



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the December 20, 2018 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting agenda at https://cao-94612.s3.amazonaws.com/documents/2018-12-20_BPAC_Agenda.pdf.

Meeting called to order at 6:01 pm by BPAC Chair, Midori Tabata.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with eight commissioners present (X). One arrived shortly after roll call (x).

Commissioners	Present
Reginald K Burnette Jr	X
Andrew Campbell	X
Jesse Jones	X
Christopher Kidd	X
George Naylor	X
Mariana Parreiras	X
Midori Tabata (Chair)	X
Rosa Villalobos	x
Kenya Wheeler (Vice Chair)	X

Chair Tabata introduced Jesse Jones, the BPAC's newest commissioner, who is filling the position previously held by Fred McWilliams.

Introductions were made.

- Other attendees: Scott Amundson, Steve Beroldo, Bob Fearman, Tom Holub, Carol Levine, Phoenix Mangrum, Zachary Norris, Neil Parkhouse, Brendan Pittman, Robert Prinz, Meghan Quinn
- Staff: Danielle Dai, Nathalia Roberts, Jason Patton, Noel Pond-Danchik

Item 2. Approval of meeting minutes

→ A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from November 15, 2018** was made (Parreiras), seconded (Burnette Jr.). Six commissioners voted in favor (Burnette Jr., Campbell, Parreiras, Tabata, Villalobos, and Wheeler) and three commissioners abstained (Jones, Kidd, and Naylor). The motion passed. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- None

Item 4. Committee Report Back (*list of committees and liaisons attached*)

Committees of the BPAC with activities in the past month provided brief updates to the Commission. A list of active committees and liaisons is attached.

- The Bicyclist Pedestrian Police Relations Committee had their first official meeting during which they discussed the charter for the committee and looked at police stop data and police reports and discussed the disparities highlighted by the data. They also discussed potential policy recommendations for the 2019 Bicycle Plan to ensure safety for cyclists of all races. The committee welcomes new members. If you would like to get involved, contact Commissioner Wheeler at kenyaw@gmail.com.
- Commissioner Naylor, liaison to the Affordable Housing and Infrastructure Bond Public Oversight Committee, reported that the committee is developing a draft report to evaluate how Measure KK money is being spent in regards to equity and affordability.
- Commissioner Campbell, liaison to the Mayor's Commission on Persons with Disabilities, reported that the commission focused their last meeting on goal setting and Commissioner Campbell found two of their goals related to the work of the BPAC: accessibility of shared mobility and monitoring of complete streets projects with a focus on access to disabled parking spaces.

Speakers other than commissioners: Tom Holub

Commissioner Tabata (Chair) noted that this is the last meeting for Commissioner Kidd and Commissioner Villalobos and thanked them for their work on the Commission. All three new or incoming commissioners were also present, Commissioner Jesse Jones, Zachary Norris, and Phoenix Mangrum.

Item 5. Oakland BART Station Report (*presentation attached*)

Mariana Parreiras, Steve Beroldo, and Charlie Ream from BART's Planning, Development & Construction (PD&C) Group gave an update on all BART plans, projects and studies relating to bicycle and pedestrian access to BART stations in Oakland. BART adopted a station access policy in 2016 prioritizing pedestrians and bicyclists. They described their plans for updates at each Oakland BART station with money from Measure RR, a \$3.5 billion bond with \$135 million earmarked specifically for active access capital improvement projects. They have plans for many large capital projects including a new bike station with a 400-bike capacity on a parcel near 19th St. BART. See attached presentation for more details.

Summary of Discussion:

- There likely will not be more bike parking inside stations due to lack of space.
- Water fountains and fixit stations were recommended near bicycle facilities on BART property, especially near Coliseum station.
- There was a concern about potential bicycle theft in regards to the plans for Bikeep racks outside of the MacArthur station.
- Placemaking and lighting upgrades were recommended on MacArthur Blvd by MacArthur Station as well as the planned upgrades to 40th St especially considering the new affordable housing project on MacArthur.
 - The presenters replied that they considered the high costs and given that MacArthur Blvd already has LED lights and less pedestrian traffic, they hope to implement improvements to MacArthur Blvd in a later stage.

- Considering the new housing developments around 19th St Station, 400 bike parking spaces may not be enough for future demand.
 - The presenters replied that the new developments will require bicycle parking and that the parcel where the bike station is being built will be kept flexible so that additional bicycle parking can be added.
- It was noted that the West Oakland housing will not be 100% affordable as stated in the presentation.
- There was a recommendation for larger elevators to be built so that bicyclists with trailers and tandem bicycles be able to access the stations.

Speakers other than commissioners: Neil Parkhouse, Robert Prinz

Item 6. Estuary Park Project *(presentation and handout attached)*

Ali Schwarz, Capital Improvement Project Coordinator, and Meghan Quinn of Hargreaves Associates, a landscape architectural team, provided an overview of the Estuary Park Renovation and Expansion Project goals, constraints, and opportunities, public engagement to date, and draft concept options. You can give your input by taking the survey at <https://www.oaklandca.gov/projects/estuary-park>. See attached presentation for the three concept designs and further information.

Summary of Discussion:

- The Bay Trail should provide a commuting connection along the bay, not meander through the park.
- The Bay trail should not conflict with pedestrian passage.
- It is important to connect the Bay Trail to Oak St as a connection to downtown.
- So far, a large contingency of those involved in the public engagement process are boaters, so the voices of bicyclist and pedestrian activists are needed to offset their opinions.

Speakers other than commissioners: Robert Prinz

Item 7. Parking Enforcement in Bike Lanes *(presentation attached)*

Danielle Dai, Mobility Management Section Lead, presented on parking enforcement of violations in bike lanes and what can be done about the problem. The number of citations has increased, especially within the past few years. Nathalia Roberts of the Mobility Management Section presented a story map available at <https://arcg.is/14yifr> which shows the locations and trends of the citations. See attached presentation for more details.

Summary of Discussion:

- It is not possible to determine if the offending vehicle is a truck or passenger car based on the citation data.
- There were multiple concerns about the \$48 fine for obstruction of a bike lane for being too low, especially in comparison to an expired meter or double parking fine of \$78.
 - Setting a higher fine specific to the City of Oakland was suggested.
 - Giving two fines, one for double parking, and one for obstruction of a bike lane was suggested.

- Ticketing is effective in places where it is often the same people who regularly park in the same bike lane, but not effective in places where the offenders are often TNC drivers and loading vehicle drivers who may not be familiar to the location and may absorb the fine into their operating costs.
 - In addition to enforcement, there needs to be education for drivers and businesses.
 - Sending notices to every business about the illegality of parking in bicycle lanes was recommended.
- The Mobility Management section is in conversation with Oakland Fire, Police, and Transportation Departments so that City vehicles do not block bicycle lanes.
- The data is now on OpenOakland and others are invited to analyze it.
- The conversation should include parking at bus stops, red curbs, and driveways.
- There was an offer of training to parking enforcement, should the department choose to deploy parking enforcement on electric bicycles.
- There is very little enforcement later at night past commute hours. Drivers know this and park in bike lanes at a time when the darkness makes bicyclists more vulnerable.
- The presenters recognized a need for additional space for loading activity.

Speakers other than commissioners: Carol Levine, Robert Prinz, Liat Zapagitger

BPAC Chair, Midori Tabata, announced that Item 9 will go before Item 8.

Item 9. Three-month look-ahead, suggestions for meeting topics, announcements (*list attached*)

Announcements

- BPAC Chair, Midori Tabata recognized the accomplishments of Chris Kidd and Rosa Villalobos and thanked them for their commitment and diligence as commissioners for the past five years.

See the rest of the three-month look-ahead, suggestions for meeting topics, and announcements attached.

Item 8. Chair’s Draft Annual Report to Public Works Committee (*draft report attached*)

Midori Tabata, BPAC chair, presented the draft 2018 Annual Report to the Public Works Committee for approval by the BPAC. She views the report as an opportunity to ask City Council to act on some of the BPAC’s recommendations. The report is being scheduled for the Public Works Committee in January. Read the report attached for more details.

Summary of Discussion:

- It was recommended that the section on Vision Zero be taken out because the it was believed that the city has decided not to move forward with that policy.
- There was some discussion as to whether the meeting in response to the crash on 35th Ave counted as a rapid response but it was decided it did not because no safety design improvements were made.
 - The Infrastructure Committee did hear some relatively quick design responses which were elevated due to crashes.
 - There was a recommendation that the Infrastructure Committee define a timeline for rapid response to be used consistently across all of Oakland.

Speakers other than commissioners: Robert Prinz

- A motion to ***formally endorse the Chair's Draft Annual Report to Public Works Committee*** was made (Kidd), seconded (Parreiras). Eight commissioners voted in favor (Burnette Jr., Campbell, Kidd, Naylor, Parreiras, Tabata, Villalobos, and Wheeler) and one commissioner abstained (Jones). The motion passed.

Minutes recorded by Noel Pond-Danchik from OakDOT's Bicycle & Pedestrian section, emailed to meeting attendees for review on December 21, 2018, with comments requested by 5pm, January 4, 2019 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the January 2019 meeting agenda and considered for adoption at that meeting.

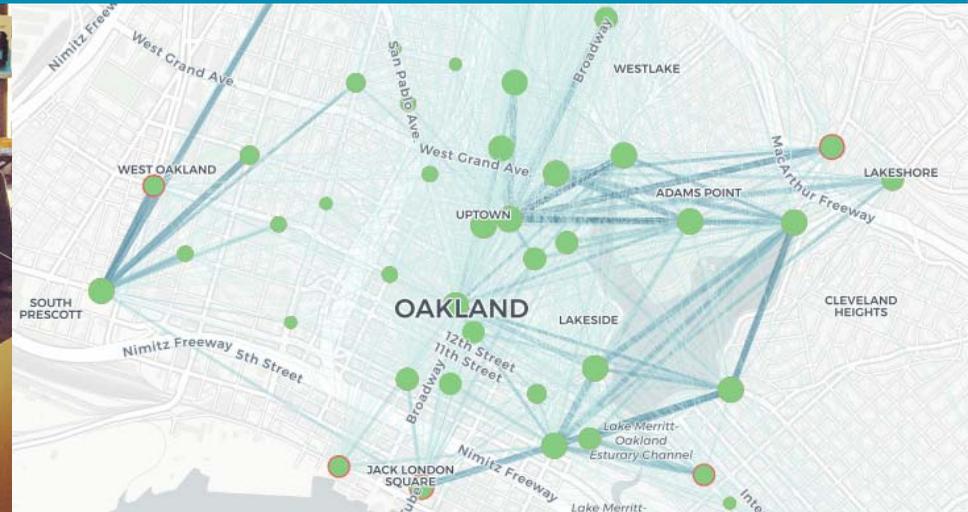
December 2018 BPAC Agenda Item #4 Attachment

Committee Name / Liaison Role	Date Created	Purpose	Commissioners	Community Members	Status
Bike Plan Update Committee	10/19/17	Advise staff on the update to Oakland's Bicycle Plan	Naylor, Tabata, Wheeler	Robert Prinz, Chris Hwang, Chris Kintner, Matt Ward	active
Infrastructure Committee	2/16/17	Review and comment on the design of projects	Tabata, Burnette Jr, Naylor, Parreiras	Robert Prinz, Phoenix Mangrum	ongoing
Legislative Committee	6/21/18	Research and develop policy recommendations for consideration by the BPAC	Kidd, Naylor, Parreiras, Wheeler	Chris Kintner and Phoenix Mangrum	ongoing
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	5/17/18	Monitor Committee activities and report back to the BPAC	Naylor; Kidd (substitute)		active
Liaison to Mayor's Commission on Persons with Disabilities	5/17/18	Monitor MCPD activities and report back to the BPAC	Campbell; Parreiras (substitute)		active
Liaison to Police Commission	9/20/18	Monitor Commission activities and report back to BPAC	Naylor		active
Open Forum Committee	3/17/16	Review and analyze comments received during Open Forum	Kidd, Tabata, Villalobos		ongoing
Bicyclist Pedestrian Police Relations Committee	9/20/18		Wheeler, Naylor	Tom Holub	active



BART Update to Oakland BPAC

December 20, 2018





Background – Station Access Policy



Safer, Healthier, Greener.

Advance the region’s safety, public health, and greenhouse gas (GHG) and pollution-reduction goals.



More Riders.

Invest in station access to connect more riders cost effectively, especially where and when BART has available capacity.



More Productive and Efficient.

Manage access investments, programs, and current assets to achieve goals at the least cost.



Better Experience.

Be a better neighbor, and strive for an excellent customer experience, including on the first and last mile of the trip to and from BART stations.



Equitable Services.

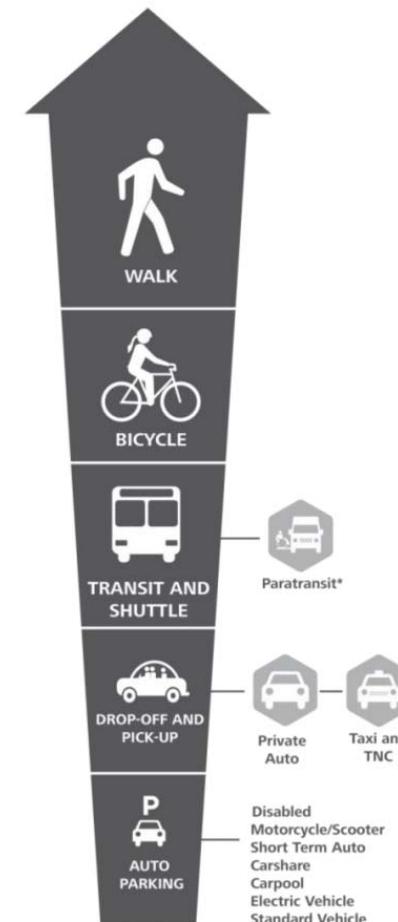
Invest in access choices for all riders, particularly those with the fewest choices.



Innovation and Partnerships.

Be an innovation leader, and establish durable partnerships with municipalities, access providers, and technology companies.

Station Access Design Hierarchy

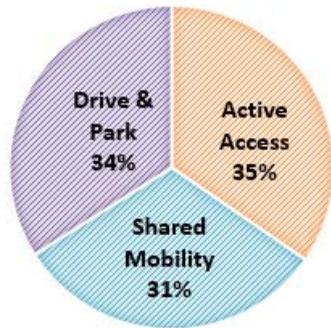


*All Stations must be paratransit accessible
Note: All stations must always remain readily accessible to and usable by persons with disabilities

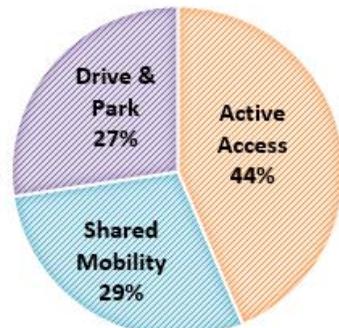


Access Mode Share Targets (home origins), RR

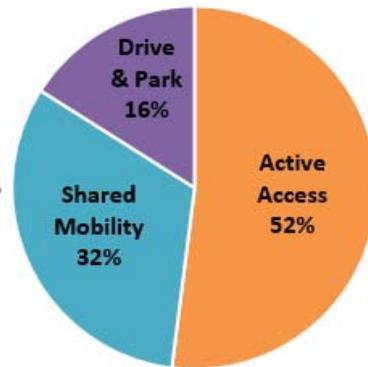
2008 ACCESS MODE SHARE



2015 ACCESS MODE SHARE



2025 TARGET ACCESS MODE SHARE



Active Access: Walk, Bike

Shared Mobility: Transit, Shuttle, TNC, Drop-Off, Carpool

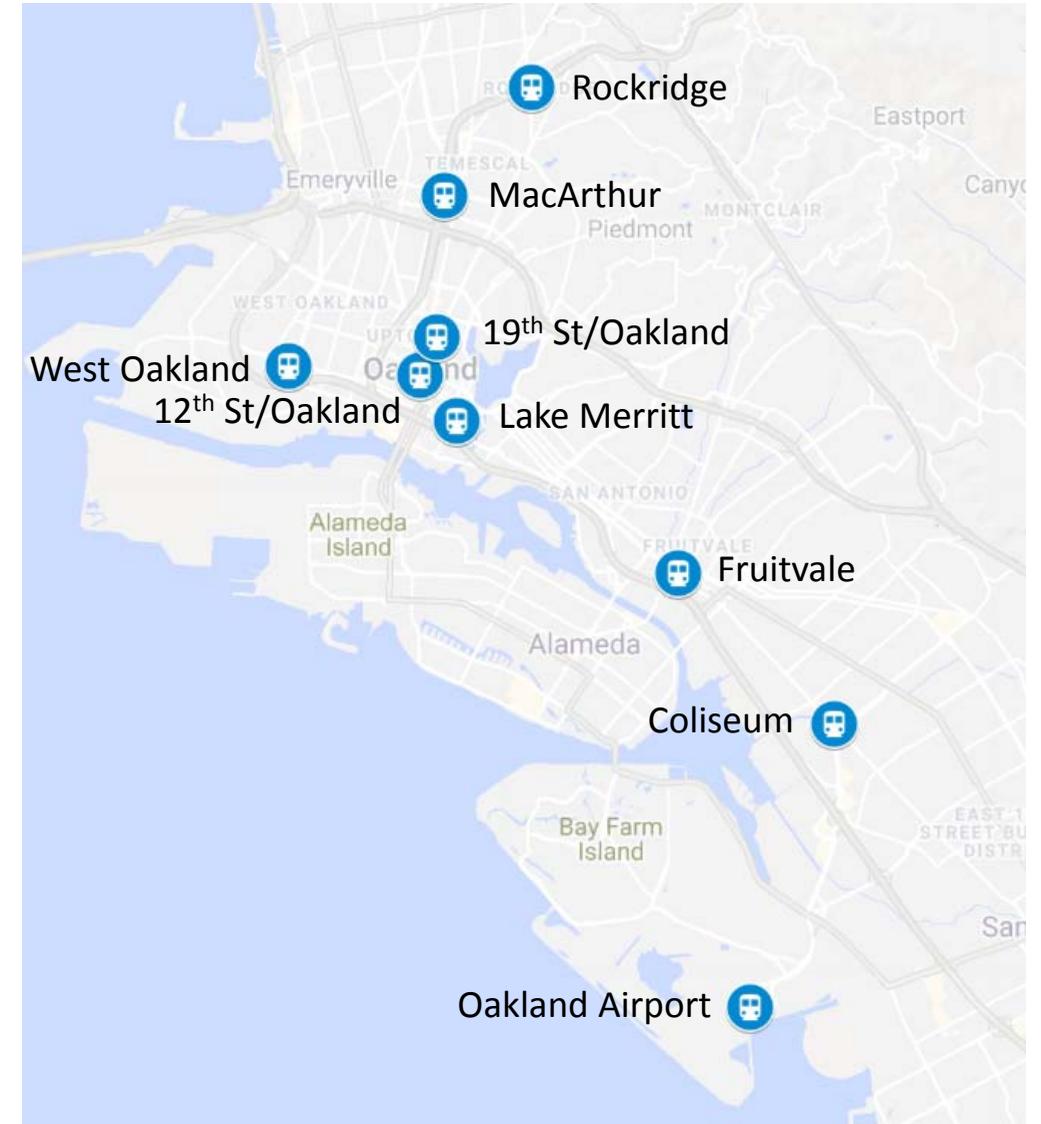
Drive & Park: Drive Alone

	\$ Millions	% of Total Bond	Benefits		
			Safety	Reliability	Crowding + Traffic Relief
REPAIR AND REPLACE CRITICAL SAFETY INFRASTRUCTURE	\$3,165	90%	✓	✓	✓
Renew track	\$625	18%	✓	✓	
Renew power infrastructure	\$1,225	35%	✓	✓	
Repair tunnels and structures	\$570	16%	✓	✓	
Renew mechanical infrastructure	\$135	4%	✓	✓	
Replace train control and other major system infrastructure to increase peak period capacity	\$400	12%	✓	✓	✓
Renew stations	\$210	6%	✓	✓	✓
RELIEVE CROWDING, REDUCE TRAFFIC CONGESTION, AND EXPAND OPPORTUNITIES TO SAFELY ACCESS STATIONS	\$335	10%	✓	✓	✓
Expand opportunities to safely access stations	\$135	4%	✓	✓	✓
Design and engineer future projects to relieve crowding, increase system redundancy, and reduce traffic congestion	\$200	6%		✓	✓
TOTAL	\$3,500	100%			



9 Oakland Stations

Code	Station Name	Current Station Type	Aspirational Station Type
A10	Lake Merritt	2-Urban with Parking	1-Urban
A20	Fruitvale	3-Balanced Intermodal	2-Urban with Parking
A30	Coliseum	3-Balanced Intermodal	
H10	Oakland Airport	N/A	N/A
C10	Rockridge	2-Urban with Parking	
K10	12th Street Oakland	1-Urban	
K20	19th Street Oakland	1-Urban	
K30	MacArthur	2-Urban with Parking	
M10	West Oakland	3-Balanced Intermodal	1-Urban





Strategies to Achieve Mode Shift

- Transit Oriented Development (TOD) with Bike Stations
- Bike Stations
- Bike Channels
- Bike/Ped Access Improvements
- Bikesharing/eScooters
- Bike/Ped Gaps Study
- Affordable Housing for Sustainable Communities (AHSC) Grants
- Lighting
- + East Bay Greenway
- + Downtown Specific Plan
- + A's Stadium



Bike Parking – Occupancy

Bike Parking by Station	Racks	Occupancy	BikeLink Lockers	Occupancy	Bike Station	Occupancy
West Oakland	151	Below 50%	132	Above 80%	0	
Coliseum	63	Below 50%	16	50% - 80%	0	
Fruitvale	49	Below 50%	28	Above 80%	236	50% - 80%
Lake Merritt	184	Above 80%	84	Below 50%	0	
12th St Oak	30	Below 50%	12	Above 80%	0	
19th Street Oak	136	Above 80%	8	50% - 80%	130	Above 80%
MacArthur	283	50% - 80%	40	Above 80%	0	
Rockridge	160	Below 50%	72	50% - 80%	0	
	1056		392		366	

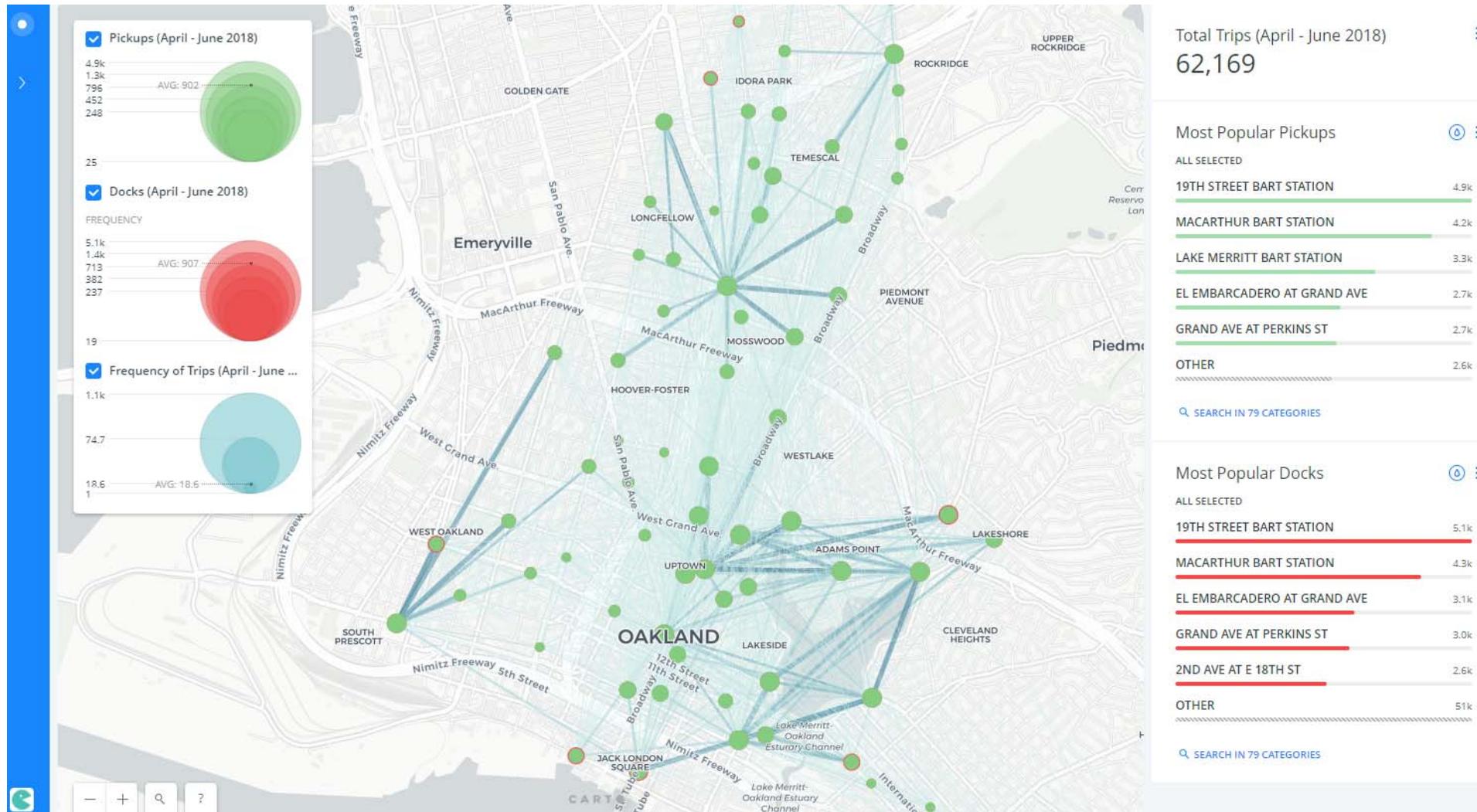


Bike Parking – Upcoming Improvements

Improvements by Station	Bike Parking Near-term	Bike Parking Longer-term	Bike Stair Channel
West Oakland	Additional BikeLink Lockers	Self-park Bike Station	
Coliseum			
Fruitvale		Additional BikeLink Lockers	
Lake Merritt	Self-park Bike Station		Oak and 9th Plaza Stair
12th St Oak		Bikeep Concourse	14th Street East Stair
19th Street Oak		Expanded Valet Bike Station	
MacArthur	Self-park Bike Station	Bikeep on Plaza	
Rockridge		Self-park Bike Station	



Bike Sharing and BART

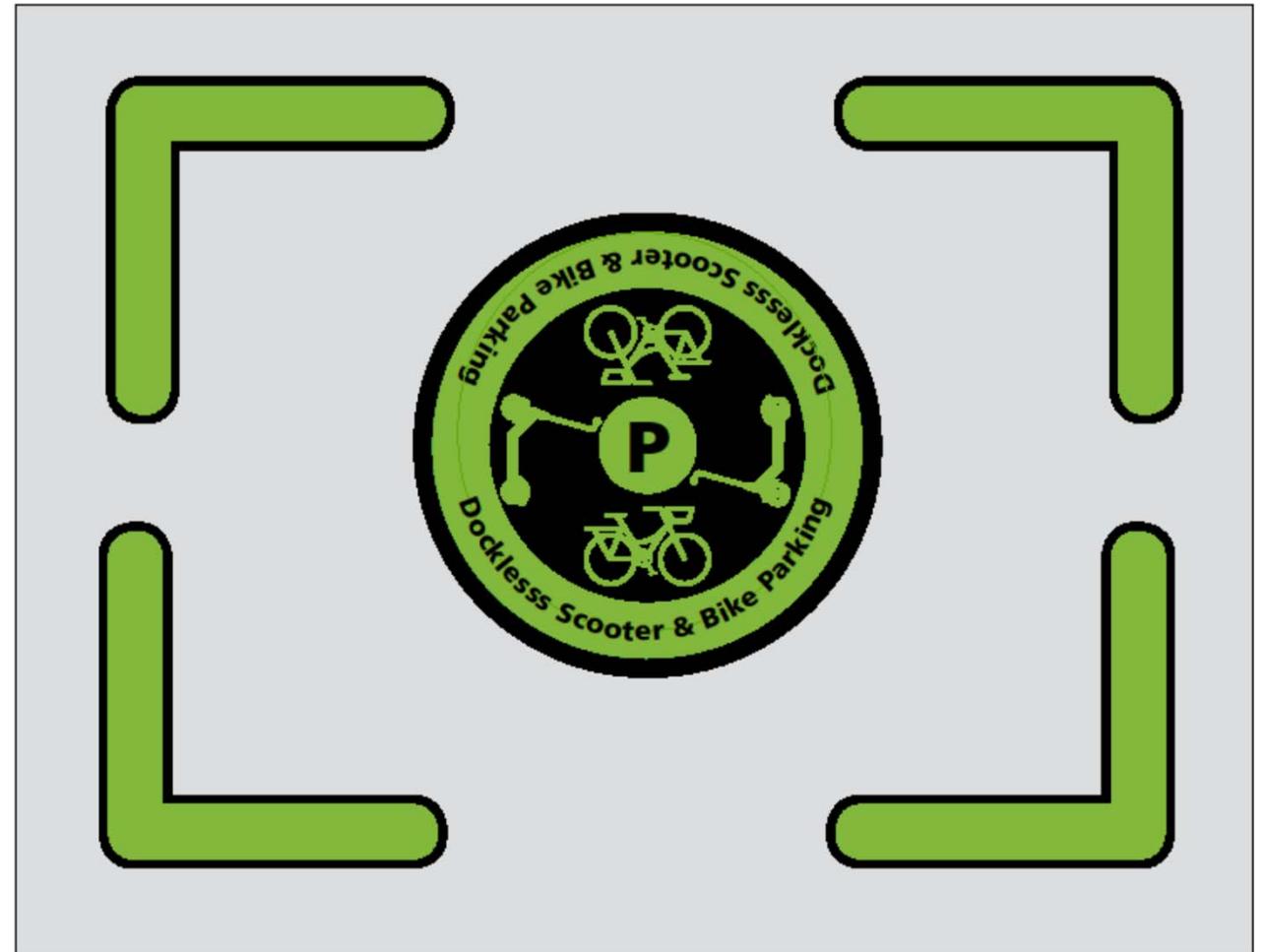


Source: OakDOT (<https://medium.com/oakdot/after-one-year-of-ford-gobike-in-oakland-how-is-it-going-168e105368e3>)



eScooters, Dockless Bikes and BART

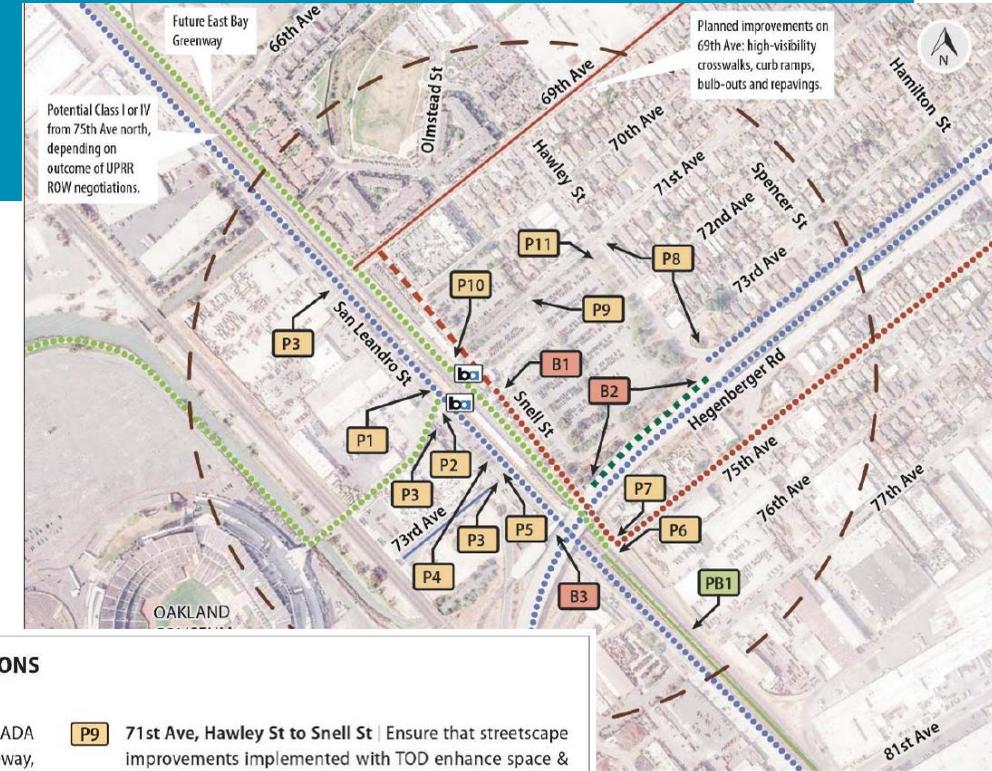
- BART is working with emerging mobility device service providers to accommodate devices on BART property in an orderly manner





Bike/Ped Network Gap Study

- Current Phase (10 stations) includes 3 Oakland stations:
 - 12th St/Oakland
 - Fruitvale
 - Coliseum
- Goal is to identify gaps in bicycle and pedestrian access to stations and generate a list of projects to be prioritized for implementation
- Station-specific and Global recommendations



COLISEUM STATION-SPECIFIC RECOMMENDATIONS

Pedestrian Safety & Access

- P1** San Leandro St, N/ped overcrossing | Close south ADA parking lot driveway, stripe crosswalk across north driveway, convert to 90° stalls.
- P2** San Leandro St, under pedestrian overcrossing | Widen sidewalk on east side of street by continuing NW lip of curb ramp north to location of P1 closed driveway.
- P3** San Leandro St, 69th to 73rd Aves | Replace colored concrete in roadway with high-visibility crosswalks. Move main crosswalk to line up with station entrance.
- P4** San Leandro St, E side, in front of station | Widen sidewalk into planter area, move shelters to fenceline, eliminate redundant light posts and replace awning with self-supporting model. If/when East Bay Greenway is constructed on UP Railroad ROW, move station restroom to further open up sidewalk.
- P5** San Leandro St, S/northbound bus stops | Redesign BART station agent parking lot driveway to single driveway.
- P6** San Leandro St/75th St (NW & NE corners) | Modify traffic signals to provide pedestrian countdown.
- P7** Snell St/75th St | Add crosswalks and curb ramps to facilitate walking to/from 75th St.
- P8** Hawley St, 71st Ave to Hegenberger Rd | Install sidewalks in conjunction with future TOD.

- P9** 71st Ave, Hawley St to Snell St | Ensure that streetscape improvements implemented with TOD enhance space & sense of security with wider sidewalks and pedestrian-scale lighting placed at front or rear of sidewalk. Alternately, improvements could be made on south side of street, on BART property.
- P10** Snell St at BART entrance | Consider designating as private & TNC vehicle drop-off area.
- P11** 71st Ave/Hawley St | Open a new pedestrian entrance to the parking lot. (BART)

Bicycle Safety & Access

- B1** Install bike station facing Snell St near BART entrance as part of future TOD.
- B2** Hegenberger Rd, Hawley St to Snell St | Install 2-way Class IV cycle track on north side of road.
- B3** San Leandro St, northbound under Hegenberger Road overcrossing | Construct curb ramp between East Bay Greenway path and future northbound bike lane.

Pedestrian and Bicycle Safety & Access

- PB1** Eastbay Greenway | Erect public art on BART columns beneath tracks.



Lake Merritt

TOF with Bike Station + Plaza Redesign, Transit-Oriented Development





Fruitvale

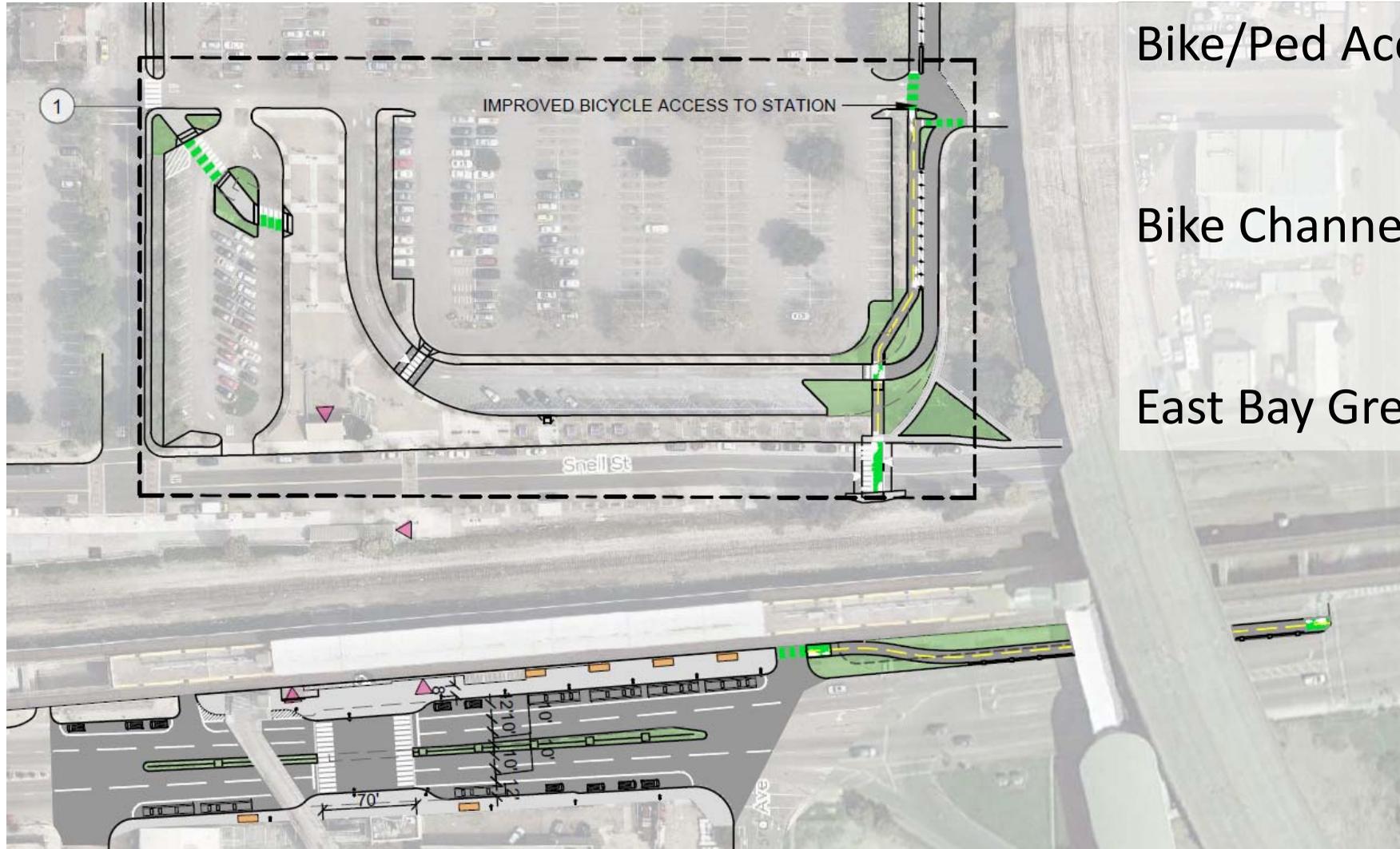
Transit Oriented Development (Transit Village Phases IIA & IIB) – AHSC Grant

- Bike/Ped Access Improvements along EBG Alignment (under trackway S. of 35th)
- RRFB at 35th Avenue
- Pedestrian and Bicycle improvements to southern station entrance





Coliseum



Bike/Ped Access Improvements

Bike Channels (AHSC Grant)

East Bay Greenway



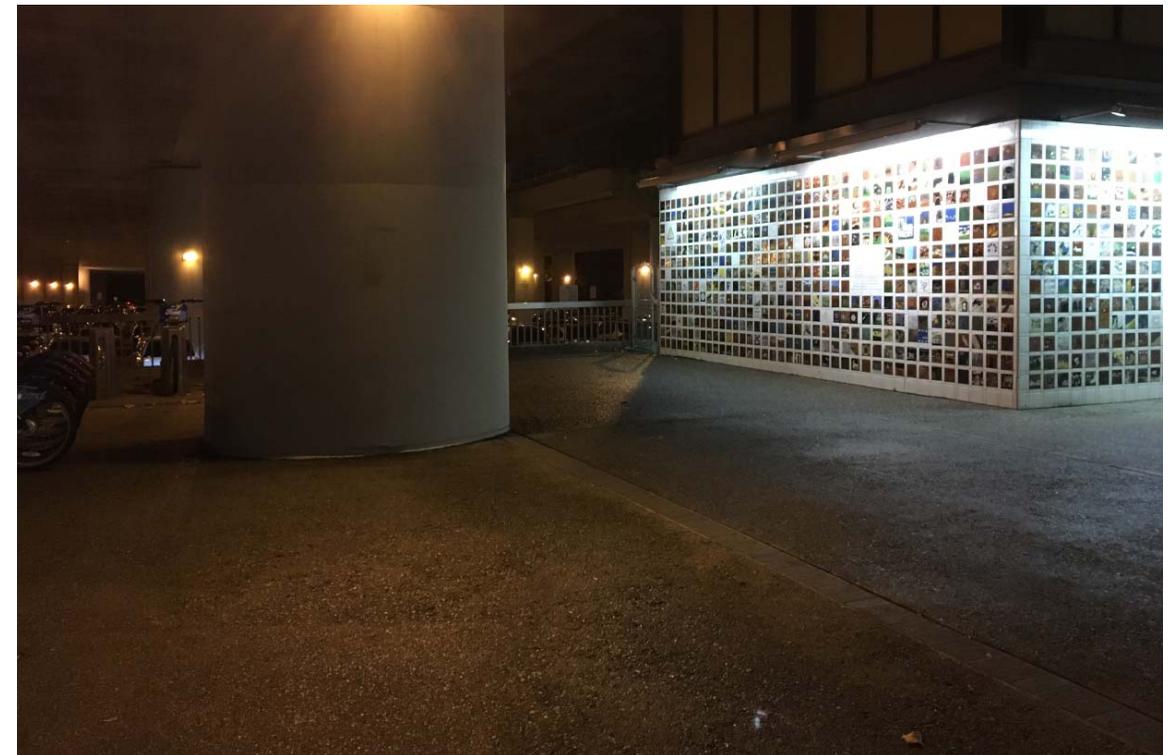
Rockridge

Bikesharing – Bike Station reconfiguration

Before



After





12th St/Oakland

- Bike Channels
- Oakland A's Howard Terminal
 - Multi-modal stadium access coordination

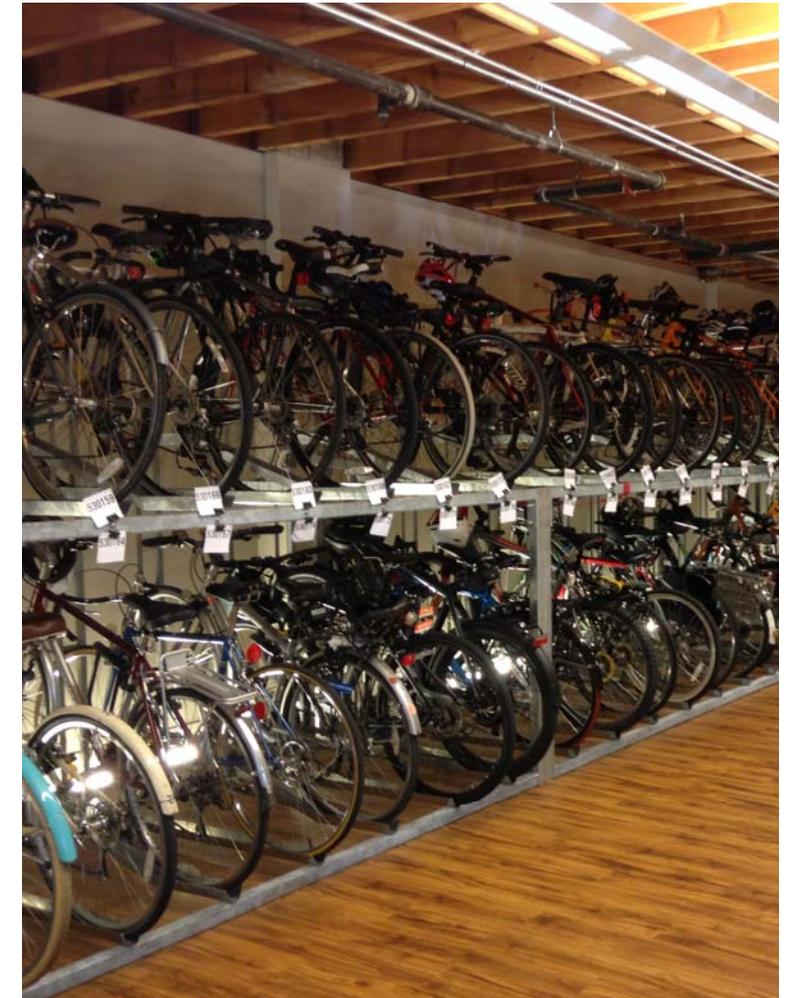
16th Street Bike Channel





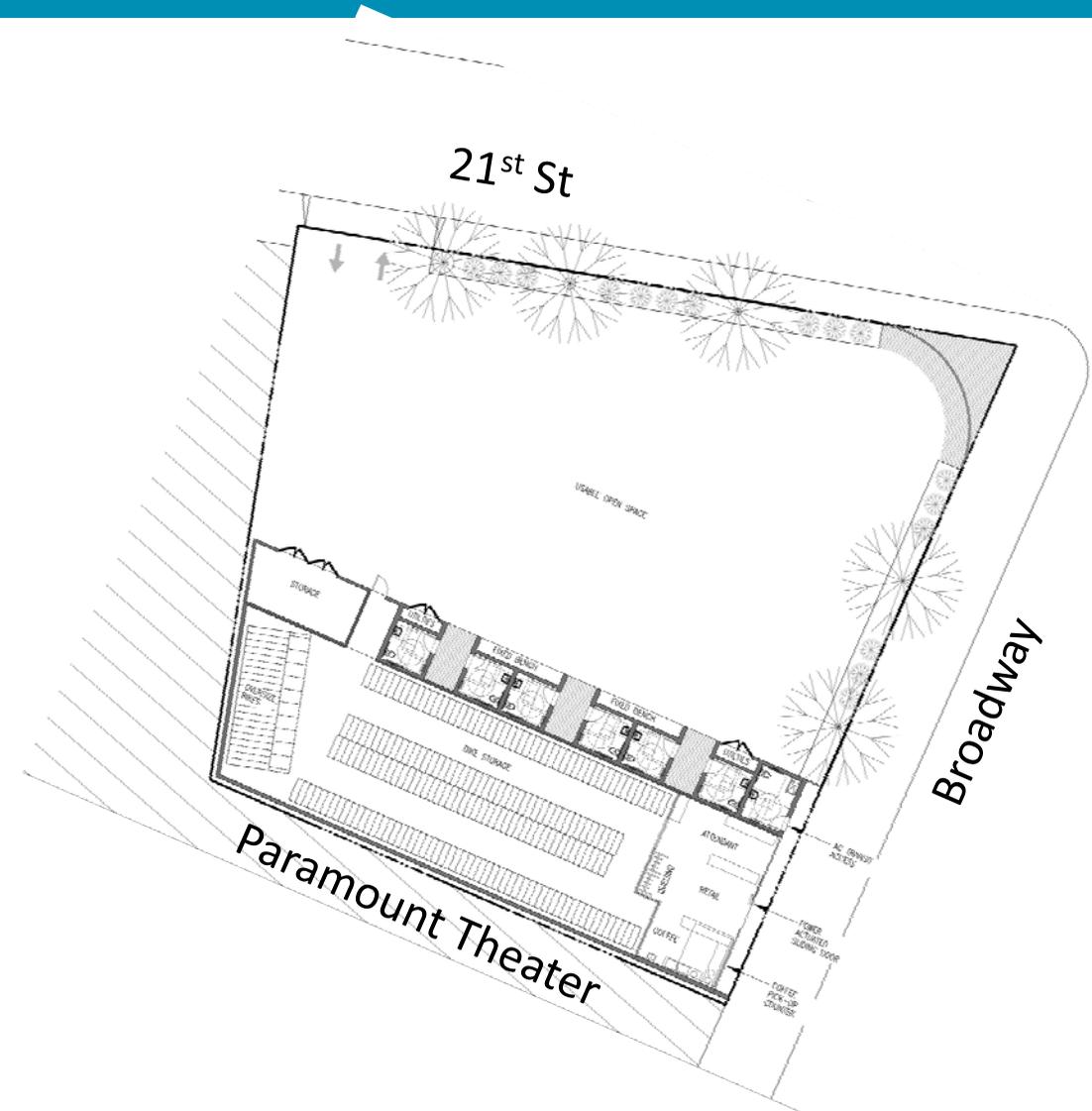
19th St/Oakland Bike Station – Existing

- Space for ~130-140 bikes
- Fills up by 9:00 on weekdays
- Lease expires in July 2019
- Survey of users





19th St/Oakland Bike Station – in Design



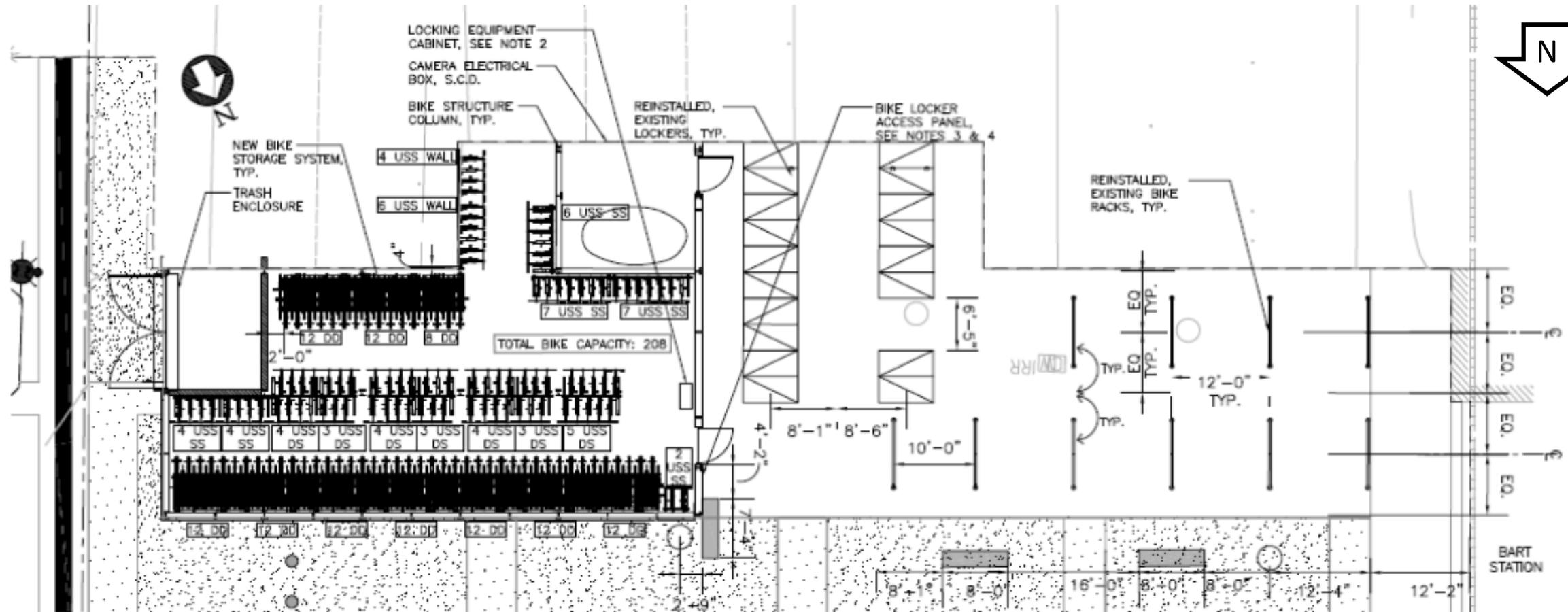
- 13,000 sq ft parcel at 2029 Broadway (@ 21st St)
- Parking for 400 bikes, including 20 oversized bikes
- ~9,000 sq ft available for activation



MacArthur Plaza & Bike Station

Plaza + Bike Station: scheduled for completion April 2019

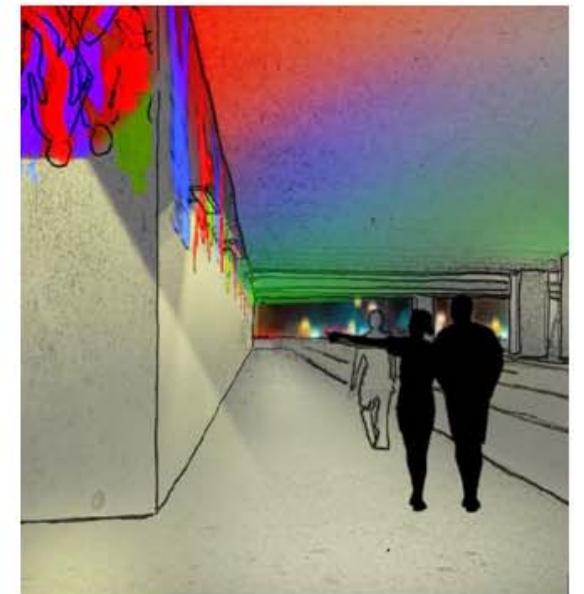
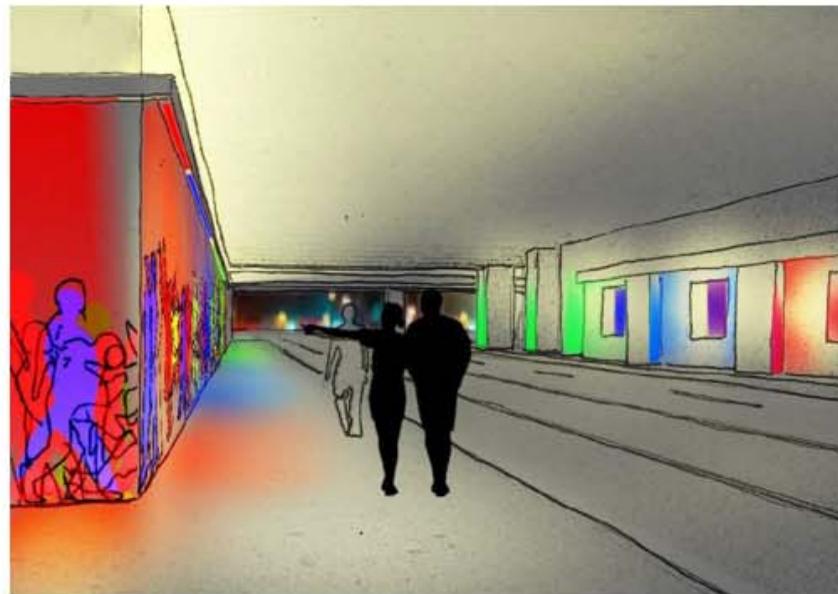
Walter Miles Way



Faregates



MacArthur Lights – Security & Place-Making





West Oakland

Transit Oriented Development

- Seeking entitlement by Spring 2019
- Access improvements – 7th Street bikeway, pickup/dropoff

Secure Bike Parking



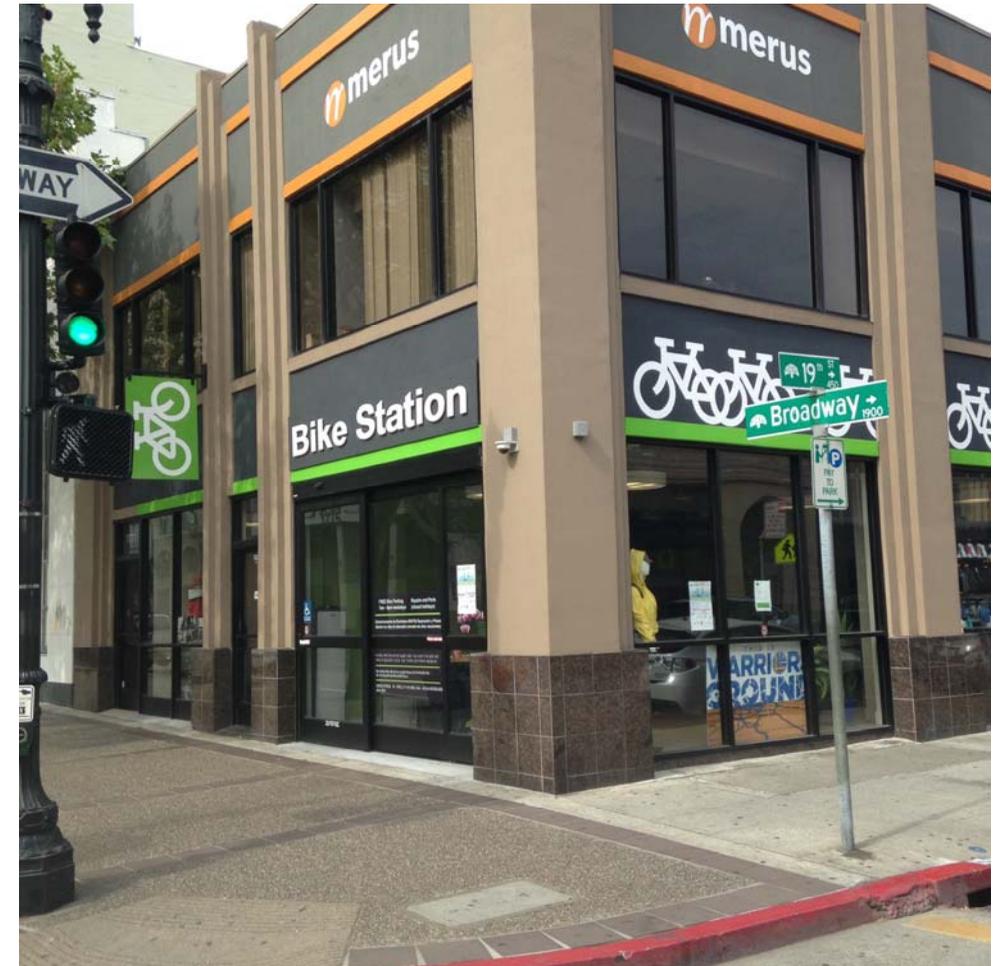


Questions & Comments

Charlie Ream, Stations Planner, Oakland Stations

Steve Beroldo, Manager of Access Programs

Mariana Parreiras, Project Manager, Station Access



ESTUARY PARK

RENOVATION & EXPANSION PROJECT



BPAC MEETING
December 20, 2018

[#OaklandEstuaryPark](#)



HARGREAVES
ASSOCIATES

AGENDA

01 understanding site

02 what we heard

03 conceptual designs

Regional Context

LAKESIDE PARK
Completed in 2016

SNOW PARK
Completed in 2017

BOATHOUSE
Completed in 2009

**12TH STREET PARK /
LAKE MERRITT AMPHITHEATER**
Completed in 2013

ESTUARY PARK



SPLASH PAD PARK
Completed in 2013

LAKE MERRITT TRAIL
Completed in 2010

LANEY COLLEGE MP
Updated in 2015

GAP CLOSURE PROJECT
Anticipated construction begins: 2020

BROOKLYN BASIN DEVELOPMENT
Mixed-Use Development
Phase 1 under construction
64 acres total with 30 acres of publicly
accessible parks, trails and marinas

Adjacent Context

BROOKLYN BASIN DEVELOPMENT (Signature Development Group)



ESTUARY PARK (City of Oakland Open Space)

Historical Use 1857

SAN ANTONIO CREEK CALIFORNIA

From a Trigonometrical Survey
under the direction of A.D. BACHE, Superintendent of the
SURVEY OF THE COAST OF THE UNITED STATES

Triangulation by R.D. CUTTS Assist. Topography by A.E. RODGERS Sub-Assist.

Hydrography by the Party

under the command of Comdr. JAMES ALDEN U.S.N. Assist.

Scale 50000

1857

The soundings are expressed in feet to 18 feet, or within the dotted lines beyond them in fathoms, and show the depth at the mean of the low water of each 24 hours the plane of reference. The dotted lines, as those beyond low water mark, represent the bottom within the respective depths of 6, 12, and 18 feet. The characteristic sounding only are given on the map; they are selected from the numerous soundings taken in the survey, so as to represent the figure of the bottom.

Latitude of San Antonio Creek 34° 42' 27"
Longitude of do. west from Greenwich Observatory in arc 122° 13' 22"
Longitude of do. do. do. in time 8^h 08^m 53^s

The triangulation was executed in 1851 & 52

The topography do. do. 1854

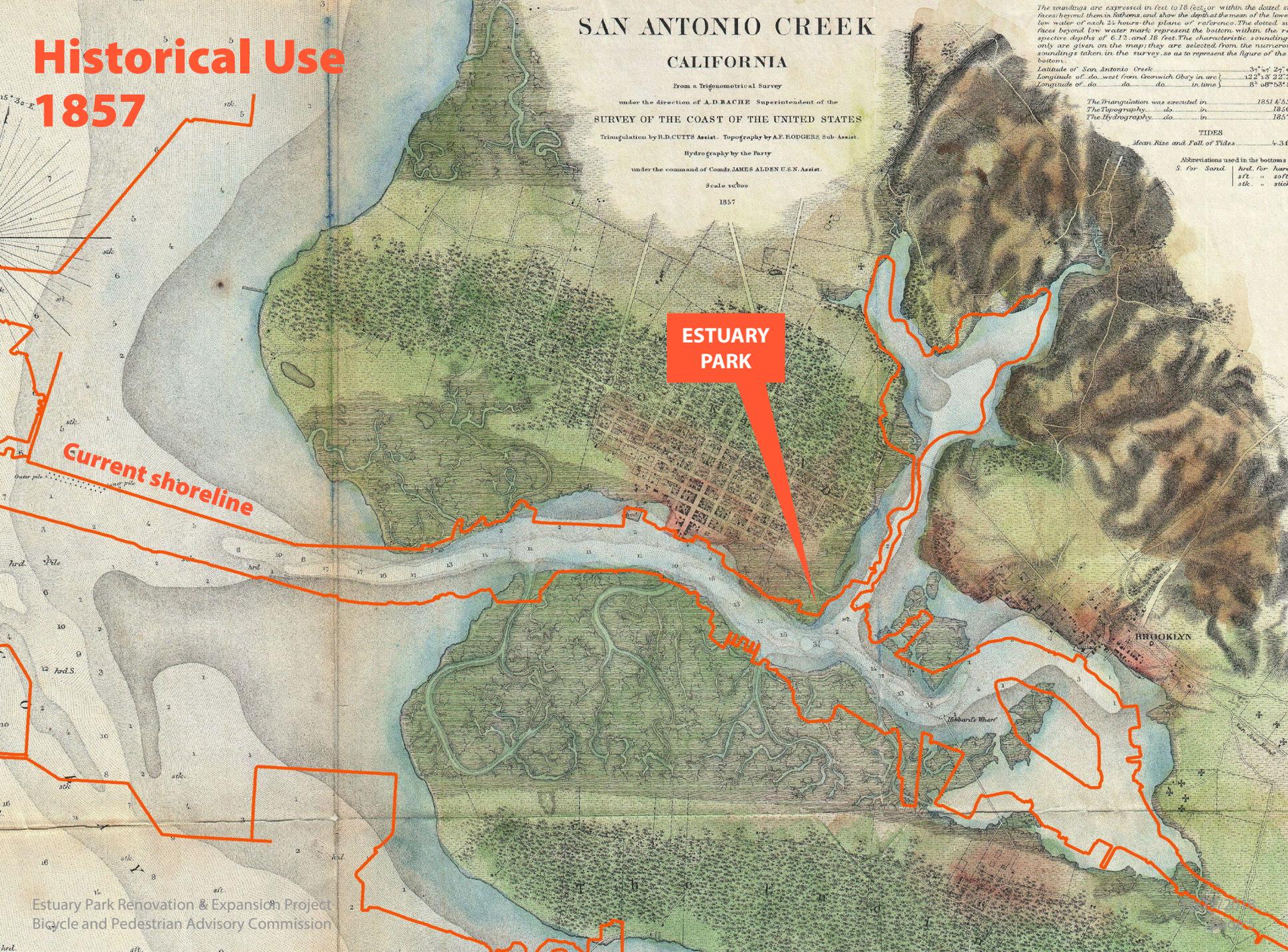
The hydrography do. do. 1855

TIDES

Mean Rise and Fall of Tides 4-3.6

Abbreviations used in the bottom

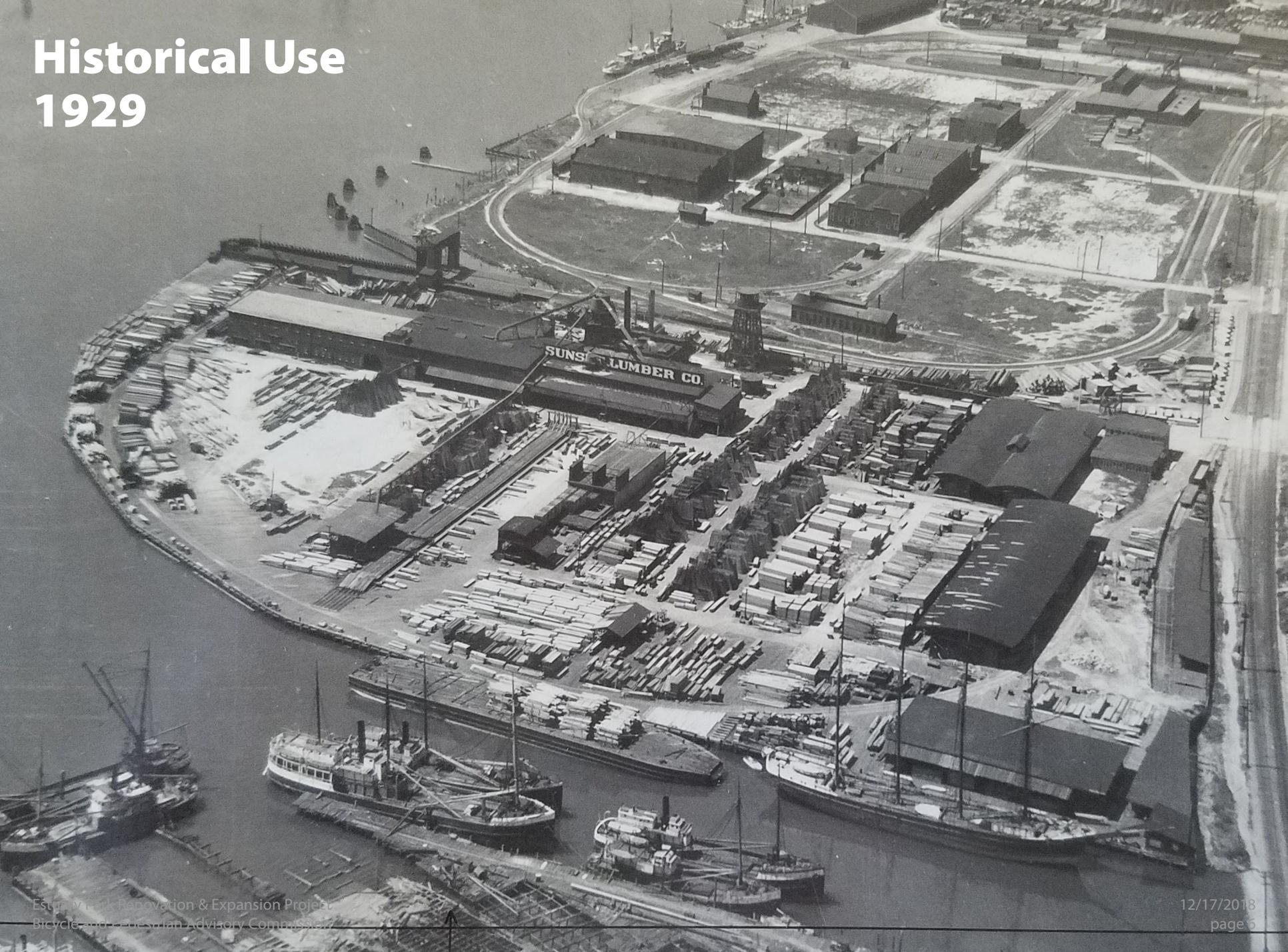
S. for Sand | Ard. for Bars
sft. " silt | stk. " sticks



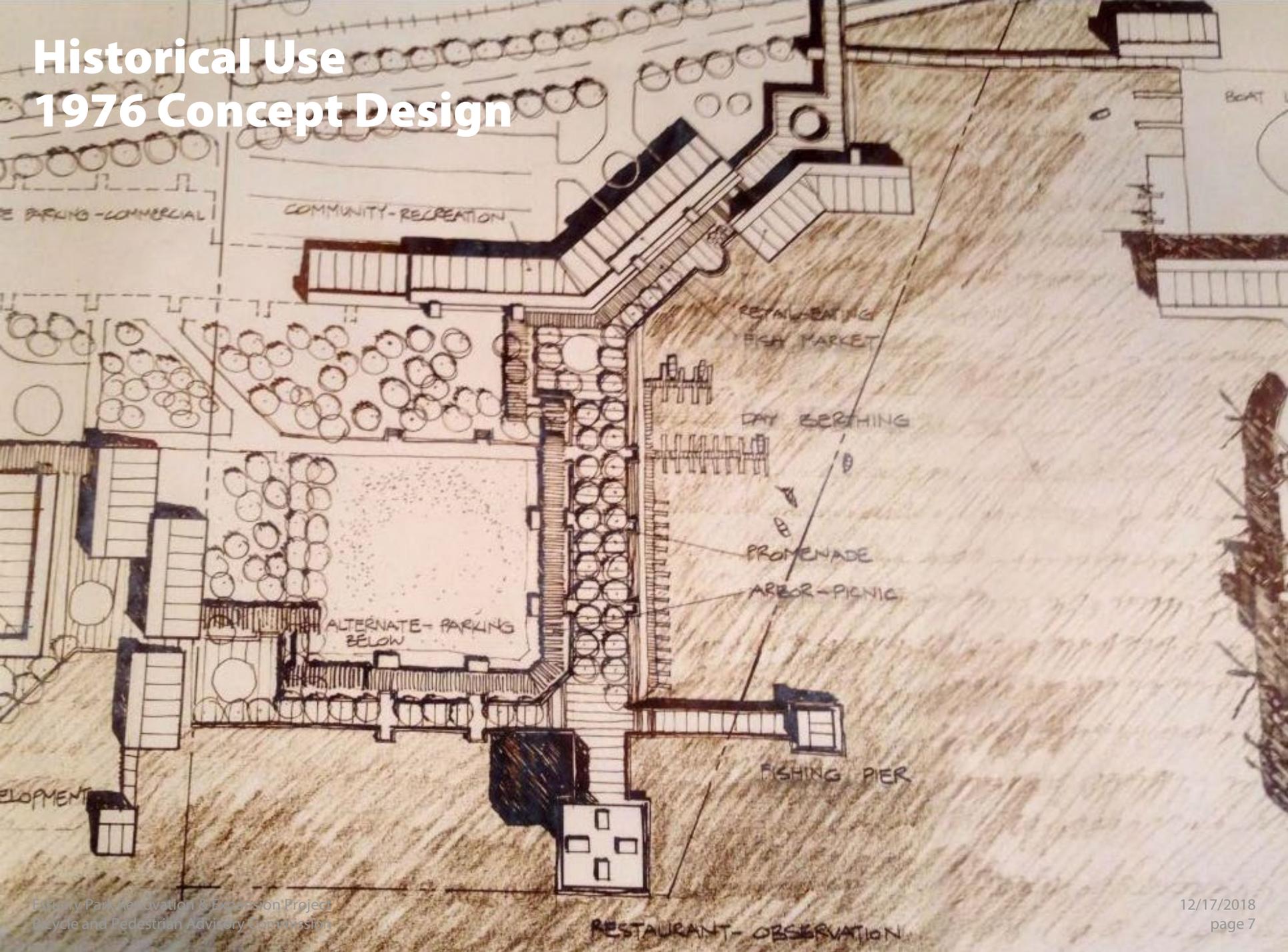
**ESTUARY
PARK**

Current shoreline

Historical Use 1929



Historical Use 1976 Concept Design





FUTURE MIXED-USE REDEVELOPMENT

TO LAKE MERRITT BART STATION (5 MIN WALK)

EMBARCADERO BRIDGE (UNDER CONSTRUCTION)

EXTRA SPACE STORAGE

FUTURE SHIPPING CONTAINER BEER GARDEN

SAFE ACCESS IMPROVEMENTS

AQUA VIA APARTMENTS

FUTURE BROOKLYN BASIN DEVELOPMENT

ADDITIONAL LAND (FORMER CASH AND CARRY SITE) (4 acres)

PORTOBELLO HOMEOWNERS ASSOCIATION

JLAC

EXISTING ESTUARY PARK (7 acres)

OAKLAND ESTUARY

KTVU

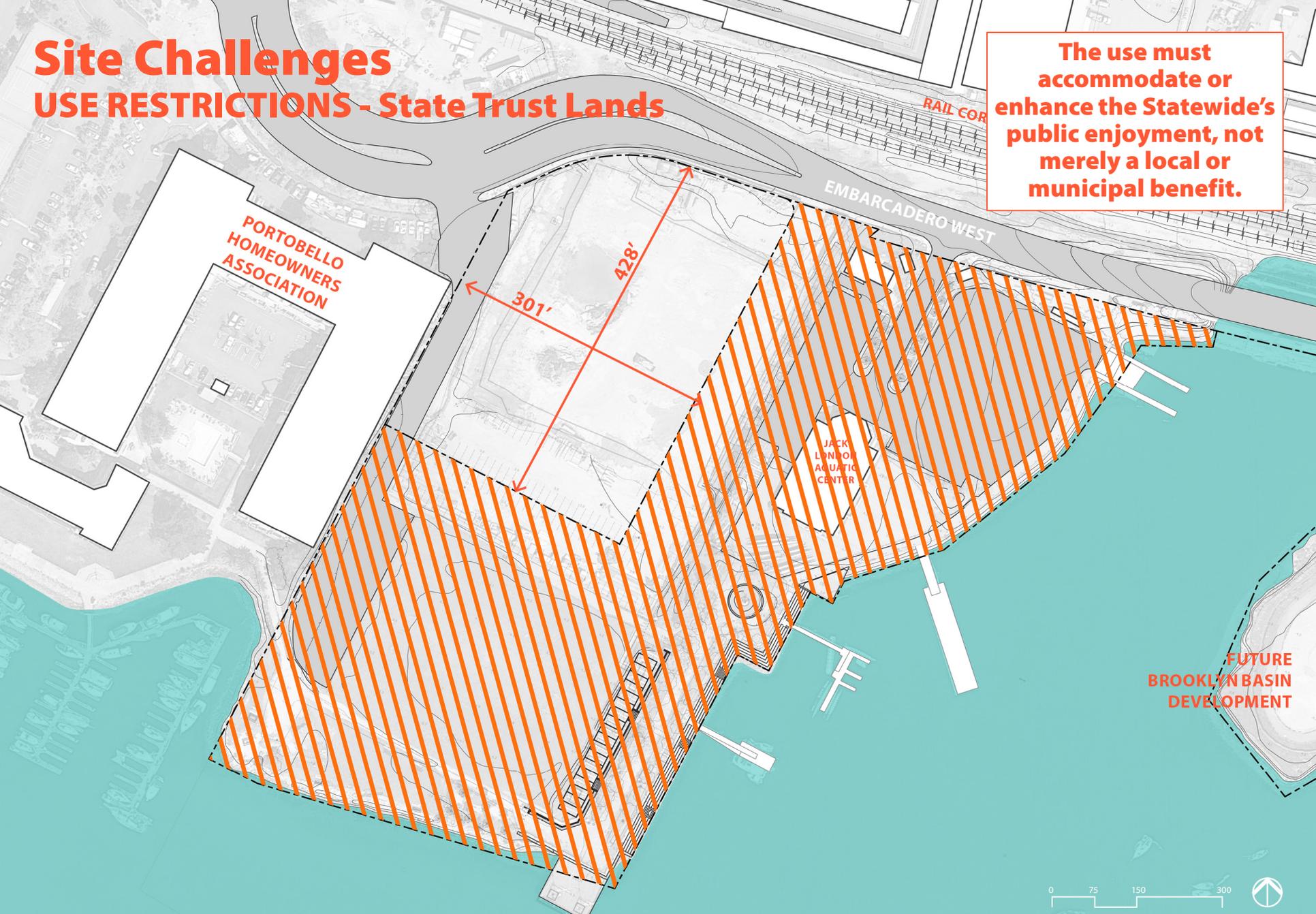
EVE'S WATERFRONT RESTAURANT



Site Challenges

USE RESTRICTIONS - State Trust Lands

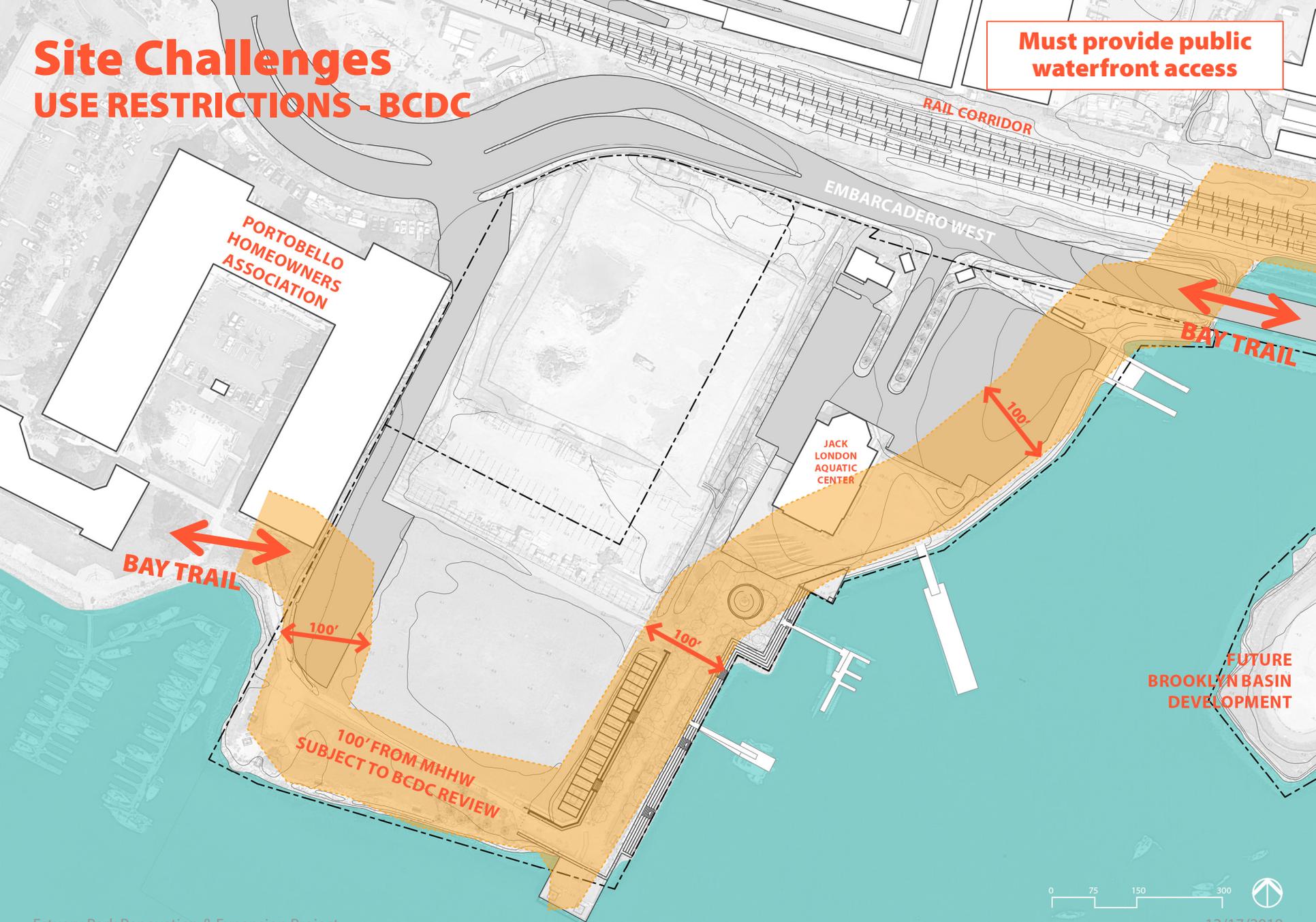
The use must accommodate or enhance the Statewide's public enjoyment, not merely a local or municipal benefit.



Site Challenges

USE RESTRICTIONS - BCDC

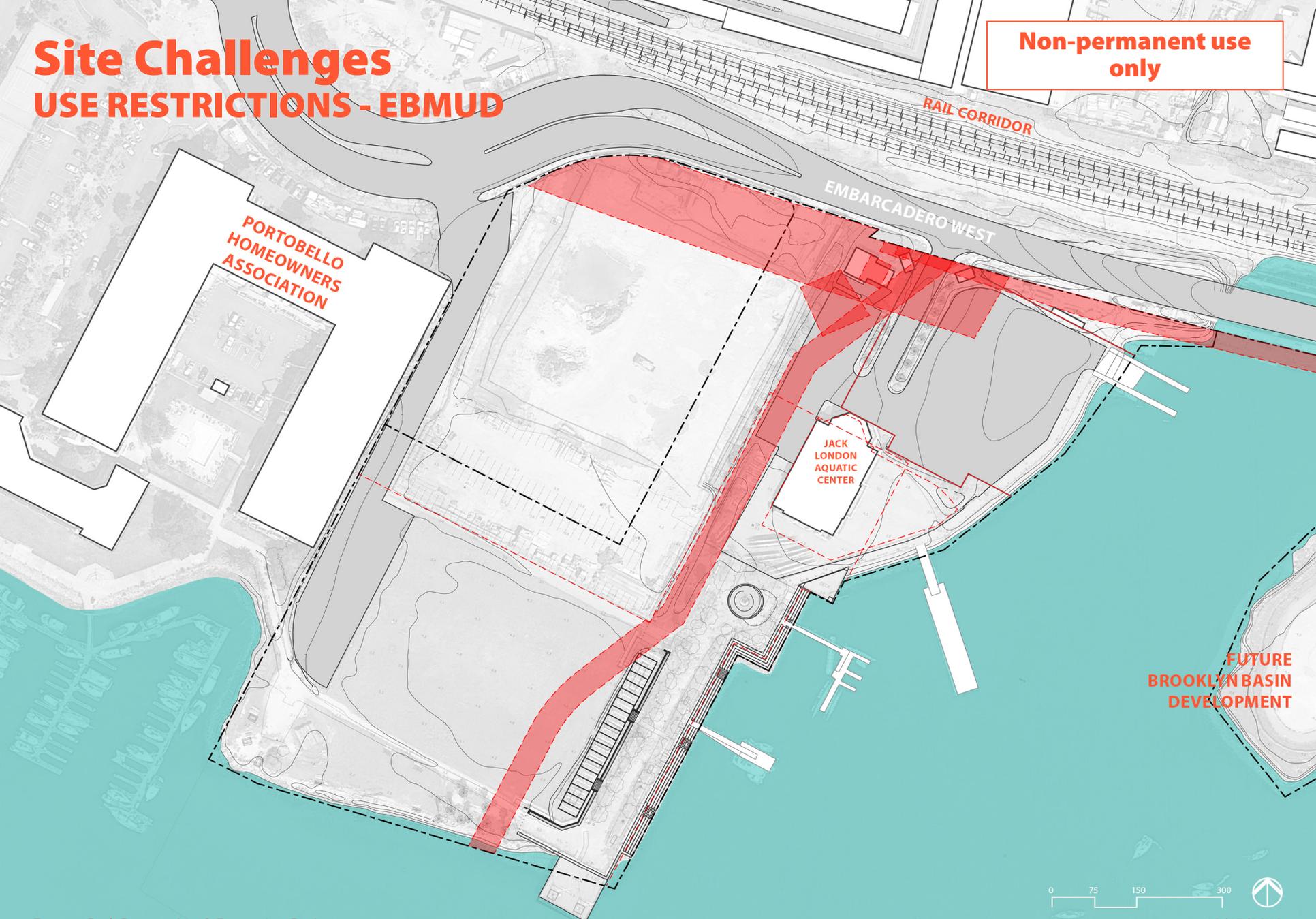
Must provide public waterfront access



Site Challenges

USE RESTRICTIONS - EBMUD

Non-permanent use only



PORTOBELLO
HOMEOWNERS
ASSOCIATION

RAIL CORRIDOR

EMBARCADERO WEST

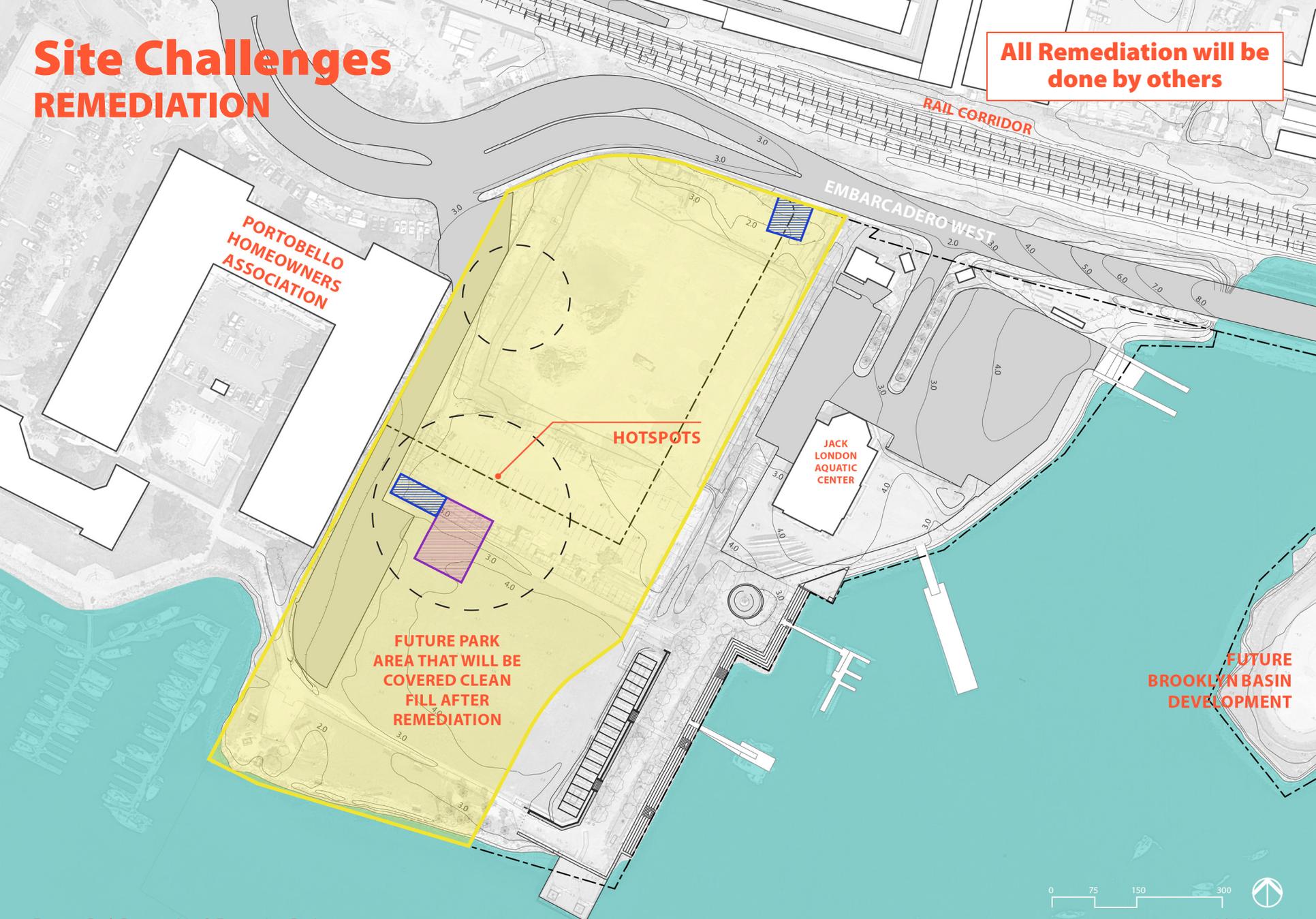
JACK
LONDON
AQUATIC
CENTER

FUTURE
BROOKLYN BASIN
DEVELOPMENT



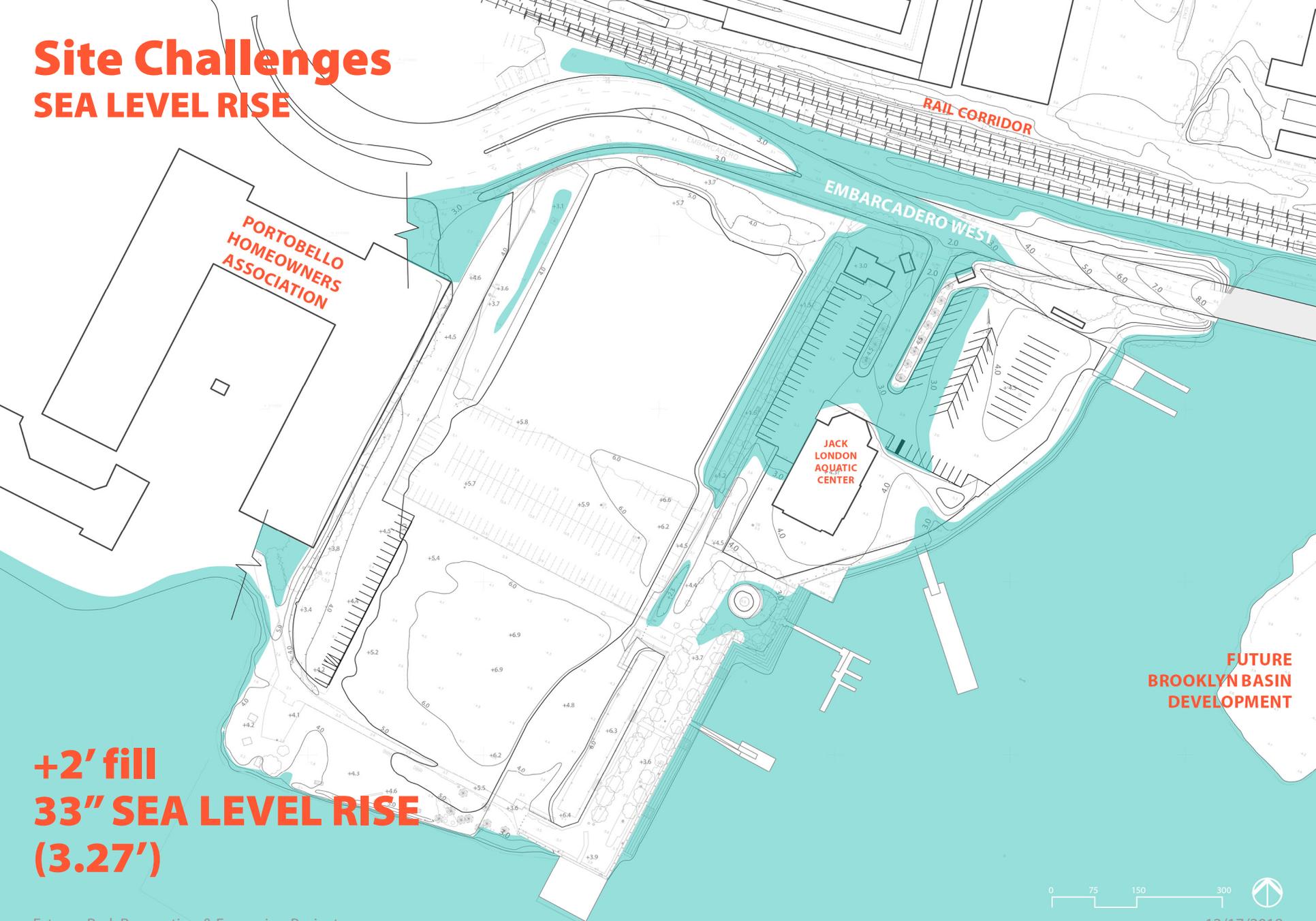
Site Challenges REMEDIATION

All Remediation will be done by others



Site Challenges

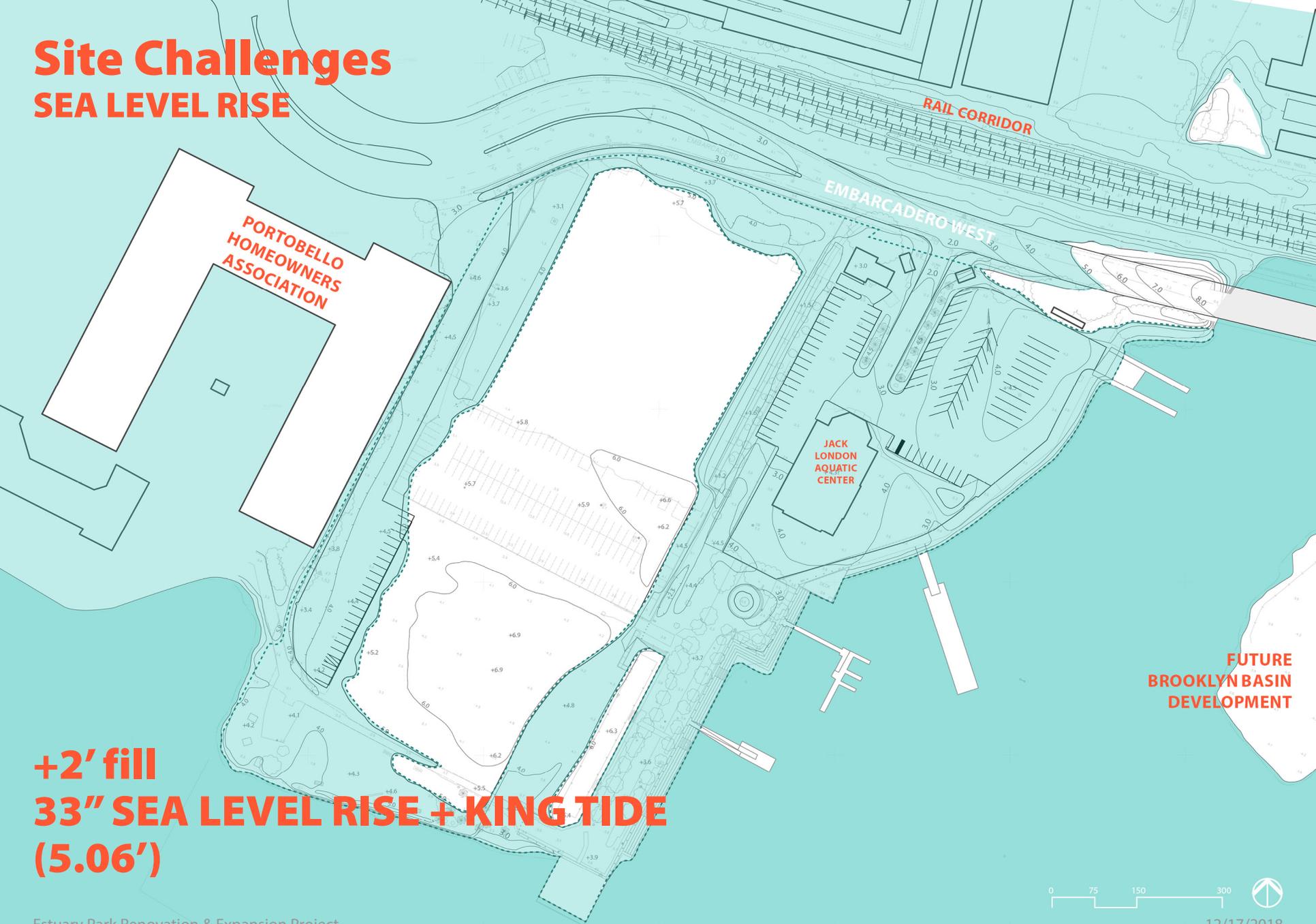
SEA LEVEL RISE



+2' fill
33" SEA LEVEL RISE
(3.27')

Site Challenges

SEA LEVEL RISE



+2' fill
33" SEA LEVEL RISE + KING TIDE
(5.06')

AGENDA

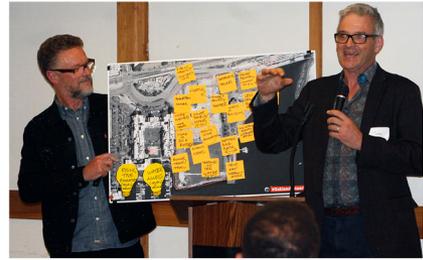
01 understanding site recap

02 what we heard

03 conceptual designs

Community Meeting # 1

over 135 PARTICIPANTS



Community Meeting # 1

over 710
RESPONSES

DD Measure ESTUARY PARK COMMUNITY MEETING #1
ACTIVITIES & AMENITIES SURVEY

QUESTION 01: What would you like to see and do in the park?
Choose 3 preferred activities within each category. The park cannot fit everything on the list, but your responses will help identify broad community preferences.

- | | | |
|--|--|--|
| HEALTH & WELLNESS | SPORTS / GAMES / PLAY | SOCIAL / GATHERING / CULTURE |
| <ul style="list-style-type: none"> <input type="radio"/> Walking <input type="radio"/> Running / Jogging <input type="radio"/> Stair climbing <input type="radio"/> Cycling <input type="radio"/> Roller skating / blading <input type="radio"/> Exercise circuit <input type="radio"/> Work out classes <input type="radio"/> Sitting <input type="radio"/> Relaxing / Finding peace <input type="radio"/> Enjoying nature / Beauty <input type="radio"/> Tai Chi / Yoga <input type="radio"/> other _____ <input type="radio"/> other _____ | <ul style="list-style-type: none"> <input type="radio"/> Casual Pick-up games (frisbee, catch, kite flying, soccer) <input type="radio"/> Court games <input type="radio"/> Children's play <input type="radio"/> Water play <input type="radio"/> Dog play <input type="radio"/> Chess / Checkers <input type="radio"/> Bocce / Horseshoes <input type="radio"/> Skateboarding <input type="radio"/> Rock climbing <input type="radio"/> Fitness course <input type="radio"/> other _____ <input type="radio"/> other _____ | <ul style="list-style-type: none"> <input type="radio"/> Picnics / Grilling <input type="radio"/> Food trucks <input type="radio"/> Food carts <input type="radio"/> Food Kiosk / Cafe <input type="radio"/> Local farmers market <input type="radio"/> Outdoor family gatherings / birthdays <input type="radio"/> Outdoor weddings <input type="radio"/> Outdoor performances / events <input type="radio"/> Outdoor movies <input type="radio"/> Art festival <input type="radio"/> Senior's classes <input type="radio"/> other _____ <input type="radio"/> other _____ |

- | | | |
|---|---|--|
| WATERFRONT ACTIVITIES | ART / EDUCATION | SUPPORT & MOBILITY |
| <ul style="list-style-type: none"> <input type="radio"/> Human-powered boating <input type="radio"/> Power boating <input type="radio"/> Fishing <input type="radio"/> Bird-watching <input type="radio"/> Viewing area / deck / overlook <input type="radio"/> Kayaking and paddle board rental <input type="radio"/> Rowing <input type="radio"/> Dragon boating <input type="radio"/> Fish cleaning <input type="radio"/> other _____ <input type="radio"/> other _____ | <ul style="list-style-type: none"> <input type="radio"/> Permanent public art/sculpture <input type="radio"/> Temporary art installations / Art walks <input type="radio"/> Outdoor art classes <input type="radio"/> Outdoor environmental education <input type="radio"/> Water conserving gardens <input type="radio"/> Bioswales <input type="radio"/> Youth/school programs <input type="radio"/> Historic interpretations <input type="radio"/> Information kiosks <input type="radio"/> other _____ <input type="radio"/> other _____ | <ul style="list-style-type: none"> <input type="radio"/> Vehicle parking <input type="radio"/> Boat trailer parking <input type="radio"/> Bicycle parking <input type="radio"/> Vehicle drop-off / pick-up <input type="radio"/> Restrooms <input type="radio"/> Showers <input type="radio"/> Park information <input type="radio"/> Bike rentals <input type="radio"/> Staff/Security <input type="radio"/> other _____ <input type="radio"/> other _____ |

QUESTION 02: What word or phrase best describes what you think Estuary Park should be? _____
QUESTION 03: What is your favorite Oakland Park, and why? _____
QUESTION 04: What is your favorite park anywhere, and why? _____

Zip-code where you live: _____ Your age (choose one): Under 18 18-25 26-35 36-45 46-55 56 - 65 65+

OTHER COMMENTS: _____

TO BE ON OUR MAILING LIST AND KEEP UP-TO DATE ON THIS PROJECT, PLEASE SIGN UP BELOW:
 Name: _____
 E-mail: _____

Please visit www.oaklandca.gov/projects/estuary-park to learn more about the project and fill out the online survey!

SURVEY WILL CLOSE ON NOV. 7 at 11:59pm

THANK YOU - LET'S MAKE OAKLAND'S ESTUARY PARK BIGGER AND BETTER!

Community Meeting # 1

**SPORTS /
GAMES /
PLAY**



**SOCIAL /
GATHERING /
CULTURE**



**HEALTH &
WELLNESS**



**WATERFRONT
ACTIVITIES**



**SUPPORT &
MOBILITY**

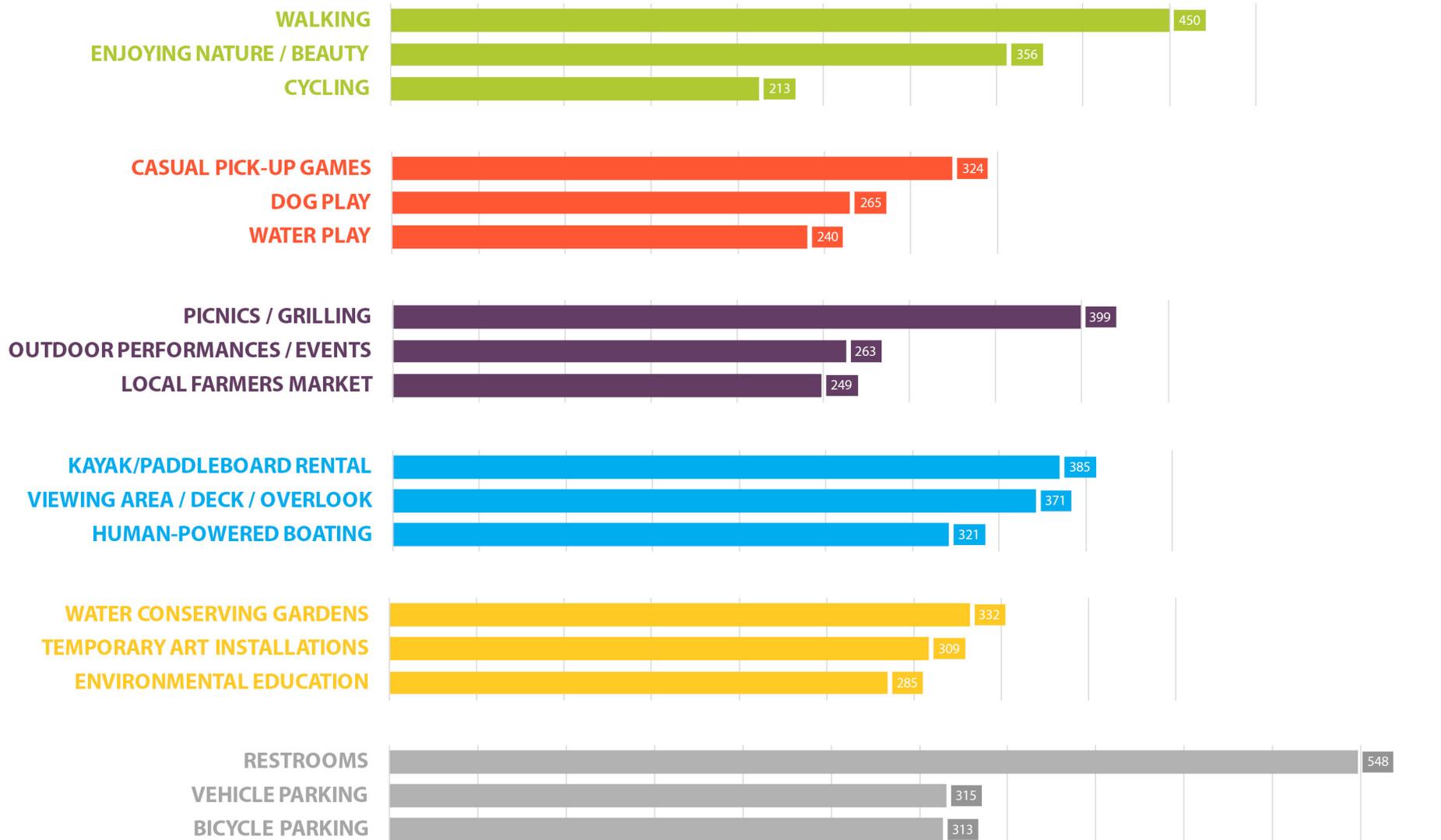


**ART /
EDUCATION**



What we heard

QUESTION 01: What would you like to see and do in the park?



What we heard

QUESTION 02: What word or phrase best describes what you think Estuary Park should be?



What we heard

QUESTION 04: What is your favourite park anywhere, and why?



Additional Outreach

- **Community Meeting #2**
- **NCPC Meetings**
- **Jack London Farmers Market**
- **Elementary Schools**



AGENDA

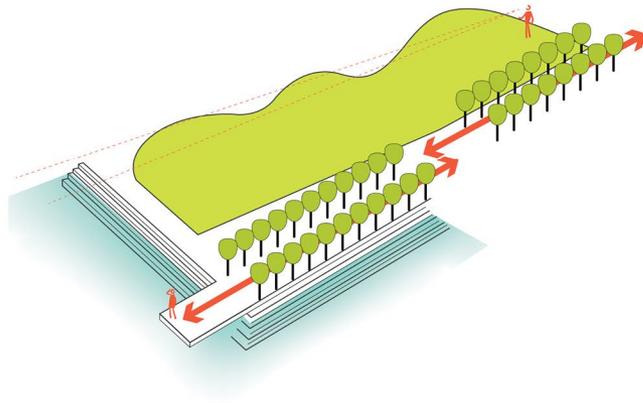
01 understanding site recap

02 what we heard

03 conceptual designs

04 table sessions

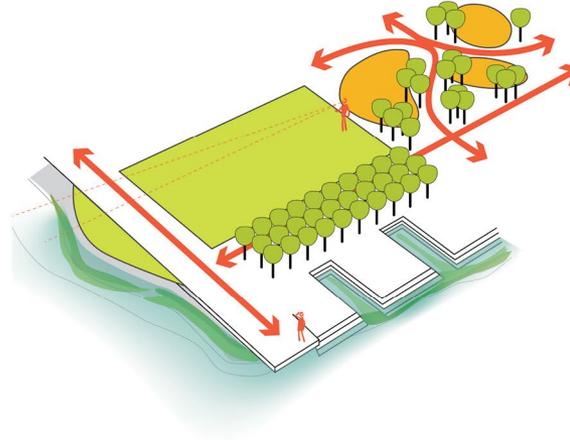
Approach



concept 01

URBAN GREEN

historical reference
long open space
hard water edge



concept 02

LANDSCAPE GREEN

sequential
outdoor rooms
landscape water edge



concept 03

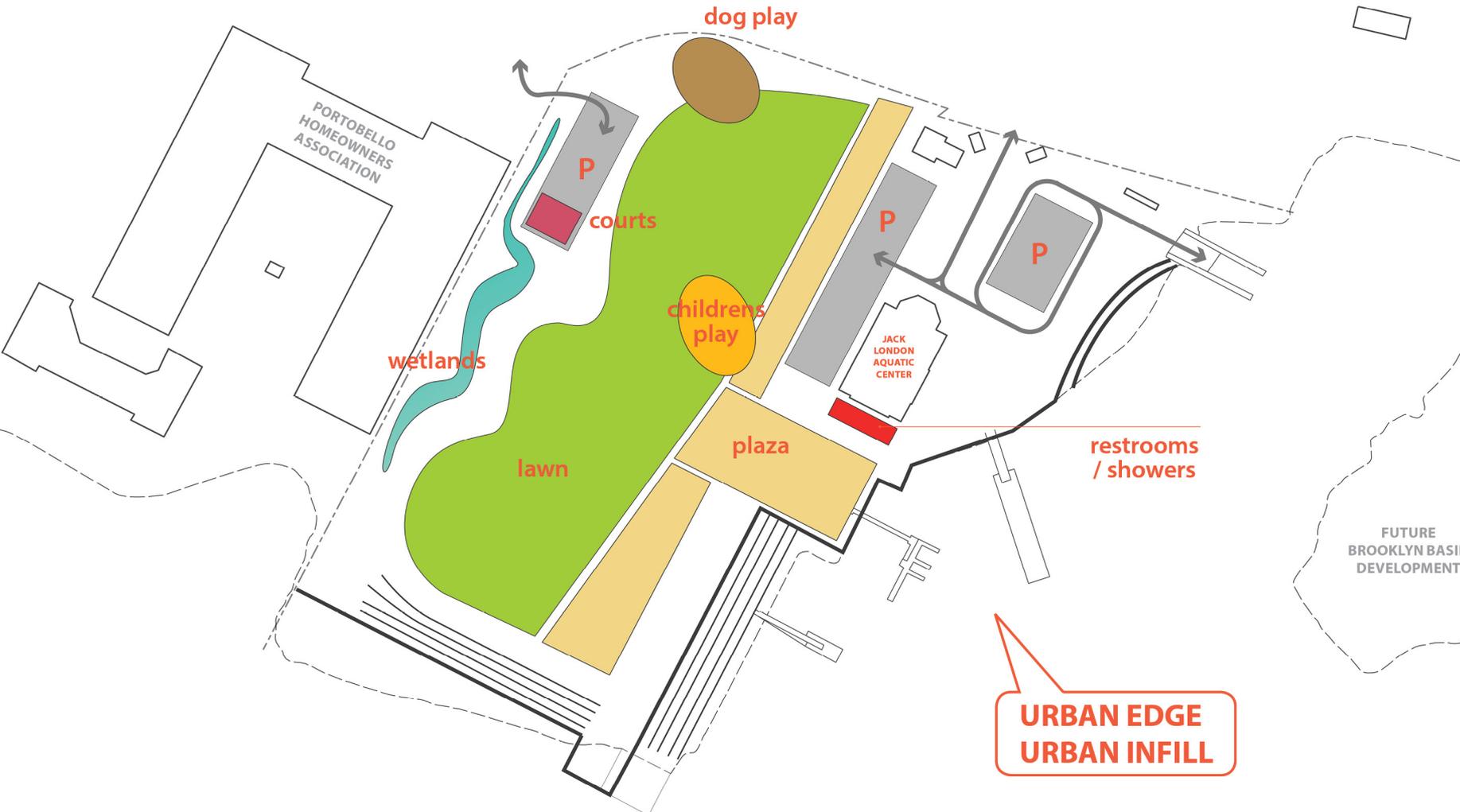
TIDAL GREEN

meandering
blended
soft, tidal edge

concept 01

URBAN GREEN

concept 01: URBAN GREEN



concept 01: **URBAN GREEN**

LOOK & FEEL



concept 01: URBAN GREEN



concept 01: **URBAN GREEN**



concept 01: **URBAN GREEN**

PROGRAM & SPACES



concept 01: **URBAN GREEN**

EDGES



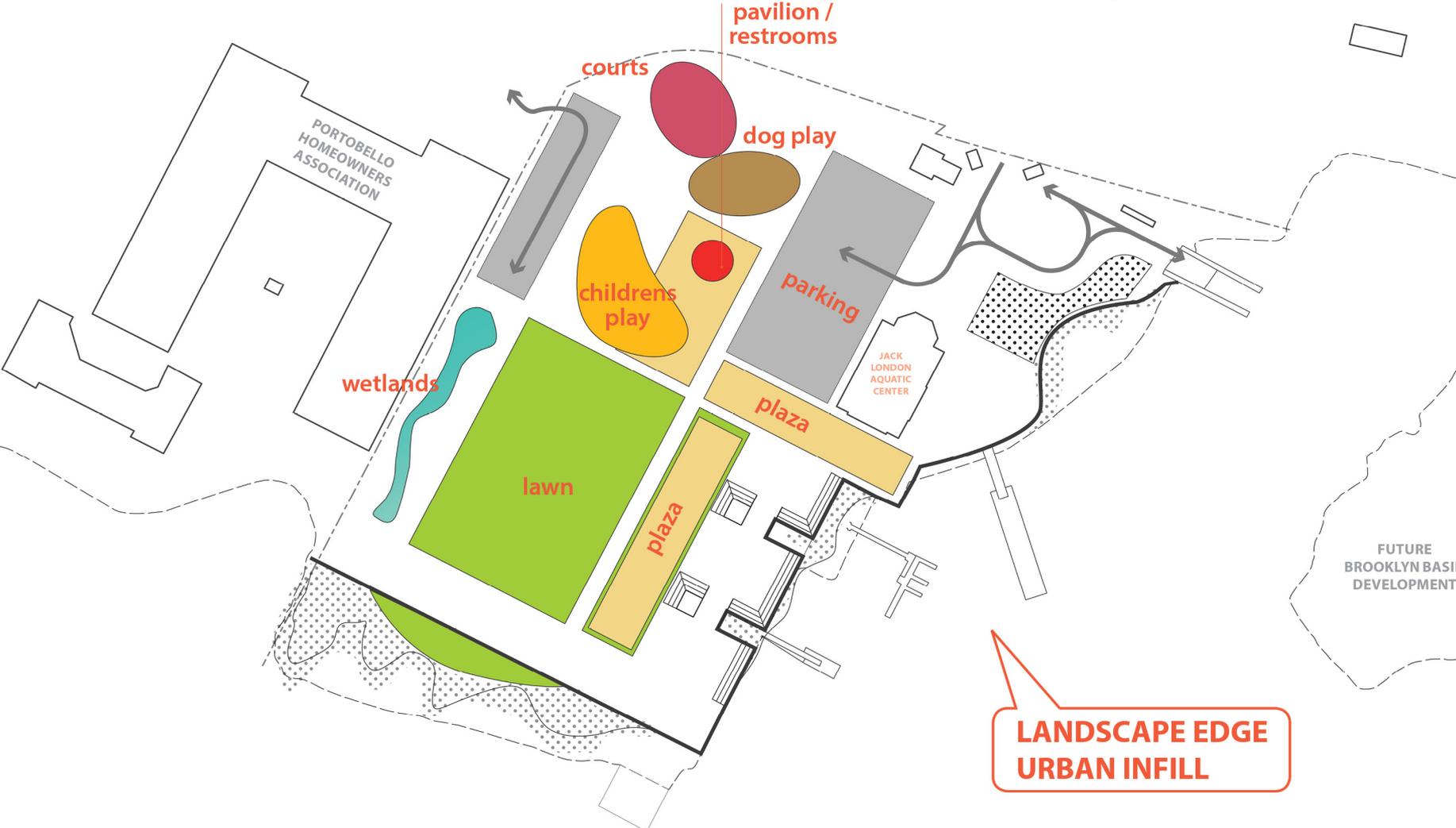
concept 01: **URBAN GREEN**



concept 02

LANDSCAPE GREEN

concept 02: LANDSCAPE GREEN

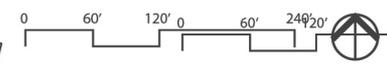


concept 02: **LANDSCAPE GREEN**

LOOK & FEEL



concept 02: LANDSCAPE GREEN



concept 02: **LANDSCAPE GREEN**



concept 02: LANDSCAPE GREEN

PROGRAM & SPACES



concept 02: **LANDSCAPE GREEN**

EDGES



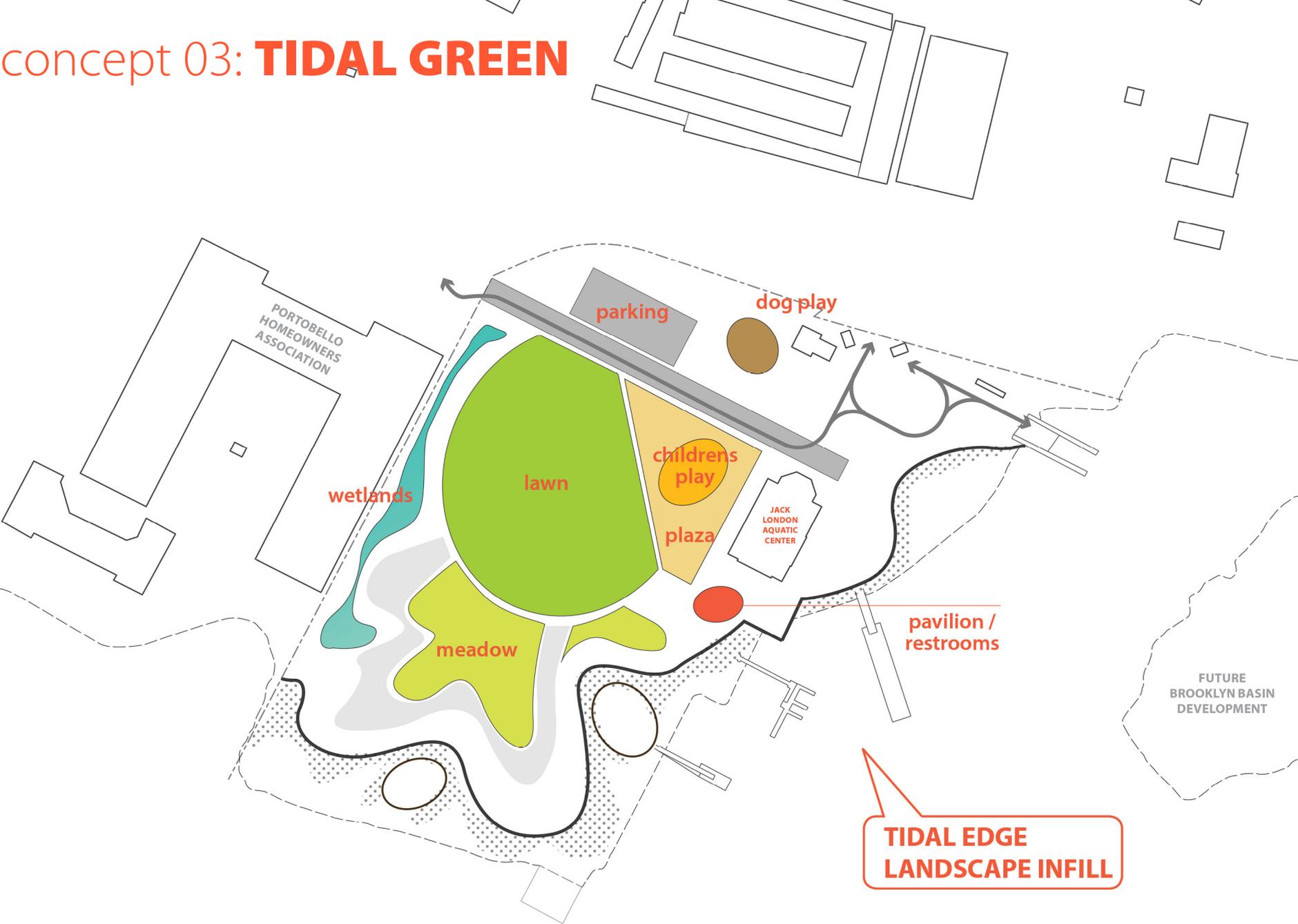
concept 02: **LANDSCAPE GREEN**



concept 03

TIDAL GREEN

concept 03: **TIDAL GREEN**



concept 03: TIDAL GREEN

LOOK & FEEL



concept 03: TIDAL GREEN



concept 03: **TIDAL GREEN**



concept 03: TIDAL GREEN

PROGRAM & SPACES



concept 03: TIDAL GREEN

EDGES

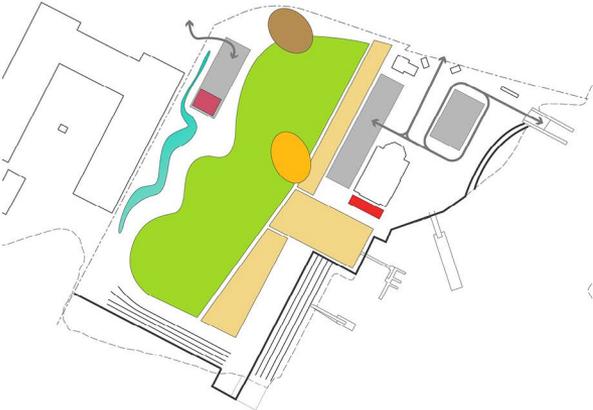


concept 03: **TIDAL GREEN**

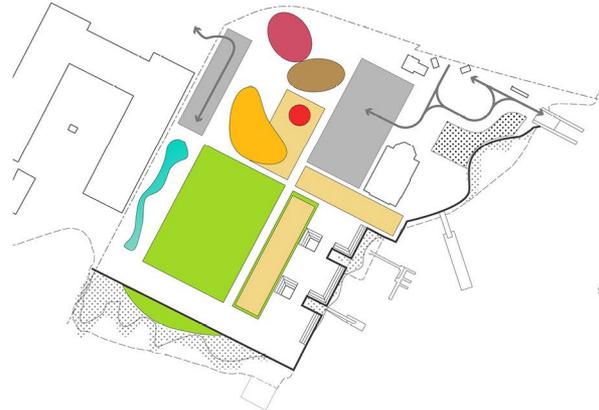


Three Conceptual Designs

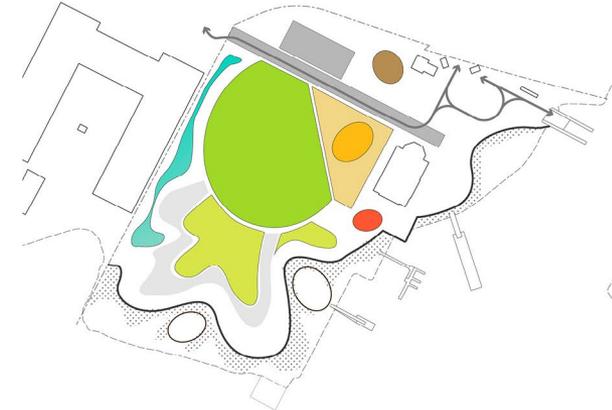
concept 01
URBAN GREEN



concept 02
LANDSCAPE GREEN



concept 03
TIDAL GREEN



TRANSPORTATION

Connections

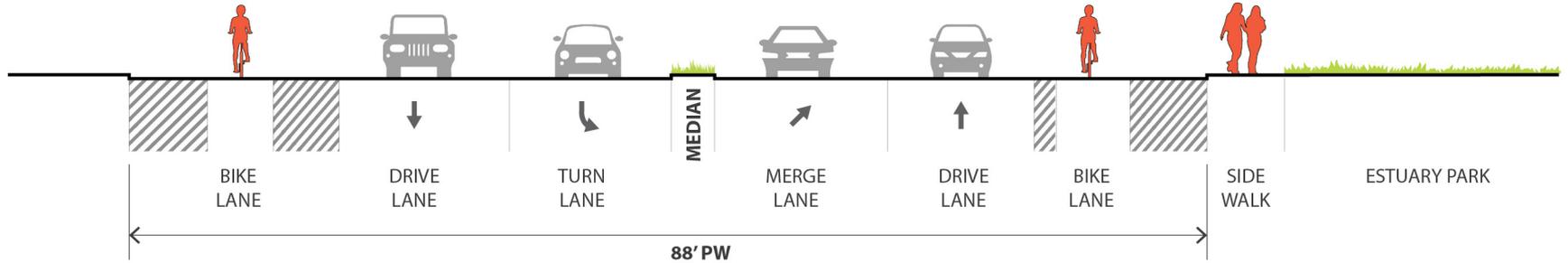
**“Better and Safer
Connections to the
Park”**

**“Better Public
Transportation to
the Park and
surrounding areas”**

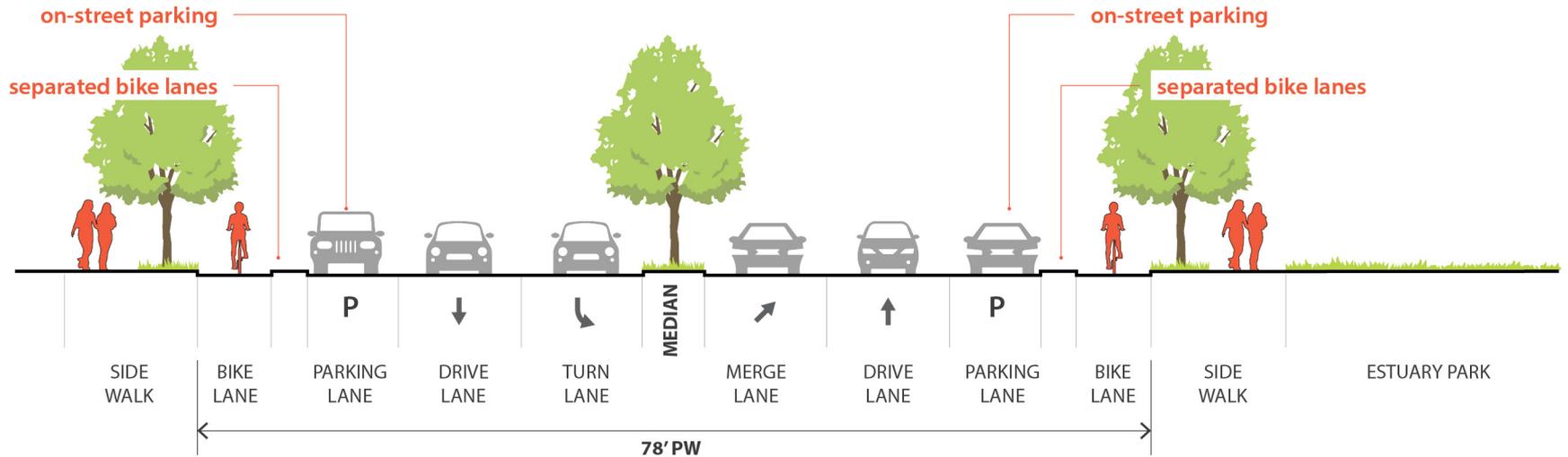
**“Improved Bicycle
connections to and
from the park”**

**“Bay Trail
Improvements”**

Embarcadero

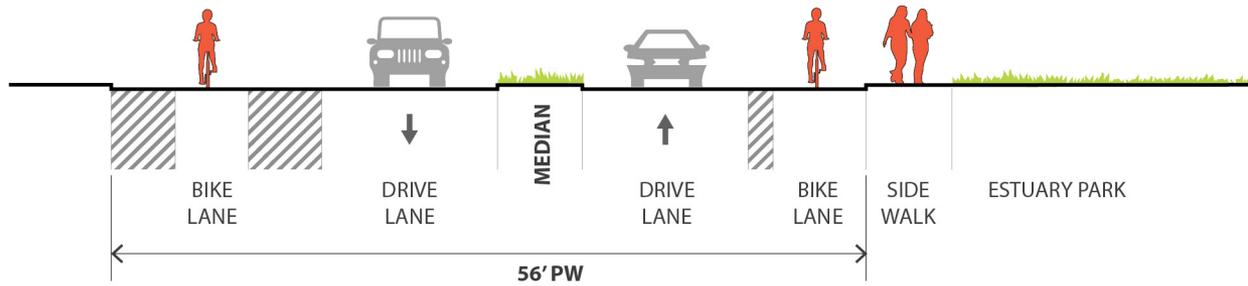
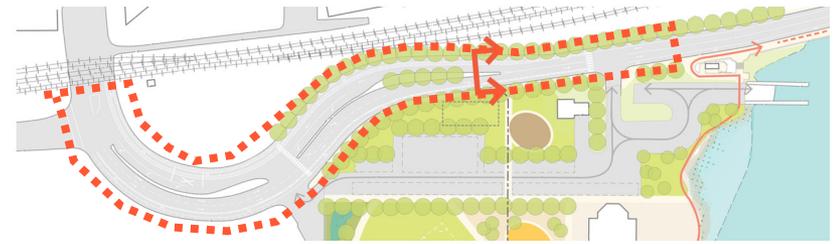


EXISTING

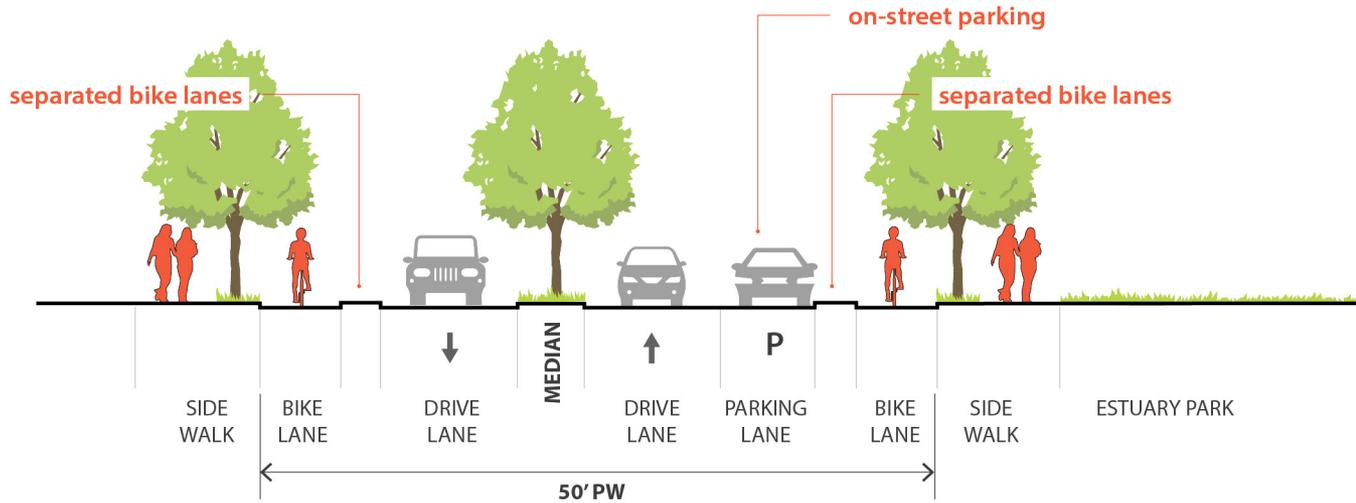


PROPOSED

Embarcadero

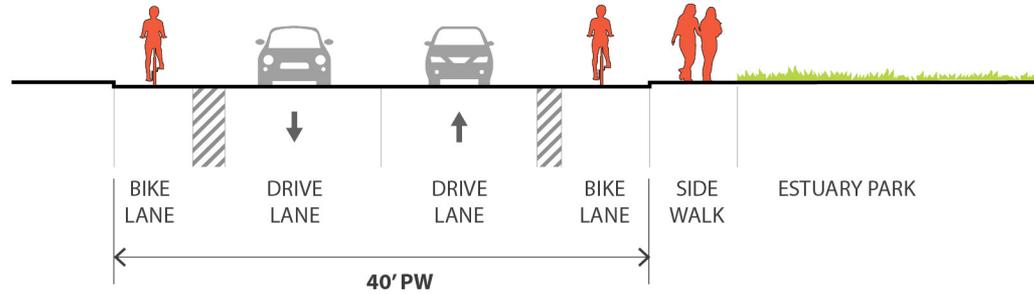


EXISTING

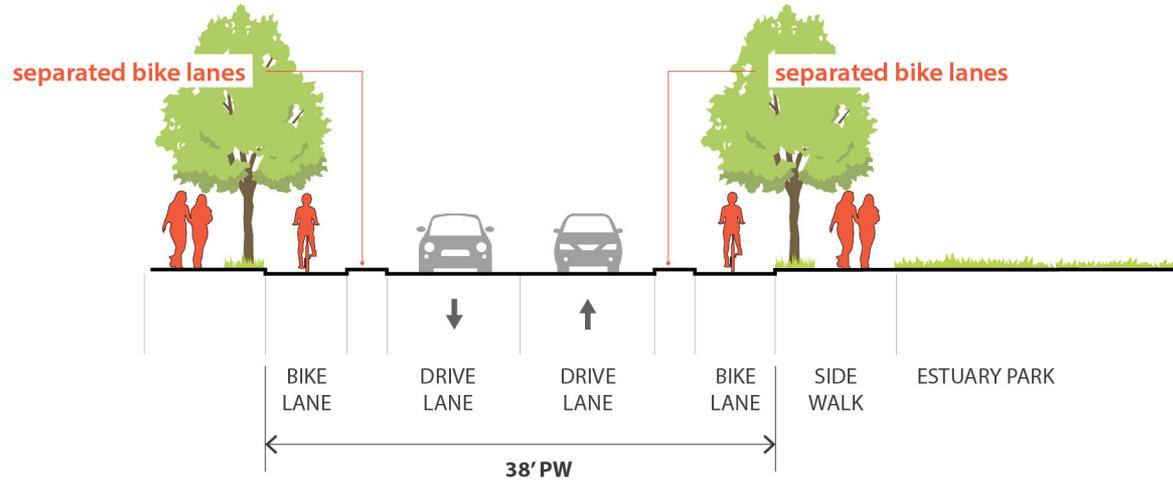


PROPOSED

Embarcadero



EXISTING



PROPOSED

Bay Trail

existing conditions for surrounding bay trail



FIGURE 5-1: BAY TRAIL WIDTH

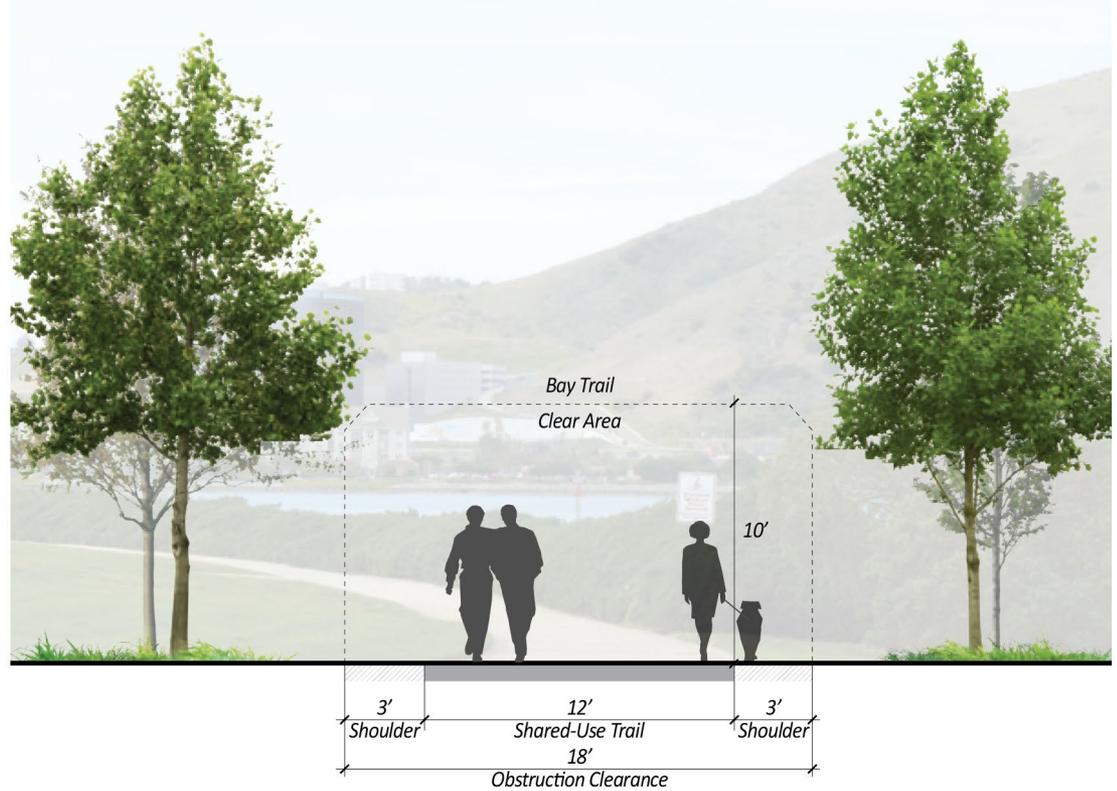
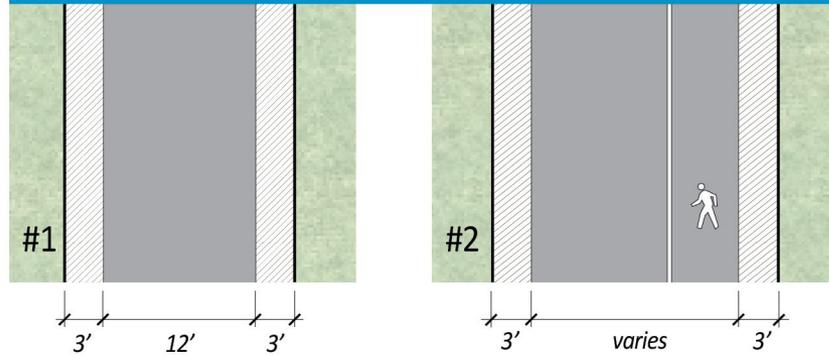


FIGURE 5-6: OPTIONAL TRAIL DESIGNS



NEXT STEPS

Next Steps

- **Encourage others to take the survey about the new park online. Survey will be open until January 2 at 11:59pm**
<https://www.surveymonkey.com/r/BSF7QT7>
- **Community Meeting #3 – Preferred Concept**
[January](#), location TBD
- **For more details about the Estuary Park project and for upcoming events, please go to:**
<https://www.oaklandca.gov/projects/estuary-park>
- Please contact **Ali Schwarz**: aschwarz@oaklandca.gov if you have any questions.

**THANK YOU – LET’S MAKE OAKLAND’S
ESTUARY PARK BIGGER & BETTER**

#OaklandEstuaryPark

Zip-code where you live: _____

Your age (choose one): Under 18 18-25 26-35 36-45 46-55 56 - 65 65+



flip over

TO BE ON OUR MAILING LIST AND KEEP UP-TO DATE ON THIS PROJECT, PLEASE SIGN UP BELOW:

Name: _____

E-mail: _____

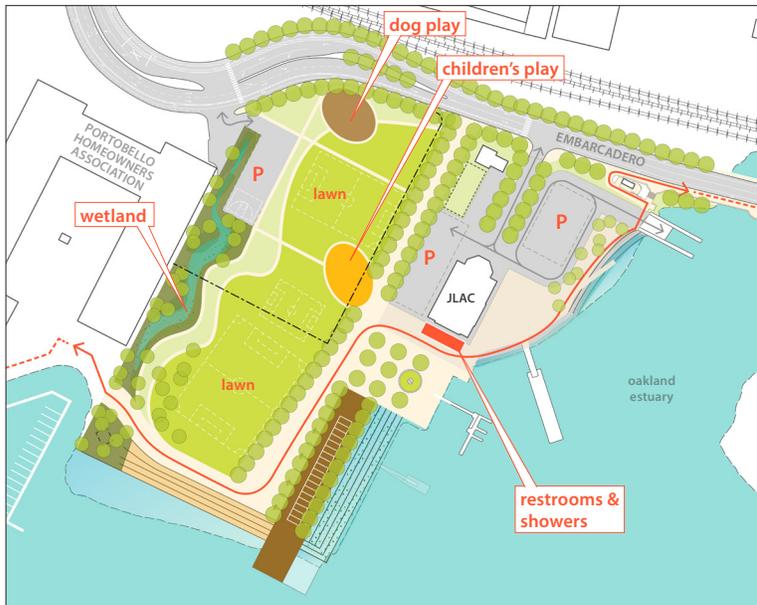
The following three design concepts for Estuary Park set out an overall landscape framework for the park. While each of these concepts contain roughly the same types and quantities of program elements, they differ in the way that they are organized, creating three unique and different experiences for the user.

Each concept will, as a baseline, provide the following: adequate space and access to the docks for existing boat crews, adequate storage space needed for boating equipment on site, no net loss of parking and a bay trail connection through the park for pedestrians and cyclists.

We want to learn what you like and dislike about the features of the three different approaches to improving the park. This is not a vote for any one concept, but instead will be used to help us understand the strengths of each approach, which will then be synthesized into a single preferred design concept. Please fill out the following survey and share your ideas!

Please list below what you **MOST LIKE** and **LEAST LIKE** of each concept design option

concept 01 URBAN GREEN



The first concept, Urban Green, is organized around a large lawn that extends from the Embarcadero to the waterfront, creating an open vista from the north to the south.

Program and Organization: The formality of Lawrence Halprin's 1970's plan is preserved and enhanced through design elements such as the linear tree lined promenade and the existing trellis pier. The large lawn, delineated by the wetland on the west, could be used for both passive and active recreation as well as hosting large and small scale events. Extending out from the lawn there are pockets of smaller program areas including dog play and a children's playground. New restroom and shower facilities are located on the southern end of the existing Jack London Aquatic Center. All existing sculptures remain in this concept.

Water's Edge: The waterfront is defined by a hard edge that includes a large seating wharf to the south and a promenade and pier to the east. A small kayak launch, where users are able to get into the water, is located on the north east part of the shoreline, next to the boat ramp.





concept 02 LANDSCAPE GREEN



Landscape Green is the most active of the three concepts. It is a mix of formal and informal pathways that aim to divide the spaces into a sequential series of outdoor rooms.

Program and Organization: From the Embarcadero, programmed rooms, or pods, lead you into the site. The pods host several different programmatic activities, including a large playground, a multi-use court, and a dog play area. A new pavilion, restrooms and showers are centrally located in the plaza and draw people into the park. To the south, an open lawn connects the wetlands on the west and picnic grove on the east. The open lawn can be used for both passive and active recreation and can also be used for small and large scale events.

Water's Edge: The edge condition is combination of both hard and soft features. Along the southern edge, a grass lookout extends above a tidal slope, gently allowing water to enter the park. The eastern edge emphasizes the concrete terraces and cuts tidal canals into the park. Around the boat ramp, a small beach is cut into the shoreline where people are able to access the water.



**MOST
LIKE**



**LEAST
LIKE**

concept 03 TIDAL GREEN



Tidal Green, is the most nature-based of the three concepts. It organizes the park elements around a series of meandering pathways.

Program and Organization: Anchored by parking on the north, the large oval lawn extends through the middle of the park. Sized for outdoor activities including pick-up sports, the lawn is also a place for the community to gather during small and large scale events. An informal playground and a plaza which includes a new park pavilion with restrooms and showers is located nearby. A small dog play area is next to the Embarcadero. The meandering pathways stretch from the wetlands, through the meadow, ending at the plaza. The meadow and shoreline provide a much-needed natural respite from the City, which can be used for passive relaxation all year around.

Water's Edge: The water's edge is about retreat – cutting into the existing land to allow water to come in. The soft edge wraps the entire park from the south to the east creating a meandering shoreline that can allow new vegetation. Small habitat islands also emerge with lush vegetation and ecosystems for wildlife. A kayak launch is centrally located, and the new shoreline creates a perfect place for adventure and exploration.



**MOST
LIKE**



**LEAST
LIKE**

Please visit www.oaklandca.gov/projects/estuary-park to learn more about the project and fill out the online survey!

SURVEY WILL CLOSE ON JAN 2 at 11:59pm

#OaklandEstuaryPark



City of
Oakland

December 2018 BPAC Agenda Item #7 Attachment

Parking Enforcement in Bike Lanes

December 20, 2018 [Oakland Department of Transportation](#) Parking & Mobility

Vehicles Parked in the Bike Lane... :(

December 2018 BPAC Agenda Item #7 Attachment



Chris Kintner @kintnerc · May 10

@UPS was this driver trained on what a **bike lane** looks like and what a red curb means? There's a legal **parking** spot feet away. What's the excuse here? This is a reoccurring problem on Telegraph Ave in **Oakland**.



1 2 3



David Colburn @davidcolburn · 6 Oct 2016

5 vehicles blocking Franklin **bike lane** btwn 21st & 22nd, apparently all for valet **parking** at 2101. Why does **Oakland** tolerate this? #BikeOAK



6 3 7

Why we're here...

December 2018 BPAC Agenda Item #7 Attachment

Retweeted

 **Streetsblog USA** @StreetsblogUSA · 23 Jun 2016

This is pretty annoying. In **Oakland**, parking enforcement agents are **parking** in the **bike lane** gjel.com/blog/even-oakl...



6 14 19

 **D. Dai** @danielledai · 20 Sep 2016

I like this **parking enforcement** 🚲👍👤 @fineplanner @skbarz @BikeEastBay #telegraph



3 2 11

Violation CVC 21211.B - Obstruction of Bike Lane - \$48 fine

(b) No person may place or park any bicycle, vehicle, or any other object upon any bikeway or bicycle path or trail, as specified in subdivision (a), which impedes or blocks the normal and reasonable movement of any bicyclist unless the placement or parking is necessary for safe operation or is otherwise in compliance with the law.

Violation CVC 22500.H - Double Parking - \$78 fine

A person shall not stop, park, or leave standing any vehicle whether attended or unattended, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer or official traffic control device, in any of the following places: ...

(h) On the roadway side of a vehicle stopped, parked, or standing at the curb or edge of a highway, except for a schoolbus when stopped to load or unload pupils in a business or residence district where the speed limit is 25 miles per hour or less.

Parking Enforcement, January - June 2018

- From January to June 2018, Parking Enforcement gave out 164,645 citations (See table on right)
- The number of citations for Bike Lane Violation (21211.B) has increased especially in last few years:
 - 2012 - 251
 - 2013 - 142
 - 2014 - 229
 - 2015 - 205
 - 2016 - 635
 - 2017 - 808

	Citation Description	No. of Citations
1	NO PARK CERTAIN HRS	86,814
2	EXPIRED METER	18,319
3	NON DISP PKG RECEIPT	13,581
4	NO PARKING RED ZONE	9,374
5	RESIDENTIAL PARKING	5,017
6	TWO HOUR ZONE	4,350
7	CURRENT TAB NOT ATTA	3,950
8	NO PKG YELLOW ZONE	3,326
9	NO PKG - SIDEWALK	2,135
10	OBEDIENCE TO SIGNS	1,925
11	NO PKG WHITE ZONE	1,706
12	NO PARKING ANYTIME	1,697
13	METER EXP OFF STREET	1,659
14	DOUBLE PARKING	1,219
15	FIRE HYDRANT	1,140
16	NO VALID REG	954
17	OBSTRUCTION BIKELANE	935
18	OVER SPACE MRKG METR	880
19	LICENSE PLATE MISSIN	765
20	NO PKG - DRIVEWAY	527

Knowledge is Power!

<https://arcg.is/14yifr>

A Story Map



Oakland Bikeway Citations 2017

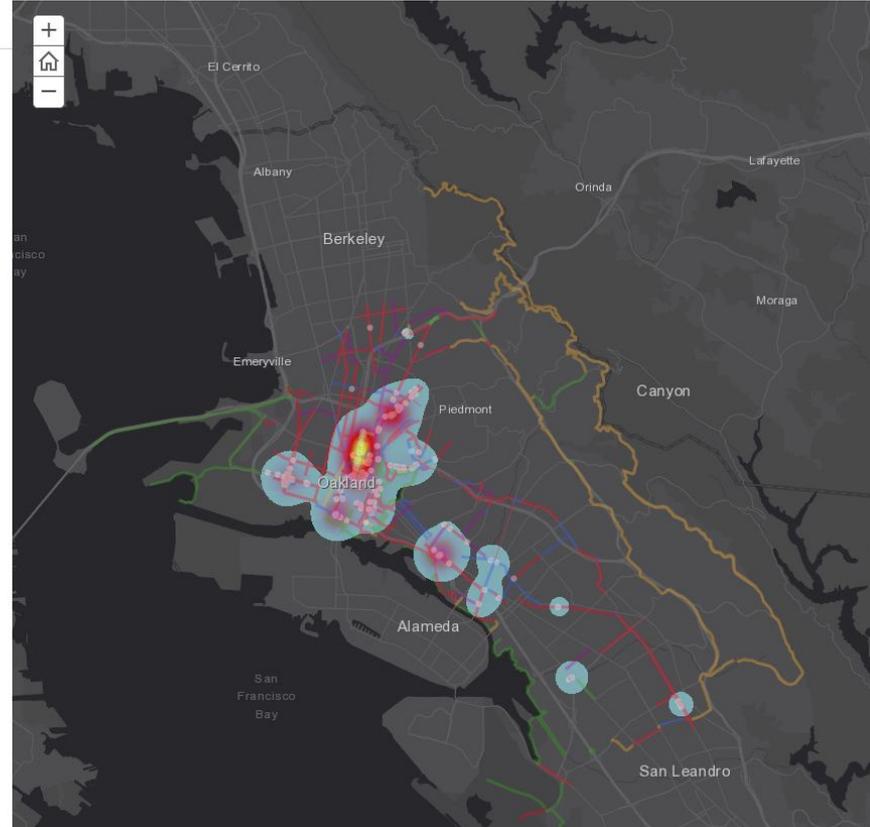
The City is expanding the bikeway network. As this occurs, it is important to know about the citations issued for bikeway obstructions.

In 2017, over 700 citations were issued for blocking bikeways.

Scroll through to see the following highlighted areas where nearly 75% of these tickets were issued.

Telegraph Avenue

Telegraph Avenue from 16th street to 29th street saw 43% of the citations issued in the city. This is a commercial area with restaurants and shops, and some vehicles have been parking on the new buffered bike



Recommendations

- What can constituents can do?
 - Call Parking Enforcement Dispatch
 - Call 311
 - Submit a photo on Oak311 (SeeClickFix) app
- Larger policies
 - Bike Plan Efforts
 - Continue to integrate Parking Enforcement into DOT's efforts to create, maintain and management a safe and vibrant transportation system, including:
 - Special Sunday enforcement shifts that can focus on safety related non-compliance
 - Including Parking Enforcement in Bike & Ped Planning process, improving design and sharpening attention to parking and active transportation nexus

Thank You!



Danielle Dai | Mobility Management | ddai@oaklandca.gov

Three-month agenda look-ahead

January

- BPAC Officer Elections
- Commissioner Transition
- Committee Appointments
- OakDOT Pre-Budget & Strategic Plan Check-in and Organizational Update
- Biannual Major Development Projects (tentative)
- Downtown Specific Plan (tentative)

February

- TDA Article 3: Possible Projects (tentative)
- 20th Street Complete Streets (tentative)

March

- Bike to Work Day Planning

Commissioner announcements

- Commissioner Tabata: Immediately following adjournment of the December 20th meeting, everyone is invited to join a celebration of the season and bid farewell to outgoing Commissioners: Chris Kidd and Rosa Villalobos. We will convene at the Downtown Wine Merchants at 102 Frank H. Ogawa Plaza (Broadway & 14th Street), Oakland, CA 94612.
- Commissioner Burnette Jr: The Grinch who stole the bike lane year 4 (RB's birthday ride) is on Saturday, December 22 at the 81st Library (1021 81st Ave.) 3:00 – 5:30 pm: Party and light giveaway, 5:30 – 9 pm: Holiday light ride. Everybody welcome to join & gifts are also welcome.

Staff announcements

- Jason Patton: Oakland is Now a Gold-Level Bicycle Friendly Community! On December 6, 2018, Oakland was designated as a Gold Level Bicycle Friendly Community (BFC) by the League of American Bicyclists (LAB), joining San Francisco as one of only 34 cities nationwide to be so designated. Oakland was one of only three cities nationwide to improve upon their 2014 Silver designation, which followed the City's first designation as Bronze in 2010. The awards reflect the steady progress Oakland has made to make the city more supportive of bicycling. Of 464 BFC cities, Oakland is the only one with a population between 400,000 and 680,000 to be ranked Gold. (Five cities are much larger—averaging 825,000 in size, and 26 much smaller—averaging 74,000 in size.) The award recognizes the investment in bicycling promotion, education programs, infrastructure, and pro-bicycling policies by City departments, other public agencies, Oakland bike shops, and the many community-based organizations with bicycle-themed missions. See Oakland's report card on the LAB site at https://bikeleague.org/sites/default/files/bfareportcards/BFC_Fall_2018_ReportCard_Oakland_CA.pdf
-

DRAFT 2

Oakland Bicyclist and Pedestrian Advisory Commission 2018 Chair's Annual Report to the Public Works Committee of the Oakland City Council

January xx, 2019

Chair xx and members of the Public Works Committee:

The Bicyclist and Pedestrian Advisory Commission welcomes this opportunity to present our work in 2018 citing our successes as well as challenges and recommendations. We are an all volunteer citizen commission and as such do not provide detailed policy analysis or alternatives for our recommendations. Nor do we expect that they be adopted "as-is," but instead hope that they will stimulate discussion among Council Members, their constituents, and City staff for action to help make Oakland safer for all modes of transport.

The BPAC was established by an ordinance of the City Council in 2014 with a nine member commission. We have a vacancy with the resignation of Commissioner Fred McWilliams (District 7). Although not required by ordinance, we represented 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. In addition, 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 December 20. More information about the BPAC is available at <https://www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission>.

Thank you for your view of this report. We look forward to our continued working relationship on behalf of all of Oakland.

Respectfully,

Commissioner Midori Tabata (District 6) 2018 Chair
Commissioner Kenya Wheeler (District 3) 2018 Vice Chair
Commissioner Regional K Burnette, Jr. (RB) (District 6)
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Executive Summary

The Oakland BPAC completed our fourth full year of existence and fulfilled our duties under Council ordinance. The Open Forum committee continues to track comments and issues presented by members of the public. The Infrastructure committee is an important venue to review projects in detail beyond what is possible at our meetings. The newly chartered Legislation committee scored a win by persuading City Council to sponsor and pass a resolution to oppose Proposition 6, the repeal of SB1 the gas tax, on the November general election ballot. Acting on the frequent requests for more education and enforcement, the BPAC established a liaison role with the Police Commission. In June, we welcomed Mayor Libby Schaaf to our meeting.

Challenges and Recommendations

Staffing vacancies leading to stalled projects

Oakland Department of Transportation (OakDOT) has been an entity for three years and much of the organizational ambiguity discussed in our 2017 report has been resolved. It has resulted in improved coordination and efficiency. The key issue remaining is a City-wide staffing shortage. Many positions in OakDOT are vacant. Some are key positions. The vacancy rate has decreased, but it is still over 20 percent for most categories. Many have acting managers, but Safe Streets is totally vacant. Many of the projects we are involved in or have interest in are stalled due to lack of staff. For instance, the Pedestrian Plan was completed and released with great fanfare and promise over a year ago. It sits on the bookshelf due to lack of staff. We have been interested in traffic signal timing and the implementation of automatic pedestrian walk signals for some time. However, there is no one available to address this. There is no manager and the team is understaffed. We feel we have spent time this year treading water, watching with frustration as critical projects wait. We welcomed the creation of Vision Zero and the hiring of a program manager for the project. That project is stalled and the hired program manager has been asked to handle other vacant responsibilities.

In 2017, we believed staffing shortages were a result of a new organization being created and implemented. We recommended greater efficiency in the hiring pipeline. However, in 2018, it seems the staffing issue is not just related to OakDOT and its creation, but a City-wide problem. It takes a minimum of ten months to hire a person, and once hired, have no guarantee that the person will remain with Oakland. We are continually losing people to neighboring jurisdictions, and agencies like SFMTA, BART, City of Berkeley. Pay equity may be an issue with anecdotal stories of a person receiving an automatic ten percent pay increase by moving to a lateral position to Berkeley.

In 2017, we saw and welcomed the creation of a “Rapid Response Team” within OakDOT to address fatal and severe crashes. This approach was used to quickly fix the Harrison Street pedestrian hazard where a pedestrian fatality occurred. Fatalities and injuries have not abated in 2018. We are aware of at least eight pedestrian/cyclist fatalities this year to date. Some areas have higher incidences of collisions and injuries. We have not aware of the “Rapid Response Team” working on any of them. The BPAC encourages that the “Rapid Response Team” to address fatalities and severe crashes become the way OakDOT does its business. Although this

action will be reactive to an incident, at least addresses critical infrastructure improvement needs and perhaps help prevent future incidents.

We recommend:

- Continue to engage with the City Administrator’s Office to reduce bottlenecks in hiring staff (unchanged from 2017).
- Develop a strategy and culture of project continuity and succession to reduce delays that happen when project managers and staff leave (unchanged from 2017).
- Prioritize projects based on department goals and objectives as well as mandates and assign staff to projects accordingly. If staff on a priority project leaves, ensure the project does not become dormant.
- Develop a policy and process to assess and address fatal and severe injuries due to infrastructure inadequacies in all parts of Oakland. Formalize a “Rapid Response Team,” including funding staff and materials for near-term improvements.
- Reinforce detour guidance and enforcement—ensure that all staff understand this as policy and enforce it uniformly. Oakland is experiencing tremendous construction and unless properly designed and implemented, detours can be a hazard to pedestrians and cyclists.
- Traffic signal policy continues to be an issue, especially signal timing and walk signal operations causing many pedestrians to take matters into their hands and making for unsafe conditions. Major Corridors-Signals section has been unstaffed this year.
- Street paving should be done completely and adequately, not leaving obstacles like abandoned rail tracks with no remediation.

Meetings and Attendance

The BPAC met monthly in 2018. In addition to city staff, commissioners, and consultants, the meeting were attended by an average of ten members of the public (ranging from 7 to 16). We thank the City staff for their contributions in supporting the Commission in 2018.

Selected Key Accomplishments

As an advisory commission, the BPAC acknowledges that City Staff are responsible for and deserve credit for the progress Oakland made on bicyclist and pedestrian issues in 2018. Nonetheless, we share in the pride of these accomplishments:

- BPAC review and endorsement of state Transportation Development Act (TDA) Article 3, Active Transportation Program (ATP) and federal Highway Safety Improvement Program (HSIP) grants
- Provided input to Lake Merritt to Bay Trail connector
- Provided input to Telegraph Ave repair in Temescal district
- Provided input to San Pablo Multi Modal Corridor Plan

- Provided input to proposed E-bike/E-scooter ordinance and to the stand alone E-scooter ordinance
- Provided input to Estuary Park Plan
- Continuing work on the Bicycle Plan update (Let's Bike Oakland)
- Established Legislation Committee (now meeting monthly)
- Established Committee on Bicyclists/Pedestrian and Police relations
- Established formal liaison with: Commission on Persons with Disabilities, Affordable Housing and Infrastructure Bond Public Oversight Committee, and Police Department and Police Commission for enforcement issues
- Saw further expansion of bike share as well as program becoming more institutionalized
- Saw our desire for further information in 2017 come to life as the OakDOT Active Project Map

Future Outlook

Reviewing the 2017 report, the following is a repeat, but still needs to be said. Unfortunately, the delay in action is due to key staff vacancies.

- Filling the many vacancies in OakDOT quickly so that work can continue
- Implementation of the Pedestrian Master Plan (waiting for permanent staff to be hired)
- Rollout of Vision Zero (staffing issues?)
- A new add in 2018, establishing a working relationship with Police Department and Police Commission to ensure fair and equitable enforcement of laws and treatment of cyclists and pedestrians by OPD

Open Forum Committee Report

The committee continues to track and monitor issues raised by the public during Open Forum. See

https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/edit#gid=0

The committee reviews the public comments periodically to identify policy issues for discussion by the Commission.

In 2018, beyond the continuing request for traffic enforcement and education, we had many infrastructure related issues presented.

Issues presented:

- Legislation Committee—formed in June
- Leading pedestrian signals and light timing issue—waiting for position to be filled

- Education for cyclists/pedestrians/drivers—under consideration
- City position on State Proposition 6, repeal of SB1, Gas Tax—assigned to Legislation Committee, City Council passed resolution against Prop 6 in October as result of committee work
- Stop lines missing at crosswalk—fixed
- Telegraph Avenue parking protected bike lane—City Council to vote on proposal
- Fruitvale Avenue cyclist impediment due to pedestrian signage—solutions being formed through Infrastructure Committee
- Temporary safety measures at 20th St. BART improvements—under consideration

BPAC, in coordination with staff, recommended and achieved the following:

- Open Forum comments are tracked and posted online.
- BPAC promotes the use of SeeClickFix, 311 as a way to track items in the City
- Items referred to other committees, like Legislation and Infrastructure
- BPAC agendas continue to be shaped by Open Forum comment and requests

Infrastructure Committee Report

The committee is comprised of Commissioners and members of the public. The committee reports are available online at

<https://docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA/edit?ts=5a30853e>. The committee structure allows us an opportunity for detailed review and discussion of key projects with City staff where we can develop solutions. It has become a popular venue for review of projects that we now meet bi-monthly. In 2018, the committee reviewed the following projects, providing detailed comments ranging from striping plans, signal, parking, and lane configuration issues:

- Franklin Elementary (Foothill Blvd and E 15th St)
- 2nd St (Brush St. to Jefferson St)
- 35th Ave (San Leandro St to Harper St)
- Clay St (Water St to 4th St)
- Mandana Blvd (Lakeshore Ave to Ashmount Ave)
- Market Street (18th St to W Grand Ave)
- W MacArthur Blvd (MLK Jr Way to Manila Ave)
- Fruitvale Ave pedestrian refuge conflicts
- 20th St protected bikeway design
- 2019 paving plan

Legislation Committee Report

The Legislation Committee was formed in June as a venue to study and recommend policy for the BPAC and has been meeting monthly. One of the first items undertaken was the City's position on State Proposition 6, the repeal of SB1, the gas tax. The committee recommended the City oppose the measure and worked with members of the Public Works Committee. Council Member Kaplan sponsored such a resolution, adopted by the City Council.

They are currently reviewing 15 mph speed limits in school zones.

Bicyclists / Pedestrian / Police Relations Committee Report

This newest committee of the BPAC was formed in September 2018 and has had one formal meeting since its formation. Forthcoming work for 2019 includes collaboration with the Police Commission to review current police stop data and identify ways to reduce inequities observed in the data.

The BPAC continues to work toward safe, accessible transportation for all of Oakland, by walking, cycling, e-Scooter, transit, or driving. We look forward to our work in 2019.