



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the December 17th, 2020 meeting
Teleconference

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/December-2020-BPAC-Meeting-Agenda.pdf>.

Meeting called to order at 6:02 pm by BPAC Chair, George Naylor.

Item 1. Teleconference Protocol/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 (Vice-	X
Grey Gardner	X
Jesse Jones	X
Phoenix Mangrum	X
George Naylor (Chair)	X
Mariana Parreiras	X
Patricia Schader	X
Dianne Yee	X

Introductions were made.

- Other attendees: Jon Bauer, Tim Courtney, Pierre Gerard, Tom Holub, Natalie Mall, John Minot, Robert Prinz, David Ralston, Midori Tabata, Mana Tominaga, Warren Wells, Kenya Wheeler
- Staff: Jason Patton, Noel Pond-Danchik, Megan Wier, KTOP

Item 2. Open Forum / Public Comment

- Tom Holub, Chair of the Advisory Board to the Scraper Bike Team, announced that the organization is seeking a new executive director. Champ and RB will continue with the organization, and a new lead is being sought to grow the organization to provide more after school programming.
- Tim Courtney introduced the Safe 8th Street Campaign that is advocating for traffic calming to address speeding on 8th St in West Oakland.
- Jon Bauer spoke to Telegraph Ave and noted the accumulation of fall leaves in the Temescal, and this is slippery in wet weather. Regarding Telegraph Ave in the KONO, he expressed confusion over two recent surveys that are overlapping and noted that the surveying should be done by an independent party. He also noted that the framing of one survey is likely to skew people's responses. Commissioner Parreiras echoed Jon's concerns regarding the leaves.

Item 3. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from November 19th, 2020** was made (Parreiras), seconded (Jones), and approved by eight commissioners with Commissioner Campbell abstaining. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 4. Slow Streets Interim Findings Report and Implementation

Megan Wier, OakDOT Safe Streets Division Manager presented on the Slow Streets program, providing an overview of the Slow Streets Interim Findings Report. She also described the implementation of the Report's recommendations since its release in September, including the use of more durable treatments and new signage, and corridor-level engagement on the future of the program. For more information about the program including the Interim Findings Report, see <https://www.oaklandca.gov/projects/oakland-slow-streets>. The presentation was included in the meeting agenda packet.

Summary of Discussion:

- The Essential Places model of rapidly deploying traffic safety improvements should be expanded into an ongoing program. This would enable expedited traffic calming at lower cost. In contrast, Capital Improvement Program (CIP) projects take a long time.
- The Smart Growth America grant was a quick process working with one artist with the intent of being a prototype or visioning process for community collaboration and street art. Work is underway to build capacity with community-based organizations to do more work like this.
- In the neighborhoods that have been more skeptical of Slow Streets, OakDOT is prioritizing the corridor-level outreach to see if residents would like the Slow Streets to continue with more durable materials, or to be removed.
- More durable materials are critical to make the street closures “real”. More durable materials are also important for the ongoing aesthetics – it’s a problem when these treatments age poorly.
- The BPAC can be a resource in connecting with neighborhood councils regarding Slow Streets.
- Deactivating pedestrian push buttons could have been implemented on a much broader scale. For the ones that were deactivated, consider leaving them off after the pandemic ends.
- Slow Streets has provided an important de-emphasis on cars, which has a lot of support in Oakland and is critical to addressing the climate crisis.
- Consider analyzing Oakland Police Department stop data on the Slow Streets. This was a concern raised with the initial rollout that could now be analyzed.
- Consider a process for neighbors to self-organize and play a role in calming their streets.
- DOT staff get kudos for calling out the shortcomings in their initial surveys, that the responses were not representative of Oakland by race and class, and that OakDOT management supported this honesty.

Speakers other than commissioners: John Minot, Robert Prinz, Tim Courtney, Tom Holub

Item 5. Expedited Safety Improvement Legislation Update

Grey Gardner of the BPAC Legislative Committee led a discussion regarding safety-related legislation previously proposed by the Committee and the Committee's priorities for 2021. He acknowledged the contributions by Commissioners Parreiras, Mangrum, and Naylor and former Commissioner Wheeler. The Committee worked on a resolution to expedite traffic safety improvements and discussed with OakDOT staff about advancing an ordinance for lower speed limits in school zones (as allowed by California State

law). However, City Council has not acted on these discussions or the draft resolution. He asked for the Commission's input on legislative priorities for the Committee in 2021.

Summary of Discussion:

- Slowing traffic in school areas is a priority considering the tragedies at Elmhurst Middle School (98th Ave/Cherry St) and Garfield Elementary School (Foothill Blvd/22nd Ave).
- One of the founding goals of the Legislative Committee was pursuing structural changes that would enable OakDOT to do its work and do it better. These include 15 mph speed limits around schools, changing the 85th percentile rule to allow lower speed limits more generally, and allowing automated speed enforcement.
- Work to eliminate the barriers that are keeping OakDOT from implementing more traffic calming and from doing it more quickly. Can OakDOT staff help the Commission identify these barriers?
- OakDOT is working with other large cities across California on legislative opportunities to prioritize traffic safety, and this is a key focus of the Safe Oakland Streets policy process that OakDOT is currently working on.
- Consider a citywide maximum speed limit to help communicate publicly that certain speeds are unacceptable in Oakland. Speed limits are not self-enforcing, and it is expensive to build infrastructure to bring speeds down, and thus the possible benefit of an easily understood maximum speed limit.
- The City of Oakland currently does not have the authority for automated speed enforcement, but it does have the authority for automated red light running enforcement, and so this should be considered as an option now.

Speakers other than commissioners: John Minot

Item 6. 2020 BPAC Chair's Report

BPAC Chair George Naylor presented the draft 2020 BPAC Chair's Report to the Oakland City Council for the BPAC's review and approval. The draft report was included in the meeting's agenda packet. The meeting presentation for this item is attached to these minutes.

Summary of Discussion:

- In addition to meeting with individual Councilmembers, consider speaking at Open Forum of the City Council to share the report publicly. The report could also be shared with the press.
- The report is being finalized in the context of a looming financial crisis, with an announcement today from City leadership that cost-cutting measures will begin in January.
- Former Chair Tabata along with Commissioners Campbell, Gardner, and Yee praised Chair Naylor for the quality of his recommendations and his leadership of the Commission through a very challenging year.
- Commissioner Naylor expressed his gratitude to the Commission for their work, support, and how much he has learned from his fellow Commissioners.
- Commissioner Campbell presented Chair Naylor and Commissioner Parreiras with Proclamations from Mayor Schaaf in recognition of their service to the Commission. This evening's meeting was the final meetings in their terms as Commissioners.

Speakers other than commissioners: Kenya Wheeler

- A motion to **adopt the 2020 BPAC Chair's Report** was made (Parreiras), seconded (Schader), and approved by eight commissioners with Chair Naylor abstaining.
- A motion to **extend the meeting by 15 minutes** was made (Schader), seconded (Gardner), and approved by consent.

Item 7. Committee Report Back

Committees of the BPAC provided brief updates to the Commission. A list of active committees is included in the agenda packet. More information including how to get involved with the committees can be found at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.

Summary of Discussion:

- Infrastructure Committee: Robert Prinz noted the Committee met on 12/3 for a well-attended meeting. Agenda items included AC Transit's Bus Rapid Transit (BRT) project, a Coliseum Transit Village sidewalk project, a new segment of the East Bay Greenway at Coliseum BART, and a proposed project to extend the Lakeside Dr cycle track onto Lake Merritt Blvd. Upcoming items include updates on projects funded by two grant programs: AHSC and TDA Article 3. A running list of the Committee's notes can be found here: <https://docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA/edit>
- Legislative Committee: Refer to the agenda item heard earlier in this meeting's agenda.
- Bicyclist/Pedestrian Police Relations Committee: Commissioner Mangrum is working to convene meetings of OakDOT, the Police Department, and the Department of Race and Equity. The Committee recently learned of monthly meetings held by the Oakland Police Department on racial profiling, and the Committee is continuing to seek the public release of more data.
- Planning Commission Review Committee: Commissioner Schader described a strategy meeting on the timeline of projects and when submitting comments will be most effective. The Committee will begin monitoring the Planning Commission and Design Review Committee agendas to be able to comment in a timely manner. They are also interested in meeting with Catherine Payne of the Planning Department.
- Liaison to the Mayor's Commission on Persons with Disabilities (MCPD): Commissioner Parreiras noted that the MCPD has not met since the last BPAC meeting and their next meeting is Monday, 12/21.
- Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee: Commissioner Naylor noted that the Committee met this past Monday. The agenda included a presentation by OakDOT's Paving Program, which is largely funded by Measure KK. The Committee has also requested an ongoing and updated list of transportation projects funded by Measure KK. This list would be beneficial to the BPAC.

Speakers other than commissioners: None

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

A three-month look-ahead was published in the meeting's agenda packet.

Suggestions for meeting topics

- West Oakland Link Project: Commissioner Jones noted that the project will soon have an environmental document out for review and suggested coordinating the timing of this agenda item with that review period.
- Recommendation from the Legislative Committee: Commissioner Gardner suggested this item for the January agenda.

Announcements

- Chair Naylor summarized recent items at City Council, including a 60-day moratorium on the sidewalk repair ordinance. Two Highway Safety Improvement Program (HSIP) grant construction contracts were awarded: for Claremont Ave and Telegraph Ave. The City Council agenda also included resolutions appointing two continuing BPAC Commissioners (Campbell and Jones) and two new Commissioners (Lok and Ralston).
- Commissioner Gardner noted that Transport Oakland is seeking new board members and people who are interested are welcome to contact him.

Meeting adjourned at 8:25 pm.

Attachments *(to be appended to adopted minutes)*

- 2020 BPAC Chair's Annual Report - Presentation

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on Tuesday, December 22, 2020 with comments requested by 5pm, Tuesday, January 5, 2021 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the January 2021 meeting agenda and considered for adoption at that meeting.

Oakland Bicyclist and Pedestrian Advisory Commission

Draft 2020 BPAC Chair Annual Report to the Oakland Public Works Committee of the Oakland City Council

December 17, 2020

To the Honorable Chair of the Oakland Public Works Committee,

The Oakland Bicyclist and Pedestrian Advisory Commission (BPAC) is pleased to present a summary of our work in the 2020 BPAC Chair Annual Report. The Oakland BPAC is an all-volunteer commission comprised of residents of the City of Oakland. As an advisory commission, we do not set policy for the city, but rather, contribute our expertise and community connections to promote and encourage walking and biking programs and projects that are safe, efficient and equitable. In this report you will find our successes for the year as well as our challenges and recommendations for improvements as we move forward. We hope these recommendations stimulate reflection and discussion between you and your peers, the public and the BPAC.

The year 2020 was marked by significant social events that were extremely disruptive. In addition to coping with the COVID-19 pandemic and mandatory shelter-in-place orders that limited social interactions for public safety, we also were witness to racial justice protests that reinforced the need for fairness and transparency to promote equality within our society. These events presented challenges to our health and well-being and how we interact with one another as a society, and influenced the activities of the BPAC as well. We do not consider these challenges to be obstacles, but rather opportunities to make Oakland a place where persons of all ages, ethnicities and abilities can walk and bike safely and enjoyably without hesitation. We greatly appreciate the cooperative efforts of OakDOT and the Office of the Mayor as we proceed through these extraordinary times.

Thank you for your consideration of this report and our recommendations. We continue to look forward working with you as we strive to make our city a great place to walk and bike for all of Oakland.

Respectfully,

Commissioner George Naylor, (District 4) 2020 Chair

Commissioner Andrew Campbell, (District 1) 2020 Vice-Chair

Commissioner Reginald K. Burnette, Jr. (District 6)

Commissioner Grey Gardner (District 2)

Commissioner Jessie Jones (District 1)

Commissioner Phoenix Mangrum (District 5)

Commissioner Mariana Parreiras (District 1)

Commissioner Patricia Schader (District 7)

Commissioner Dianne Yee (District 3)

1. Recommendations

Based upon BPAC activities during 2020, in summary, we highlight the following new recommendations for consideration:

- Continue the progress made towards filling OakDOT staffing vacancies (based on 2017, 2018 and 2019 recommendations), with particular attention to filling the Community Engagement & Communications Manager and Major Corridors – Signal position.
- Strengthen the review of OakDOT projects by BPAC, particularly timely follow-up on comments before project final design has concluded
- More proactive coordinate with BPAC on bicycle and pedestrian-related initiatives that originate from the City of Oakland Mayor’s office, City Council and departments and agencies outside of OakDOT, and
- Strengthen coordination with BPAC and community stakeholders during bicycle and pedestrian infrastructure implementation phases, including monitoring of effectiveness and safety and continued community engagement.

We also reiterate the recommendations from previous BPAC Chair Reports that should continue to be considered:

- Develop a strategy and culture of project continuity and succession to reduce delays that happen when project managers and staff leave (unchanged from previous years).
- 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.
- 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. Bicycle infrastructure associated with dedicated bike signal phasing also require particular attention to ensure safe operating conditions after project implementation. Major Corridors-Signals section continues to be unstaffed this year.
- Street paving should be done completely and adequately, not leaving obstacles like abandoned rail tracks with no remediation.
- Creating a community-focused approach to implement Vision Zero program.
- Strengthening the working relationship with the Police Department and Police Commission to ensure fair and equitable enforcement of laws and treatment of cyclists and pedestrians by OPD.

2. BPAC Commission Overview

The role of the BPAC is to advise the City of Oakland Department of Transportation, the Oakland City Council and other city departments on pedestrian and bicycle issues, with an overarching objective of ensuring that walking and bicycling projects and programs in Oakland are safe, efficient and equitable. 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 BPAC was officially formed by the Oakland City Council Resolution in 2014 as a formal commission with the City of Oakland, although the commission was preceded by what was then the Bicyclist and Pedestrian Advisory Committee of the Oakland Public Works Department. The BPAC is comprised of nine commissioners. Commissioners are appointed by the Mayor of Oakland, and commissioners serve three-year terms during each appointment. The BPAC is governed by adopted By-laws¹, which can be revised and amended by a majority vote. Typically, three new commissioners are appointed each year to stagger the turnover of the commission, unless resignations require the need to appoint a new replacement commissioner to serve the remainder of an existing term. Commissioners can be reappointed for multiple three-year terms, however, they can only serve two of those three-year terms consecutively.

Commissioners devote their own time and resources when serving on the BPAC and take their advisory role with the upmost seriousness and offer freely their experiences and expertise in community outreach, advocacy, engineering and planning skills. The BPAC commissioners come from a very diverse range of backgrounds and areas of expertise and each one brings their unique experiences as a bicyclist and pedestrian in Oakland. A typical cross-section of commissioners reveal that commissioners have expertise in community outreach and advocacy, neighborhood involvement, education, transportation engineering and urban planning and design. The BPAC has been fortunate to have at least one commissioner to represent each of the seven City Council Districts in 2020, however, this is more the exception than the rule and representation from every Council district is not a requirement of the BPAC.

At the end of the summer, the BPAC began the recruitment process for new commissioner appointments, which are effective January 1 of the following year. A special BPAC New Commissioner Selection Committee was formed consisting of both current and past commissioners as well as members of the public. Members of this special committee began the recruitment process by contacting City Councilmember offices to inform staff of upcoming BPAC vacancies and began notification of advocacy and social groups associated with the BPAC. Two 'Meet and Greet' virtual meetings were advertised to the public to provide a forum where potential applicants could learn more about what is expected of commissioners and to answer questions regarding level of commitment, organizational structure and typical responsibilities. Thirteen applications were received and reviewed by the selection committee and two new commissioners and an alternate were recommended. The recommendations were approved by the full BPAC and forwarded to the Mayor's Office for consideration. Although there were many viable candidates from the thirteen applications received, there were no candidates from City

¹ <https://cao-94612.s3.amazonaws.com/documents/BPAC-By-Laws.pdf>

Council Districts 5, 6 and 7. BPAC will strive to improve outreach efforts and advertising to increase applicants from those areas.

3. BPAC Meetings

The BPAC holds regular commission meetings on the third Thursday of each month. Special meetings of the BPAC can be held at any time, subject to the required public notification process. The BPAC held nine formal commission meetings in 2020 and one special meeting in January to develop the BPAC Strategic Plan. Due to the mandatory statewide shelter-in-place order implemented in mid-March, BPAC meetings were suspended during the months of March, April and May, as the City of Oakland Administrator's office issued a directive to support only those Boards and Commissions deemed essential to city business, which excluded BPAC. BPAC meetings resumed in June, transitioning to a virtual format using the protocols employed by the City of Oakland for all public meetings.

During the suspension of BPAC meetings from March to May, there was continuing but limited activity. OakDOT staff provided assistance to BPAC to implement virtual meetings for BPAC standing committees to continue commissioner and public input on important projects that required action, such as review of proposed project grant applications. While working through committees allowed for a work around until BPAC Commission meetings could recommence in June, only four Commissioners could attend any given committee meeting in order to not trigger quorum restrictions. This limited the extent of comment that would have otherwise occurred with all nine Commissioners present.

While transitioning to virtual meeting formats offered implementation challenges initially, attendance at the virtual meetings was quite robust and not significantly different, if not actually higher on average, than in-person commission meetings. This bodes well for future BPAC meetings, which will likely continue to be held in the virtual format well into 2021. Attendance by public participants, not including commissioners and staff, averaged thirteen persons per meeting, with a low of seven persons in January (in-person) and a high of thirty-three persons in August (virtual).

The BPAC would like to thank City of Oakland staff at the City Administrator's office, KTOP and OakDOT for providing initial and ongoing assistance for managing the BPAC virtual meetings to ensure a smooth transition. In particular, special thanks goes to Noel Pond-Danchik and Jason Patton of the OakDOT Bike and Pedestrian Program for their continued support of the BPAC. Their help and positive attitude has been especially valuable in 2020.

Summary of Key Activities

- Updated the BPAC Strategic Plan for 2020 in a special January BPAC meeting
- Received an update on the implementation activities of the recently adopted Let's Bike Oakland Citywide Bicycle Plan.
- Celebrated the 25th Anniversary of the establishment of the Bicyclist and Pedestrian Advisory Committee.

- Received an update on the Sidewalk Certification process, Sidewalk Repair Ordinance and proposed sidewalk repair moratorium. BPAC voted to not support the sidewalk repair moratorium.
- Received a presentation and provided input on the initial roll out of the Slow Streets program.
- Received a presentation on the mid-cycle City budget amendments in response to financial impacts of the COVID-19 pandemic.
- Received a report on the Affordable Housing and Sustainable Communities (AHSC) grant candidate projects (through the Infrastructure committee).
- Received a presentation and provided input on the Flex Streets program.
- Received a presentation and request to support the Safe Routes to BART grant candidate projects. BPAC voted to support the 12th Street bikeway project but voted to not support the 19th Street BART access project.
- Received a presentation and provided comment on the Safe Oakland Streets traffic safety program.
- Reviewed grant project applications for Active Transportation Program (ATP) and Sustainable Transportation Equity Program (STEP) and provided letters of support for all candidate projects.
- Facilitated a public forum on the Telegraph Avenue/KONO protected bicycle facility that included input from the businesses in the corridor and members of the public.
- Reviewed and approved support for the Highway Safety Improvement Program (HSIP) Cycle 10 candidate projects.
- Received a presentation from Commissioner Dianne Yee on the creation of a new BPAC blog.
- Received a presentation on the City of Oakland Equitable Climate Action Plan (ECAP).
- Coordinated with Walk Oakland/Bike Oakland on Bike to Work (Wherever) week.
- Received a report on the Oakland Shared Mobility Accessibility Study. BPAC voted to support the recommendations from the study.
- Received a report on the San Leandro Creek Urban Greenway Project. BPAC and voted to support the project and provide follow on advocacy.
- Received a presentation on the Oakland Alameda Access Project.
- Received an update on the Safe Oakland Streets Initiative.
- Received a report on the 14th Avenue Streetscape and the Fruitvale Alive! Projects.
- Received and approved the final 2019 BPAC Chair's Report for submission to the Public Works Committee.
- Placeholder for December BPAC Activities

4. BPAC Committees and Liaisons

BPAC Committees are an important organizational element of the Commission, as they provide a forum for detailed discussion on specific topics that might otherwise be too time consuming for the full BPAC to address at regular Commission meetings. Actions originating at the committee level can be forwarded to the full BPAC for further discussion and consideration on an as-needed basis. Each committee reports back to the full commission at the monthly BPAC meetings. In addition to providing a management tool

for the full BPAC, the BPAC committees are an important linkage to volunteer members of the public, as membership in each committee is open to the public, as per the BPAC By-laws. BPAC By-laws were revised in January 2020 to provide an opportunity of members of the public to chair individual committees, which was previously reserved for commissioners. This provides the public an opportunity to participate in the advisory process at a significant level within the BPAC organizational structure. BPAC actively encourages members of the public to participate on BPAC committees. Information on the BPAC committees can be accessed through the following link:

<https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>

There are five BPAC standing committees and each is tasked with providing input on a specific subject of interest. There are also two BPAC liaisons that coordinate with other City of Oakland commissions and two select committees that meet on an irregular basis to address specific items. The following section describes the role of each of the BPAC committees and liaisons.

Open Forum Committee

Open form committee report the committee continues to track and monitor issues raised by the public during Open Forum. Open forum is an important committee of the BPAC, as an Open Forum item is included in every BPAC meeting for the public to comment on items not on the regular agenda. In many instances, this could be the only opportunity members of the public can comment on specific bicycle and pedestrian issues. Indeed, many comments BPAC hears from deal with larger transportation issues and not always specific to bicycle and pedestrian topics. All issues raised during Open Forum are tracked by the committee in a spreadsheet located here:

https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/edit?ts=573a2ece#gid=0

Infrastructure Committee

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

<https://docs.google.com/document/d/1qqS46y3dWNeAxMVvU3HTwjunj-b0pwANtZix-CisiWA/edit?ts=5a30853e>

This committee has responsibility for reviewing infrastructure projects that are more appropriately handled in a smaller setting, as the review can include detailed comments on engineering and project design characteristics to develop solutions with city staff. These detailed comments range from striping plans, signal, parking, and lane configuration issues.

Legislative Committee

The Legislation Committee was formed as a venue to discuss and recommend policies to advance to the full BPAC for consideration as well as to OakDOT staff and ultimately to the Oakland City Council. The Legislative committee developed a draft resolution earlier this year that made pedestrian and bicycle safety a policy priority when developing infrastructure improvements. The draft is currently circulating with the Oakland City Council and is being coordinated with OakDOT staff for eventual presentation to the full City Council. They also are working on related safety legislation to address automated red light enforcement and lowering of school speed limits.

Bicyclist and Pedestrian Police Relations Committee

This committee of the BPAC was formed in September 2018 and works to address the impacts of traffic enforcement on bicyclist and pedestrians with particular attention towards collaboration with the Police Commission to review current police stop data and identify ways to reduce racial inequities observed in traffic enforcement. In 2020, members of the committee worked with the community to address police presence on the 90th Avenue Scrapper Bikeway, worked with the Department of Race and Equity and OPD. The committee will continue to engage members of the community to address racially biased traffic enforcement that discourages bicyclist and pedestrian accessibility.

Planning Commission Review Committee

The Planning Commission review committee is responsible for monitoring the state of development in the City of Oakland and related bicycle and pedestrian infrastructure and safety issues the planning this Commission was previously involved in the review of larger city development projects such as the downtown Oakland specific plan and the Oakland A's new waterfront stadium. In 2020 activity for this committee was limited it is anticipated that the committee will become more active in 2021.

Mayor's Commission on Persons with Disabilities Liaison and Infrastructure Bond – Measure KK Oversight Committee Liaison

The liaisons to the Mayor's Commission on Persons with Disabilities and the Infrastructure Bond Measure KK Oversight committee attend the regular meetings of these advisory bodies and report back to the full BPAC when there are items that are relevant to bicycling and pedestrian safety and accessibility. Both the Mayor's Commission on Persons with Disabilities and the Infrastructure Bond Measure KK Oversight committee significantly reduced the number of meetings held in 2020, which limited BPAC liaison interactions. It is anticipated there will be more BPAC liaison activity in 2021.