

CITY OF OAKLAND



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Department of Transportation
Safe Streets Division

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Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, September 21, 2017; 6:00-8:00 pm** **City Hall, Hearing Room 4**

Bicycle & Pedestrian Facilities Program home page:

www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/index.htm

Resources for Commissioners:

www2.oaklandnet.com/government/o/PWA/o/EC/s/BicycleandPedestrianProgram/BPAC/index.htm#BPAC_Resources

Commissioners

Reginald K Burnette Jr, Ryan Chan (Chair), Chris Hwang, Christopher Kidd, Fred McWilliams,
Robert Prinz (Vice-Chair), Midori Tabata, Rosa Villalobos, Kenya Wheeler

Time	#	Topic
6:00	1	Roll Call/Determination of Quorum/Introductions (5 minutes)
6:05	2	Approval of meeting minutes <i>Attachment</i> (5 minutes)—Seek motion to adopt the August 2017 BPAC minutes.
6:10	3	Open Forum / Public Comment (10 minutes)—Members of the public may comment on any issue within BPAC’s subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. The BPAC’s Open Forum Committee tracks Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking .) The Committee reviews the public comments on a periodic basis to identify policy issues for discussion by the Commission. To request City services, please contact the Public Works Call Center; information at www2.oaklandnet.com/ReportaProblem .
6:20	4	Stairpath Program Update (30 minutes)—Staff from the DOT Great Streets Division will present stairpath locations currently prioritized for rehabilitation, how locations were prioritized, and take feedback from the BPAC.
6:50	5	Service Requests and Bike/Ped Issues (25 minutes)—John McCabe, Technology Program Manager, will describe how public requests submitted to the Public Works Call Center or SeeClickFix are categorized and routed to the appropriate groups within City government.
7:15	6	Public Works Committee Report Back <i>Attachment</i> (15 minutes)—BPAC Chair Ryan Chan will describe his presentation to, and response from, the Public Works Committee on September 12, based on the annual report for 2016.
7:30	7	BPAC Commissioner Recommendations <i>Attachment</i> (15 minutes)—There will be three BPAC vacancies as of January 2018. The committee convened at the July 2017 meeting to review applications received through August 2017 now returns to share recommendations. The BPAC may make a motion to share recommendations with the Mayor’s Office.
7:45	8	Three-month agenda look-ahead, suggestions for meeting topics, announcements <i>Attachment</i> (10 minutes)

Agenda online at: www2.oaklandnet.com/w/OAK062354



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin or Spanish interpreter, please email jstanley@oaklandnet.com or call (510) 238-3983 or TDD/TTY (510) 238-2007 at least five 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 de en español, Cantones, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a jstanley@oaklandnet.com o llame al (510) 238-3983 o (510) 238-2007 por lo menos cinco días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

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City of Oakland, Bicyclist & Pedestrian Advisory Commission
DRAFT Minutes from the August 17, 2017 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting agenda at www2.oaklandnet.com/w/OAK062353.

Meeting called to order at 6:01 pm by BPAC Chair, Ryan Chan.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with six commissioners present (X). None (-) was excused (provided notice of absence as specified in by-laws). Three arrived later during the meeting.

Commissioners	Present
Reginald K Burnette Jr	X
Ryan Chan (Chair)	X
Chris Hwang	X
Christopher Kidd	X
Fred McWilliams	X
Robert Prinz (Vice-Chair)	X
Midori Tabata	X
Rosa Villalobos	X
Kenya Wheeler	X

Introductions were made.

- Other attendees: Mike Alston, Hector Chinchilla, Sean Co, Bob Fearman, Shannon Hake, Phoenix Mangrum, Brendan Pittman, Linda Rhine, Kit Vaq, Tyler Wacker, Jean Walsh
- Staff: Jason Patton

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from July 20, 2017** was made (Tabata), seconded (Prinz), and approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- Tom Gandesbery is seeking greater attention to the enforcement of double parking as it creates a traffic hazard, particularly for bicyclists. He noted that the cost of a double parking ticket is less than that for an expired parking meter, even though one is a safety issue and the other is not. He emphasized that while bike facilities are improving and he's cautiously optimistic regarding maintenance, the need for more enforcement is becoming increasingly important.
- Tom Gandesbery asked about the City's plans to improve 14th St in the downtown (Oak St/Lakeside Dr to Brush St). Staff noted that the City received a grant from the State's Active Transportation Program for these improvements. Because the grant funds are budgeted in future years, it will be a few years before the improvements are designed and constructed.

- Kit Vaq noted that cars parking in bus stops is an ongoing problem for bus operations. There needs to be more enforcement, and more education on how expensive it is to be ticketed for parking in a bus stop.
- Hector Chinchilla noted that Uber and Lyft drivers are double parking at restaurants in busy areas as part of these companies' food delivery services. Businesses need to be educating their employees on the hazards caused by double parking. He noted that education is better than enforcement for addressing these issues.

Item 4. BART Multimodal Access Guidelines

Shannon Hake (shake@bart.gov), BART Station Access Consultant, presented draft multi-modal design guidelines that are intended to improve pedestrian, bicycle, and transit access at BART stations. The guidelines respond to the adoption of BART's Station Access Policy (<http://tinyurl.com/y76dly96>) in 2016. The guidelines will provide easy-to-use minimum/maximum and recommended standards for planning BART's station areas. The guidelines are based on a modal hierarchy and apply to station types BART has developed to capture differences between its urban and suburban stations. Fremont BART and El Cerrito Del Norte BART were used as "real world" station areas to test the guidance. Moving forward, the guidelines will apply to all site-related work at BART stations. The final document is scheduled for release on September 1.

Summary of discussion:

- In physically constrained station areas, near-term improvements may be limited to curb management and striping changes. But in the long term, the intent is to reallocate available space to the priority modes in BART's hierarchy (primarily pedestrians and bicyclists).
- There are opportunities to improve wayfinding within stations as people get disoriented between the train platforms and the faregates. The Multimodal Access Guidelines do not address wayfinding, but another BART project is currently underway that does address this issue.
- These guidelines will be applied to all new transit-oriented developments (TOD) on BART property.

Speakers other than commissioners: None

Item 5. AC Transit Design Guide for Protected Bike Lanes

Sean Co from Toole Design Group presented guidelines being developed for AC Transit to incorporate bikeways with bus stops and bus operations. The overall vision is to accommodate bicyclists and buses on city streets by reducing conflicts and improving operations. With these guidelines, AC Transit seeks to partner with local jurisdictions on constructive solutions. This guide updates an older document, "Designing with Transit," that had similar goals.

Summary of discussion:

- By developing typologies, the guide is meant to be applicable to varying physical circumstances and the various design approaches used by local jurisdictions within AC Transit's service area. AC Transit seeks to be helpful to local jurisdictions by providing constructive examples, while recognizing that in most instances it will be the local jurisdictions that build the facilities.
- Railings along bus islands may be important for pedestrians using those islands, but may cause issues for bicyclists if those railings encroach on the useable width of the adjoining bike lane. This issue can be addressed by calling out a setback between the railing and the bike lane.

- Alameda and Berkeley have examples of innovative bus stop/bike lane design. Berkeley and Oakland have additional examples in design and construction.
- These guidelines will apply to major projects undertaken by AC Transit (like future BRT projects).
- While AC Transit prefers far-side bus stops, they may not be possible in some locations, particularly due to driveways in residential areas. With near-side stops and bus boarding islands, there would be a design treatment for bicyclists making left turns (like two-stage turn boxes).
- Consider additional amenities at bus stops and bus boarding islands so they can provide more community benefit. AC Transit's involvement in parklets is an opportunity for synergy with these design guidelines.
- At far-side bus stops, consider having the stop be a little longer such that bicyclists following a bus could wait behind the bus and be clear of the intersection.

Speakers other than commissioners: None.

Item 6. City of Oakland Transportation Commission

Commissioner Kidd shared preliminary research on cities with Transportation Commissions, and led a discussion on how/whether the BPAC would support a new commission. He shared a handout (attached to these minutes) that provides a problem statement, a proposition, and discussion questions. It also provides examples from the cities of Berkeley, Los Angeles, San Francisco, and Seattle.

Summary of discussion:

- BPAC does hear a broad range of transportation issues, so it is worth considering whether the commission's "bicyclist/pedestrian" focus is limiting.
- Giving the BPAC more power (or creating a Transportation Commission with greater powers) may conflict with BPAC's collegial work style.
- For a commission to be able to respond to public input, it needs to have a role in deciding how resources are allocated.
- What are BPAC's performance goals? Use those goals to measure progress on whether the BPAC's work is sufficient, and to see if shortcomings could be addressed by a Transportation Commission.
- With the formation of the DOT, the passage of Measure KK, and the completion of the DOT Strategic Plan, a Transportation Commission seems more relevant than ever. Should BPAC's mandate be revised in light of these developments that came after the creation of the BPAC?
- The Oakland City Council could have a Transportation Committee plus a Transportation Commission with authority over project approvals. This could be parallel to the Planning Commission's project approval authority that can be appealed to City Council.
- Consider how a Transportation Commission would be named. Maybe a "Mobility Commission" would be more important. The City of Dallas has a similar commission with a name that suggests a more holistic mandate.
- How might a Transportation Commission be supportive of the new DOT's work? Ideally such a commission would help projects to move smoothly through the project development process and to be well-received by the public.

Speakers other than commissioners: Bob Fearman, Kit Vaq, Hector Chinchilla, Tyler Wacker, Chris Kitner

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

Three-month look-ahead

- No changes to the items in the agenda packet.

Suggestions for meeting topics

- Bike safety advertisements (Hector Chinchilla)
- Downtown Oakland Specific Plan and equity focus (Kenya Wheeler)

Announcements Urban Cycling Class in Oakland (funded by Oakland's TDA Article 3 grant): Saturday, 8/19, 1-3pm

- OMCA Bike Tours – two tours this Sunday, 8/20: Downtown and Bay Bridge
- Jason Mitchell was appointed Director of Oakland Public Works, following the retirement of Brooke Levin.
- The Infrastructure Committee (three commissioners, one member of the public) met with City staff on August 16 to review three projects on an upcoming paving contract: Market St, Shafter Ave, and Webster St.

Meeting adjourned at 8:00pm.

Attachments *(to be appended to adopted minutes)*

- Presentation: BART Multimodal Access Guidelines
- Handout: Transportation Commission Discussion Item

Minutes recorded by Jason Patton, City of Oakland Bicycle & Pedestrian Program Manager, emailed to meeting attendees for review on Monday, August 21, with comments requested by 5pm, Tuesday, August 29. to jstanley@oaklandnet.com. Revised minutes will be attached to the September 2017 meeting agenda and considered for adoption at that meeting.



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OFFICE OF THE CITY CLERK
OAKLAND

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AGENDA REPORT

TO: Public Work Committee

FROM: Councilmember Kalb and
Bicyclist and Pedestrian
Advisory Commission
(BPAC)

SUBJECT: Bicyclist & Pedestrian Advisory
Commission Annual Report

DATE: June 29, 2017

RECOMMENDATION

Councilmember Kalb Recommends That The Public Works Committee Receive This Informational Report on the Bicyclist and Pedestrian Advisory Commission's 2016 Activities.

EXECUTIVE SUMMARY

The Chair and Vice Chair of the Bicyclist and Pedestrian Advisory Commission (BPAC) present this informational report provided to the Public Works Committee per Ordinance 13215 C.M.S: "The Commission shall provide annual reports to the Public Works Committee of the City Council to summarize the Commission's work over the course of the year and to identify key policy issues affecting the safety of and access for bicyclists and pedestrians in Oakland."

BACKGROUND / LEGISLATIVE HISTORY

The BPAC was established per Council Ordinance 13215 C.M.S. in February 2014 and first met in September of that year. The nine commissioners are appointed by the Mayor and confirmed by the City Council, representing all seven council districts. The Chair of the Public Works Committee is named in the Ordinance as the liaison between the BPAC and the City Council. The BPAC has been staffed and supported by the Public Works Department, which is now transitioning to the Department of Transportation.

The duties of the BPAC according to its establishing ordinance are:

1. Review and advise on proposed projects for Transportation Development Act Article 3 funding;
2. Provide input to staff on the expenditure of Measure B and Measure BB Bicycle & Pedestrian Pass through funds;

Item: _____
Public Works Committee
July 11, 2017

3. Provide input to staff in implementation of the Bicycle Master Plan, the Pedestrian Master Plan, and other related Plans;
4. Identify projects and plans that are pertinent to the Commission's purpose and prioritize those projects and plans for design review by the Commission.

Additional information on the Bicyclist and Pedestrian Advisory Commission is available at <http://www2.oaklandnet.com/government/o/PWA/o/EC/s/BicycleandPedestrianProgram/BPAC/index.htm>.

ANALYSIS

The BPAC met monthly in 2016 and covered projects and policies in the City, including the Pedestrian Master Plan, the Downtown Specific Plan and Off-Street Parking Plan, Safe Routes to School, bicycle registration requirements, and the formation of the Department of Transportation. Please refer to **Attachment A** for the 2016 Annual Report from the City of Oakland's Bicyclist and Pedestrian Advisory Commission.

FISCAL IMPACT

There is no cost to the City of Oakland for this report.

PUBLIC OUTREACH / INTEREST

The BPAC meets as a public commission every third Thursday of the month at 6:00PM in City Hall.

ACTION REQUESTED OF THE PUBLIC WORKS COMMITTEE

Councilmember Kalb Recommends that the Public Works Committee Receive this informational report on the Bicyclist and Pedestrian Advisory Commission's 2016 activities.

For questions regarding this report, please contact Ryan Chan, Chair of the Bicyclist and Pedestrian Advisory Commission, at ryan.d.chan@gmail.com. For questions regarding the administration of the Commission, please contact Jason Patton, Bicycle and Pedestrian Program Manager at (510) 238-7049.

Respectfully submitted,



Councilmember Kalb

Prepared by:

Ryan Chan, Chair of the Bicyclist and
Pedestrian Advisory Commission

Attachments (1):

- A. 2016 Annual Report from the City of Oakland's Bicyclist and Pedestrian Advisory Commission

Oakland Bicyclist and Pedestrian Advisory Commission

2016 Chair's Annual Report to the Public Works Committee of the Oakland City Council

May 22, 2017

Chair Kalb and Members of the Public Works Committee:

It is our pleasure to present this update on the 2016 activities of the Oakland Bicyclist and Pedestrian Advisory Commission, along with challenges and recommendations that have arisen from our meetings and work. As an all-volunteer citizen commission, we do not provide detailed policy analysis or alternatives for our recommendations nor do we expect that they be adopted “as-is”; rather, we hope that they will catalyze discussion among Council Members, their constituents, and City staff. Some recommendations may already be in progress, in which case we lend our support. It may also be that an alternative to our recommendation may be the most feasible way for the City to address the issue.

The BPAC consists of nine commissioners. Although not required by ordinance, the commissioners represent every Council District in Oakland. The BPAC is charged with advising the City on bicyclist and pedestrian-specific plans, policies, projects and programs, as well as the accommodation of bicyclists and pedestrians in all plans, policies, projects and programs. Additionally, the BPAC reviews Transportation Development Act Article 3 funding allocations as required by the Metropolitan Transportation Commission.

The following report was approved at a regular meeting of the BPAC on May 18, 2017. More information about the BPAC is available at <http://www2.oaklandnet.com/government/o/PWA/o/EC/s/BicycleandPedestrianProgram/BPAC/index.htm>.

Thank you for your review of this report. We look forward to developing a regular and ongoing line of communication between the BPAC and the PWC.

Respectfully,

Commissioner Ryan Chan (District 2), 2017 Chair, 2016 Chair
Commissioner Rosa Villalobos (District 5), 2016 Vice Chair
Commissioner Robert Prinz (District 1), 2017 Vice Chair
Commissioner Reginald K Burnette Jr (District 6)
Commissioner Chris Hwang (District 2)
Commissioner Christopher Kidd (District 4)
Commissioner Fred McWilliams (District 7)
Commissioner Midori Tabata (District 6)

Commissioner Kenya Wheeler (District 3)

Executive Summary

The Oakland BPAC, representing all seven council districts, wrapped up its second full year of existence and successfully fulfilled its duties under Council ordinance. We commend staff for their involvement and dedication and especially welcome the formation of an Oakland DOT. With increased project funding from Measure BB and Measure KK, critical staffing shortages and coordination issues need to be resolved.

Challenges and Recommendations

1: Availability of Information

Both Commissioners and members of the public (and even City Staff, at times) continue to have confusion over the division of labor and responsibilities within the city for pedestrian and bicyclist-related projects and issues. Additionally, clear communication over the status of projects/issues (such as whether and when a change will be made) is often lacking, contributing to a public distrust of the planning process.

- We recommend a publicly accessible database/map for all DOT projects in the planning/design/construction life cycle that provides status updates and responsible parties.
- We also recommend that a Complete Streets checklist be used on all projects, and that the checklist be used as an accountability and transparency tool.

2: Shortage of Staffing and Lack of Coordination

The shortage of staffing continues to be a hindrance to Oakland's ability to deliver projects and coordinate internally, and with other agencies, on making the most out of routine paving and pedestrian infrastructure projects.

- We recommend increasing the percentage of transportation budget allocated to bicycle & pedestrian projects to match the mode share desired by the City (i.e. at least 20% of funding for 20% mode share).
- We finally recommend establishing an integrated project pipeline that takes into account project schedules and workload, funding schedules, and paving schedules to maximize efforts/funding in Complete Streets projects and capture the maximum amount of discretionary funding available from outside sources.

3: Equity

Additional policies and mechanisms are needed to ensure that all projects everywhere around the city receive the same level of high quality design with regard to bicycling, walking, and transit infrastructure. Mobility improvements are a critical tool to providing opportunity and addressing inequality.

- We recommend establishing universal guidelines for new development in-line with the Complete Streets policy, i.e., a City adopted Complete Streets guidelines that supersedes rulings from internal city departments. Include community benefits requirements in guidelines, utilizing opportunity to benefit from wealth generation to improve infrastructure.

Meetings and Attendance

The BPAC met monthly in 2016. In addition to city staff and commissioners, the meetings were attended by an average of nine members of the public (ranging from 3 to 18). We thank City Staff for their contributions in supporting the Commission in 2016, especially Iris Starr, Jennifer Stanley, Jason Patton and Sarah Fine, as well numerous staff from various divisions who presented items and prepared materials for the BPAC.

Selected Key Accomplishments

As an advisory committee, the BPAC acknowledges that City Staff are responsible for and deserve the credit for the progress Oakland made on bicyclist and pedestrian issues in 2016. Nonetheless, we share in the pride of these accomplishments:

- Revision of the OMC to remove an outdated and impractical bike registration requirement
- Much improved requirements for mitigation when construction projects impede pedestrians and bicyclists
- Implementation of first-class best practices for bicycle parking in new development
- Four members of the BPAC were represented on the Pedestrian Advisory Group for the development of the Pedestrian Master Plan
- BPAC hosted a discussion with Assistant City Administrator Daniels regarding the formation and staffing of the Oakland DOT, and later on, a discussion with Acting DOT Director Tumlin

- Development of a pedestrian, bicyclist and transit friendly Downtown Specific Plan and Off-Street Parking Plan
- BPAC review and endorsement of several key Safe Routes to School Projects that desperately need prioritization for children's safety, as well as state Active Transportation Program (ATP) and federal Highway Safety Improvement Program (HSIP) grants through which Oakland received eight awards totaling over \$26M.

Future Outlook

- The BPAC has formed a Design Advisory Committee within the Commission that will review projects as warranted, and report back to the larger Commission with recommendations for action.
- The Open Forum Committee of BPAC has been recording issues raised during Open Forum over the year, and will be identifying policy issues for discussion at BPAC.
- The BPAC looks forward to ongoing discussion with the Oakland DOT and PWC over the project opportunities made available by Oakland's Infrastructure Bond, County Measure BB, and other funding sources.

Appendix: Detailed List of Activities

As per BPAC bylaws, the following committees consisting of commissioners and members of the public were convened in 2016:

- The Open Forum committee reviews and follows up on issues raised during public comment (ongoing)
- The OMC review committee reviewed relevant bicyclist sections, leading to changes in the bicycle registration
- The paving committee talked to staff and provided recommendations to improve paving coordination with pedestrian and bicyclist accommodation
- The HSIP review committee provided a detailed review of projects beyond what was unfeasible within the normal BPAC timeline

BPAC reviewed and provided feedback on the following funding and grant applications:

- TDA Article 3 funding allocations
- Pedestrian CIP projects
- Active Transportation Program Cycle 3 projects
- Alameda CTC Comprehensive Investment Plan
- HSIP Grants
- Big Jump Grant Application

BPAC reviewed the following plans, policies, and programs:

- Bicycle/Pedestrian Elements of AC Transit's Bus Rapid Transit
- Revisions to the OMC regarding Bicycle Operation Rules in Parks
- Revisions to the OMC regarding Bicycle Registration
- Strategic Growth Council: Affordable Housing and Sustainable Communities Grants
- Pedestrian Master Plan Update
- Pedestrian and Bicyclist Accommodations in Construction Zones
- Oakland Complete Streets Plan
- Downtown Specific Plan and Downtown Parking Plan
- Revised VMT-CEQA Guidelines Implementation (SB743)
- Safe Routes to School
- Bicycling Parking Ordinance Update
- Oakland DOT Strategic Plan
- OakMob101 Shared Mobility Engagement
- Caltrans District 4 Bicycle Plan

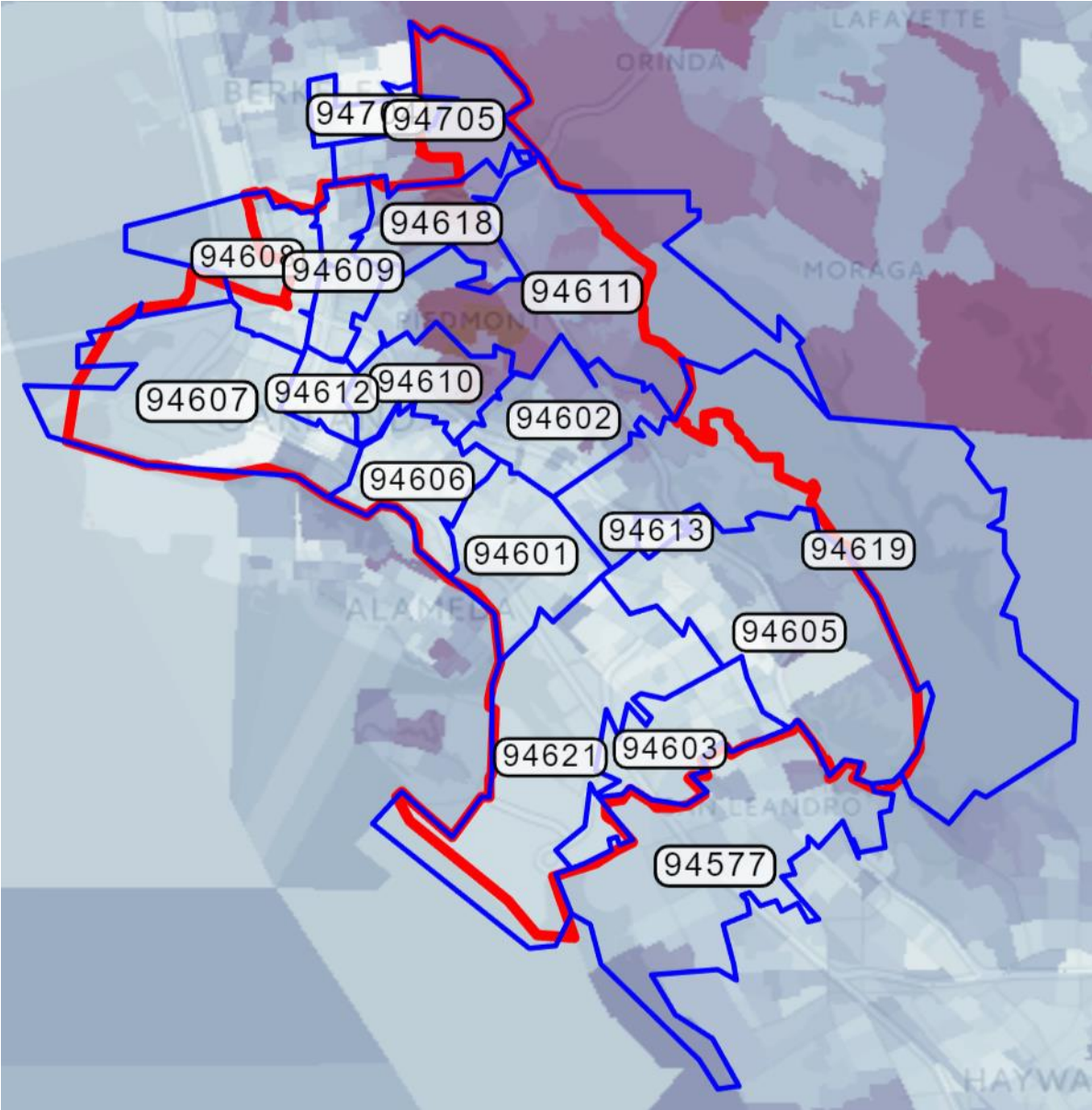
BPAC provided detailed feedback these specific projects. This list does not include feedback on projects presented as part of a grant application package listed above.

- San Leandro Creek Trail
- Telegraph Avenue Cycletrack project
- Clay St Bike Lanes
- Oak Knoll Mixed use Community Plan Project
- Laurel Access to Mills, Maxwell Park & Seminary Avenue (LAMMPS)
- Park Blvd Corridor Traffic Safety Outreach Project

9/21/17, BPAC Agenda, Item #7 Attachment**Applicants: Oakland Bicyclist & Pedestrian Advisory Commission, September 2017***submitted to Mayor's Office through August 31, 2017*

Last	First	Home Zip	Work City
Albright	Wade	94608	San Francisco
Allen	Rehema	94612	self-employed
Arce	Ozzy	94607	Walnut Creek
Atkins	Mike	94608	not given
Austin	Raymond	94608	Oakland
Bartell	Joel	94601	San Francisco
Campbell	Andrew	94611	Berkeley
Chinchilla	Hector	94609	Oakland
Freeman	Crosby	94607	San Francisco
Gandesbery	Thomas	94611 (Piedmont)	Oakland
Gentleman	Kristina	94605	San Francisco
Gottlieb	Samantha	94608	self-employed
Hughes	Tom	94608	Oakland
Hwang	Chris	94610	not given (Alameda County)
Karwat	Joseph	94611	not given
McMillan	Erin	94618	not given
Naylor	George	94602	not given (Santa Clara County)
Nguyen	Justin	94606	San Francisco
Parreiras	Mariana	94609	San Francisco
Rhine	Linda	94612	retired
Visnick	Benjamin	94602	Oakland
Walsh	Jean	94608	San Francisco
Ward	Matthew	94607	Berkeley

Oakland Zip Code Map



Source: <http://www.city-data.com/zipmaps/Oakland-California.html>

- Oakland boundary
- Zip code boundary

9/21/17, BPAC Agenda, Item #8 Attachment

Three-month agenda look-ahead

October

- Bi-annual complete streets/paving and bikeways update
- Infrastructure Committee report back
- Bike plan update

November

- Downtown Oakland Specific Plan
- Legal requirements/oversight pertinent to bike/ped improvements included in COAs

December

- Chair's draft annual report to the Public Works Committee
- Bike Share update: implementation and outreach

Commissioner announcements

- BAAQMD is promoting a multi-stage bike around the Bay event for 2018. They are building a steering committee. Bike East Bay and WOBO have been invited. Chris Hwang is attending the kickoff event. They have ambitious goals trying to promote walking and biking as transportation. Please follow up with Chris if interested.—Commissioner Tabata

Staff announcements

- The Cultural Affairs Division invites the public to engage in the creation of Belonging in Oakland: A Cultural Development Plan, Oakland's first comprehensive citywide plan focused on arts and culture. The Plan will create a snapshot of Oakland's unique cultural assets, define cultural priorities for the city, foster opportunities for economic benefit and community engagement, and enhance the quality of life for Oakland residents, businesses and visitors. Community conversations are planned throughout Oakland beginning on Friday, September 15 and continuing into October. For the schedule and locations of the community meetings, as well as additional ways to participate, please visit www.oaklandnet.com/culturalplan.
- The Harrison and 23rd Street Swift and Effective Safety Improvement Project is nearly complete. Initial evaluation results demonstrate significant increases in people driving yielding to people walking at the intersection of 23rd and Harrison: prior to the improvement, one-in-ten drivers yielded to pedestrians crossing Harrison at 23rd; after installation, nine out of ten drivers yielded to pedestrians. The project is an example of how your new Department of Transportation is making improvements to our streets in weeks, while longer-term concrete changes are being planned. This segment of Harrison St will receive permanent improvements in the next few years through a grant funded by the Alameda County Transportation Commission.
- Roadway striping (substantially) completed as part of citywide paving contract includes:
 - Adeline St, 10th-19th Sts (new bike lanes)
 - Clay St, 7th-17th Sts (new bike lanes and high visibility crosswalks)

Active BPAC Committees

Committee	Date convened	Details	Commissioners / Other members
BPAC applications review	7/20/17	Review commissioner applications submitted through 8/31/17 and make recommendation to full BPAC in September	Commissioners Tabata, McWilliams, Villalobos, and Hwang and Hector Chinchilla
Infrastructure committee	2/16/17	review infrastructure plans and grant updates	Commissioners McWilliams, Kidd, Burnette Jr, and Prinz; community members Dianne Yee, Maria Rolland, and Bob Fearman
Open Forum responses	3/17/16	ongoing	Kidd, Tabata, others tbd
review OMC bicyclist-related sections	1/21/16	changes to bicycle registration and licensing requirements pending approval by City Council in Dec 2016	Wheeler (chair), Prinz, Tabata