

CITY OF OAKLAND



DALZIEL BUILDING . 250 FRANK H. OGAWA PLAZA . SUITE 4314 . OAKLAND . CALIFORNIA . 94612
Department of Transportation TEL: (510) 238-3466
Safe Streets Division FAX: (510) 238-7415

Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, March 18, 2021; 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>

Commissioners

Reginald K Burnette Jr, Andrew Campbell, Grey Gardner, Jesse Jones, Michael Lok, Phoenix Mangrum,
David Ralston, Patricia Schader, Dianne Yee

Pursuant to the [Governor's Executive Order N-29-20](#), all participants will join the meeting via phone/video conference and no 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/j/98311507451> **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 Noel Pond-Danchik, staff liaison to the commission at npond-danchik@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 February 2021 BPAC minutes.
- 6:25 4 **Recent Bicyclist and Pedestrian Related Crashes** (10 minutes) – Vice Chair Schader (patricias.oakland@gmail.com) will lead the commission in a discussion of recent bicyclist and pedestrian related crashes in Oakland.
- 6:35 5 **Safe Oakland Streets (SOS) Traffic Safety Initiative** (25 minutes) – Department of Transportation and Police Department staff will update the commission on progress on the Safe Oakland Streets Initiative, an interdepartmental coordinated initiative on comprehensive traffic safety strategies that effectively reduce injuries, advance equity, and address speeding, including infrastructure changes, enforcement strategies, policy changes, and programs in place or under consideration in Oakland.
- 7:00 6 **Reimagining Traffic Safety Attachment** (20 minutes) – Bike East Bay Advocacy Director Dave Campbell, (dave@bikeeastbay.org) will present a set of draft recommendations and policies from Oakland’s Reimagining Public Safety Taskforce (<https://www.oaklandca.gov/topics/reimagining-public-safety>) related to moving traffic safety functions from the Oakland Police Department to the Department of Transportation. The presentation is attached.
- 7:20 7 **BPAC Strategic Plan Update** (10 minutes) – BPAC Strategic Planning Committee member, Jesse Jones (jessemjones@gmail.com), will present the draft 2021 BPAC Strategic Plan (https://docs.google.com/spreadsheets/d/1ldvjXx2z0l_hfR0hoE95mTn3Y9lWZDhhiNl50jxhd0g/edit?usp=sharing) for adoption.
- 7:30 8 **Committee Report Back Attachment** (10 minutes) – Committees of the BPAC will provide brief updates to the Commission. 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>.
- 7:40 9 **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 npond-danchik@oaklandca.gov or call (510) 238-4753 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, Cantonés, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a npond-danchik@oaklandca.gov o llame al (510) 238-4753 o al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días 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 npond-danchik@oaklandca.gov 或致電 (510) 238-4753 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 npond-danchik@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 February 18th, 2021 meeting
Teleconference

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/February-2021-BPAC-Agenda.pdf>.

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

Item 1. Roll Call/Determination of Quorum/Introductions

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

Commissioners	Present
Reginald K Burnette Jr	X
Andrew Campbell (Chair)	X
Grey Gardner	X
Mike Lok	X
Jesse Jones	X
Phoenix Mangrum	x
David Ralston	X
Patricia Schader (Vice-Chair)	X
Dianne Yee	X

Introductions were made.

- Other attendees: Mike Alston, Dave Campbell, Tim Courtney, Gordon Douglas, Tom Holub, Jeremiah Maller, RionFrancis Manning, John Minot, George Naylor, Elizabeth Osborne, Andrew Park, Bret Peterson, Colin Piethe, Brendan Pittman, Robert Prinz, Midori Tabata, Jean, H W
- Staff: Audrey Harris, Catherine Payne, Jason Patton, Ofurhe Igbinedion, Noel Pond-Danchik, KTOP

Item 2. Open Forum / Public Comment

- Dave Campbell noted a draft recommendation (#59) to the Reimagining Public Safety Task Force (<https://www.oaklandca.gov/topics/reimagining-public-safety>) for moving traffic enforcement from the Police Department to the Transportation Department. Contact dave@bikeeastbay.org for more information and to share your ideas. He has been participating in a Task Force committee that proposed this recommendation.
- John Minot supports an item for next month's BPAC agenda on the police reform work under discussion.
- Chair Campbell attended a Bella Vista Neighborhood Council meeting last week that included a presentation by OakDOT staff on the 14th Ave streetscape project. Neighbors expressed concerns that sidewalk widening was not a more prominent feature of the proposed project.

Item 3. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from January 21st, 2021** was made (Jones), seconded (Schader), and approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 4. Annual Major Development Projects

Catherine Payne (Planning Department) and Audrey Harris (Transportation Department), key members of the major projects review team, reported on current development applications under consideration (and recently approved), and how to participate in the application review process. The following projects were noted: Brooklyn Basin, California College of the Arts, 500 Kirkham, 98th & San Leandro, Lake Merritt BART, Howard Terminal, and West Oakland BART, with more detailed information on these last four projects. The presentation is attached to these minutes.

Summary of Discussion:

- The 98th & San Leandro project is market rate, and the developers have their approvals for the “horizontal improvements” (i.e., the streets and infrastructure). The project also has approvals for its number of units (a PUD, or “planned unit development”). Additional approvals are needed before buildings can be constructed.
- The 98th & San Leandro project includes a small park, a shared street (i.e., a “woonerf”), and sidewalk improvements along 98th Ave. The project sponsor will also contribute \$350,000 to the development of neighborhood bike routes in the Elmhurst district.
- If the East Bay Greenway is built on the alignment of the existing railroad tracks, the developer will create a direct connection from the 98th & San Leandro project to the Greenway. (If the railroad tracks remain and the Greenway is built along San Leandro St, this connection would not be possible because of the railroad tracks.)
- With large multi-phase development projects, sometimes the community benefits are associated with later phases in the overall project. The later phases have not always been built, resulting in the loss of the community benefits. Staff is aware of this possible sequence of events, and is working to associate improvements with early phases of projects.
- Tracking conditions of approval and community benefits is best done through the case planner for each project. This person in the Planning Department stays with their projects for their entire time in the Planning Department. Case planners appreciate input from the public on how projects are implemented, as sometimes this happens years after the case planner was intensively involved.
- There is ongoing discussion between the City of Oakland and the Alameda County Transportation Commission regarding maintenance of the East Bay Greenway. With developers make contributions to the East Bay Greenway, consider the maintenance needs.
- A transportation demand management (TDM) plan is a condition of approval, whereby large projects must have a plan for reducing environmental and community impacts by shifting car trips to more sustainable modes. TDM plans are now going to the Planning Commission as part of a development project’s file, and this has become standard practice to make the TDM process more transparent. Monitoring TDM plans through time has been a challenge. DOT recognizes this challenge and is seeking resources to improve this monitoring.

Speakers other than commissioners: Robert Prinz, Dave Campbell, George Naylor

NOTE: The item on the BPAC Strategic Plan was heard before the BPAC Legislative Committee Recommendations, the reverse of the order listed in the published agenda.

Item 5. BPAC Strategic Plan Update

BPAC Strategic Planning Committee member Commissioner Jones led the BPAC in a discussion on updating the BPAC Strategic Plan from 2020. A copy of the 2020 BPAC Strategic Plan was included in the agenda packet. The presentation is attached to these minutes.

Summary of Discussion:

- The BPAC should support Slow Streets becoming permanent and there should be a related task in the 2021 Strategic Plan.
- The main recommendations of the Reimagining Public Safety Task Force will be presented and advanced to City Council in the next couple of months, and thus there is a need to coordinate the timing of the BPAC's involvement.
- The 2021 Strategic Plan is a reworking of the 2020 Plan, updating it with current topics, making the goals more high-level while simultaneously making the overall Plan more concise.
- The Strategic Plan can be a helpful tool in communicating with City Council, including meeting individually with City Councilmembers. In past years commissioners have divvied up to meet individually with Councilmembers to educate them on the BPAC's work.
- Parking is a looming policy issue with many implications, and the BPAC should consider a place for parking policy in its work for the year.

Speakers other than commissioners: John Minot

Item 6. BPAC Legislative Committee Recommendations

Commissioner Gardner, lead of the BPAC Legislative Committee, facilitated a discussion about the Legislative Committee's recommendations. The presentation is attached to these minutes.

Summary of Discussion:

- Consider amplified music and loud mufflers as a legislative issue deserving attention.
- As a friendly amendment to the quick fix ideas, add traffic circles and islands as means to discourage donuts and speeding around schools.
- The speed tables on 81st Ave are a good example for what could be done in school zones and near libraries. The speed tables are like speed humps, but longer (in the direction of travel).
- Potentially sideshows could be allowed to take place in a sanctioned location to reduce the risk to the public of informal sideshows.
- Consider advocating for a 25mph maximum speed limit, rather than 30mph. Alternately, advocate for the possibility of a maximum speed limit with the specific speed to be determined.
- AB 117 proposes extending a State incentive for electric cars to electric bikes, which should be supported for promoting bicycling.
- Quick build strategies and tactical urbanism should be used to reduce speeding.
- The Metropolitan Transportation Commission (MTC) has a forthcoming funding program for quick build projects, and this could be a source of funding for OakDOT.
- Bad driving behavior has gotten particularly bad during the pandemic, and thus the importance of these recommendations.

- While recent changes to State law allow lower speed limits near schools, a City Council resolution is needed to implement these lower speed limits.
- A motion to **extend the meeting by 15 minutes** was made (Campbell), seconded (Burnette), and approved by consent.
- A motion to **adopt “Proposed BPAC Safety Priorities (Local Legislative)”, per the slide of this title in Commissioner Gardner’s presentation, and amended to include speed tables and traffic circles as Quick Fix Traffic Calming strategies**, was made (Gardner), seconded (Mangrum), and approved by consent.

Speakers other than commissioners: John Minot, Gordon Douglas, George Naylor, Midori Tabata

- A motion to **extend the meeting by 10 minutes** was made (Campbell), seconded (Burnette), and approved by consent.

Item 7. Committee Report Back Attachment

Committees of the BPAC provided brief updates to the Commission. A list of active committees was included in the agenda packet and at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.

Summary of Discussion:

- Infrastructure Committee: Robert Prinz reported on their 2/4/2021 meeting that had Commissioners Schader, Yee, and Burnette in attendance. Robert confirmed that Commissioner Ralston will be included on future communications. Items at the meeting included the Grand Ave Mobility Plan, a proposal from the Laurel business improvement district for a road diet on MacArthur Blvd, an update on the draft Neighborhood Bike Route Implementation Guide, and a presentation on 8th St in West Oakland made by Time Courtney, a neighborhood advocate for traffic calming. The next meeting will be on 4/1/2021 with possible items on the 14th Ave streetscape project, 14th St ATP project (which may come later), and some paving projects.
- Police Relations Committee: Commissioner Mangrum reported that the Committee continues to pursue the multi-departmental discussion on police stops. The Committee is also discussing organizing rides with OPD and community members, and putting a greater emphasis on pedestrian issues in the Committee’s work.

Speakers other than commissioners: None

Item 8. 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 Gardner suggested an update on the proposed path for the western span of the Bay Bridge from Ben Kaufman at Rails-to-Trails Conservancy.
- Commissioner Ralston suggested a presentation on the General Plan Update from Strategic Planning in the Planning Department.

Announcements

- See the substantive announcements published in the February meeting packet.
- The Scraper Bikes recently hired a new Executive Director, Rion Manning.
- City Council approved funding for the purchase of a mini street sweeper to clean protected bike lanes. This topic was discussed by the BPAC as a recent Open Forum item.

Meeting adjourned at 8:26 pm.

Attachments

- Annual Major Development Projects – Presentation
- BPAC Strategic Plan Update – Presentation
- BPAC Legislative Committee Recommendations - Presentation

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on February 22, 2021 with comments requested by 5pm, Monday, March 11, 2021 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the March 2021 meeting agenda and considered for adoption at that meeting.

Reimagining Traffic Safety

A recommendation to de-police traffic enforcement in Oakland

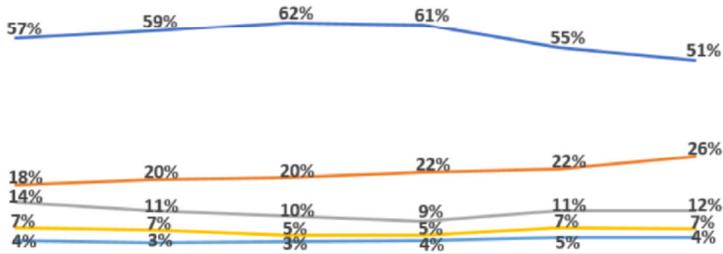
Dave Campbell
Advocacy Director



Non-Dispatch Stop Rates By Race 2014-2019

— Afr American — Hispanic — White — Asian — Other

Race	2014	2015	2016	2017	2018*	2019
Afr American	57%	59%	62%	61%	55%	51%
Hispanic	18%	20%	20%	22%	22%	26%
White	14%	11%	10%	9%	11%	12%
Asian	7%	7%	5%	5%	7%	7%
Other	4%	3%	3%	4%	5%	4%



2014 2015 2016 2017 2018 2019
Data collected in 2018 is only from 1/1/2018 to 12/19/2018. CA Assembly Bill 953 stop data collection requirements started on 12/20/18.

OAKLAND POLICE DEPARTMENT
Office of Chief of Police



2019 Annual Stop Data Report

Non-Dispatch Stops by Race 2014-2019

— Afr American — Hispanic — White — Asian — Other

Race	2014	2015	2016	2017	2018*	2019	% Change 2018-2019
Afr American	19,061	22,506	20,410	19,785	10,924	7,516	-45%
Hispanic	6,087	7,504	6,685	7,047	4,492	3,809	-18%
White	4,622	4,335	3,318	2,835	2,282	1,701	-34%
Asian	2,320	2,484	1,667	1,588	1,374	991	-39%
Other	1,168	1,190	1,061	1,152	899	627	-43%
Total	33,258	38,019	33,141	32,407	19,971	14,644	-36%



2014 2015 2016 2017 2018 2019
Data collected in 2018 is only from 1/1/2018 to 12/19/2018. CA Assembly Bill 953 stop data collection requirements started on 12/20/18.

Oakland Police Stop Data

- From 2014-2019, Black people represented about 25% of Oakland's population, but 55% of traffic violation stops.
- Black residents are searched twice as often as white residents, handcuffed 3 times as often, arrested twice as often, yet are less likely to have committed a crime.
- Black drivers experience worse outcomes in vehicle stops and stops made because of traffic violations.
- From 2017-2019, OPD stopped Black drivers for traffic violations 4 times as often as white drivers, yet cited and arrested Black drivers for traffic violations far less than white drivers.

Table 3 - Stop Reasons

Race	Consensual Encounter & Search		Reasonable Suspicion		Probable Cause		Traffic Violation	
	Stops	%	Stops	%	Stops	%	Stops	%
Afr American	83	1%	1,076	14%	1,664	22%	4,353	58%
Hispanic	43	1%	383	10%	716	19%	2,543	67%
White	18	1%	133	6%	276	14%	1,215	76%
Asian	8	1%	59	8%	139	16%	751	71%
Other	2	0%	47	7%	74	12%	489	78%
Total	154	1%	1,698	12%	2,869	20%	9,351	64%

Race	Community Caretaking		Probation/ Parole		Truant/ Education Code		Grand Total
	Stops	%	Stops	%	Stops	%	
Afr American	188	3%	145	2%	7	0%	7,516
Hispanic	77	2%	42	1%	5	0%	3,809
White	18	2%	14	1%	1	0%	1,701
Asian	51	3%	7	0%	2	0%	991
Other	14	2%	1	0%	0	0%	627
Total	348	2%	209	1%	15	0%	14,644

State Traffic Safety Data for Oakland

	2016	2017	2018	2019
Traffic Stops	25355	23786	14318	9351
Collisions	2544	2527	2628	2473
Fatalities	30	25	25	30

Oakland City Council
June 2020
Defund Police 50%



Reimagining Public Safety
in Oakland Task Force



Advisory Board:
Reducing Interactions
with Police



Advisory Board:
Budget and Data



Advisory Board:
Legal and Policy
Barriers



Advisory Board:
OPD Organization
and Culture



Youth
Advisory
Board

WG

WG

WG

WG

WG

WG



- **Traffic Enforcement to OakDOT**
- Mental Health Support Teams (MACRO)
- Decriminalization: drugs, sex work
- Expand Pre-Arrest Diversion, Anti-Recidivism
- Community Ambassadors

Reimagining Traffic Safety in Oakland

Recommendation to Task Force

- Move most traffic enforcement out of the Oakland Police Department (OPD) and into Oakland Department of Transportation (OakDOT)
- Prohibit pre-textual traffic violation stops
- Decriminalize minor vehicle code violations, replacing them with infractions and reduced fines/fees
- Significantly strengthen OakDOT's ability to implement traffic safety improvements and bring speeds down, in order to reduce the need for any enforcement of traffic laws
- Empower community groups and neighborhoods to design their own streets, with a toolkit provided by OakDOT
- Use city on-street parking revenues to partially fund these changes

Summary of Potential New State/City Policies

- Local cities authorized to use unarmed civilian staff to enforce traffic violations
- Pretextual traffic stops made illegal in California
- Vehicle Code violations changed to infractions, either in pilot cities or statewide
- Traffic calming and speed management rules within the CAMUTCD modified for immediate safety improvement like stop signs, crosswalks, speed humps, a speed limits, automation

Near Term Recommendations

- School crossing guards move into OakDOT (already authorized by City Council)
- Auto towing into OakDOT (or Public Works)
- Auto collision investigation in OakDOT or privatized. New Orleans does this.
- Event management involving public streets (permitting of events currently in City Admin): parades, open streets, demonstrations and protests, with an understanding that a minimal presence is necessary for these events when coordinated in advance with event organizers.
- OakDOT responsible for all Office of Traffic Safety grants applications: OakDOT focuses on high injury corridors and effective strategies for street safety
- Decriminalization: revise Oakland Municipal Code to eliminate unnecessary non-safety violations such as jaywalking and bicycling through stops or without a helmet or light.
- Traffic violation stop data is compiled and analyzed by OakDOT staff (or city admin)
- OPD stop all investigatory traffic stops



Recommendation A: Create a civilian traffic enforcement unit in OakDOT

- OPD retains authority for outstanding warrants and felony vehicle stops and a narrow set of serious traffic offenses where there exists an immediate safety threat, such as excessive speeding, racing and suspected drunk driving. OakDOT civilian staff are able to call OPD for backup as needed.
- OakDOT civilian staff would have no reason to conduct pretextual traffic stops, and OPD would be precluded from pretextual traffic stops in connection with their responsibilities related to serious crimes.
- OakDOT is given responsibility for managing on-street and off-street parking revenues and uses revenues from these parking facilities to pay for added traffic enforcement responsibilities. A baseline parking revenue level can be reserved for the city general fund and airport parking revenues are not included in this recommendation.

Recommendation B: Change most traffic violations to infractions, no criminal liability

New state law makes most traffic violations infractions with no criminal liability. Exceptions can be made for reckless driving, including DUIs.

- In the 1980s, over twenty states decriminalized minor traffic violations by removing criminal sanctions, reclassifying the violations as noncriminal offenses, and streamlining their adjudication to the administrative realm.
- Seattle documented in detail how fines and fees having a significantly greater impact on Black residents than the population in general, and the resulting financial difficulties.
- Canadian provinces have already instituted reforms that allow officers to impose roadside administrative penalties to first-time offenders caught driving under the influence, as long as the drivers have not caused injury or property damage.
- Legalizing marijuana and other drugs has also shown to lead to significant drops in traffic stops, as many stops are drug-related.

Recommendation C: Pretextual Traffic Stops Illegal, Procedurally Eliminated

- Pending changes to state law or County policy, all non-intelligence, pretextual traffic stops in Oakland are made contrary to OPD and City of Oakland policy. Any evidence obtained in contradiction to this policy is not forwarded to Alameda County DA or otherwise used by OPD against anyone.
 - Dependencies: New state law or County policy
 - Alternative A: Alameda County District Attorney's Office de-prioritizes pretextual traffic stops and/or agrees not to pursue any cases where evidence was obtained via a pretextual traffic stop.

Recommendation D: Empower OakDOT to quickly and significantly implement traffic safety measures

- With new state authorization, OakDOT can install traffic calming devices, such as speed humps, stop signs and much more without risking municipal liability. These traffic calming measures are proven to increase traffic safety, and aim to achieve streets that are “self-enforcing.”
- State law allows automated cameras for speed enforcement and red light violations. Fines and fees are significantly reduced for low-income residents and the deployment and operation of these cameras is thoroughly evaluated to ensure equitable outcomes.
- OakDOT creates Neighborhood Traffic Calming Toolkits, to empower neighborhoods to develop traffic calming recommendations for their own streets with a combination of readily available and inexpensive street changes at their disposal. Available for all types of streets except major arterials with transit service.
- Alternative A: OakDOT creates a culture of traffic safety on the Oakland roads. This can be a combination of things, including staff training for more positive public engagement, public promotional campaigns (similar to “Don’t Trash Oakland”). Oakland is often a free-for-all out on the roads, with drivers having little regard for the safety of others. Consider funding an educational campaign to encourage slow, responsible driving.

What are others doing?

- **England:** unarmed traffic officers
- **New Zealand:** 6 decades has unarmed traffic enforcement personnel
- **New Orleans:** private collision investigators
- **Berkeley:** police directed not to enforce minor, non-safety related traffic violations
- **Florida:** HB 1531 introduced to establish unarmed Traffic Safety Divisions in each city statewide
- In several states, pretextual traffic stops are illegal, either via state law (**Virginia**) or under state constitution (**Massachusetts, New Mexico, Delaware**)



Questions

- What do you think of an unarmed civilian traffic services manager pulling people over for speeding?
- How will DUI's be handled? racing? sideshows?
- What does the public think of ending "pretextual traffic stops"?
- What will the public think of speed controlled arterial streets ("traffic calmed"), the same streets they used to speed down?
- Is there a way to pilot some of these Recommendations? Try something first, see how it works

March 2021 BPAC Agenda Item #8 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>

2021 Active BPAC Committees/Task Forces/Liaisons

Committee Name / Liaison Role	Date Created	Purpose	Commissioners	Community Members	Status
Infrastructure Committee	2/16/17	Review and comment on the design of projects	Burnette Jr, Ralston, Schader, Yee	George Naylor, Robert Prinz , Midori Tabata, Brendan Pittman, John Minot	ongoing
Legislative Committee	6/21/18	Research and develop policy recommendations for consideration by the BPAC	Gardner , Lok, Mangrum	Kenya Wheeler	ongoing
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	5/17/18	Monitor Committee activities and report back to the BPAC	Ralston		ongoing
Liaison to Mayor's Commission on Persons with Disabilities	5/17/18	Monitor MCPD activities and report back to the BPAC	Schader		ongoing
Open Forum Committee	3/17/16	Review and analyze comments received during Open Forum	Jones , Schader	Midori Tabata	ongoing
Bicyclist Pedestrian Police Relations Committee	9/20/18	Rectify inequitable policing and racial profiling through analysis, dialog, and recommendations	Burnette Jr, Gardner, Mangrum	Tom Holub, George Naylor, Zachary Norris, Kenya Wheeler	ongoing
Planning Commission Review Committee	1/17/2019	be a resource to the Planning Commission and provide input on bicycle and pedestrian elements of proposed projects	Burnette, Campbell , Schader	John Minot, George Naylor, Kenya Wheeler	ongoing
Strategic Plan Taskforce	1/30/2020	Draft and track the BPAC's Strategic Plans	Campbell, Gardner, Jones		ongoing

*Committee Chairs in **bold**

March 2021 BPAC Agenda Item #9 Attachment

For more 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

April

- Affordable Housing Sustainable Communities Grant (AHSC) 2021 Applications and Previous AHSC Grant Application Updates
- Transportation Development Act (TDA) Article 3 Projects
- Bike to Work Day Planning
- Police Relations Committee Update & Planned Bike Rides with the Oakland Police Department

May

- Zero Emission Vehicle Action Plan (tentative)
- E-Scooter Update (tentative)
- Annual Report from Strategic Planning including General Plan, Downtown Specific Plan, and East Oakland Neighborhood Initiative updates (tentative)

June

- Bike to Work Day Report Back (tentative)
- Meeting with Warren Logan, Transportation Advisor to the Mayor (tentative)

Announcements

- Walk Oakland Bike Oakland will produce a Bike To Wherever Day program at Lake Merritt on the afternoon of Friday, May 21, a national day for celebrating the bicycling commute. Our 14-year old nonprofit is proud to produce a self-guided ride around the beautiful lake from 3pm to 6pm. We invite partners who are able to and interested in sharing resources that help Oaklanders experience the city by bicycle to email info@wobo.org if you'd like to participate in programming the area along the walkway between the pergola and El Embarcadero Way, or to sponsor the event. Please stay tuned for additional details, and follow @walkoakbikeoak on social media for announcements and how to get involved.
- The 28th edition of the bi-annual Bike Oakland newsletter, "We Bike Oakland" covering Bike Plan implementation progress between July and December 2020 is now available at <https://cao-94612.s3.amazonaws.com/documents/We-Bike-Winter2021.pdf>.
- OakDOT constructed a new raised concrete pedestrian safety island at Foothill Blvd and 26th Ave. The new permanent island replaces the K71 post and paint median that was installed as a Rapid Response. This work is funded by an Alameda County Transportation Commission (ACTC) COVID-19 relief grant and designed by OakDOT's Safe Streets Division's Bicycle & Pedestrian Program.
- In response to the tragic death of Deontae Bush in 2018 and the advocacy of his family, OakDOT recently installed traffic safety improvements along 35th Avenue marking both significant steps forward in innovating safety solutions for a challenging roadway and delivering millions of dollars in improvements on a long-standing community and City priority street for improved safety. You can read more about it at <https://www.oaklandca.gov/news/2021/city-of-oakland-announces-new-traffic-safety-innovations-on-high-crash-street-to-prevent-future-crashes-and-reduce-injury-inequities>.