CITY OF OAKLAND

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Department of Transportation
Safe Streets Division

Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda
Thursday, February 16, 2023; 6:00-8:00 pm
Teleconference

BPAC Home Page: www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission
Resources for Commissioners: https://www.oaklandca.gov/resources/resources-for-bpac-members

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Commissioners
Andrew Campbell, Alexander Frank, Grey Gardner (Vice Chair), Michael Lok, Phoenix Mangrum, David Ralston, Patricia Schader, Nicholas Whipps, Dianne Yee (Chair)

Pursuant to California Government Code section 54953(e), Oakland Bicyclist and Pedestrian Advisory Commissioners, as well as City staff, will participate via phone/video conference, and no physical teleconference locations are required.

PUBLIC PARTICIPATION

To join the meeting:

- To join the meeting by video conference, please click on this link to download Zoom and open the meeting on a computer or smart phone: https://zoom.us/j/98311507451 at the noticed meeting time.
- To join the meeting by phone, please dial at the noticed meeting time (for higher quality, dial a number based on your current location): US: +1 (408) 638-0968 or +1 (669) 900-6833 or +1 (253) 215-8782 or +1 (346) 248-7799 or +1 (301) 715-8592 or +1 (312) 626-6799 or +1 (646) 876-9923 International numbers available: https://zoom.us/u/aAoR1VRr9 **Webinar ID: 983 1150 7451**

To comment in the meeting:

- To comment by Zoom video conference, click the "Raise Your Hand" button to request to speak when Public Comment is being taken on an eligible agenda item. You will be permitted to speak during your turn, allowed to comment, and after the allotted time, re-muted. Instructions on how to "Raise Your Hand" are available at: https://support.zoom.us/hc/en-us/articles/205566129.
- To comment by phone, please call on one of the above listed phone numbers. You will be prompted to "Raise Your Hand" by pressing *9 to speak when Public Comment is taken. You will be permitted to speak during your turn, allowed to comment, and after the allotted time, re-muted. Please unmute yourself by pressing *6.

If you have any questions, please email Pierre Gerard, staff liaison to the commission at pgerard@oaklandca.gov.

Time	#	Topic
6:00	1	**Teleconference Protocol/Roll Call/Determination of Quorum/Introductions** (10 minutes)
6:10	2	**Open Forum / Public Comment** (10 minutes) – Members of the public may comment on any issue within BPAC's subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. The BPAC's Open Forum Committee tracks Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking.) The Committee reviews the public comments on a periodic basis to identify policy issues for discussion by the Commission. To request City services, please contact the City of Oakland Call Center; information at www.oaklandca.gov/services/oak311.
6:20	3	**Approval of meeting minutes** *Attachment* (5 minutes) – Seek motion to adopt the January 2023 BPAC meeting minutes.

6:25 4 **Renewal of Resolution to Continue Teleconference Meetings** *Attachment* (5 minutes) – The Commission will consider renewing a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of Assembly Bill 361 (AB-361).

- After February 28, 2023, when Governor Newsom rescinds California's declaration of a COVID-19 emergency, the Oakland City Council and all City boards and commissions subject to the Brown Act will no longer be able to invoke AB 361 to allow members of the bodies to participate in meetings via Zoom or other teleconference technology. To that end, effective March 1, 2023, pursuant to the Brown Act's pre-existing, default requirements, all public meetings including those of our boards and commissions must be held in person and sitting board or commission members will be required to attend their meetings in person for meetings scheduled March 1 or later.
- Initially, remote participation by members of the public (hybrid meetings) will not be permitted. Hybrid meetings will commence once the commissions have established meeting procedures for hybrid meetings and resources are in place to provide equitable access to meeting participation.

6:30 5 **Recent Bicyclist and Pedestrian Fatal Traffic Crashes** (10 minutes) – Commissioner Schader (patricias.oakland@gmail.com) will lead the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.

- On Thursday, 1/26/23 at 6:49pm, a 46-year-old male bicyclist was killed in a possible hit-and-run crash with a driver on the westbound I-580 on-ramp at High Street.

6:40 6 **IKE Smart City Kiosk and Coordinated Street Furniture Program** *Attachment* (25 minutes) – Michael Randolph (mrandolph@oaklandca.gov), Transportation Planner II, and Kerby Olsen (kolsen@oaklandca.gov), Transportation Planner III, will present exciting news regarding the City's street furniture. The City's contract with Clear Channel Outdoor (CCO) to maintain and advertise on Oakland bus shelters will end this April. Staff are developing a request for proposals (RFP) for a long-term Coordinated Street Furniture Program to manage bus shelters, benches, trash bins, public toilets, etc. and other street furniture. Staff anticipates that the RFP will be released in Spring. Additionally, Council instructed staff to enter into a franchise agreement with IKE Smart City (https://www.ikesmartcity.com/), a purveyor of digital informational kiosks.

7:05 7 **Slow Streets Update** *Attachment* (35 minutes) – Jason Patton (jpatton@oaklandca.gov), Bicycle & Pedestrian Program Supervisor in OakDOT's Safe Streets Division, will provide an update on developing permanent Slow Streets based on lessons learned from the temporary street closures during the first two years of the Covid-19 pandemic. Slow Streets are envisioned to support travel at human-powered speeds and provide public spaces as community resources in Oakland's neighborhoods. For additional information – including the presentation in this agenda packet – see www.oaklandca.gov/projects/oakland-slow-streets.

7:40 8 **BPAC Strategic Planning Check-In** (5 minutes) – The Commission will discuss whether to set aside time at a future BPAC meeting to update the Strategic Plan, last updated at a special meeting of the BPAC in March 2022.

7:45 9 **Committee Report Backs** *Attachment* (5 minutes) – Committees of the BPAC will provide brief updates to the Commission. A list of active committees are included in the agenda packet and at https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons.

7:50 10 **Three-month agenda look-ahead, suggestions for meeting topics, announcements** *Attachment* (10 minutes)

To request disability-related accommodations or to request an ASL, Cantonese, Mandarin, or Spanish interpreter, please email pgerard@oaklandca.gov or call (510) 238-6313 or 711 (for Relay Service) at least five (5) working days before the meeting.

Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete en español, Cantones, Mandarín o de lenguaje de señas (ASL) por favor envié un correo electrónico a pgerard@oaklandca.gov o llame al (510) 238-6313 o al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) dias hábiles antes de la reunión. Gracias.

需要殘障輔助設施, 手語, 西班牙語, 粵語或國語翻譯服務, 請在會議前五個工作天電郵 pgerard@oaklandca.gov 或致電 (510) 238-6313 或 711 (電話傳達服務). 請避免塗搽香氛產品， 參加者可能對化學成分敏感.

Để yêu cầu các phương tiện hỗ trợ phục vụ người khuyết tật hoặc yêu cầu thông dịch viên ASL, tiếng Quảng Đông, tiếng Quan Thoại hoặc tiếng Tây Ban Nha, vui lòng gửi email đến địa chỉ pgerard@oaklandca.gov hoặc gọi đến số 711 (với Dịch vụ Tiếp âm) ít nhất năm (5) ngày làm việc trước khi cuộc họp diễn ra.

City of Oakland, Bicyclist & Pedestrian Advisory Commission
DRAFT Minutes from the January 19th, 2023 meeting
Teleconference

Meeting agenda at https://www.oaklandca.gov/meeting/january-2023-bicyclist-pedestrian-advisory-commission-bpac-virtual-meeting.

Meeting called to order at 6:00 pm by BPAC Chair Schader.

Item 1. Teleconference Protocol/Roll Call/Determination of Quorum/Introductions
At roll call, quorum was established with nine commissioners present (X).

Commissioners	Present
Andrew Campbell	X
Alex Frank	X
Grey Gardner	X
Mike Lok	X
Phoenix Mangrum	X
David Ralston	X
Patricia Schader (Chair)	X
Nick Whipps	X
Dianne Yee (Vice Chair)	X

Introductions were made.

- Other attendees: Daniel Payne, Hancel ChavezFerreyra, Midori, Koushik Roy, RB, Deepak Jagganath, a phone number ending in 1220, Jose Fermoso, Roza, Jimmy Jessup, Jess LaFrank.
- Staff: Pierre Gerard, Jason Patton, Mike Munson.

Item 2. Open Forum / Public Comment

- Koushik asked about what bikeway projects are planned for San Pablo Avenue; Commissioners shared that ACTC is leading transportation improvement project development along the San Pablo Avenue corridor and has a webpage on this work: https://www.alamedactc.org/programs-projects/multimodal-arterial-roads/sanpabloave

Item 3. Approval of meeting minutes

→ A motion to ***adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from December 15th, 2022*** was made (Gardner), seconded (Whipps), and approved by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously). Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 4. Renewal of Resolution to Continue Teleconference Meetings

The Commission considered renewing a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of Assembly Bill 361 (AB-361).

→ The Commission ***adopted a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its Committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361.*** The motion was made (Ralston), seconded (Frank), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously).

The resolution is attached to these meeting minutes.

Speakers other than commissioners: None

Item 5. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

Chair Schader led the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.

- On Thursday, 12/29/22, a pedestrian was killed in a crash with a motor vehicle. Additional information was not available at the time this agenda was published.

Summary of Discussion:

- The following correction has been made to the published agenda that a pedestrian was killed on 12/24/22, not 12/29/22:
    - "On Saturday, 12/24/22, a pedestrian was killed in a crash with a motor vehicle. Additional information was not available at the time this agenda was published. [NOTE: The originally published agenda incorrectly gave the date of this crash as occurring on 12/29/22. The crash occurred on 12/24/22 at 11:16pm on the 2100 block of San Pablo Ave. The pedestrian was a 35-year old male Oakland resident who died on the scene. The preliminary investigation indicates that the pedestrian was struck in the roadway by a driver who fled the scene.]"

- Commissioners discussed whether more detailed information about traffic violence could be shared widely and more quickly after each fatality and severe injury. The City's traffic fatalities web map is now updated through 2022: https://oakgis.maps.arcgis.com/apps/mapviewer/index.html?webmap=2b5d94fa6f774f578a022046692e0f84.

Speakers other than commissioners: None

Item 6. 2022 BPAC Chair's Report

2022 BPAC Chair Patricia Schader (patricias.oakland@gmail.com) will present for the BPAC's review and approval the draft 2022 BPAC Chair's Report to the Oakland City Council.

Summary of Discussion:

- Chair Schader will present this agenda item at a future BPAC, as the report is not yet ready.
- The BPAC Chair's reports from past years are available at: https://www.oaklandca.gov/documents/bicyclist-pedestrian-advisory-commission-bpac-annual-chairs-reports.

Speakers other than commissioners: None

Item 7. Nominations & Elections for BPAC Chair and Vice Chair

Staff will facilitate nominations and elections for 2023 BPAC Officers, following the process described in BPAC's By-Laws (https://cao-94612.s3.amazonaws.com/documents/BPAC-By-Laws.pdf.)

Summary of Discussion:

- Chair Schader nominated Vice Chair Yee for Chair.
- Vice Chair Yee accepted the nomination.

→ A vote by show of hands to ***elect Commissioner Dianne Yee as the 2023 BPAC Chair*** was conducted and approved with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, and Whipps, with Yee abstaining.

- Chair Yee nominated Commissioner Gardner for Vice-Chair.
- Commissioner Gardner accepted the nomination and shared that his top priorities are motor vehicle speed reduction and road safety for all modes of transportation.
- Commissioner Ralston nominated Commissioner Frank for Vice-Chair.
- Commissioner Frank accepted the nomination and shared that his priorities are bicycle and pedestrian safety and maintaining a business environment, including a desire to improve communications with City Council and the Mayor's Office.

→ A vote by show of hands to ***elect Commissioner Grey Gardner as the 2023 BPAC Vice Chair*** was conducted with the following Commissioners voting in favor: Schader, Lok, Yee, Whipps, Campbell, and Mangrum. A vote by show of hands to ***elect Commissioner Alex Frank as the 2023 BPAC Vice Chair*** was conducted with the following Commissioner voting in favor: Ralston. The vote to ***elect Commissioner Grey Gardner as the 2023 BPAC Vice Chair*** was approved.

Speakers other than commissioners: RB.

Item 8. Committee Overviews, Report Backs, and New Assignments

Committees of the BPAC provided brief overviews and updates to the Commission. All commissioners will be given the opportunity to volunteer for, switch, or remove themselves from the Commission's committees and liaison positions. A list of active committees is included in the agenda packet and at

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

Summary of Discussion:

- The Committee list published in the agenda contains meeting times and the names of the Chair(s) of each Committee.
- **Legislative Committee:** Commissioner Frank volunteered to chair and provided a description of the Committee's goals. The Legislative Committee technically meets first Mondays of each month, beginning 2/6/23, and will determine during the February meeting whether to change the frequency of meetings. Commissioners Frank, Lok, and Gardner serve on this committee.
- **Infrastructure Committee**: Commissioner Ralston spoke about having a good experience with the Infrastructure Committee. The Infrastructure Committee meets on the first Thursday every two months for two hours. RB will stay on this Committee, and it is assumed that other volunteer members of the public will stay on.
- **Open Forum Committee:** this Committee does not currently have a regular meeting time; Jimmy will set one. A list of public comments is available via a Google Doc that Jimmy manages. Commissioner Lok will join, with Commissioner Schader and Midori staying on with the Committee.
- **Liaison to Affordable Housing and Infrastructure Bond Public Oversight Committee:** Commissioner Ralston to remain in this role, expressed frustration due to challenges learning when this Committee's meetings are held.
- **Liaison to Mayor's Commission on Persons with Disabilities:** Commissioner Schader will remain in her role as Chair of this Committee; she has attended a couple of their meetings when bicycle or pedestrian issues came up in the agenda.
- **Bicyclist and Pedestrian Police Relations Committee:** Commissioner Mangrum provided a background of the origin of this Committee, which included responding to the jailing of a bicyclist who was detained at Santa Rita Prison for playing loud music during a First Friday Red Bike and Green bicycle ride. The Committee meets on second Thursdays of each month. Commissioners Mangrum, Campbell, and Frank will stay on. RB and Robert Prinz will stay on the Committee.
- **Planning Commission Review Committee:** Commissioner Whipps reported that this Committee did not meet in 2022, and that he would like to work with Bicycle and Pedestrian Program staff to find a point of contact with the Planning Commission. He will remain Chair and believes that George Naylor, RB, and Kenya Wheeler will stay on (RB confirmed).
- **Recruitment Committee:** chaired by Midori (who will likely remain as Chair), which hosts one open house (virtual during the pandemic) every year to meet potential BPAC Commissioner candidates. Commissioners Mangrum, Schader, and Frank will stay on; Commissioner Campbell will join.

Speakers other than commissioners: RB, Jimmy Jessup, Midori Tabata.

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

The three-month look-ahead was included in the agenda packet.

Suggestions for meeting topics

- Commissioner Lok would like to discuss emergency preparedness for pedestrians and bicyclists relating to the recent storms, with help from Commissioner Schader.
- Commissioner Frank would like to discuss the formation of a Liaison or Committee that would interact with the City's Public Safety and Services Violence Prevention Oversight Commission (SSOC).
- Vice-Chair Gardner is interested in analyzing trends in traffic fatalities and severe injuries across all categories, relating to the Safe Oakland Streets update.

Announcements

- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, sign up at https://oaklandca19202.activehosted.com/f/20.
- **Completed Installation of Pedestrian Crossing Medians on Bancroft Ave at 61st and 62nd Avenues:** City crews installed paint-and-post pedestrian crossing medians at these two intersections in late December. The project was done in response to three pedestrian fatalities on Bancroft Ave near 61st and 62nd Avenues between 2020 and 2022.
- **Completed Installation of Pedestrian Crossing Enhancements at 7th/Filbert Streets:** In early December, the east and westbound approaches to the existing crosswalk across 7th St were reduced to two lanes from three in each direction, using signs, delineators, and thermoplastic striping. In late December, Rectangular Rapid Flashing Beacons (RRFBs) were installed to provide warning lights upon activation by push button.

Meeting adjourned at 8:10 pm.

Attachments *(to be appended to adopted minutes)*

- Resolution to Continue Teleconference Meetings
- 2023 Active BPAC Committees/Task Forces/Liaisons

Minutes recorded by Pierre Gerard, Bicycle & Pedestrian Program Transportation Planner II, emailed to meeting attendees for review on Tuesday, January 24, 2022, with comments requested by 5pm, Tuesday, February 7, 2023, to PGerard@oaklandca.gov.

OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

Meeting of February 16th, 2022, Item #4

ADOPT A RESOLUTION DETERMINING THAT CONDUCTING IN-PERSON MEETINGS OF THE BICYCLIST & PEDESTRIAN ADVISORY COMMISSION AND ITS COMMITTEES WOULD PRESENT IMMINENT RISKS TO ATTENDEES' HEALTH, AND ELECTING TO CONTINUE CONDUCTING MEETINGS USING TELECONFERENCING IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 54953(e), A PROVISION OF AB-361.

WHEREAS, on March 4, 2020, Governor Gavin Newsom declared a state of emergency related to COVID-19, pursuant to Government Code Section 8625, and such declaration has not been lifted or rescinded. *See* https://www.gov.ca.gov/wp-content/uploads/2020/03/3.4.20-Coronavirus-SOE-Proclamation.pdf; and

WHEREAS, on March 9, 2020, the City Administrator in their capacity as the Director of the Emergency Operations Center (EOC), issued a proclamation of local emergency due to the spread of COVID-19 in Oakland, and on March 12, 2020, the City Council passed Resolution No. 88075 C.M.S. ratifying the proclamation of local emergency pursuant to Oakland Municipal Code (O.M.C.) section 8.50.050(C); and

WHEREAS, City Council Resolution No. 88075 remains in full force and effect to date; and

WHEREAS, the Centers for Disease Control (CDC) recommends physical distancing of at least six (6) feet whenever possible, avoiding crowds, and avoiding spaces that do not offer fresh air from the outdoors, particularly for people who are not fully vaccinated or who are at higher risk of getting very sick from COVID-19. *See* https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html; and

WHEREAS, the CDC recommends that people who live with unvaccinated people avoid activities that make physical distancing hard. *See* https://www.cdc.gov/coronavirus/2019-ncov/your-health/about-covid-19/caring-for-children/families.html; and

WHEREAS, the CDC recommends that older adults limit in-person interactions as much as possible, particularly when indoors. *See* https://www.cdc.gov/aging/covid19/covid19-older-adults.html; and

WHEREAS, the CDC, the California Department of Public Health, and the Alameda County Public Health Department all recommend that people experiencing COVID-19 symptoms stay home. *See* https://www.cdc.gov/coronavirus/2019-ncov/if-you-are-sick/steps-when-sick.html; and

WHEREAS, persons without symptoms may be able to spread the COVID-19 virus. *See* https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html; and

WHEREAS, fully vaccinated persons who become infected with the COVID-19 Delta variant can spread the virus to others. *See* https://www.cdc.gov/coronavirus/2019-ncov/vaccines/fully-vaccinated.html; and

WHEREAS, the City's public-meeting facilities are indoor facilities that do not ensure circulation of fresh / outdoor air, particularly during periods of cold and/or rainy weather, and were not designed to ensure that attendees can remain six (6) feet apart; and

WHEREAS, holding in-person meetings would encourage community members to come to City facilities to participate in local government, and some of them would be at high risk of getting very sick from COVID-19 and/or would live with someone who is at high risk; and

WHEREAS, in-person meetings would tempt community members who are experiencing COVID-19 symptoms to leave their homes in order to come to City facilities and participate in local government; and

WHEREAS, attendees would use ride-share services and/or public transit to travel to in-person meetings, thereby putting them in close and prolonged contact with additional people outside of their households; and

WHEREAS, on October 21, 2021 the Bicyclist & Pedestrian Advisory Commission adopted a resolution determining that conducting in-person meetings would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361; now therefore be it:

RESOLVED: that the Bicyclist & Pedestrian Advisory Commission finds and determines that the foregoing recitals are true and correct and hereby adopts and incorporates them into this resolution; and be it

FURTHER RESOLVED: that, based on these determinations and consistent with federal, state and local health guidance, the Bicyclist & Pedestrian Advisory Commission renews its determination that conducting in-person meetings would pose imminent risks to the health of attendees; and be it

FURTHER RESOLVED: that the Bicyclist & Pedestrian Advisory Commission firmly believes that the community's health and safety and the community's right to participate in local government, are both critically important, and is committed to balancing the two by continuing to

use teleconferencing to conduct public meetings, in accordance with California Government Code Section 54953(e), a provision of AB-361; and be it

FURTHER RESOLVED: that the Bicyclist & Pedestrian Advisory Commission will renew these (or similar) findings at least every thirty (30) days in accordance with California Government Code section 54953(e) until the state of emergency related to COVID-19 has been lifted, or the Bicyclist & Pedestrian Advisory Commission finds that in-person meetings no longer pose imminent risks to the health of attendees, whichever occurs first.

Street Furniture Programs & IKE Smart City

What is Street Furniture?

How is street furniture managed?

Street Furniture	Who Manages?
Bus Shelters	Clear Channel Outdoor / OakDOT
Benches	OakDOT/BIDs
Bike Racks + Secure Bike Parking	OakDOT – Bike & Ped Division
Trash Bins	Oakland Public Works Agency
Public Toilets	Oakland Public Works Agency
Electric Vehicle Chargers	EVGo / OakDOT
Information Kiosks (digital)	IKE Smart City / OakDOT
Wayfinding	OakDOT/BIDs
News Stands	?

What is a Coordinated Street Furniture Program?

+ One unified program to manage several different furniture assets
+ Funded through advertising revenue to maintain, improve and expand street furniture

Coordinated Street Furniture Benefits

+ Cross subsidy of street furniture assets
+ Staffing efficiency
+ Explore innovative technologies

Bus Shelters

Clear Channel Contract – Bus Shelters

- 2002- the City granted Clear Channel Outdoor (CCO) a 20 year non-exclusive franchise agreement
- AC-Transit led Joint Powers Authority put in place bus shelter program, CCO only respondent to RFP; New Bridge Agreement
- 2022 - Staff recommended City Council approve a 1-year contract extension with COO, with option for a second year

Clear Channel Outdoor

Current Contract Benefits

+ Ad revenues pay for bus shelter maintenance
+ Contract requires maintenance and addressing specific issues in a timely manner
+ Ability to spread public service announcements through advertising agreement

Clear Channel Outdoor

Current Contract Challenges

+ Declining revenues
+ Vandalism
+ Illegal dumping
+ Homeless encampments
+ No funding source for Street Furniture outside of bus shelters
+ Clear Channel not interested in extensions or continued contract

Digital Advertising and Wayfinding Kiosks- IKE Smart City

IKE Smart City Update

- November 2021 – City Council directs staff to begin exploring a Franchise Agreement with IKE for digital advertising kiosks
- May 2022 – Staff began regularly meeting with representatives from IKE to develop the terms of a Franchise Agreement
- Oct 2022 – Resolution for Staff to develop and manage Street Furniture Program
- Key terms
  - Revenue: 250k prepayment + staff time cost + revenue share w/ minimum annual guarantee per kiosk
  - Equitable placement (15% of kiosks in high priority equity areas)
  - Privacy protections
  - Up to 50 Kiosks
  - City content on 20% of slides
- January 2023 – Franchise approved

IKE Financial Implications

+ Pre-payment of $250,000 from IKE to reimburse City for staff costs (recouped from shared revenues)
+ Funding 25% of one FTE Transportation Planner II ($65,000 per year) to manage and oversee IKE Franchise Agreement. This staffer would also manage coordinated street furniture program
+ 35% of net annual revenues to City general fund
+ Minimum annual guarantee of $10,000 per kiosk

Timeline

+ April 2023 - Clear Channel Maintenance Agreement Expires
+ Spring 2023 – Release RFP for Coordinated Street Furniture Program

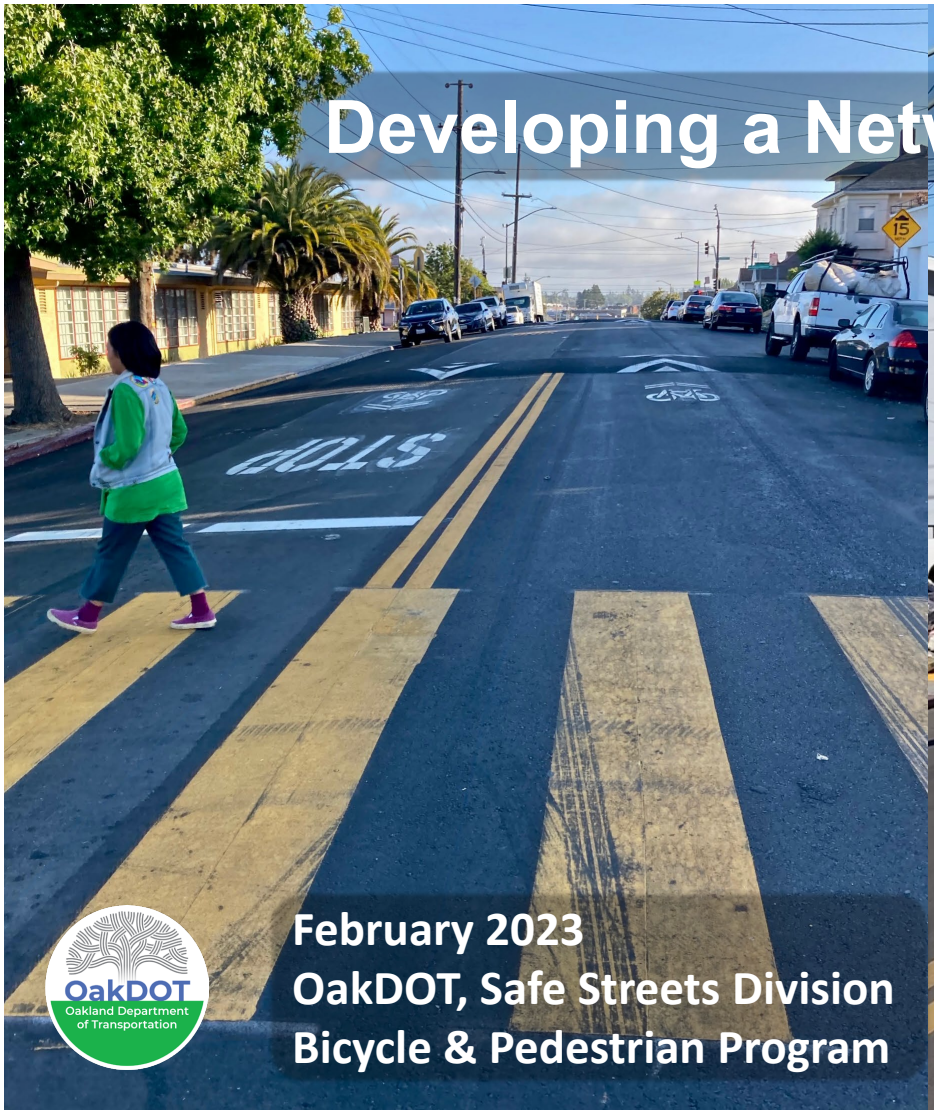
Oakland's Coordinated Street Furniture RFP Development

- Modeling after Los Angeles's Sidewalk and Transit Amenities Program (STAP)
- Want to leave room for creative solutions
- Allow respondents to pursue up to three different kinds of contracts
  - Manufacturing street assets
  - Maintenance
  - Advertising
  - Open to opportunities to collaborate with East Bay cities

Oakland's Coordinated Street Furniture RFP - Feedback

+ What are the essential design elements?
+ Maintenance
+ Advertising
+ What additional amenities do you want to prioritize beyond Bus Shelters? (public toilets, public Wi-Fi stations, shade structures, etc.)

Developing a Network of Slow Streets



February 2023

OakDOT, Safe Streets Division

Bicycle & Pedestrian Program

OakDOT
Oakland Department of Transportation

Background

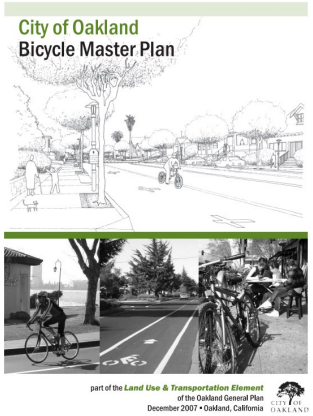
2007: Bike Plan first includes Bicycle Boulevards – 32 miles proposed.

2019: Bike Plan renames Bicycle Boulevards as Neighborhood Bike Routes (NBRs) – 75 miles proposed.

2020: OakDOT responds to Covid-19 by launching Slow Streets, using temporary barricades to close 21 miles of streets to through traffic. Slow Streets are meant to provide neighborhoods with outdoor space for socially distanced activities during shelter-in-place.

2021: OakDOT's Bicycle & Pedestrian Program publishes the *NBR Implementation Guide*, collaborating with BPAC's Infrastructure Committee, to promote efficiency and consistency in NBR implementation.

2022: OakDOT removes the temporary Slow Streets, citing the end of shelter-in-place and the unsustainability of temporary materials. OakDOT proposes permanent Slow Streets.



Slow Streets Definition & Name

Slow Streets are for **pedestrians, bicyclists, and micro-mobility users** with **limited local access for motor vehicles**. Slow Streets provide **public spaces for residents** in Oakland's neighborhoods. Slow Streets are **slow in practice** and in name. Slow Streets form **a network for human-powered movement and play**.

Why "Slow Streets" as a name? Covid-19 sparked people's imaginations for neighborhood streets that prioritize people.

- More inclusive than Bicycle Boulevards
- More intuitive than NBRs
- More urban than Neighborhood Greenways

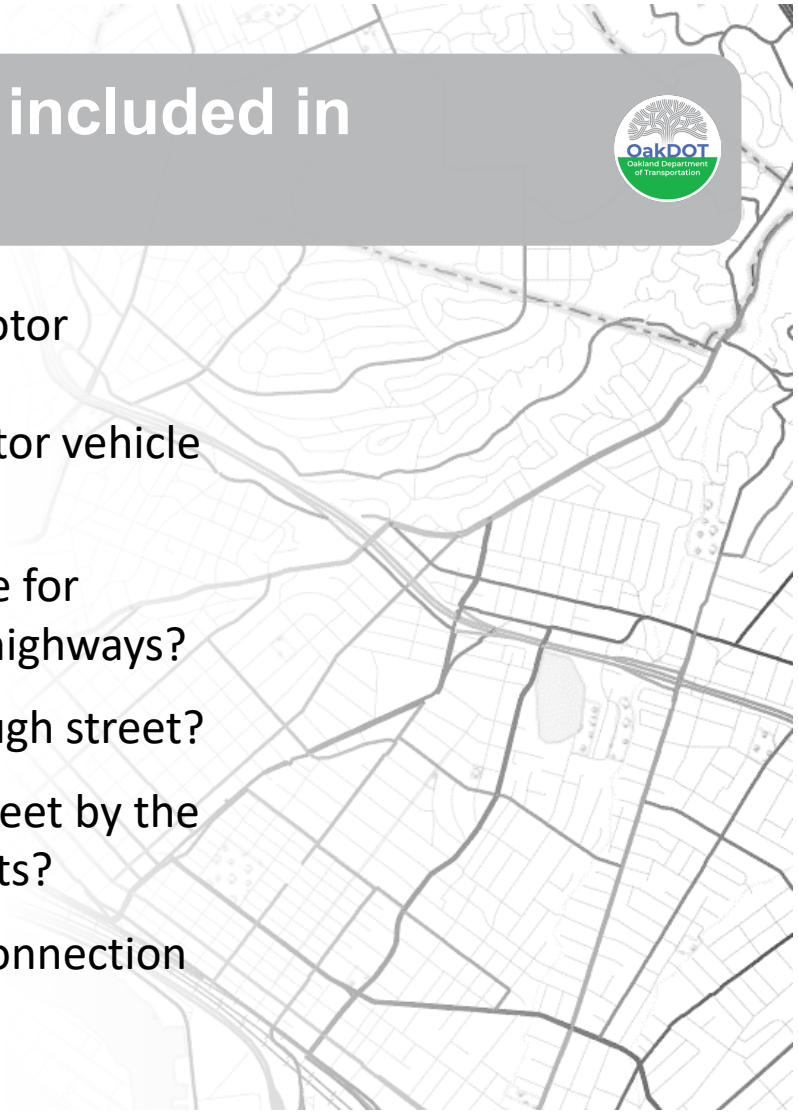
"Slow Streets" simply says what it means.

Slow Streets Network

OakDOT proposes a Slow Streets Network based on the 75 miles of NBRs in the 2019 Bicycle Plan. (draft map)

1) Some proposed NBRs are on streets not suitable to be Slow Streets. These streets will be proposed for other bikeway types and they will remain part of the Bikeway Network. These streets will not be part of the Slow Streets Network.
2) Additional streets should be added to the Slow Streets Network to create Slow Streets connections between more neighborhoods.
3) All of the Slow Streets Network will be part of the Bikeway Network.
4) Bicycle & Pedestrian Program staff will itemize and explain each proposed change for transparency and discussion. (example table)

Why would a proposed NBR not be included in the Slow Streets Network?



Some proposed NBRs function as through streets for motor vehicles. For these streets, can the through function be eliminated to create a Slow Street with limited local motor vehicle access? Recommendations will consider the following:

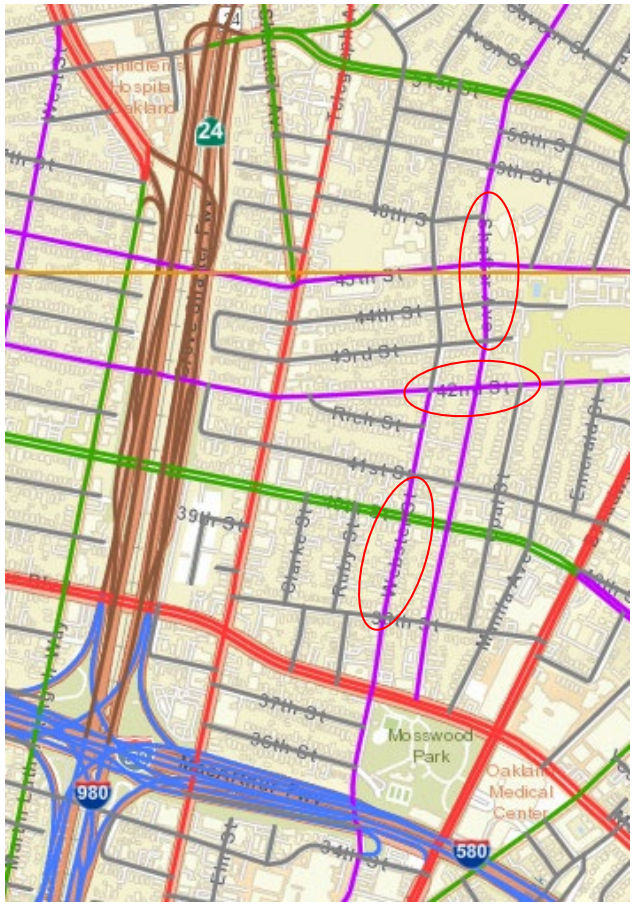
- **Truck routes:** Is the street a designated through route for trucks, for example, connecting industrial lands and highways?
- **Bus routes:** Is the street used by AC Transit as a through street?
- **Emergency routes:** Is the street used as a through street by the Fire Dept when traveling from fire stations to incidents?
- **Street Network:** Does the street provide a through connection in an area with limited street connectivity?

Sorting Out Through Streets and Slow Streets

All public streets in the United States are classified as “local streets”, “collector streets”, or “arterial streets” by the Federal Highway Administration. Collectors and arterials are intended for through traffic, whereas local streets are not.

This example map shows collector streets in purple. But Webster St, Shafter Ave, and 42nd St are also Neighborhood Bike Routes (circled in red).

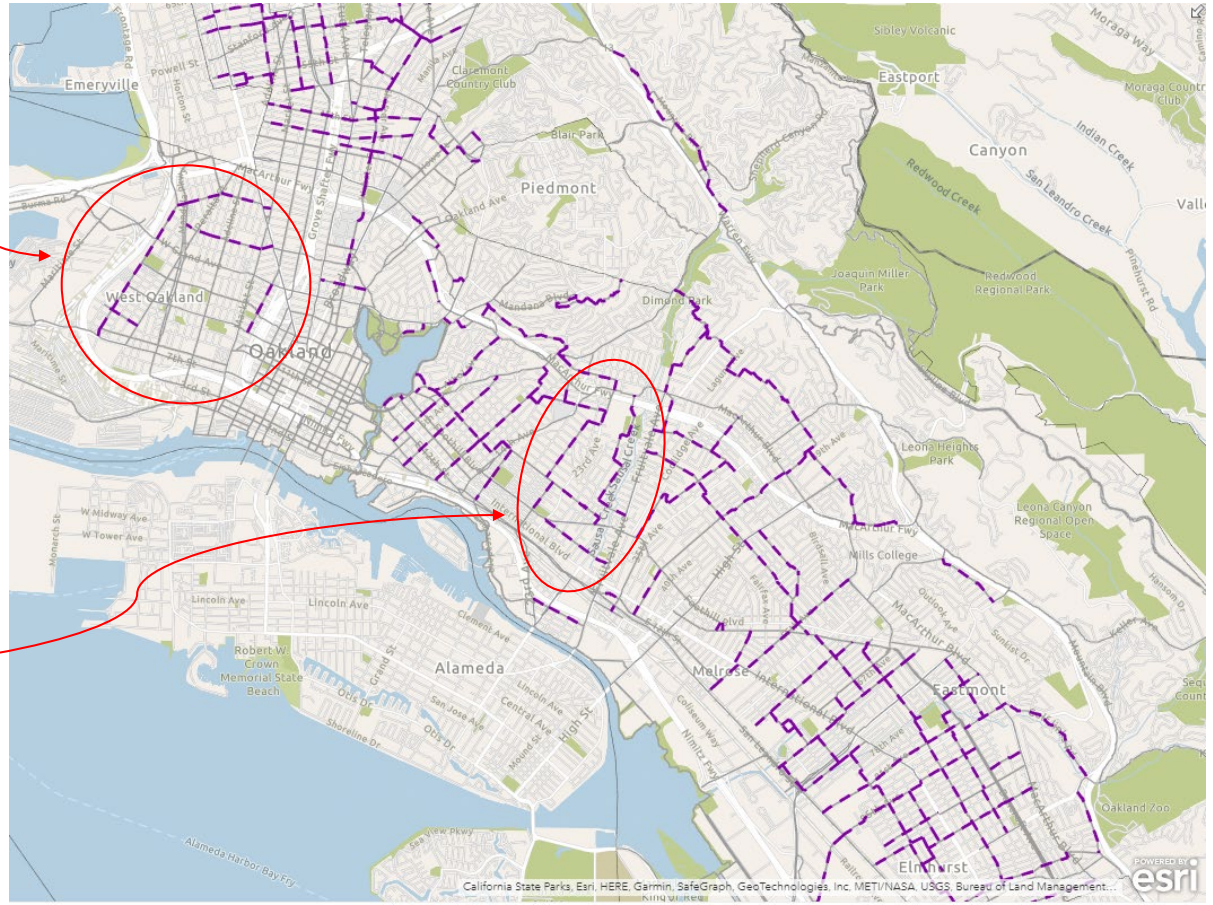
A Slow Street should be a local street – not a through street for motor vehicles. (A Slow Street will provide vehicular access to parcels along the street.) Staff will evaluate which collector streets should become Slow Streets and which should remain through streets.



Why would streets be added to the Network?

Some neighborhoods, like West Oakland for example, have few proposed NBRs.

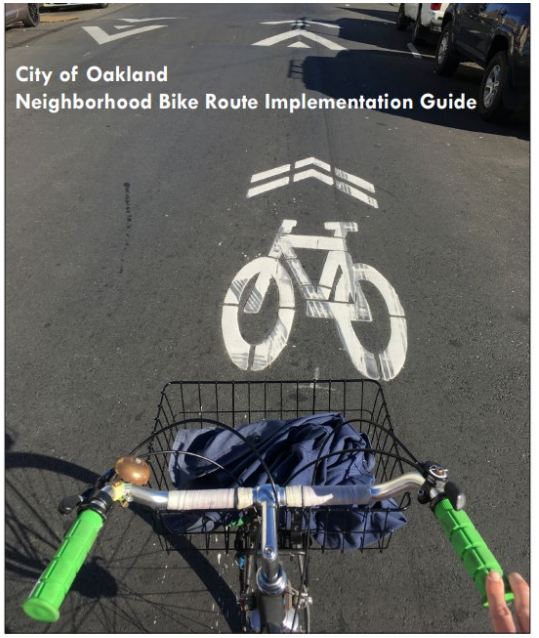
Other neighborhoods, like San Antonio and Fruitvale, have NBRs in each neighborhood, but the NBRs don't connect the two neighborhoods.



Slow Streets Implementation Guide

Building on the content in the NBR Implementation Guide:

- Set target volumes and speeds for motor vehicles.
- Install speed humps on all blocks (as feasible).
- Install traffic circles at key locations.
- Minimize locations where cross traffic does not stop.
- Improve the crossings of major streets.
- Apply stronger measures (e.g., diverters, closures) if target volumes and speeds are not met.

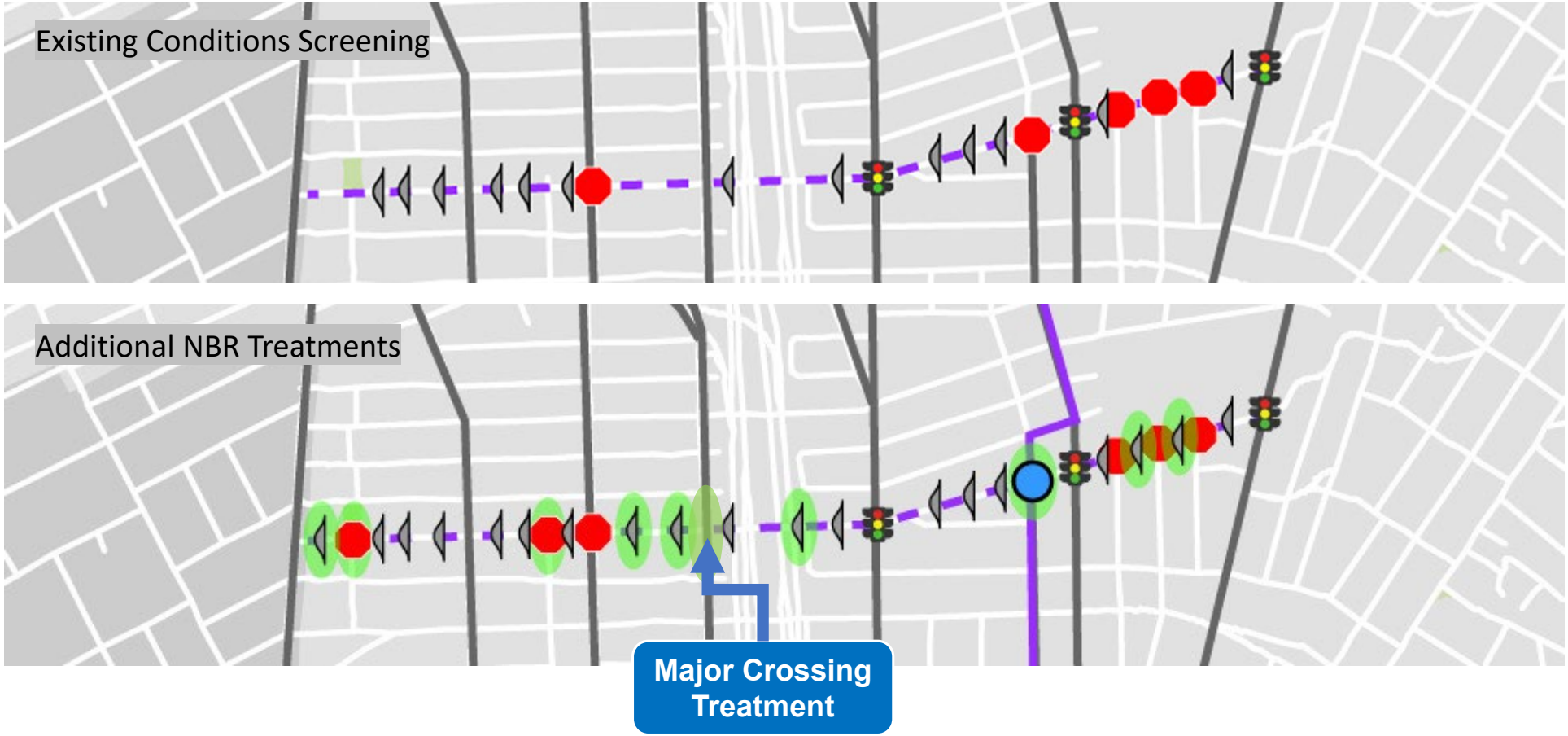


City of Oakland, Department of Transportation (OakDOT)
Safe Streets Division, Bicycle & Pedestrian Program | June 2021

Proposed Additions and Revisions:

- Specify a 15-mph design speed to guide decision-making.
- Include signs to identify Slow Streets and communicate the design speed.
- Include pavement markings to identify Slow Streets and communicate the design speed.
- Stop using sharrows on each block. Continue to use sharrows at complex intersections.

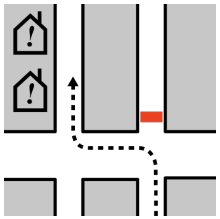
How does the NBR Implementation Guide apply?



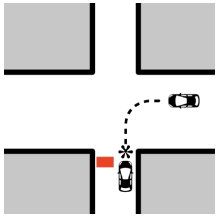
Will Slow Streets include barricades?

In cases where the volume of motor vehicles on a Slow Street remains above the targets, diverting traffic via physical access restrictions will be considered through additional study and outreach. Traffic diverted onto alternate routes may raise concerns with affected residents:

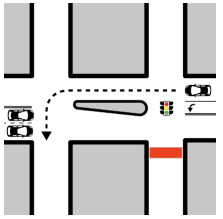
- **Is significant traffic diverted onto other local streets?**



- **Does the design of the access control raise safety concerns about driver behavior?**



- **Are drivers diverted onto alternate routes with less suitable accommodations (i.e. for the completion of left turns)?**



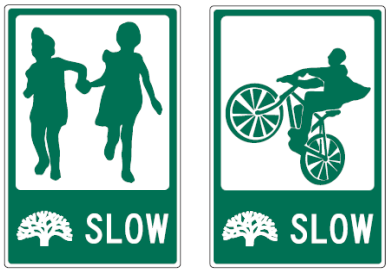
How could OakDOT identify Slow Streets?
Possible Standard Treatments

Guide Signs (green background, white message)	**Warning Signs** (yellow background, black message)	**Regulatory Signs** (white background, black message)	**Pavement Markings** (typically white)

Considerations

- Local jurisdictions are generally required to follow State and Federal standards.
- Standard signs & markings are significantly easier to obtain and replace, especially with projects by others (e.g., utility companies, developers, other agencies).
- The available standards generally do not communicate the purpose of Slow Streets.

How could OakDOT identify Slow Streets?
Possible Non-Standard Treatments

Guide Signs (green background, white message)	**Warning Signs** (yellow background, black message)	**Regulatory Signs** (white background, black message)	**Pavement Markings** (typically white)
			

Considerations

- Non-standard treatments may be feasible when responding to a local need, demonstrating engineering judgment, and taking a systematic approach.
- Non-standard warning and regulatory signs may create liability compared to non-standard guide signs and pavement markings.

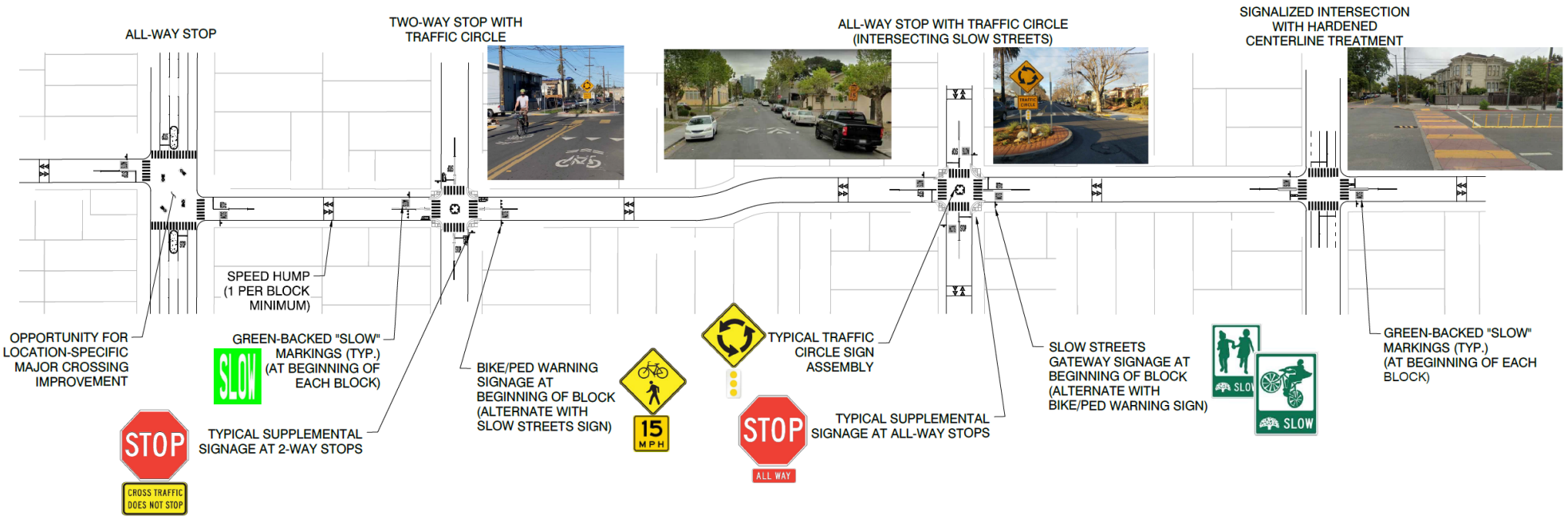
Recommendations for identifying Slow Streets

Guide Signs (green background, white message)	**Warning Signs** (yellow background, black message)	**Regulatory Signs** (white background, black message)	**Pavement Markings** (typically white)
		NONE Lobby for State legislation allowing 15 mph speed limits on Slow Streets as is currently allowed for alleys.	

Considerations

- The guide signs are customizable by neighborhood and complementary to street name signs and bike route signs.
- The warning signs call attention to people and communicate the 15-mph message.
- The California Vehicle Code does not allow 15 mph speed limits on local streets.
- The pavement marking reinforces the guide signs in message and color.

How do these design elements create a Slow Street?



Concept based on Plymouth St (90th Ave to 98th Ave)

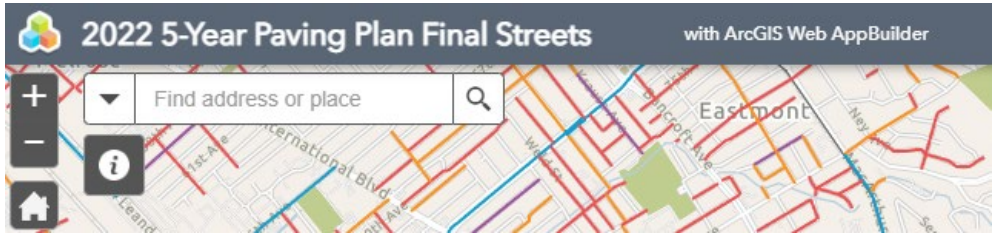
How will the public be involved in Slow Streets?

Outreach strategies are being developed for three areas of work:

1. Updating the *NBR Implementation Guide* to be a *Slow Streets Implementation Guide*
   Stakeholders include people involved in pandemic Slow Streets, residents along the 75 miles of NBRs (~12,400 parcels), and residents on nearby streets.
2. Slow Streets Improvements to be Implemented through Paving Coordination
   Stakeholders include residents along the 50 miles of NBRs (~8,900 parcels) in the Five-Year Paving Plan and residents on nearby streets.
3. Slow Streets Improvements Implemented as CIP Projects
   Projects funded by the Capital Improvement Program provide enough resources for street-specific community involvement; but comparatively few Slow Streets projects will be funded as CIP projects.

How will Slow Streets be implemented?

Bicycle & Pedestrian Program staff are evaluating all existing & proposed NBRs on the Five-Year Paving Plan for including the basic elements of Slow Streets in upcoming paving projects.



OAKLAND
capital improvement program

Where stronger measures (e.g., diverters, closures) are needed to meet target traffic volumes and speeds, staff will pursue additional resources through the CIP and grants to fund the studies and community outreach processes.

City of Oakland, Department of Transportation
Safe Streets Division, Bicycle & Pedestrian Program

Jason Patton, Senior Transportation Planner
David Pené, P.E., Assistant Engineer II
Pierre Gerard, Transportation Planner II
Jason Cook, P.E., Transportation Engineer
Noel Pond-Danchik, Transportation Planner II

February 2023 BPAC Agenda Item 9. Committee Report Backs Attachment

For more information on the BPAC's Committees and Liaisons see https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons

2023 Active BPAC Committees/Task Forces/Liaisons

Committee Name / Liaison Role	Purpose	Commissioners	Community Members	Meeting Time	Agendas, Notes, and Minutes
Infrastructure Committee	Review and comment on the design of projects	**Ralston**, Schader, Yee	George Naylor, **Robert Prinz,** Midori Tabata, Brendan Pittman, RB Burnette Jr	The first Thursday of every other month from 3:30 PM to 5:30 PM	https://docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA
Legislative Committee	Research and develop policy recommendations for consideration by the BPAC	**Frank**, Gardner, Lok, Whipps	Kenya Wheeler	The first Monday of each month at 5:00 PM	
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	Monitor Committee activities and report back to the BPAC	Ralston			
Liaison to Mayor's Commission on Persons with Disabilities	Monitor MCPD activities and report back to the BPAC	Schader			
Open Forum Committee	Review and analyze comments received during Open Forum	Schader	**Midori Tabata**, Jimmy Jessup		https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/htmlview
Bicyclist Pedestrian Police Relations Committee	Rectify inequitable policing and racial profiling through analysis, dialog, and recommendations	Campbell, Frank, **Mangrum**	Tom Holub, George Naylor, Zachary Norris, Kenya Wheeler	The second Thursday of each month from 6:00 PM to 8:00 PM	
Planning Commission Review Committee	be a resource to the Planning Commission and provide input on bicycle and pedestrian elements of proposed projects	Schader, Whipps	George Naylor, Kenya Wheeler, RB Burnette Jr		
2023 Recruitment Committee	Outreach and recruitment for new BPAC commissioners beginning January 2022	Frank, Mangrum	Midori Tabata		

*Committee Chairs in **bold**

February 2023 BPAC Agenda Item10.Three-month agenda look-ahead, suggestions for meeting topics, announcements

For the full list of requested items and other details on upcoming meeting planning, see the BPAC Scheduler at https://docs.google.com/spreadsheets/d/1PmvGuKNg3lBspg7WwnqB7_MaQumB6BCpA_7Sbvuf8Q8/edit?usp=sharing

Three-month agenda look-ahead

March

- Bike to Wherever/Work Day Planning (tentative)
- Annual BPAC Strategic Planning (tentative)
- Transportation Development Act (TDA) Article 3 Recommended Projects and Updates
- Paving Plan Update (tentative)

April

- Transportation Advisor to the Mayor (tentative)
- BART Projects (tentative)
- Meeting with the Mayor (tentative)
- Chinatown CalTrans Transportation Grant (tentative)
- Annual Major Development Projects
- BPAC Strategic Planning (tentative)

May

- Bike to Work Day Report Back (tentative)
- Annual Strategic Planning Projects
- DOT Organizational Update (tentative)

Announcements

- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, sign up at https://oaklandca19202.activehosted.com/f/20.
- **Form 700:** All BPAC Commissioners must file their 2022-2023 Form 700 before April 1, 2023. You may file online (preferred) at https://netfile.com/filer or by mail filling out the pdf attached/available at https://netfile.com/Filer/Content/SEI/docs/v2023/FPPC_700_2022-2023.pdf and printing, signing, and mailing it with a postmark no later than April 1, 2023 to the City of Oakland, Office of the City Clerk, 1 Frank H. Ogawa Plaza, Room 201, Oakland, CA 94612.
- **East 12th Street Bikeway Project Update** *(attachment)***:** OakDOT is planning to apply to the Safe Routes to BART program, Cycle 2, to support the E. 12th Street bike project. OakDOT applied for this project in Cycle 1 with a BPAC letter of support but was not awarded funding. We believe we have a greater chance of success this round given that the project is almost ready to begin construction. We appreciate BPAC's ongoing support of this project. If BPAC members have any questions or concerns regarding this approach please contact Craig Raphael, Funding Program Manager at craphael@oaklandca.gov.
- **8th Street West Oakland Traffic Calming Project Interviews:** Bicyclist and Pedestrian Program staff conducted interviews with seventeen residents of 8th Street to engage more deeply with residents about the neighborhood and project outcomes. The interviews prioritized participation by demographic groups underrepresented in a previously conducted neighborhood-wide survey. Interviewees were provided $25 gift cards as appreciation for their involvement and expertise.
- **Return to In-Person Commission Meetings:** The City knows that virtual meetings have offered means of community participation that some community members will want to preserve or restore when in-person meetings take effect. The City is committed to providing the most equitable, compliant, and convenient access possible to board and commission meetings. However, we are in new circumstances -- best practices for hybrid community participation are still emerging, and existing equipment, facilities, and staffing cannot accommodate hybrid meetings across the board at this time. The City will be developing solutions and welcomes input and ideas from board and commission members, constituents, and staff liaisons.

Bay Area Rapid Transit (BART)
Safe Routes to BART Review Committee

Re: E. 12th Street Bikeway Safe Routes to BART Application

To whom it may concern:

The City of Oakland Bicycle and Pedestrian Advisory Commission (BPAC) supports the E 12th Street Bikeway Project and encourages BART to select this project for grant funding. We believe that this project will provide residents with a safe route along E. 12th Street to connect to the Fruitvale BART station and will create a valuable connection between the BART station and newly constructed bike lanes along International Boulevard at 54th Avenue.

With AC Transit's Bus Rapid Transit (BRT) project along International Boulevard nearing completion, the E. 12th Street Bikeway project is particularly timely and well suited for implementation. This project closes the gap for cyclists between BART and bike lanes along International Boulevard created as part of the BRT project. Together these projects could have a transformative impact on mobility within the Fruitvale neighborhood.

The existing bike lanes along E. 12th Street do not provide a safe and reliable route for residents traveling to their homes and schools along this route. The improvements, including the protected and buffered bike lanes, will increase safety for residents traveling the corridor on their way to and from the BART station. The traffic calming elements, including the traffic circles and speed humps, will further ensure safety along this corridor where protected bike lanes are not provided.

Improved bicycle and pedestrian safety is a major priority for BPAC and we look to support projects that will improve conditions in Oakland. We believe that the E 12th Street Bikeway Project will do this, and we encourage you to support it with grant funding.

Thank you for your consideration.

George Naylor
Oakland BPAC Chair

On behalf of Commissioners Reginald K Burnette Jr, Andrew Campbell, Grey Gardner, Jesse Jones, Phoenix Mangrum, Patricia Schader, and Dianne Yee
Commissioner Mariana Parreiras abstained from the vote of support of this project

City of Oakland Bicyclist and Pedestrian Advisory Commission Strategic Plan Goals for 2022

April 2022

Goal 1: Be strong advocates for bicycle and pedestrian safety and hold the city accountable.

Task	Task Description	Next Steps
1.1	Advocate for Safe Oakland Streets effort, including more quick fix/rapid response traffic calming and AB 43 implementation.	Receive staff presentation at BPAC meeting. Legislative Committee discuss other ways to pursue. Commissioner Gardner leading.
1.2	Support state and federal funding for pedestrian and bike projects and programs.	Request funding presentations at BPAC meetings and consider taking position of support.
1.3	Continue review of fatal and serious injury crashes involving cyclists and pedestrians at monthly meetings.	Keep as standing item with Chair Schader leading discussion.
1.4	Organize bike ride with BPAC commissioners, community members and police department to create trust and develop ongoing relationships.	Police Relations Committee organizing.
1.5	Convene meeting on racially-biased bicycle stops with the Oakland Police Department, Department of Race and Equity, BPAC policing subcommittee, and community partners per 2019 Bike Plan.	Police Relations Committee organizing.
1.6	Explore challenges of reckless and dangerous driver behavior.	Collaborate with other groups such as WOBO and Bike East Bay to develop responses and determine what active role BPAC can play.

Goal 2: Be a conduit for information on bicycle and pedestrian projects.

Task	Task Description	Next Steps
2.1	Invite project managers to present on projects post-construction to evaluate what worked and what did not.	Schedule review of projects at BPAC meetings.
2.2	Get status update on Bike Plan every six months. Support hiring of staff necessary to track Pedestrian Plan progress.	Request staff presentations in conjunction with the bi-annual We Bike Oakland newsletter, including the "By the Numbers" updates. Raise pedestrian staffing needs with DOT leadership and council.
2.3	Highlight subcommittee activities.	Request written reports from each committee monthly.
2.4	Get periodic updates on Major Development Project from Department of Planning and highlight the most bike/ped relevant projects for Infrastructure Committee to review and provide comments.	Schedule at BPAC meeting once per year.

Goal 3: Encourage equity driven investments and policies and advocate for the bicycle and pedestrian community.

Task	Task Description	Next Steps
3.1	Advocate for equity driven bike/ped priorities in the General Plan, Environmental Justice Element.	Commissioner Ralston to identify next steps.
3.2	Prioritize safety needs in East Oakland.	Schedule relevant items at BPAC meetings and advocate during planning discussions.
3.3	Use BPAC Blog, Open Forum and community meetings to create open communication between BPAC, community members and DOT.	Vice Chair Yee leads BPAC Blog. Open Forum facilitated by Open Forum Committee. All commissioners engage in other community outreach.
3.4	Advocate for community groups, including Neighborhood Councils, to be integrated into OakDOT program and community outreach work (in a paid capacity wherever possible).	Advocate in the context of presentations at BPAC meetings.

Goal 4: Build relationships with policymakers and provide feedback on pedestrian and bicycle policy.

Task	Task Description	Next Steps
4.1	Present BPAC Chair's Report to Public Works Committee.	2022 report schedule for 4/26/22. Use as an opportunity to raise priorities with council.
4.2	Establish ongoing coordination with Caltrans, MTC, Bay Area Regional Collaborative on bicycle and pedestrian investments and plans.	Commissioner Ralston to pursue next steps.
4.3	Meet with each Councilmember and their staff at least once per year to introduce BPAC and our goals.	Each commissioner expect to reach out to their councilmember.
4.4	Reach out to councilmembers concerning current bike/ped issue.	Each commissioner expect to reach out to their councilmember on hot topics needing their support.
4.5	Introduce BPAC to neighborhood councils	Each commissioner expected to reach out to one or more neighborhood councils/NCPCs in their areas to introduce the BPAC and support neighborhood efforts on bike/ped safety.