



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the November 21, 2019 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting agenda at <https://www.oaklandca.gov/documents/november-2019-bpac-meeting-agenda>.

Meeting called to order at 6:04 pm by BPAC Vice-Chair, George Naylor.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with six commissioners present; three arrived later during the meeting.

Commissioners	Present
Reginald K Burnette Jr	X
Andrew Campbell	X
Jesse Jones	X
Phoenix Mangrum	X
George Naylor (Vice-Chair)	X
Zachary Norris	X
Mariana Parreiras	X
Midori Tabata	X
Kenya Wheeler (Chair)	X

Introductions were made.

- Other attendees: Jeremiah Maller, Grey Gardner, Steven Jones (AC Transit), Garrett Gritz (Diablo Engineering), John Minot, Josh Handel, Oboi Reed, Tom Holub, Brian Toy, Emily Warren, Brendan Pittman, Patricia Schader, Brian Mineart, Claudia Burgos (AC Transit), Robert Prinz, Brian Toy, Tiff Mueller
- Staff: Michael Ford, Lisa Jacobs

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from October 18, 2019** was requested. A correction was noted (Naylor): page 2, Item #4, fourth bullet, change 90th Ave to 98th Ave. The motion was made (Tabata), seconded (Naylor), and approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- Robert Prinz: An EBMUD project dug up concrete on MacArthur Blvd and it hasn't been replaced. This is an example of a too-frequent problem. Robert suggested that EBMUD be invited to make a presentation to BPAC.
- John Minot: When will the Bay Wheels/Lyft e-bikes removed from Oakland be returned? This question will be addressed during agenda item #5.

Item 4. Committee Report Back

- Planning Commission Review Committee: last met October 15. A letter authorized by BPAC with comments on the Downtown Oakland Specific Plan was submitted to the Planning Commission; **see handout.**
- Police Committee: job reductions have been reported. The committee will be busy in 2020.
- Infrastructure Committee: no report; next meeting planned for first week in December.
- Affordable Housing and Infrastructure Bond Oversight Committee: no report; next meeting in December.
- Mayor's Commission on Persons with Disabilities: reported on problems with the accessibility of an online forum to address curb ramp issues as well as the condition of some ramps.

Chair Wheeler invited members of the public to join committees.

Item 5. Parking Update

Michael Ford, Oakland Department of Transportation (OakDOT) Parking & Mobility Division Manager, reported on Parking Enforcement (PE), efforts to adjust fine amounts, e-bikes for PE Technicians, and a review of standard operating procedures that appear to conflict with the City's priorities and objectives. He explained that Parking Principles adopted by City Council guide staff to actively manage parking, considering supply and demand, and allowing the use of parking rates to meet broader citywide goals, including safety and equity. Parking rates that can be adjusted based on supply increases the availability of spaces and decreases motorists circling the block looking for spots, improving safety. Staff are working on a Progressive Parking Fine initiative to address safety with an equity lens. Michael reported that the Bay Wheels/Lyft e-bikes (removed from circulation due to technical issues) are expected to be back early in 2020 after amending the existing franchise agreement. E-bikes have been offered to Parking Technicians, and interest has been increasing. To address complaints about exceeding time limits, license plate cameras on parking tech vehicles help enforce time limits.

Summary of Discussion

- Of the 320k annual citations given (bringing in \$25m in general fund revenue):
 - 51% are for street sweeping, followed by 16% for expired meters.
 - There are four to five thousand sidewalk violations per year. On narrow streets, vehicles sometime park with two wheels on the sidewalk and are rarely fined.
 - There are 1,500-2,000 bike lane violations; the \$48 fine is probably too low; it's \$150 in SF.
 - Changes should be considered for all traffic related citations; the Legislative Committee has a list.
 - Parking techs should never park in bike lanes and incentives should be provided to encourage better behavior. Bike East Bay has driver safety training courses that could be provided to the City.
 - Because flexible pricing frees up spaces and raises more revenue, the goal is that the number of citations will decrease while remaining budget neutral.
 - All Oakland parking meters are credit card and GPS enabled, providing real time data and reprogrammable remotely. The City learned from neighboring cities that sensors don't work well.
- A motion was made (Parreiras) and seconded (Burnette Jr.) that the ***BPAC ask OakDOT to make it policy that no City vehicle gets to park in the bike lane, and that OakDOT work internally to make provisions for where people should park and train its staff to make use of those spaces instead of in the bike lane.***

Amendments (Wheeler): ***OakDOT also work with other public agencies to ensure that their vehicles do not block bicycle lanes and sidewalks*** and that ***OakDOT take a holistic look at revising the schedule of fines and fees to prioritize safety as the paramount directive for setting fines.***

Discussion

- Commissioner Norris observed that staff parking in the bike lane is a liability issue for City (because it's unsafe), that there should be two motions, and that ability to pay be considered when setting fines and fees. Michael Ford reported that equity-based fines and fees are under study.

The second half of the amendment was rescinded (Wheeler). The note taker requested that the motions be restated:

- A motion was made (Parreiras) and amended (Wheeler) ***urging OakDOT to make it policy to prioritize safety with regards to City vehicles and other agency vehicles parking in the bike lane, (and in crosswalks and on sidewalks), and urging DOT to come up with the alternative to parking in the bike lane and train its staff and every other agency staff to use the appropriate location to park.*** The motion was seconded (Burnette Jr) and passed unanimously.
- A motion was made (Wheeler) to ***ask that OakDOT consider a revision of the fines and fee schedule for all parking and traffic related fines that prioritizes safety and includes a lens of geographic and income equity in setting of the fines and fees.*** The motion was seconded (Parreiras) and passed unanimously.

It was noted that Assembly Bill 503 allows cities to have payment programs for low-income individuals to pay (traffic) fines. The City should adopt this type of program. The Legislative Committee is available to review proposed changes (contact Parreiras), as well as the Infrastructure Committee (contact Tabata) re: official vehicles in bike lanes.

Speakers other than commissioners: Josh Hammel, Robert Prinz, Emily Warren, Jennifer Stanley

Item 6. AC Transit Bus Rapid Transit (BRT) and other Bike Ped Projects (see attached presentation)

Steven Jones, AC Transit External Affairs Representative, reported on AC Transit's 9.5-mile BRT project, currently in construction (87% complete), and slated to begin service in March 2020. The AC Transit board established that the service will be free for the first 90 days. Most of International Blvd has been repaved, and most stations have been constructed. The next step is to install traffic striping. Each vehicle will have on-board racks for up to three bikes. A companion project by OakDOT will pave Broadway from Embarcadero to W Grand Ave, and install "red carpet" bus lanes within the next several years. During construction, Public Outreach Teams have been on hand with an office at 3322A International Blvd. The City has provided technical assistance to businesses along the corridor. The project's hiring goals were noted along with a workforce development fund to train disadvantaged workers.

Summary of Discussion:

- If in-vehicle bike racks are full, bikes will be allowed on board.
- Signs will direct users to the safest crossings. The speed limit has been reduced to 25 mph, and there are 34 unsignalized pedestrian crossings, most of which have 6' median refuges. All but one of the planned bulb-outs will be installed.
- Future safety concerns will be addressed collaboratively by the City, Caltrans, and AC Transit.
- BRT has allowed the City to address long-standing pedestrian safety concerns.

- Every existing traffic signal is being upgraded along with streetlights at intersections. Additional lighting at unsignalized crossings are being upgraded to current standards. The City has provided an additional \$2 million to upgrade lighting.
- During construction the pedestrian detours (“temporary traffic control,” TTC) have not been adequate, particularly in East Oakland. The project was divided into 14 zones, and 60% of on-street parking must be maintained in each during construction. It was acknowledged that the contractor didn’t always do a great job. Garrett Gritz (project Traffic Engineer, Diablo Engineering) offered to attend a BPAC committee to describe TTC for the project (which may have predated OakDOT’s new standards).

Speakers other than commissioners: John Minot, Robert Prinz

Item 7. Legislative Resolution (*see attachment*)

The Legislative Committee shared a draft resolution for City Council’s consideration that would prioritize bicyclist and pedestrian safety over vehicle parking. Councilmember Gallo is sponsoring the resolution and Councilmember Kalb is an active supporter. The resolution addresses safety, process, policy/priorities, and resources.

Summary of Discussion:

- The Committee requested feedback on traffic enforcement. Enforcement is a component of safety, but race-based stops are a major concern.
- The draft resolution raises from \$1 to \$1.5 million the City Administrator’s contract approval authority to speed up project delivery. The downside of this proposal is that going to Council is one way to ensure adequate public outreach. It was noted that Council meetings sometimes aren’t the best public outreach venue. An alternative would be to get BPAC approval.
- Automated traffic enforcement was proposed as a method to ensure more equitable outcomes.
- The proposal to prioritize filling DOT vacancies above those of other departments would be hard to justify. Using contract labor may not be possible due to union rules.

Speakers other than commissioners: Robert Prinz, Emily Warren, Lisa Jacobs

- A motion to extend the meeting time by 15 minutes was made (Wheeler), seconded (Burnette Jr) and passed with all voting in favor.

Item 8. Open Forum Committee Report.

The Open Forum Committee reported on the status of items presented by the public to the BPAC in 2019.

Summary of Discussion:

- SeeClickFix referrals don’t always work; construction related problems are confusing because there is no category for construction related complaints.
- OakDOT staff are a resource for the BPAC to follow up on Open Forum items.
- This Final report will be passed on to the BPAC Chair as both committee members (Tabata, Jones) will not be serving on the commission in 2020.

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

In addition to items listed in the agenda, it was noted that the environmental review documents for the proposed A’s ballpark are expected to be released in January 2020.

Suggestions for meeting topics

- Bike plan update (currently scheduled for February)
- Telegraph Ave projects update
- 14th St (could go to Infrastructure Committee)
- Strategic Planning Process for BPAC

Announcements

- Naylor: City Council approved three new commissioners who will start in January 2020: Grey Gardner Patricia Schader, and Dianne Yee.
- Norris: resigning as of December 2019; will continue to support BPAC's Police Relation's committee.
- Tabata: after the December BPAC meeting, there will be a get together at Downtown Wine Merchants.
- Patton: modifications to the bicycle boulevard on Shafter Ave, including reinstallation of stop signs, are underway. The Infrastructure Committee will review this on December 5.
- Stanley: BikeLink eLockers will be integrated with the regional Clipper card starting on December 1.

Meeting adjourned at 8:16 pm.

Attachments *(to be appended to adopted minutes)*

- Planning Commission Review Committee handout
- AC Transit BRT presentation
- Draft legislative resolution

Minutes recorded by Jennifer Stanley, emailed to meeting attendees for review on December 2, 2019 with comments requested by 5pm, Monday, December 9, to jstanley@oaklandca.gov. Revised minutes will be attached to the December 2019 meeting agenda and considered for adoption at that meeting.

BPAC Planning Commission Review Committee Agenda & Minutes

If you would like to join the BPAC Planning Commission Review Committee please contact Andy Campbell at andygc1x@gmail.com.

October 15, 2019

8:00pm - 9:30pm

Attendees: Andrew Campbell (chair, BPAC member), Bradley Cleveland (community), George Naylor (BPAC Vice-Chair), Kenya Wheeler (BPAC Chair)

Item	Notes
Downtown Oakland Specific Plan Comments	<ul style="list-style-type: none"> + The committee continued discussing potential comments. Cleveland shared his notes and recommendations. + The letter that was prepared and submitted is attached. + Wheeler and Naylor attended the 11/6/19 Planning Commission meeting where the plan was discussed. Wheeler handed out copies of the letter and summarized BPAC's comments orally. + In future discussions the committee will discuss how to bring more attention to BPAC's comments.
98th Ave & San Leandro Comments	<ul style="list-style-type: none"> + Naylor attended the 9/25/19 Planning Design Review Committee where the project was discussed. + Naylor shared what he learned about the project and some of his initial observations and potential comments to provide to the assigned planner. + The project includes 247 apartments, 122 townhomes, 35 live/work units and retail + The area is currently not very walkable or bicycle friendly, but it is adjacent to the future East Bay Greenway.

	<ul style="list-style-type: none"> + The plan includes significant bike parking, including secure bike parking. + The developer needs to get an addendum to an existing Environmental Impact Review that was prepared for the larger site. Another portion was previously built. + The project will need to return to Design Review Committee to address comments. + Includes secure long-term parking. + Two access points between the previously developed area and the adjacent residential neighborhood are gated and locked. This presents pedestrian access issues and equity concerns. + Unclear how impact fees will be used. + The committee will send a comment letter to the planner and copy the full Planning Commission
<p>Coordination with DoT staff on comments to Planning</p>	<ul style="list-style-type: none"> + Planners have requested that BPAC input goes through OakDOT + Committee wants to maintain independence, so will submit comments independently of OakDOT, but we'll share draft comments with OakDOT so that they are in the loop. + Jason Patton connected Committee with Emily Ehlers, the OakDOT Section Lead who oversees development review during the entitlement process. Emily is the lead of the Planning and Project Development Section (PPD) in the Great Streets Delivery Division. + The Committee will share draft comments with Ehlers three business days before submitting them to give OakDOT an opportunity to offer any input or insights, and to keep OakDOT in the loop.

November 6, 2019

Joanna Winter
City of Oakland
250 Frank H. Ogawa Plaza, 2nd Floor
Oakland, CA 94612

RE: Comments on Downtown Oakland Specific Plan Public Review Draft Plan and Downtown Oakland Specific Plan Draft EIR

Dear Ms. Winter:

The City of Oakland's Bicyclist and Pedestrian Advisory Commission (BPAC) is grateful to the City for inviting comments on the Downtown Oakland Specific Plan (Downtown Plan) Public Review Draft Plan and Downtown Oakland Specific Plan Draft Environmental Impact Review (EIR).

BPAC was created by City Council in 2014 to advise City Council and staff on "the accommodation of bicyclists and pedestrians in all transportation plans, policies, projects and programs." A committee of BPAC, the Planning Commission Review Committee, specifically focuses on the bicyclist- and pedestrian-related impacts of major development projects and specific plans.

Thank you for presenting the Downtown Plan to the BPAC on September 19, 2019. The plan reflects a significant amount of community input and analysis and contains many elements that the BPAC is excited to support. We especially support the use of an Equity Framework to guide the plan. Downtown Oakland has the potential to showcase the city at its best, with housing and jobs accessible to all Oaklanders via mobility modes that are compatible with the state's and city's climate change goals.

Based on the BPAC's review of the Plan we offer the following comments:

Make Downtown Plan Fully Consistent with 2017 Pedestrian Plan and 2019 Bike Plan

We appreciate the Plan's numerous references to the city's pedestrian and bike plans. Creating a safe environment for pedestrians and bicyclists will be even more critical during the planning period. We recommend that the Downtown Plan be revised in several ways to ensure it furthers the goals of the Oakland Walks! Pedestrian Plan and Let's Bike Oakland Bike Plan:

- **List more Pedestrian Policies.** In the discussion of important programs and policies in the Pedestrian Plan (Downtown Plan, p. 104), please add these programs and policies from the Pedestrian Plan to the list of especially relevant ones: Maintain roadway features that reduce speeds and make pedestrian crossings safer; Improve pedestrian environment under and over freeways; Partner with neighborhood groups to perform walk audits. Also, one bullet references "Developing a temporary traffic control protocol".

Such a protocol as already been developed so “Developed” should be replaced with “Implement and monitor”.

- **Use Impact Fee for Gaps.** Recommend that Transportation Impact Fees be used to fill in pedestrian safety and bike network gaps to create continuous corridors that are not addressed in the course of development projects that occur in accordance with the plan.
- **Address New High Injury Hot Spots.** We applaud the Plan’s focus on recommendations for specific projects in Downtown Plan, Appendix A to address the pedestrian High Injury Network. The Plan should also recommend that these improvements, once carried out, should be evaluated to determine whether injuries in fact dropped. Also, the Plan should explicitly acknowledge that the development contemplated under the Plan could lead to new pedestrian collision hot spots that will need to be addressed by developers or the City.

Recommend Adding Measures of Success to Evaluate Pedestrian and Bicycle Safety and Monitor Transit Service

- **Bicycle and Pedestrian Safety.** Recommend measuring Number of Bicycle and Pedestrian Incidents on a per capita basis (population plus employment), by level of severity relative to Baseline conditions.
- **Transit Service.** Recommend adding peak and mid-day transit travel times on major transit corridors (Broadway, Telegraph, 14th Street, etc.) relative to Baseline conditions.

Make Reducing Reliance on Single Occupancy Vehicles a Goal

- **Reduce Single Occupancy Vehicle Use.** BPAC supports the Plan’s emphasis on walking, biking and riding transit. To create a comfortable and safe environment for these modes and to help meet the City’s Climate Action Plan goals, the Plan should seek to reduce reliance on single occupancy vehicles. Without this as part of the goal, the Plan could inadvertently increase use of this mode. Please review the Mobility goal, Goal 03, by adding at the end “without continued reliance on single occupancy vehicles”.
- **Add Measure of Success.** Add reduction in the number of single occupancy vehicle trips as a Mobility Measure of Success (Downtown Plan, p.132).

Seriously Tackle the Climate Change Challenge with more Ambitious VMT Reduction Goals

- **Transform Use of Transportation.** Oakland’s City Council has adopted a greenhouse gas emissions reduction target of 56 percent relative to the City’s 2005 baseline year by 2030. Transportation accounts for 67% of Oakland’s greenhouse gas emissions, according to the draft Equitable Climate Action Plan. Thus, if Oakland is going to have any chance of meeting its goals and demonstrating its climate leadership, transportation to and from downtown Oakland needs to be transformed.
- **Slash VMT.** The EIR analyzes how vehicle miles travelled (VMT) per capita will change under the Plan. This is important from a climate change perspective due to the prevalence of fossil fueled vehicles. The EIR finds that through 2040 VMT per capita will remain flat at 4.8 for residential land uses and will decrease slightly for commercial land uses from 15.1 from 13.3 (EIR, p. 190). The 2040 VMT is deemed “less than significant”

because the VMT is more than 15% below regional averages (EIR, p. 192). This is a very disturbing conclusion and could translate to significant increases in greenhouse gases as the number of people living and working in downtown increases. The VMT threshold used in the EIR should be made much more ambitious to be consistent with the City's climate change goals. VMT per reductions of 50% or greater, at least, are appropriate. There are no areas better than downtown, given its substantial transit connectivity, to aggressively reduce VMT. The EIR and Plan should be revised accordingly. VMT rates should also be reported for 2020 and 2040 No Project and Project conditions in EIR, Table V.B-6 on page 190 of the EIR to fully disclose VMT impacts of the Project.

- **Study Banning Cars.** BPAC recommends that the Plan order a study of banning all single occupancy vehicles from downtown. Such a ban would be a powerful approach to reduce greenhouse gas emissions, create a safer environment for pedestrians and cyclists, and improve transit flows. This is not an outlandish concept. Just across the bay, the San Francisco Municipal Transportation Agency Board voted in October 2019 to ban cars from Market Street starting in 2020.

Design Streets and Sidewalks to Support How They Will Be Used in the Future

- **Include Street Typologies.** The Plan depicts street cross sections for three specific streets in Chinatown (Downtown Plan, p. 122-123). Cross sections like these are very helpful to design how the public right-of-way will be shared by different users--pedestrians, bikes, buses, vehicles. We recommend that the Plan expand on these and include generic street typologies that could be applied throughout downtown. San Francisco's Better Streets Plan contains "street types" that are a good example of this approach. These typologies can serve as a guide for designing appropriate streetscape environments, which will differ depending on the role of the street, e.g. transit corridor.
- **Widen Sidewalks.** The Mobility section should discuss the potential need for sidewalks to be widened on blocks where the existing width is insufficient for the anticipated growth in foot traffic, in particular adjacent to BART stations under 2040 Project conditions. The visualizations showing increased sidewalks, such as the one of 9th Street and Broadway on Downtown Plan, page 103, are compelling; however, it would be useful to see the streets where sidewalk widening is proposed on a map. Sidewalk widening recommendations should also be incorporated into site plans and project conditions for development occurring on these streets, where appropriate.

Support Use of Transportation Demand Management Plans with Specific Goals and Sufficient Staff

- **Set TDM Goals.** BPAC strongly supports the policy of requiring downtown employers with more than 50 employees to develop and implement Transportation Demand Management (TDM) plans to increase the number of people who walk, bike and use transit. The Plan should state what trip reduction goals these TDMs need to meet so that employers know what will be expected. Certain measures should be required too,

including limits on onsite parking and bulk procurement of transit passess for residents and/or employees (e.g. EcoPass).

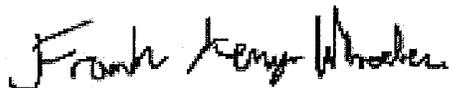
- **Staff TDM Oversight.** The success of the TDM policy will require sufficient staff to oversee TDM plans. The plan should highlight the need for funding additional City staff resources and identify potential funding sources, such as impact fees paid by new developments.

Recommend Further review of one-way to two-way street conversions

- **Study One-Way Conversions.** Members the BPAC have different views on the merits of one-way to two-way street conversions. However, we agree that it is a significant change that should studied on both a street specific basis and as part of a downtown-wide circulation study. Where conversions are undertaken, the City should develop plans to help residents and visitors safely get through the transition. The City should also consider interim measures such as adding two-way bike lanes to one-way streets prior to the conversion being completed.

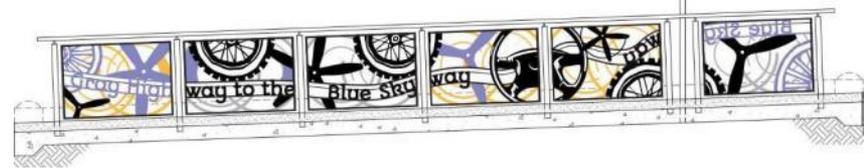
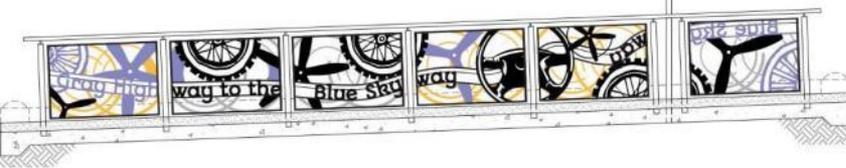
Thank you for your hard work on this Plan and for considering the BPAC's input. We look forward to working together as the Plan is completed.

Sincerely,



Kenya Wheeler, AICP
Chair
Oakland Bicyclist and Pedestrian Advisory Commission

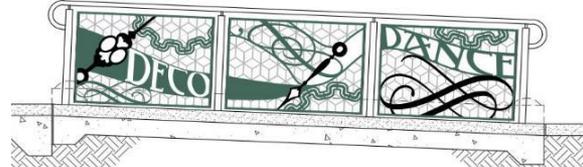
cc: Members of the Oakland Planning Commission
Councilmember Lynette Gibson McElhaney, District 3
Councilmember Nikki Fortunato Bas, District 2
Council President Rebecca Kaplan
Councilmember Dan Kalb, Chair, Public Works Committee
Oakland Department of Transportation: Jason Patton, Noel Pond-Danchik, Emily Ehlers
Oakland Public Works: Daniel Hamilton, Sustainability Director
Warren Logan, Director, Mobility and Interagency Relations, Office of Mayor Libby Schaaf



BRT: a \$216M Investment in the Community

- **9.5-miles**, downtown Oakland (20th & Broadway) to San Leandro BART
- Combination of mixed-flow and **80% dedicated bus-only lanes**
- **34 stations** – 46 total platforms
 - 21 median
 - 12 curbside
 - 1 southern terminus (San Leandro BART)
- **27** hybrid-electric, low-emission, 5 door, 60-foot articulated buses
- New **curb-to-curb pavement** along most of the corridor
- Passenger service begins March 2020





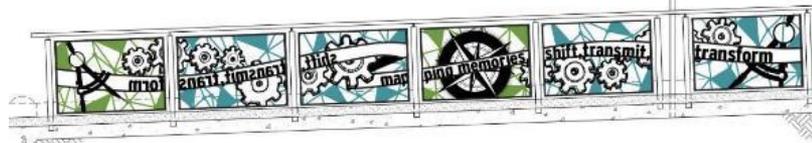
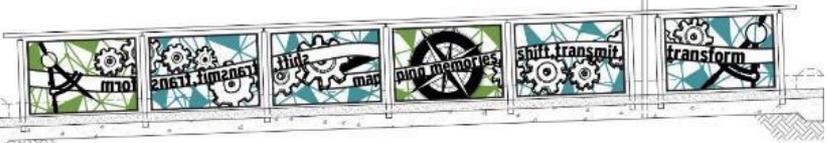
BRT Features

- 1 Enhanced station lighting for improved safety
- 2 Clipper Card readers on platforms speed boarding
- 3 New level boarding for easier access
- 4 Median stations reduce street crossing distance
- 5 Bus only lanes improve transit frequency
- 6 High visibility crosswalks enhance safety
- 7 New technology helps reduce delays



East Bay Bus Rapid Transit

*Downtown Oakland to San Leandro
International Blvd to East 14th St*



Zone 1 (11%) ○ 20th Street —● Northern Layover Facility

○ 14th Street ● City Center

Zone 2 (43%) ● Harrison ○ Madison ○

○ 2nd Ave ● 5th Ave ●

Zone 3 (88%) ● 10th Ave ●

Zone 4 (97%)

Zone 5 (83%)

Zone 6 (91%)

Zone 7 (90%)

Zone 8 (100%)

Zone 9 (80%)

Zone 10 (100%)

Zone 11 (100%)

Zone 12 (100%)

Zone 13 (100%)

Zone 15 (50%) ● San Leandro Transit Center

Zone 14 (100%)

34 Platforms – Interim Condition
6 Platforms – In Construction
6 Platforms – Yet to Construct

Total Project
87% Complete

City of Oakland

Caltrans SR 185

Station Areas

- Under Construction
- Interim Condition Status
- Utility Relocation Needed



Bus Lanes Open:
90th Ave to San Leandro

● Durant Ave
 ● Georgia Way ●
 ● San Leandro Civic Center ●
 ● Downtown San Leandro ●



Downtown Oakland to San Leandro
International Blvd to East 14th St

PROGRESS...



East Bay Bus Rapid Transit

*Downtown Oakland to San Leandro
International Blvd to East 14th St*

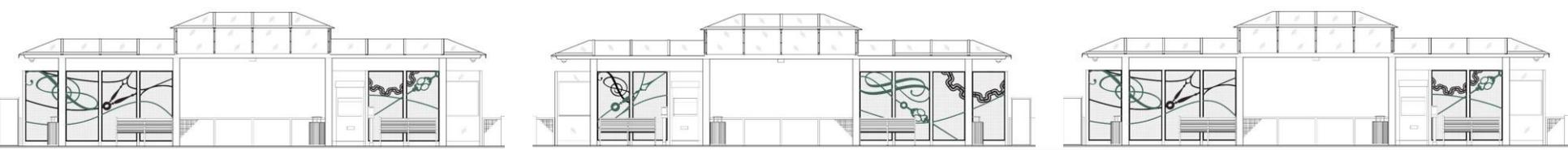


- Several miles of NEW bike lanes will be striped by the end of November.
- 25 bike racks will be installed at the BRT's median stations on International Blvd.
- Each BRT bus will feature on-board racks for 3 bikes.



- Red carpet lanes on Broadway
- \$4M investment from OakDOT
- Bus trips 30% faster and 20% more on-time

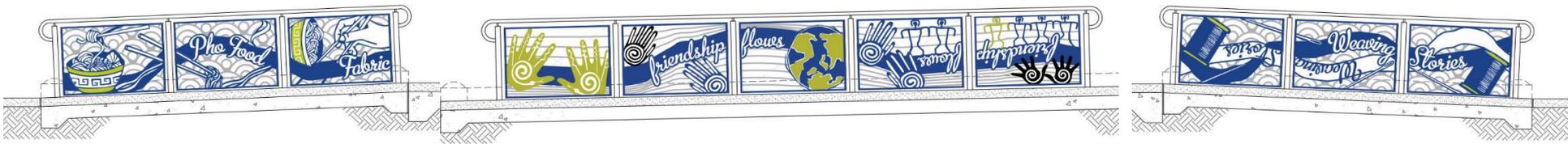




Public Outreach Team's Focus

- Inform stakeholders of upcoming work and projected timeline
- Once work begins, regular check-ins and updates
- Coordination between stakeholders and project team to help minimize disruptions
- Daily Troubleshooting
 - Parking, access, driveways, modifications
- Electronic Updates
 - Social media, eNews, outside newsletters website
- Biggest Concerns
 - Access and parking
 - Community wants project done faster

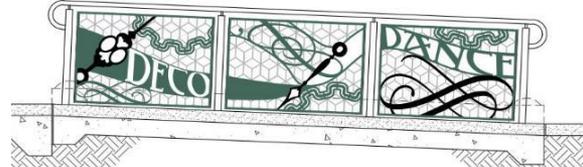




Support for Businesses During Construction

- **Free Technical Assistance to businesses located in Oakland along the BRT corridor**
 - \$2M grant from AC Transit to City of Oakland
 - Anew America, Mason Tillman Associates
 - business operations training
 - referral to business specialty consultants
 - access to available financial programs
 - City of Oakland Business Assistance Fund (BAF)
- **The BRT Outreach Team assists merchants in mitigating temporary construction impacts**
 - Ensuring driveways remain clear
 - Maintaining access to homes and businesses
 - Minimizing parking disruptions





CONSTRUCTION
Are You Interested
IN A CONSTRUCTION CAREER?



BRT CONSTRUCTION JOBS & TRAINING

Targeted Hiring Goals

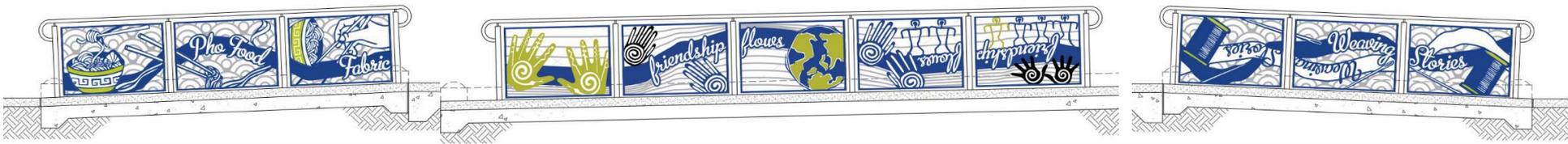
- 50% of all hours to Oakland & San Leandro Residents
- 20% of all hours to Apprentices
- 25% of all Apprentice hours to Disadvantaged Workers

Workforce Development Fund

- \$0.10 of every hour worked is collected and granted to local construction training & employment organizations



*Downtown Oakland to San Leandro
International Blvd to East 14th St*



How to Reach the BRT Outreach Team

Website	https://brt.actransit.org
e-mail	BRT@actransit.org
Phone	(510) 891-5478
Address	BRT Information Center 3322A International Boulevard Oakland, CA 94601



facebook.com/rideactbrt



instagram.com/rideact_BRT



twitter.com/rideactBRT



East Bay Bus Rapid Transit

*Downtown Oakland to San Leandro
International Blvd to East 14th St*

11/20/19 DRAFT

RESOLUTION OF SUPPORT FOR EXPEDITING DELIVERY OF ROADWAY SAFETY PROJECTS AND PRIORITIZING SAFETY ON THE HIGH INJURY NETWORK AND AROUND SCHOOLS OVER TRAFFIC FLOW AND PARKING WHEN DESIGNING FOR STREET IMPROVEMENTS ("Safe Streets Now" Policy)

WHEREAS, in 2006 the City of Oakland, through its "Transit First Policy" (Resolution No. 73036 C.M.S.) acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and improving opportunities for sustainable transportation by walking, bicycling, and public transportation; and

WHEREAS, in 2013, the City of Oakland adopted a "Complete Streets Policy" (Resolution No. 84204), committing to supporting an integrated transportation network with roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including: pedestrians, bicyclists, persons with disabilities, seniors, children, motorists, movers of commercial goods, operators of public transportation, public transportation users of all abilities and emergency responders; and

WHEREAS, in 2016, the City of Oakland established a Department of Transportation committed to building better and safer streets, informing safe designs and infrastructure decisions with data and analysis; incorporating safety and Complete Streets policies into the design process; making safe design standards available and accessible to the community; establishing programs to enhance pedestrian safety based on community input; enhancing traffic signal operations for greater safety, efficiency and flexibility; reviewing speed limits to support safe travel on our roadways; providing safe access to all Oakland schools; and making Oaklanders feel safe walking and waiting for the bus, at all times of day or night with the goal of zero traffic deaths and serious injuries; and

WHEREAS, in 2016, the Oakland Police Department released a Strategic Plan with a goal of reducing the number of persons killed and injured in traffic collisions by 15% over 36 months and ensuring that the recommendations of the Stanford University Report on Stop Data are implemented to address racial inequities and impacts of discretionary stops, including traffic stops; and

WHEREAS, according the Statewide Integrated Traffic Records System (SWITRS) data from 2012-2016, an average of two people are killed or severely injured in a traffic crash on Oakland's streets every week; and

WHEREAS, 60 percent of all severe and fatal crashes occur on 6 percent of Oakland streets, which comprise the City of Oakland's "Multimodal High Injury Network"; and

WHEREAS, the vast majority of streets in the Multimodal High Injury Network are located within Oakland's Communities of Concern; and

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W1 WHEREAS, Older Oaklanders (65+) are more than twice as likely to be killed in a crash compared to all other Oaklanders; and

W2 WHEREAS, Black Oaklanders are two times as likely to be killed or severely injured in a crash (all modes) and three times as likely to be killed or severely injured while walking compared to all other Oaklanders; and

W3 WHEREAS, the City of Oakland Equity Indicators Report has established that African American Oaklanders are 8.6 times more likely to be stopped than Asian Americans; and

W4 WHEREAS, from 2014-2016, according to the Alameda County Department of Public Health, traffic injuries were the second leading cause of death involving Oakland youth aged one to 17 years old following homicides, the leading cause of death among this age group; and

W5 WHEREAS, All severe and fatal crashes underscore the need for quick action; and

W6 WHEREAS, Significantly reducing the number of severe injuries and fatalities requires a commitment to expedite all safety projects in the City of Oakland, with a focus on the High Injury Network, which has the greatest opportunity for directing limited resources to injury prevention; and

W7 WHEREAS, survivability in the event of a crash exponentially decreases as speeds increase such that: a person hit by a driver traveling at 20 miles per hour has a 9 in 10 chance of surviving and a person hit by a driver traveling at 40 miles per hour has a 1 in 10 chance of surviving; and

W8 WHEREAS, California Assembly Bill 321 (2007) allows for a California city to evaluate the speed limits at schools located in residential districts, on two-lane roads, with existing speed limits of 30 miles per hour or less; and if the engineering evaluation indicates that the existing 25 MPH school zone speed limit exceeds what is reasonable or safe, then the city may establish a lower school speed limit of 15 - 20 MPH in the area less than 500 feet from or passing a school building or grounds and extend to the school zone speed limits of 25 MPH up to 1000 feet from school property; and

W9 WHEREAS, the City of Oakland agencies with responsibility for implementing street safety projects, including the City of Oakland Department of Transportation has been prioritizing the high injury network and equity indicators to address the existing disparities in the City's Capital Improvement Program, Paving Program, planning efforts (such as the Bicycle and Pedestrian Plans), and has completed three "swift and effective" rapid response projects following preventable traffic crashes on the high injury network, but could be implementing additional preventative projects if more capacity were available; and

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W10 WHEREAS, Since its creation in 2016, OakDOT has had a 20% vacancy rate agency-wide; now therefore be it

R1 RESOLVED, That the Oakland City Council hereby adopts a "Safe Streets Now Policy" , which directs the Department of Transportation to expedite delivery of roadway safety projects to eliminate traffic deaths and severe injuries on City of Oakland streets; and be it further

R2 RESOLVED, That Oakland City Council hereby directs the Department of Transportation to deliver at least 12 safety projects in 12 months on high injury corridors and/or around school zones; and be it further

R3 RESOLVED, That OakDOT shall always prioritize the safety of all roadway users, but in particular the safety of people walking, youth, seniors, and people of color over traffic flow and parking; and be it further

R4 RESOLVED, That City of Oakland shall vigorously support and pursue state legislation to address and reduce dangerous roadway speeds; and be it further

R5 RESOLVED, That the Oakland City Council will amend the relevant Ordinances as appropriate to transfer decision-making responsibility for setting speed limits, installing stop signs, installing speed humps and removing parking spaces (whether residential or commercial) on the approaches to crosswalks from the City Council to the City Administrator in order to expedite their implementation; and be it further

R6 RESOLVED, That the Oakland City Council requests the City Administrator to prioritize hiring to fill all vacant OakDOT positions; and be it further

R7 RESOLVED, That the Oakland City Council will increase the authority of the City Administrator to award contracts for safety projects up to \$1.5 million dollars; and be it further

R8 RESOLVED, That the Oakland City Council will review OakDOT's staffing in comparison to that of agencies with similar level of responsibility in similar size jurisdictions and add new positions to OakDOT's staffing in the next biannual City Budget as appropriate to give OakDOT the necessary resources to carry out its responsibilities; and be it further

R9 RESOLVED, That until 95% of vacant OakDOT positions are filled and appropriate staff resources have been added, the Oakland City Council will support OakDOT's hiring of outside consultants to temporarily staff vacant positions and add capacity to OakDOT's full-time staff as necessary to help OakDOT deliver projects and services to improve roadway safety for Oaklanders; and be it further

R10 RESOLVED, That Oakland City Council will add a \$300,000 line item to the biannual City Budget for an OakDOT Quick-Response School Safety Maintenance Crew that will focus on roadway safety improvements, including installation of stop signs, striping and

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restriping of high visibility crosswalks, and other quick safety improvements near and around Oakland's schools; and

R11 RESOLVED, That OakDOT shall prioritize roadway safety improvements around Oakland's schools, HINs and in Oakland's Communities of Concern; and be it further

R12 RESOLVED, That OakDOT will work collaboratively with the Alameda County Department of Public Health on collision prevention and injury reduction measures; and be it further

R13 RESOLVED, That OakDOT shall evaluate and mitigate any potential unintended consequences of this policy; and be it further

R14 RESOLVED, That the City of Oakland City Council requires that OakDOT provide quarterly reports on the progress in hiring; on the identification, implementation and effectiveness of strategies to facilitate faster implementation of safety projects; and on project delivery progress to both City Council and the Bicyclist and Pedestrian Advisory Commission; and be it further

R15 RESOLVED, That OakDOT shall conduct data driven evaluations of representative projects before and after their completion.

Bicyclists and Pedestrian Advisory Commission

Open Forum Committee Report 2019

The Open Forum Committee consisting of two Commissioners (Jesse Jones and Midori Tabata) continue to track issues brought forth by the public at our monthly meetings. In 2019, to date, we have received 19 comments, about 1.8 per month.

We track the issues and make it available for public view at https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/edit?ts=573a2ece#gid=0

The issues presented this year were:

Construction traffic guidelines: 2
Parking enforcement in bike lanes: 1
Interagency coordination: 2
Illegal dumping blocking bike lane or street: 2
Referral to Infrastructure Committee for further review: 2
Bike share: 1
Stairway project needing TDA funding: 1
Drainage and subsequent ADA issue: 1
Protected bikeways: 1
Thanks for action/assistance: 1
Other: 5

Actions

- Some items required no action, but to accept thanks for our action/support.
- Simpler actions were to request the speaker refer item to PW Call Center through 311 or SeeClickFix.
- A couple of items were referred to the Infrastructure Committee for further work.
- Several items were referred to various departments in OakDOT for questions and follow up.

Resources for City Action

Frequently members of the public present issues at BPAC that Commissioners need to investigate how to resolve. Commonly, we direct them to 311 or SeeClickFix for specific infrastructure issues. This year, we added the following resources to help us respond more effectively or direct residents the correct group within the City:

- **Curb Ramp Request:** To comply with federal Americans with Disabilities Act (ADA) requirements, the City of Oakland takes requests to install curb ramps or make sidewalk improvements when needed by residents with disabilities, which can be submitted online. Note that the request requires a digital signature using a computer mouse or touchpad. This option is not available for blind residents that may not use their computers in this way. Residents can also request improvements by contacting the Mayor's Office ADA Programs Division. The current phone number 510-238-3171. The website to request improvements is <https://www.oaklandca.gov/services/request-a-new-curb-ramp>
- **Construction Issues:** There were multiple comments related to sidewalks and bike lanes being impeded during construction. The City of Oakland requires contractors to provide alternative routes for pedestrians and cyclists. If sidewalks or bike lanes, this can be reported to SeeClickFix. There is not currently a category on SeeClickFix for construction related issues; however, DOT confirmed that they will be addressed through this system.

People feel free to come to our monthly meetings and present issues for assistance and resolution. We endeavor to maintain that trust.