Item 1. Roll Call/Determination of Quorum/Introductions
At roll call, quorum was established with eight commissioners present and the ninth arriving shortly thereafter.

<table>
<thead>
<tr>
<th>Commissioners</th>
<th>Present</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reginald K Burnette Jr</td>
<td>X</td>
</tr>
<tr>
<td>Ryan Chan (Chair)</td>
<td>X</td>
</tr>
<tr>
<td>Chris Hwang</td>
<td>X</td>
</tr>
<tr>
<td>Christopher Kidd</td>
<td>X</td>
</tr>
<tr>
<td>Fred McWilliams</td>
<td>X</td>
</tr>
<tr>
<td>Robert Prinz (Vice-Chair)</td>
<td>X</td>
</tr>
<tr>
<td>Midori Tabata</td>
<td>X</td>
</tr>
<tr>
<td>Rosa Villalobos</td>
<td>X</td>
</tr>
<tr>
<td>Kenya Wheeler</td>
<td>X</td>
</tr>
</tbody>
</table>

Introductions were made.
- Other attendees: Eric Fischer, Ashley Moretz, Jennifer Anderson, Amanda Leahy, Mike Alston, Carol Levine, Bob Fearman
- Staff: Jennifer Stanley, Iris Starr, Matt Nichols, Menaka Mohan, Carissa Lee

Item 2. Approval of meeting minutes
A motion to adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from March 16, 2017 was made (Tabata), seconded (Kidd), and passed with one abstention (Burnette, Jr who was excused from the March meeting). Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment
- Bob Fearman reported persisting problems with motorists driving in the bike lane on Oak St under I-880, an outcome of the recent bike lane project. He recommends that car parking be removed to alleviate the pinch point.
- Eric Fischer reported persisting problems with traffic signal timing near the MacArthur BART station and that he has received no response from multiple reports to the Call Center. As a next step, it was suggested that he consider contacting his Council member.

Item 4. 2017 Draft Pedestrian Master Plan Update
Iris Starr with the Department of Transportation (DOT) gave an update on the draft Pedestrian Master Plan (PMP). Menaka Mohan is managing the project. See Powerpoint.
Key points:

- The values in the DOT Strategic Plan (Safety, Equity, Responsiveness, and Vitality) form a basis for the PMP.
- The PMP needs to be updated every five years to be eligible for certain funding sources.
- A safety analysis resulted in a High Injury Network, followed by a needs analysis, 38 recommendation actions, and a prioritization scheme that weights Safety, Equity, and Walkability equally. Walkability was defined as access to walking destinations—proximity, it was suggested, is a better term.
- No projects require CEQA analysis based on traffic impacts.
- Next step is review by the Planning Commission (May 17), presentation to the Community and Economic Development Committee (June 13), followed by a presentation to the City Council (June 20).
- People are encouraged to explore data in this map (http://oakbec.s3.amazonaws.com/MapLanding/maps/CaplitalImprovementProjectAnalysis.html), which is referenced in Appendix G of the draft plan.

Summary of discussion:

- The analysis identified the correlation between high injury locations and low-income areas.
- Contributing factors are analyzed in Chapter 6.
- The funding plan is related to the City’s Capital Improvement Project (CIP) Budget programmatically (specific projects aren’t called out); prioritization factors include availability of funding/“bang for the buck.”
- Consider improvements that benefit pedestrians, bicyclists and transit users simultaneously (e.g. road diets).
- The Plan doesn’t highlight enforcement due in part to equity concerns.
- Not every action is informed by the Equity value (Temporary Traffic Control, for example).
- Pedestrian improvements should be integrated with paving projects.
- Can the plan address economic development/vibrancy?
- Use the plan to enhance areas with an already low-carbon footprint where many people are not driving currently.
- The Plan should address that many don’t ride the bus because some bus stops are unsafe due to the presence of drug dealers, etc.
- Be aware that SWITRS data/reports from Oakland may get reflected, instead, in adjoining jurisdictions.
- High injury corridors were not adjusted for volumes.
- Routine upgrades deserve attention to detail.
- Freeway on/off ramps are a barrier to walkability and should be addressed. Also surface level crossings.
- Enforcement is identified as lowest tier solution. However, cars that block sidewalks are a problem. Education is needed to communicate this.
- Specific projects are listed in the plan appendix.
- Can the vision be updated to be larger and more compelling? As it stands, the document is practical, but not very visionary.
- The Plan refers to what City staff will do, but doesn’t refer much in the text to the community’s involvement.
- Developer-funded improvements are supported via processes already in place, such as Traffic Impact Fee funds—the Plan could make this more explicit.
- The City has hired a new Vision Zero Coordinator, and an engagement process is forthcoming.
Email comments to mmohan@oaklandnet.com.

→ A motion to authorize the Chair and Vice Chair to write a letter of support to the Planning Commission, Public Works Committee, and CED committee supporting the PMP update was made (Chan), seconded (Tabata), and passes with all voting favor.

Speakers other than commissioners: Eric Fischer, Carol Levine, Mike Alston

Item 5. iBond & Equity Analysis
Matt Nichols, Policy Director for Infrastructure & Transportation for the Mayor’s Office gave an overview of the work to date developing an equity analysis for the ibond; the measure (which passed by over 80%) requires various analyses, including equity and cost. The Mayor’s budget will be released on April 30 or May 1, and includes proposals to use the first tranche of bond funds. After the release of the budget, there will be more public forums and chances to comment. (Matt expressed his willingness to return to the BPAC when there is a draft budget available to discuss.) The process to date for developing proposals for the use bond funds included an Infrastructure Working Group convened by the Mayor, which held three meetings. At these meetings the group adopted six factors for how to prioritize and weight projects. Factors include safety, leveraging outside funds, preventative maintenance and hazard elimination. The results of the analysis are in an online map at http://oakbec.s3.amazonaws.com/Dev/Equity_Dashboard_2.html. It was acknowledged that the Mayor’s working group wasn’t an adequate public process—and more engagement will come in the fall. The budget includes proposals for new DOT staff, but not all at once. Additional staff might be approved as part of a mid-year budget adjustment. The bond can’t fund all operations costs, but additional new (and more flexible) funding from the state gas tax gives the City options.

Other items:
- Matt noted that State legislation allowing a five-year pilot project in San Francisco and San Jose for automated speed enforcement has made it out of privacy committee. Oakland supports this legislation and encourages others to support it. Oakland’s new Vision Zero Coordinator (starting in May) comes to us from San Francisco where she helped spearhead this legislation.
- Matt also invited people to attend a bike ride on May 2 with the Mayor, Jeanette Sadik-Kahn (former NYC Transportation Commissioner), and new DOT Director Ryan Russo from base of the Bay Bridge path to a ribbon cutting to celebrate the opening of path on weekdays. Matt will provide details via to Jennifer for distribution to the group.

Item 6. Three month look-ahead, suggestions for meeting topics, announcements

Three-month look-ahead
No changes were made since the agenda packet was circulated.

Suggestions for meeting topics
Move the San Leandro Creek Trail project to DOT (also requested in March).

Announcements (other than those printed in the agenda)
- **Stylish Spokes: A Celebration of Women and Biking**, a short film by Claire Bonham-Carter and Greg Miller, is looking for screening opportunities. “Biking in heels. In a long dress. In the rain. You can always make it work. Stylish Spokes celebrates the freedom of biking, as demonstrated by stylish women riding in unconventional cycling attire. These women are noticed through the eyes of
several frustrated commuters who marvel at the style and ease with which these cyclists navigate their city.”

- Commissioner Burnette, Jr: The Scraper Bike Team will be fixing up bikes in May at First Friday and Off the Grid and will be holding a fix it class at the 81st Ave Library on May 3. Other bike month events can be found on the Oakland Library web page.
- Commissioner Burnette Jr (and Anthony Propernick, both of whom work at the 81st Ave Library) were named “movers and shakers” by the Library Journal, recognized for their bicycling-related work in the innovation category that honors those doing transformative work in their communities.
- Commissioner Prinz: There will be a grand opening/ribbon cutting for Oakland’s newest cycle track on upper Broadway, Monday, May 8/TBD based on time availability of Council Member Kalb. The facility includes a bike signal and protected bike phase. Check Bike East Bay website for more information.
- Commissioner Hwang: Citizen Jane, a new film about Jane Jacobs is being released in New York, and then coming to SF and Berkeley, Friday, April 28 at the Shattuck Theaters.

Meeting adjourned at 8:07p.

Attachments
- Draft Pedestrian Master Plan (Powerpoint)

*Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on April 26, 2017, with comments requested by 5pm, Tuesday, May 2 to jstanley@oaklandnet.com. Revised minutes were attached to the May 2017 meeting agenda and adopted at that meeting.*
City of Oakland
Department of Transportation
Oakland Walks!
2017 Draft Pedestrian Master Plan Update
BPAC April 20, 2017

Summary

- Last PMP in 2002
- New approaches
- Safety, Equity, Walkability
- 5 year implementation
- Over $100 million to implement
- Required for local funding

Agenda

I. Introductions
II. Project Overview
III. Feedback
IV. Next Steps
Policy Framework

DOT Strategic Plan

1. EQUITABLE Jobs and Housing
2. Holistic Community SAFETY
3. VIBRANT Sustainable Infrastructure
4. RESPONSIVE Trustworthy Government

PMP Policy Framework

Vision

Goals

Outcomes

Recommended Actions

Safety
Equity
Responsiveness
Vitality

Outcome 1: Increase pedestrian safety
Outcome 2: Create streets and places that promote walking
Outcome 3: Improve walkability through redesign
Outcome 4: Engage the public and create vibrant pedestrian environments
Outcome 5: Implement policies that support walking and transit-friendly pedestrian environments

10 Actions
8 Actions
6 Actions
5 Actions
9 Actions
Safety

Traffic Fatalities by Race (2008-2014)

<table>
<thead>
<tr>
<th>Race or Ethnicity</th>
<th>Number of Fatalities</th>
<th>Fatalities (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asian</td>
<td>11</td>
<td>31%</td>
</tr>
<tr>
<td>Black</td>
<td>9</td>
<td>25%</td>
</tr>
<tr>
<td>Hispanic (any race)</td>
<td>10</td>
<td>28%</td>
</tr>
<tr>
<td>White</td>
<td>5</td>
<td>14%</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
<td>3%</td>
</tr>
<tr>
<td>Total</td>
<td>36</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: Oakland Police Department, 2008-2014

High Injury Network (2008-2014)

- High Injury Intersections
- High Injury Corridors
- Sidewalk Gaps
- Mixed Use Commercial
- Open Space

Existing Conditions
### Existing Conditions

27% of all trips in Oakland are made by walking.

78% of trips to public transit are made on foot.

1,120 total miles of sidewalks.

36% and 2% of sidewalks gaps.

Asian Americans in Oakland are more likely to be killed in a crash while walking than whites.

62% of motorists are at fault for 62% of collisions with pedestrians.

### Safety Analysis

267,000 pedestrians responded to our online survey about pedestrian conditions and potential improvements.

588,000 Oaklanders responded to our online survey about pedestrian conditions and potential improvements.

On average, 7 pedestrians are killed each year in motor vehicle collisions.

5% of all pedestrians and 93% of motorists report that they use sidewalks.

### Community Outreach

7 We attended meetings across Oakland and printed community and neighborhood groups for input.

4 We met four times with the Plant Pedestrian Advisory Group and Technical Advisory Group to receive and apply their input.

### Central East Oakland

Central East Oakland is located between the Fruitvale district and the City of San Leandro. Magnolia Boulevard and the Coliseum will serve as the East Oakland corridor. The term East Oakland (EoO) will also include the Coliseum area of Enoh. The EoO is one of nine Planning areas located along the whole east-west moving corridor in Oakland. Other Planning areas are located within the city. Central East Oakland is primarily residential. A few warehouses are 600-900 square feet in size. Below the federal poverty line, 21% of EoO residents live in poverty. 30% live on income below 150% of the federal poverty level. 58% of residents will walk to 0.5 miles within five minutes. Half of residents live in multi-family housing.

### Table 3.6: East Oakland MHI Facilities, Demographics and Safety

<table>
<thead>
<tr>
<th>Facilities</th>
<th>Area (sq miles)</th>
<th>Area (% of City)</th>
<th>Sidewalks (miles)</th>
<th>Streets (miles)</th>
<th>Curb Ramps</th>
<th>ADA (%)</th>
<th>Curb Ramps Non-ADA (%)</th>
<th>No curb ramp (%)</th>
<th>Signals w/ pedestrian heads</th>
<th>Sidewalk damaged (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Citywide</td>
<td>56</td>
<td>100</td>
<td>1,120</td>
<td>1,002</td>
<td>42%</td>
<td>13%</td>
<td>45%</td>
<td>22%</td>
<td>16%</td>
<td>16%</td>
</tr>
<tr>
<td>Central East Oakland</td>
<td>10</td>
<td>19%</td>
<td>93</td>
<td>143</td>
<td>27%</td>
<td>4%</td>
<td>69%</td>
<td>81%</td>
<td>16%</td>
<td>16%</td>
</tr>
</tbody>
</table>

*Table includes the following categories: employment, transportation, open space, mixed use, and commercial.*

### Needs Analysis

Nine Planning Areas

- **North Oakland/Montclair**
- **North Oakland/Coliseum**
- **East Oakland**
- **Central East Oakland**
- **South East Oakland**
- **Western Oakland**
- **North Oakland**
- **Coliseum Heights**
- **Central East Oakland**

- **High Injury Intersections**
- **High Injury Corridors**
- **Sidewalk Gaps**
- **Mixed Use Commercial**
- **Open Space**

- **Walk Score®:** 6

Kerby Olsen
NEEDS ANALYSIS

• Gap between where Oakland is now and where it needs to be
• Informed by Existing Conditions and community outreach
• Planning, Program, and Policy needs

RECOMMENDED ACTIONS

• 38 Recommended Actions
• Each action meets one or more of the four Goals and is categorized by Outcome
• Costs broken down by capital and operations

Example Table

<table>
<thead>
<tr>
<th>No</th>
<th>Action</th>
<th>Equity</th>
<th>Safety</th>
<th>Vitality</th>
<th>Responsiveness</th>
<th>Capital</th>
<th>Operating</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Example Action</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td>$15,000</td>
<td>$-</td>
</tr>
<tr>
<td>2.</td>
<td>Example Action</td>
<td>x</td>
<td></td>
<td>x</td>
<td></td>
<td>$900</td>
<td>$54</td>
</tr>
</tbody>
</table>

*Costs (in 1000s)
Increase Pedestrian Safety

<table>
<thead>
<tr>
<th>No.</th>
<th>Action</th>
<th>$1</th>
<th>$2</th>
<th>$3</th>
<th>Capital</th>
<th>Operating</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Implement improvements to High Injury Corridors and Intersections</td>
<td>$150</td>
<td>-</td>
<td>-</td>
<td>$100</td>
<td>-</td>
</tr>
<tr>
<td>2</td>
<td>Adopt a Vision Zero Policy and communication strategy</td>
<td>$900</td>
<td>$100</td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Implement a pedestrian signal policy that prioritizes pedestrian safety</td>
<td>$20</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>4</td>
<td>Implement a temporary traffic control protocol for new developments</td>
<td>$10</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>5</td>
<td>Establish a 25 mph zone program</td>
<td>$20</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>6</td>
<td>Improve security for pedestrians through lighting</td>
<td>$7,400</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>7</td>
<td>Work with the Department of Race and Equity and the Police Department</td>
<td>$40</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>8</td>
<td>Work with advocates to change state laws related to speed limits</td>
<td>$20</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>9</td>
<td>Implement the pedestrian safety toolkit</td>
<td>$3,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>10</td>
<td>Maintain roadway features that reduce speeds and make pedestrian crossing safer</td>
<td>$95,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>$26,300</td>
<td>$55,250</td>
<td>$82,500</td>
<td>$100</td>
<td>$100</td>
</tr>
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</table>

PRIORITIZING IMPROVEMENTS

City of Oakland

Safety Analysis

Equity Analysis

Walkability Analysis

Priority Corridors & Intersections

Prioritizing Improvements

Safety

Prioritizing Improvements

Safety

Prioritizing Improvements

Safety

Prioritizing Improvements

Safety

Prioritizing Improvements

Safety

Prioritizing Improvements

Safety

Prioritizing Improvements

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Prioritizing Improvements

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Prioritizing Improvements

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Prioritizing Improvements

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Prioritizing Improvements

Safety

Prioritizing Improvements

Safety

Prioritizing Improvements

Safety

Prioritizing Improvements

Safety
Equity

Walkability

Appendix B: Safety Strategy
The following long term countermeasures could be integrated with the improvements described above. The countermeasures are designed to provide additional safety and operational improvements at key locations along the corridor. These countermeasures include:

**1. Implement pedestrian median extensions at key locations**

- **Benefits**: pedestrian safety improvements, reduced conflicts at intersections

**2. Upgrade signal timing and coordination**

- **Benefits**: reduced conflicts at intersections, improved traffic flow

**3. Install speed limit signs**

- **Benefits**: reduced speeds, improved safety

**4. Implement increased police patrols**

- **Benefits**: increased police presence, reduced crime and disorder

**5. Install bicycle lanes**

- **Benefits**: increased bike usage, reduced conflicts with vehicles

**6. Implement increased pedestrian facilities**

- **Benefits**: improved pedestrian safety, reduced conflicts at intersections

**7. Install traffic calming devices**

- **Benefits**: reduced speeds, improved safety

**8. Implement speed humps and other traffic calming devices**

- **Benefits**: reduced speeds, improved safety

**9. Implement improved lighting**

- **Benefits**: improved visibility, increased safety

**10. Implement improved signage**

- **Benefits**: increased visibility, improved navigation

**11. Implement improved pedestrian signals**

- **Benefits**: improved pedestrian safety, reduced conflicts at intersections

**12. Implement improved bicycle facilities**

- **Benefits**: increased bicycle usage, reduced conflicts with vehicles

**13. Implement improved traffic signals**

- **Benefits**: improved traffic flow, reduced conflicts at intersections

**14. Implement improved traffic calming devices**

- **Benefits**: reduced speeds, improved safety

**15. Implement improved parking facilities**

- **Benefits**: increased parking availability, reduced traffic congestion

**16. Implement improved pedestrian facilities**

- **Benefits**: improved pedestrian safety, reduced conflicts at intersections

**17. Implement improved bicycle facilities**

- **Benefits**: increased bicycle usage, reduced conflicts with vehicles

**18. Implement improved traffic signals**

- **Benefits**: improved traffic flow, reduced conflicts at intersections

**19. Implement improved traffic calming devices**

- **Benefits**: reduced speeds, improved safety

**20. Implement improved parking facilities**

- **Benefits**: increased parking availability, reduced traffic congestion

**21. Implement improved pedestrian facilities**

- **Benefits**: improved pedestrian safety, reduced conflicts at intersections

**22. Implement improved bicycle facilities**

- **Benefits**: increased bicycle usage, reduced conflicts with vehicles

**23. Implement improved traffic signals**

- **Benefits**: improved traffic flow, reduced conflicts at intersections
Next Steps

Planning Commission
May 17, 2017

CED/PCW Committee
June 13, 2017

City Council
June 20, 2017

Explore the Data!

http://oakbeecham.szngate.com/MapLanding/maps/DOTDashboard.html

Thank You!

Iris Starr
istarr@oaklandnet.com

Menaka Mohan
mmohan@oaklandnet.com