6:01 PM by BPAC Chair Ralston.

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 5 Commissioners present (X). 1 Commissioner arrived after roll call (x). 2 Commissioners were excused (-).

| Commissioners | Present |
|--------------------------|---------|
| Priyanka Altman | - |
| Kirsten Flagg | x |
| Grey Gardner | X |
| Jimmy Jessup | X |
| Alexander Perry | - |
| David Ralston (Chair) | X |
| Patricia Schader | X |
| Nick Whipps (Vice-Chair) | X |
| Dianne Yee | X |

Introductions were made.

1. Oakland Department of Transportation (OakDOT) Staff: Jason Patton, Noel Pond-Danchik, Jasmine Pomar, Rachel Strangeway, Enyi Eureka, Natalie Mall, Jamie Parks, Megan Wier, Andre Soucy, Yvonne Chan, Jasmine Pomar
2. Other attendees: Robert Prinz (Bike East Bay, WOBO, BPAC Infrastructure Committee Chair), Kevin Dalley (Policy and Legislative Committee Chair), Tom Holub (Scraper Bike Team), Phoenix Mangrum (BPAC Liaison to the Police Department), Anwar Baroudi (Mayor’s Commission on Peoples with Disabilities Chair), Bryan Culbertson, Anthony Campana (Traffic Violence Rapid Response)

Chair Ralston 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: oaklandca.gov/topics/traffic-fatality-tracking. No new fatal pedestrian or bicyclist crashes were included in the agenda.

Speakers other than Commissioners: none

Item 2. Open Forum / Public Comment / Announcements

A list of announcements and attachments were included in the meeting’s agenda packet. Members of the public may comment on any issue within BPAC’s subject matter jurisdiction. Comments on a scheduled

agenda item will be heard with that item. The BPAC's Open Forum Liaisons track Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking.) The Liaisons review the public comments on a periodic basis to identify policy issues for discussion by the Commission. To request City services, please contact the City of Oakland Call Center; information at oaklandca.gov/services/oak311.

Summary of Discussion:

- April 26th is the City of Alameda Bike Festival (www.alamedaca.gov/Departments/Planning-Building-and-Transportation/Transportation/Bike-Festival) – Noel Pond-Danchik
- April 26th there is a free adult bike safety class in Fruitvale (www.eventbrite.com/e/free-adult-bike-safety-class-tickets-1321666162069) – Noel Pond-Danchik
- The BPAC should schedule an item from City of Oakland staff on the Encampment Management Team to discuss the Encampment Management Plan and its impacts on bike and pedestrian access including the use of concrete blocks and fences. – Robert Prinz
- There is a going away happy hour for Nicole Ferrara on Thursday April 24 from 5-8 at Two Pitchers Brewing Company. – Jason Patton
- The Bike/Pedestrian Section at OakDOT is expecting to release a Request for Proposals soon to contract with Community-Based Organizations (CBOs) on an existing on-call CBO list for educational, engagement, and promotional events related to bicyclist and pedestrian programming. Reach out to Noel Pond-Danchik or Jason Patton for more info. – Jason Patton
- The Scraper Bike Team is in transition. Good things are in the works including receiving a big grant recently. – Tom Holub
- BPAC Liaison to the Oakland Police Department (OPD), Phoenix Mangrum, has been attending interviews with OPD to hire OPD staff. – Phoenix Mangrum

Speakers other than commissioners: Noel Pond-Danchik, Jason Patton, Tom Holub, Phoenix Mangrum

Item 3. Approval of Meeting Minutes

The draft meeting minutes from the March 2025 BPAC meeting were considered for adoption.

→ A motion to **adopt the Bicyclist & Pedestrian Advisory Commission March meeting minutes** was made (Whipps) and seconded (Yee). The motion was approved by unanimous voice vote.

Adopted minutes online at www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings

Speakers other than commissioners: none

Item 4. Committee & Liaison Overviews and Report Backs

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

- Infrastructure Committee: The committee last met on March 6, 2025. Their next meeting is scheduled for May 1, 2025, from 3:30 to 5:30 PM at 250 Frank Ogawa Plaza in the Broadway Conference Room, Suite 4304. More info to come at: www.oaklandca.gov/meeting/may-2025-bpac-infrastructure-committee

- Policy and Legislative Committee: The committee met last on February 10, 2025. The next meeting is a special meeting on May 5th from 6:00 to 7:30 PM. They are planning on having a presentation from the Paving Division of OakDOT on multiple major policy proposals supportive of increasing pedestrian right-of-way construction and a discussion on the fire code with the Fire Marshall. More info to come at: www.oaklandca.gov/meeting/may-2025-bpac-policy-and-legislative

Speakers other than Commissioners: none

Item 5. Safe Oakland Streets Annual Report

Jasmine Pomar, OakDOT Chief of Staff, presented on the findings of the 2024 Safe Oakland Streets (SOS) Annual Informational Report. The report includes an analysis of 2024 roadway fatalities and rapid response, an analysis of 2024 safety improvement projects using the High Injury Network (HIN) and Equity Toolbox as metrics, an analysis of 2024 OPD Traffic Stops, and a summary of other strategy areas of the Safe Oakland Streets Interdepartmental Initiative as well as a look ahead to 2025 goals. A copy of the presentation is attached to these minutes.

Summary of Discussion:

- Vehicle speed reduction should be the number one priority for all projects and there should be goals set regarding the number of projects focused on speed reduction.
- How many quick-build safety projects were done and is that number going up over time?
- Staff are considering breaking projects down by dollars invested as well as number of projects in future iterations of the report to capture different scopes of projects.
- OPD should do public speed stings to send out the message to not speed.
- OakDOT shares the HIN with the Traffic Enforcement group of OPD and OPD targets their traffic enforcement on the HIN.
- OPD quickly provides information to OakDOT on traffic fatalities. This information is vital for OakDOT's Rapid Response Program.
- Highly publicized enforcement is shown to be effective. More information on efficacy is available in the Efficacy and Equity Impact Assessment available on the SOS webpage: www.oaklandca.gov/topics/safe-oakland-streets
- SOS is working on publicized enforcement with the Speed Camera Program.
- Educational campaigns are shown to be effective, though not highest impact on their own.
- Safe Oakland Streets is Oakland's safe systems approach to reach our goal of zero traffic fatalities by 2042.
- The term "Failure to Yield" was clarified to refer to any instance in which a driver fails to yield as required to a pedestrian, bicyclist, or another vehicle.
- While there are often multiple factors that contribute to a crash, only the "Primary Crash Factor" is shown in Police Reports.
- Concerns were raised regarding traffic stop data, with a recommendation to disaggregate by type of stop i.e. stops, detentions, and arrests, by race.
- It was stated that strong privacy protections are in place for data collected through the Speed Camera Program, including statutory requirements for local data storage, limited data access (not shared with OPD), and routine data deletion. More details are available in the program's use policy and on the program webpage: www.oaklandca.gov/projects/assembly-bill-645-friedman-speed-safety-systems-pilot-program

- The report is scheduled to be presented to the Public Works and Transportation Committee (PWTC) on May 13, 2025 at the 11:30 meeting. More info will become available at: <https://oakland.legistar.com/calendar.aspx>

Speakers other than Commissioners: Megan Wier, Phoenix Mangrum, Tom Holub, Kevin Dalley

Item 6. Measure U

The OakDOT Funding Strategy team provided a presentation on Measure U funding for transportation, including the impacts of a delayed bond sale on OakDOT's capital budget and project delivery. For additional information, a staff report is available at [this link](#). A copy of the presentation was included in the agenda for this meeting.

Summary of Discussion:

- It was noted that the issue of bond sales has received considerable media attention.
- Questions were raised regarding the delay in the bond issuance and the earliest possible timeline for release.
- It was explained that a report from the City Administrator's Office outlined that the bond issuance process requires approximately six months due to required analysis.
- The issue was recently considered by City Council.
- The City Council and administration are committed to moving forward, targeting a bond sale in either November 2025 or January 2026.
- OakDOT has been directed to resubmit a budget based on a bond issuance beginning January 2026.
- It was noted that the Finance Department may allow interim borrowing once a bond issuance is assured.
- Advocacy efforts have been acknowledged as instrumental in urging the City to accelerate bond issuance.
- OakDOT currently has approximately 90 vacant positions, with hiring dependent on the availability of bond funding. Additionally, the Finance Department's limited capacity for reviewing hires affects the process, even for positions not funded by bonds.
- Although Measure A is expected to pass, no funds are anticipated to be allocated to OakDOT.
- A City Administrator's policy mandates that all hiring be reviewed and approved by the Finance Department.
- The amount and timing of Measure U Bonds will not be confirmed before the City's budget is adopted.
- The item is expected to return to City Council by July, during budget deliberations.
- The first \$30 million of Measure U Bonds is designated for previously committed grant match obligations; remaining funds will be allocated to street paving.
- A quarterly oversight committee, which had not met for two consecutive quarters, is scheduled to reconvene on April 28, 2025, with this item on the agenda. More info on the committee is available at: www.oaklandca.gov/boards-commissions/affordable-housing-infrastructure-bond-public-oversight-committee
- The Commission discussed sending a letter urging timely issuance and allocation of funds.

→ A motion was made (Whipps) and seconded (Gardner) for BPAC to **send a letter to the Finance Department, the Mayor, and City Council requesting that \$100 million be made available**

to OakDOT by July 1, 2025, and that Measure U Bonds be issued in 2025 as early as possible. The motion was approved by unanimous voice vote.

Speakers other than Commissioners: Kevin Dalley, Jamie Parks, Anwar Baroudi

Item 7. Community Initiated Traffic Calming Pilot Guidelines

OakDOT convened a discussion and asked for feedback on draft guidelines for the Community Traffic Calming Program. [Jesse Boudart, Transportation Engineer in the Traffic Capital Projects Section of OakDOT's Great Streets Delivery Division, presented the item.](#) A copy of the presentation is included in these minutes.

Summary of Discussion:

- The program is expected to launch by July 2025.
- Transport Oakland collaborated with OakDOT staff on projects near Highland Elementary (East Oakland) and MLK Elementary (West Oakland), including community meetings and plan selection. These projects are expected to enter final design phases by May.
- Clear and accessible language for treatment descriptions was requested in the final guidelines.
- Liability concerns are being addressed through standard traffic control plans, oversight by engineering staff, and use of standardized treatments.
- Curb extensions will only be permitted where ADA-compliant curb ramps already exist, though temporary curb ramps may be included at curb extensions.
- The City will install thermoplastic markings, signage, and any items required to be drilled into the ground. Items like planters must be provided by community members.
- The program aims to empower residents while managing risk.
- It is estimated that between 6–12 projects could be implemented annually.
- Limitations on treatment types were acknowledged as a potential concern. Future expansions may be considered following initial evaluations.
- A typical project timeline may involve four months for installation and one year for evaluation.
- Community-installed materials, such as tires, were discussed. While affordable and accessible materials will be considered, materials must be reviewed and approved by OakDOT staff for visibility, stability, and safety.
- Lane closures were suggested as an important community option, especially in areas such as 12th St by MLK Elementary, which functions more like a Local street despite its federal roadway classification as a Collector street.
- Requests for treatments such as mid-block curb extensions will be considered.
- Jesse requested feedback on the guidelines within the next two weeks.

Speakers other than Commissioners: Jamie Parks (OakDOT), Anwar Baroudi, Andre Soucy (OakDOT), Bryan Culbertson

Item 8. Response to MTC and AC Transit on Policy Updates

Anthony Campana from Traffic Violence Rapid Response led a discussion providing feedback on two draft documents: AC Transit's [Transit-Supportive Design Guidelines](#) and Metropolitan Transportation Commission's [Bay Area Transit Priority Policy for Roadways](#).

Summary of Discussion:

- Public comments on AC Transit's guidelines are due by May 16, 2025.
- Interested individuals were informed of a coordination meeting scheduled for Monday at 5 PM.
- It was proposed that the BPAC Infrastructure Committee [discuss the AC Transit guidelines and gather additional input at the Committee's meeting on submit a letter by May 1, 2025](#).
- The draft MTC policy had not yet been made publicly available.
- Commissioner authorship of BPAC's response letter was assigned to Commissioners Yee and Perry.

→ A motion was made (Jessup) and seconded (Whipps) for BPAC to **send a letter to AC Transit expressing concerns about how the proposed guidelines could impact the ability of jurisdictions to implement safety measures such as speed humps, raised crosswalks, removal of slip lanes, installation of bulb-outs, lane reductions, and bike infrastructure along bus routes**. The motion was approved by unanimous voice vote.

Speakers other than Commissioners: Anthony Campana, Robert Prinz, Jason Patton (OakDOT), Kevin Dalley

Item 9. Agenda look-ahead, suggestions for meeting topics

The three-month look-ahead was included in the meeting's agenda packet. [The following suggestions were made for future meeting topics:](#)

- Encampment Management Policy Impact on Bicyclist/Pedestrian Access – Robert Prinz
- Citywide Speed Survey – Gardner
- AC Transit Related Topics

Announcements:

- BPAC meetings this year should be held in East and West Oakland.
- The May BPAC Meeting will be rescheduled for Bike to Wherever Day. A poll was conducted of BPAC commissioners on what days and locations they were available. Once a decision is determined, more information will be provided at the BPAC webpage: www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission
- There will be a Paint the Town mural painting event at 26th St and Chestnut St on April 26th and April 27th in collaboration with Yu Ming Charter School.

Speakers other than Commissioners: Noel Pond-Danchik, Jason Patton

Meeting adjourned at 8:00 PM.

Attachments

- Alameda Bike Festival Flyer
- Adult Bike Safety Class Flyer
- Safe Oakland Streets Annual Report Presentation

Minutes recorded by Noel Pond-Danchik, OakDOT Bicycle & Pedestrian Program Transportation Planner, emailed to meeting attendees for review on April 23, 2025, with comments requested by May 6, 2025, to npond-danchik@oaklandca.gov. Revised minutes will be attached to the May 2025 BPAC meeting agenda and considered for adoption at that meeting.

Martin Luther King Jr. Way Streetscape Improvements



May 22, 2025



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October 2023 - February 2024 Engagement

- ✓ Community Streetscape Project Open House to inform 35% designs
- ✓ Second round of presentations to inform 65% designs
- ✓ Completed Summer 2023 Engagement Summary Report
- ✓ A workshop and meetings to inform 95%



Final Project Scope

Rendering of MLK Jr. Way at 10th Street



- Two-way cycle track
- New street trees, benches, bike parking, and pedestrian lighting
- Upgraded traffic signals and new bike signals
- New ADA curb ramps, bulb-outs, and high-visibility crosswalks
- Wayfinding signage

Next Steps

- **Spring/Summer 2025:** Request allocation from Regional Measure 3 – Goods Movement and Mitigation funds for construction.

Ask: BPAC to review MTC's Complete Streets Checklist

- **Summer/Fall 2025:**
 - Advertise the opportunity to bid on construction.
 - Conduct pre-construction outreach to inform stakeholders of upcoming construction timeline
- **Early 2026:** Construction anticipated to begin



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TRANSPORTATION

Contact Info & Resources

Contact

mpd@oaklandca.gov

Project Webpage

www.oaklandca.gov/mlk

Major Projects Division Webpage

www.oaklandca.gov/MPD

Additional Links

- [Before & After Project Renderings](#)
- [MLK Jr. Way Racial Equity Impact Analysis](#)
- [Summer 2023 Engagement Summary](#)
- [Open House Summary](#)
- [Urban Design Engagement Summary](#)



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Complete Streets Checklist

Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects in the public right of way (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – submit a Complete Streets Checklist (Checklist) to MTC.

Project sponsors shall coordinate with their respective County Transportation Agency (CTA) or local Bicycle and Pedestrian Advisory Committee (BPAC) (or equivalent) to review the CS Checklist. Checklists must be reviewed by the local or county BPAC (or equivalent) prior to MTC's review of the Checklist. If a project includes a transit stop/station or is located along a transit route, the checklist must be signed by the transit agency(ies) to confirm transit agency coordination and acknowledgement of the project.

Please note that projects claiming exceptions to the CS Policy must complete the Exceptions section on the Checklist, including the BPAC review, and provide a Department Director-level signature. Please fill out Contact Information and Project Information and then move to Statement of Exception, which is the last section.

Additional information and guidance for completing this Checklist can be found at the MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493 at <https://mtc.ca.gov/planning/transportation/complete-streets>

Submittal

Project Information

Contact Name & Title: Audrey Harris, Senior Transportation Planner

Contact Email: aharris2@oaklandca.gov

Contact Phone: 510 496 9020

Agency: City of Oakland Department of Transportation

County: Alameda

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Please include the name of the regional discretionary funding program that this project is seeking.

Regional Measure 3 – Goods Movement and Mitigation

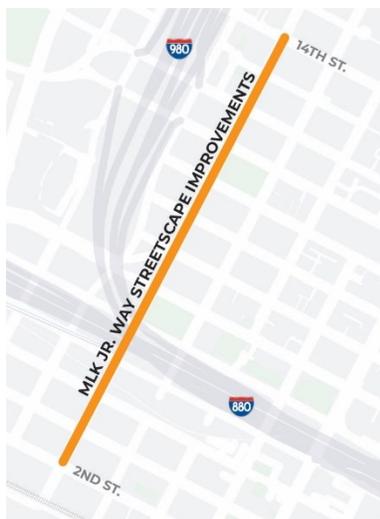
Project Name/Title:

Martin Luther King Jr. Way Streetscape Improvements

Project Area/ Location:

The project is located on Martin Luther King Jr. Way between 2nd Street and 14th Street, which traverses the West Oakland, Old Oakland, and the Jack London neighborhoods in Oakland.

Project Area Map: [MLK Streetscape Improvements only-01](#)



Project Description: (2000-character limit)

The MLK Jr. Way Streetscape Improvements will be constructed on MLK Jr. Way between 2nd Street and 14th Street. This street overlaps with the City's Green Loop. The project improvements include:

- Pedestrian improvements including new lighting, seating, upgraded sidewalk, crosswalks, curb ramps, and bulb-outs.
- A new two-way cycle track on MLK Jr. Way between 2nd Street and 14th Street to provide a safe and comfortable bike route for all ages. The cycle track between 2nd Street and 11th Street will be sidewalk level.
- New street trees to regulate extreme temperatures, sequestering carbon, and mitigate air pollution.
- Fiber cable connectivity to improve signal coordination and enable the expansion of OAK WiFi.
- Upgraded traffic signals, protected left turns, bike signals, and pedestrian countdown heads.

Please choose the project phase(s). *

- Planning
- PE
- ENV
- ROW
- **CON**
- O&M

Project Supporting Material (upload if applicable)

- CEQA Notice of Exemption

Do you think your project qualifies for a Statement of Exception?

No

Question 1: Bicycle, Pedestrian and Transit Planning

Does the project implement relevant plans, or locally adopted recommendations?

Yes

Please provide details on plan recommendations affecting the project area, if any, with Plan adoption date. If the project is inconsistent with adopted plans, please provide explanation.

The project is consistent with several adopted plans. The Downtown Oakland Specific Plan (DOSP) was adopted in 2024 and has several transportation-related policies. This project is included in the DOSP as a connectivity strategy (page 130). The DOSP also outlines the Green Loop, which is a network of new and improved bicycle, micromobility and pedestrian paths and green spaces. This project overlaps with the designated Green Loop.

This project is consistent with the 2017 Oakland Pedestrian Plan recommended actions by improving the walkability and accessibility of Oakland. The project adds pedestrian lighting, street trees, benches, bulb outs, accessible curb ramps, and new signals with mast arms. These improvements will promote walking/rolling and improve safety and accessibility for pedestrians.

The 2019 Oakland Bike Plan includes recommendations in the project area. The bike plan recommends protected bike plans between 2nd and 7th Street and buffered bike lanes from 7th to 14th Street. This project will install a two-way raised cycletrack between 2nd and 11th Street and a two-way roadway level cycletrack from 11th to 14th Street. The city is constructing more robust bike facilities than the bike plan for the following reason: trees and greenery are a priority for this project because it was a community priority identified during engagement, it is on the City's Green Loop, and air quality is poor in the project area. Installing a sidewalk-level cycletrack allows for more trees to be planted and gives the trees more space for roots compared to protected bike lanes.

Additionally, the project aligns with the West Oakland Community Action Plan (WOCAP) by implementing recommendations in the Oakland Pedestrian Plan and Oakland Bike Plan. The WOCAP was adopted by the Bay Area Air Quality Management District in 2019.

Question 2: Active Transportation (AT) Network

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe the how project adheres to the National Association of City Transportation Official's (NATCO's) "Designing for All Ages & Abilities Contextual Guidance for High Comfort Bicycle Facilities" and/or the Architectural and

Transportation Barriers Compliance Board's "Accessibility Guidelines for Pedestrian Facilities in the Public Right-of Way."

MLK Jr. Way has less than 6000 ADT, speeds often higher than 25 mph, and multiple lanes in each direction between 2nd Street and 7th Street. Given this context, the National Association of City Transportation Officials (NACTO's) "Designing for All Ages & Abilities Contextual Guidance for High Comfort Bicycle Facilities" suggests protected bicycle lanes or reducing to a single lane and reducing speed. This project exceeds the NACTO's recommendation and will install a two-way protected cycletrack and reduce to a single lane in each direction.

The project also fully complies with the Architectural and Transportation Barriers Compliance Board's "Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way". Of note, the guidelines state that "sidewalks, shared use paths, and other pedestrian circulation paths must contain a 'pedestrian access route,' which is required to be accessible and traversable by individuals with disabilities." The MLK Jr. Way Streetscape Improvements will improve safety and accessibility for pedestrians, including persons with disabilities, by adding or reconstructing curb ramps so that they meet standards under the Americans with Disabilities Act. The project will also upgrade and widen sidewalk, install accessible pedestrian signals, and upgrade crosswalks. The project will also provide on-street parking with designated accessible parking spaces that are near crosswalks with curb ramps.

Is the the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?

Yes

Please summarize the traffic safety conditions and describe the project's traffic safety measures. The Bay Area Vision Zero System may be a helpful resource.

The 2024 multimodal High Injury Network (HIN) includes MLK Jr. Way from 12th Street to 14th Street. The HIN represents the street segments with the highest concentration of fatal and severe injury pedestrian crashes in Oakland. The HIN accounts for 8% of Oakland's streets where 60% of severe and fatal collision in Oakland occur. The project includes several safety countermeasures, including reduced vehicle lanes, bulb-outs, new signals and signal mast arms, a two-way cycletrack, pedestrian lighting, and upgraded high-visibility crosswalks.

Does the project seek to improve conditions for people biking, walking and/or rolling? If the project includes a bikeway, was a [Level of Traffic Stress \(LTS\)](#), or similar user experience analysis conducted?

Yes

Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS.

This MLK Jr. Way Streetscape Improvements will provide low-stress transportation facilities by installing a two-way cycletrack and reducing the number of lanes. This project will also include bike signals and significantly reduce crossing distance at intersections. Today, the project corridor is at a level of stress of 3 and 4, and will reduce it to a 1 or 2.

Are there existing public transit facilities (stop or station) in the project area?

Yes

If yes, list transit facilities (stop, station, or route) and all affected agencies.

The affected agency is AC Transit for one bus stop at MLK Jr. Way and 11th Street. This stop serves Line 20.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Is there a MTC mobility hub within the project area?

Yes

If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.

Outreach for the MLK Jr. Way Streetscape Improvements included project planning and design concept coordination with the Alameda-Contra Costa Transit District (AC Transit). The outcome from this coordination is one relocated bus stop on Martin Luther King Jr. Way to an existing bus layover on 11th Street between Martin Luther King Jr. Way and Jefferson Street. The project also includes new bike parking which is a hub-supportive element.

If applicable, please describe the pedestrian focused improvements and cite the design standards used (links to standards are not needed).

The MLK Jr. Way Streetscape Improvements will construct new curb ramps to be compliant with the Americans with Disabilities Act and will follow PROWAG standards. The project also aligns with PROWAG standards by ensuring a minimum of three feet width for pedestrian space, free from obstacles and tripping hazards. This pedestrian space will be separate from bicycle path. The project will also install high-visibility crosswalks and accessible push buttons. This project will also upgrade and add new pedestrian lighting along the corridor to be compliant with City of Oakland Lighting Standards.

If applicable, please provide the class designation for bikeways included in the project and cite the design standards used.

The project will install a Class 4 bikeway and follows Oakland's Bicycle Facility Design Guidelines.

Will the project improve active transportation in an Equity Priority Community (EPC)?

Yes

Please list census tracts that are designated as EPCs and affected by this project.

4028, 4029, 4031, 4030

Has a local (city is preferred and county is an option) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist? The checklist will begin MTC review once the BPAC meeting has occurred.

In progress

Please provide the meeting date(s). BPAC meeting date should occur before the grant funding request application or endorsement is submitted.

May 22, 2025 (Full BPAC meeting)

Please provide a summary of meeting comments. If meeting date hasn't occurred yet, please share future meeting comments.

In progress

Compliance and Exemption

Statement of Compliance

The proposed project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202).

Please check below if Yes. If no, complete the Statement of Exception. If Yes, this Checklist is complete and the rest of the form can be skipped. If No, please fill out the Statement of Exception section.

*

Yes

No

Agenda Item 5. Committee Report Backs Attachment

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

www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons

2025 Active BPAC Committees and Liaisons

| Committee Name / Liaison Role | Date Created | Purpose | Commissioners | Community Members | Meeting Time | Agendas, Notes, and Minutes |
|--|--------------|--|---------------------------------------|---------------------|---|---|
| Infrastructure Committee | 2/16/17 | Review and comment on the design of projects | Altman, Gardner, Schader, Yee | Robert Prinz | The first Thursday every other month on odd numbered months from 3:30 PM to 5:30 PM | Oakland BPAC infrastructure committee notes |
| Policy and Legislative Committee | 6/21/18 | Research and develop policy recommendations for consideration by the BPAC | Flagg, Jessup, Ralston, Whipps | Kevin Dalley | 4th Monday in January, April, July, and October from 6:00 PM to 7:30 PM | |
| Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee | 5/17/18 | Monitor Committee activities and report back to the BPAC | [vacant] | | | |
| Liaison to Mayor's Commission on Persons with Disabilities | 5/17/18 | Monitor MCPD activities and report back to the BPAC | Schader | | | |
| Liaison to BPAC Open Forum | 6/15/23 | Review and analyze comments received during Open Forum | Jessup, Schader | | | BPAC Open Forum Tracking Form |
| Liaison to Oakland Planning Commission | 6/15/23 | be a resource to the Planning Commission and provide input on bicycle and pedestrian elements of proposed projects | Whipps | | | |
| Liaison to Oakland Police Department | 6/15/23 | TBD | | Phoenix 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. | Gardner | Kevin Dalley | | |

*Committee Chairs in **bold**

Agenda Item 5. Committee Report Backs Attachment

Summary of Resolutions to Expedite Pedestrian Right-Of-Way Improvements

Sarah Fine, Paving Division Manager presented on four resolutions at the 5/5/25 meeting of the Policy and Legislative Committee of the BPAC. These four resolutions would be presented to the Oakland Public Works and Transportation Committee, then to the full City Council.

- First resolution: Revise the sidewalk repair assistance policy to remove the \$50,000 funding cap designed to incentivize property owners to comply with notice to repair letters. If the City Council removes the \$50,000 cap, then OakDOT would be able to provide financial support up to the annually budgeted amount. OakDOT would also consider increasing the number of enforcement notices it issues each year.
- Second resolution: Contracting pre-authorization, to allow OakDOT to enter into paving contracts above a \$250,000 limit without needing to seek City Council approval, up to \$7.5 million each year, during the term of the consent decree. City Council approval typically adds over a month of delay on paving work.
- Third resolution: Waiver to existing contracting requirements for local and small local business enterprises to participate in paving contracts during the term of the consent decree. There are currently no small enterprises bidding on paving contracts, and only one local enterprise. Due to Oakland's contracting restrictions, the sole bidder is able to bid in the absence of other bidding competition, which may lead to increased contracting costs. Waiving the small and local business enterprise requirement may increase competition and lower project costs.
- Fourth resolution: Employee hiring and retention.

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

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/

Three-month agenda look-ahead

- Undercrossing Improvements (www.oaklandca.gov/projects/undercrossing-improvements)
- Chinatown Complete Streets (www.oaklandca.gov/projects/chinatown-complete-streets-plan)
- General Plan Update (www.oaklandca.gov/topics/oakland-general-plan-update-phase-2)
- BPAC New Commissioner Recruitment
- Major Development Projects
- OakDOT Director
- Fire Code Amendments
- BPAC Strategic Plan
- Interstate 980 Closure
- San Antonio BART Proposal

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. |