

CITY OF OAKLAND



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Department of Transportation
Safe Streets Division

Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, November 17, 2022; 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

Andrew Campbell, Alexander Frank, Grey Gardner, Michael Lok, Phoenix Mangrum,
David Ralston, Patricia Schader (Chair), Nicholas Whipps, Dianne Yee (Vice-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/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 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 October 2022 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).
- 6:30 5 **Recent Bicyclist and Pedestrian Fatal Traffic Crashes** (5 minutes) – Chair 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 Saturday, October 1, 2022, at approximately 12:10pm, a 45-year-old Hispanic female pedestrian was fatally hit by a vehicle at the intersection of Foothill Boulevard at Austin Street while crossing the street in a crosswalk.
- 6:35 6 **School Safety: School Crossing Guard Program, School Safety Patrol, and Traffic Safety Design Elements** (25 minutes) – OakDOT Assistant Engineer II Lucas Woodward (lwoodward@oaklandca.gov) will provide an update on how the Safe Streets Traffic Engineering Team works to address school traffic safety in Oakland. This includes a discussion of 311 requests, citywide programs, and capital projects. OakDOT School Traffic Safety Supervisor Paul Cirolia (pcirolia@oaklandca.gov) will then provide an overview of the School Crossing Guard and Safety Patrol programs, which moved to OakDOT’s Safe Streets Division from OPD as part of the Reimagining Public Safety efforts in 2021.
- 7:00 7 **Reduced Speed Limits in Business Activity Districts Attachment** (20 minutes) – OakDOT Assistant Director, Megan Wier (mwier@oaklandca.gov), will provide an overview of OakDOT’s citywide analysis to identify eligible Business Activity Districts, OakDOT’s prioritization approach, and timeline for implementation. Slowing Speeds in Business Activity Districts: Assembly Bill 43, Friedman: Traffic Safety (AB 43) was signed into law in late 2021 by California’s Governor. Under AB 43, local governments may, by ordinance, set a prima facie speed limit of 20 mph or 25 mph on streets contiguous to a “business activity district” (a new designation authorized by AB 43). The ordinance amending Oakland Municipal Code Chapter 10.20 (Speed Limits) to establish 20 mile per hour (MPH) and 25 MPH speed limits in Business Activity Districts informed by this analysis was approved by City Council on November 1, 2022 and is scheduled for final passage at City Council on December 6, 2022.
- 7:20 8 **Power the People Project** (20 minutes) – Danielle Dynes (daneille@eastoaklandcollective.com) and Citlalli Herrera (citlalli@eastoaklandcollective.com), Community Planning Organizers at the East Oakland Collective (EOC), will lead the Commission in a discussion on EOC’s focus on shoreline access by sharing the Power the People: MLK Jr. Shoreline Access Study one-year recap since their presentation in October 2021. This project aims to explore feasible clean mobility options that can connect East Oakland residents to the MLK Jr. Shoreline. See <https://www.eastoaklandcollective.com/powerthepeople.html>.
- 7:40 9 **Committee Report Backs Attachment** (10 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)



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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 pgerard@oaklandca.gov o llame al (510) 238-6313 o al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. Gracias.

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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 October 20th, 2022 meeting
Teleconference

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/October-2022-BPAC-Meeting-Agenda.pdf>.

Meeting called to order at 6:02 pm by BPAC Chair Patricia Schader.

Item 1. Teleconference Protocol/Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with six commissioners present (X) and one commissioner excused (-) (provided notice of absence as specified in by-laws). One commissioner arrived shortly after roll call (x).

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

Introductions were made.

- Other attendees: Dave Campbell, Bryan Culbertson, Kevin Dalley, Max Davis, Tom Holub, Deepak Jagannath, Cathy Leonard, Alexandra McKeever, George Naylor, Robert Prinz, Robert Sanlis, George Spies, [Thach](#), [Jeremy Medina](#), [Derek Sagehorn](#)
- Staff: Maya Amichai, Mandana Ashti, Gregory Bellusa, Celina Chan, Veronica Cummings, Nicole Ferrara, Sean Fleming, Pierre Gerard, Audrey Harris, Ofurhe Igbiniedion, Ruth Meza, Jason Patton, Noel Pond-Danchik, Brian Sukkar, Joe Wang, Megan Wier, KTOP, [Mike Munson, 17812676929](#)

Item 2. Open Forum / Public Comment

- Kevin Dalley noted that Oakland's Fire Code is up for renewal this year and it is an opportunity to change the code to allow narrower streets. He is working to schedule a presentation at the BPAC Legislative Committee's meeting on 11/7/22. The adoption of the new Fire Code is being scheduled for City Council approval in late November and December.
- Max Davis spoke on the challenge of delivery vans parking in bike lanes. A practical strategy is needed, especially for package deliveries and for restaurants with food service deliveries. Vice-Chair Yee noted a recent presentation from Kerby Olsen (OakDOT) on this topic.
- Commissioner Campbell described a pedestrian safety issue on Piedmont Ave at Pleasant Valley Ave. There are frequent near misses of drivers turning from Piedmont Ave onto Pleasant Valley Ave and not seeing pedestrians crossing Pleasant Valley Ave.
- George Spies seconded Kevin Dalley's public comment on the Fire Code, noting that the Fire Code's lane width requirements are problematic for designing safer streets.

Item 3. Approval of meeting minutes

- A motion to ***adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from September 15th, 2022*** was made (Ralston), seconded (Lok), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Gardner, Lok, Ralston, Schader, Whipps, Yee. Adopted minutes are available 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 (Whipps), seconded (Schader), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Gardner, Lok, Ralston, Schader, Whipps, and Yee.

The resolution is attached to these meeting minutes.

Summary of Discussion:

- Jason Patton, OakDOT staff to the BPAC, noted that Governor Newsom announced his plans to end the COVID-19 State of Emergency on February 28th, 2023. The State of Emergency is a necessary condition under AB 361 that modifies the Brown Act to allow teleconference meetings in the format currently used by the BPAC. Staff are awaiting instruction from the City Administration on the transition to in-person public meetings anticipated no later than March 2023.

Speakers other than commissioners: Jason Patton

Item 5. Recognizing Dave Campbell

The Commission recognized and thanked outgoing Bike East Bay Advocacy Director Dave Campbell for his work in this role promoting better bicycling in Oakland. Dave's contributions to bicycling and safe streets advocacy in the East Bay over the years are incalculable.

Summary of Discussion: Commissioners and members of the public shared how Dave Campbell had made positive impacts on them and their communities.

- Commissioner Campbell recounted how Dave's work on the Grand Ave road diet in the mid-2010s brought him into bicyclist and pedestrian advocacy.
- David Ralston shared Dave's impact on public agencies – that when agency staff knew Dave was coming to a meeting they had to prepare and get ready for his penetrating questions.

- Commissioner Whipps thanked Dave for his equity work and his contributions to the Reimagining Public Safety Task Force.
- Commissioner Yee recounted meeting Dave through volunteer work for Bike East Bay doing valet parking and a bike parking occupancy study, and how she was so inspired by Dave's work that she got him to write her a letter of recommendation for admission to graduate school.
- Commissioner Gardner thanked Dave for speaking his mind forcefully on important issues and for being incredibly welcoming in bringing people into the advocacy community.
- On behalf of Midori Tabata, former BPAC Chair, OakDOT staff shared Midori's appreciation for Dave's efforts to orient new Commissioners to their roles on the BPAC. Dave developed and conducted new Commissioner orientation trainings each year starting in 2014.
- Robert Prinz noted that he will carry on Dave's work as the Advocacy Director of Bike East Bay and thanked Dave for setting a high bar with his successes.
- George Spies thanked Dave for bringing him into bicycle advocacy.
- Chair Patricia Schader recounted how Dave had brought RB to a BPAC meeting; then how RB met Patricia at a neighborhood meeting and subsequently brought Patricia to a BPAC meeting. RB went on to serve six years as a BPAC Commissioner with Patricia subsequently joining the Commission and becoming its Chair.
- Cathy Leonard thanked Dave for making BART accessible by bike during all its hours of operation.
- Dave Campbell recounted his first BPAC meeting in 1998 or 1999. Iris Starr was chairing the meeting and she got people fired up. Dave knew he was in the right place.
- Dave Campbell shared another memory of getting nectarines at the farmers market and bringing them to the BPAC to share. After sharing nectarines with participants and staff, he proceeded to "rip into" Jason Patton and Jennifer Stanley on the inadequacy of a sharrow project they were presenting. [Editor's note: The nectarine was sweet and the feedback was true.]
- Please join the bicyclist and pedestrian advocacy community from the East Bay and beyond in celebrating Dave Campbell at Dave's Going Away Party, Wednesday, November 16, 5-8pm, 7th West Oakland (1255 7th Street). See <https://bikeeastbay.org/civCRM/event/info?reset=1&id=2097>.

Speakers other than commissioners: Jason Patton, Robert Prinz, George Spies, Cathy Leonard

Item 6. 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.

- Around 9:49 pm on Monday, October 3, 2022, a Black, female, approximately 30 to 40-year-old pedestrian was killed by a vehicle driver while crossing Hegenberger Rd near Hamilton St. The driver fled the scene.

Chair Schader thanked the Rapid Revolt team and Robert Prinz for the vigil that was held to raise awareness of this fatal traffic crash.

Summary of Discussion:

- The intersection of Hegenberger Rd at Hamilton St has a reputation with neighbors for being unsafe.
- One neighbor no longer uses his backyard because of the number of drivers who have crashed into his fence from Hegenberger Rd.
- The vigils are profound because of the emotional firsthand discussions with neighbors about the speeding and traffic crashes in their neighborhoods.

- There is no street in Oakland where the need for multiple lanes justifies the risk created by them.
- Hegenberger Rd looks like I-880 and allows very fast speeds that feel “normal”.
- Martin Luther King Jr Wy is also very wide – the widest street in District 1.
- People are speeding and running red lights all over Oakland, and we can’t put speed humps on every street in Oakland. What can we do?
- The vigils are attracting elected officials, staff to the elected officials, and department staff. This is important to have officials attending these vigils.
- Many recent fatalities have been on streets with projects under development. We need to find ways to construct improvements more quickly.
- OakDOT’s new traffic fatalities map (announced in this meeting’s agenda packet) is very helpful. The more information the better for raising awareness and developing solutions.
- Information on the vigils is being shared on Twitter (@rapidrevolt) and the ad hoc group organizing the vigils is working to build an email list for sharing information more broadly.

Speakers other than commissioners: Bryan Culbertson, George Spies, Cathy Leonard, Robert Prinz

Item 7. OakDOT Rapid Responses to Fatal Crashes

OakDOT’s Safe Streets Division Manager Megan Wier, Supervising Transportation Engineer Joe Wang, and Transportation Engineers Mandana Ashti and Brian Sukkar provided an overview of OakDOT’s Rapid Response to fatal traffic crashes. Oakland Police Department’s Lieutenant Fleming and Sergeant Bellusa shared information regarding OPD’s crash investigations, which inform OakDOT rapid responses. OakDOT staff shared two case studies of rapid responses to recent crashes involving people walking and biking. **The presentation is attached to these minutes.**

Summary of Discussion:

- OakDOT should work to do more preventive quick build safety improvements, with interventions similar to the Rapid Responses, but not needing a fatality to trigger the improvement.
- Thanks to the OakDOT-OPD partnership, OakDOT is now getting fatality data very quickly which is enabling OakDOT to act quickly.
- Rapid Response is by definition a reactive program. OakDOT’s preventive and proactive work is happening in many other areas like major capital projects and paving projects, as well as implementing policy advances like Lead Pedestrian Interval (LPI) timing.
- Approximately one-quarter of Oakland’s traffic fatalities are occurring on International Blvd. Oakland is partnering with AC Transit to work proactively to develop more systemic solutions for the BRT line on International Blvd.
- Currently OPD does not have the staffing to put out real-time data on the traffic crashes resulting in severe injuries. The recent work with fatality data is a success to build on.
- The vacancy issue is important but saving lives shouldn’t depend on the public sector hiring process. Get consultants to do the work.
- The timeline for a quick build implementation will depend on the details, but three months may be a rough average. Currently the Traffic Engineering Section is working on 11 rapid responses simultaneously.
- At commute hours it is very challenging to make left turns from Shattuck Ave onto 55th St, even for drivers, let alone bicyclists. There were previous investigations to adding left turn pockets on Shattuck Ave to deter drivers from cutting through the Idora Park neighborhood. But after the

fatality, the decision was made that improving safety at the intersection was more important than improving capacity.

- Identify lessons learned from the rapid responses that could be implemented systematically through the Paving Program.
- The work underway with AC Transit for International Blvd is one example of applying lessons learned from rapid responses in a proactive manner.

→ A motion to ***extend the meeting by 45 minutes*** was made (Gardner), seconded (Lok), and approved by all Commissioners present.

- On Shattuck Ave at 55th St, left-turning drivers cause other drivers to go around on the right which may be in conflict with the locations of the two-stage turn boxes.
- 16th Ave at International Blvd is a proposed neighborhood bike route. Consider a diverter that would prohibit turns and support the bike route. Drivers turning at this location likely know they are not supposed to do so.
- The traffic signal on Shattuck Ave at 55th St may not provide both directions of Shattuck Ave with the same signal indication (i.e., red, or green). The rapid response investigation determined that this was not occurring at this location at the time of the crash.
- The speed of the driver in Shattuck Ave/55th St crash should be investigated.
- The Paving Program should do more with lessons learned from rapid responses. Miles of streets paved should not be Oakland's metric for success. Success should be measured with respect to safety.
- Refer to the recent Safe Oakland Streets Annual Report for safety-oriented metrics on OakDOT's work.
- Chair Schader requested updates from OakDOT on the work with AC Transit to prevent fatal traffic crashes on International Blvd.

Speakers other than commissioners: Cathy Leonard, Dave Campbell, Robert Prinz, Bryan Culbertson, George Spies

Item 8. Transforming Oakland's Waterfront Neighborhoods (TOWN) Project

OakDOT Senior Transportation Planner Audrey Harris provided an overview of the TOWN projects, a suite of infrastructure improvements that will provide safer, more sustainable and more equitable access between Downtown, Chinatown, and West Oakland and the waterfront while protecting and enhancing goods movement in and out of the nearby Port of Oakland. The TOWN projects have also been designed to facilitate access to and from the proposed Waterfront Ballpark District at Howard Terminal which if approved, would deliver an urban infill project that proposes to build a new ballpark, up to 3,000 new housing units, 1.7 million square feet of commercial space, a 400-room hotel, a 3,500-seat performance venue, and 18 acres of open space, including an extension to the Bay Trail. The presentation was included in the meeting's agenda packet.

Summary of Discussion. The following comments were made by individuals:

- The projects included are City projects that would generally be advanced with or without the ballpark. However, the vehicular bridge and the bicyclist/pedestrian bridge would be advanced in conjunction with the ballpark.
- The work on Broadway and Martin Luther King Jr Wy is funded by a RAISE grant, and the work on 7th St in West Oakland is funded by an Active Transportation Program grant.

- The project raises questions about Oakland's other waterfront neighborhoods outside the project area. The project name has changed from "TOWN for All" to "TOWN", which may be a more appropriate.
- The work would benefit from an equity analysis on the level of effort put into the Howard Terminal vicinity versus all other Oakland waterfront neighborhoods in need of investment.
- The project does not include improvements on 3rd St between West Oakland BART and Washington St in Jack London Square. The project should include improvements on 3rd St, as well as on Washington St to improve the connection between Jack London Square and downtown.
- The 11th St and 12th St overcrossings of I-980 are especially problematic and should receive attention.
- On game days, 3rd St would be closed to through traffic to avoid conflicts between Port activities and the public. Improvements on 7th St are intended as an alternative.
- The equity analysis was presented in multiple public meetings. A request was made to make this analysis available to Commissioners and BPAC attendees.
- The Scraper Bike Team runs waterfront programs for youth in Deep East Oakland, and the waterfront access is woefully inadequate when compared to the Howard Terminal vicinity. This area has multiple streets with bike lanes providing access to the waterfront, whereas East Oakland has none.
- The RAISE grant application had little outreach before it was submitted. The project is very frustrating. The best way to solve the problems with this project is to expand the scope of the TOWN project to include access to all Oakland waterfront neighborhoods.
- Pay attention to the residents and neighborhoods who have been ignored for so many years, not the real estate developers and the sports teams, some of whom owe the City millions of dollars from past deals.

Speakers other than commissioners: Bryan Culbertson, Dave Campbell, Tom Holub, Robert Prinz, Cathy Leonard

Item 9. Committee Report Back

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:

- Legislative Committee: Commissioner Gardner reported that the Committee met on 10/3/22 to discuss crash data, State legislation passed in the last session, and proactive legislative planning for next year. The next Committee meeting will be on 11/7/22 at 5:00pm and the meeting will include a discussion of possible revisions to the Fire Code.
- Bicyclist Pedestrian Police Relations Committee: Noel Pond-Danchik, OakDOT staff to the BPAC, shared an update from Commissioner Mangrum. He has been working with Judith Christopher, a Neighborhood Services Coordinator in East Oakland, on the rides with OPD. Commissioner Mangrum has been invited to table on behalf of the Police Relations Committee at a Halloween event planned for next week.

Speakers other than commissioners: None.

Item 10. Three-month look-ahead, suggestions for meeting topics, announcements

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

Suggestions for meeting topics

- De-brief on what fell through on the recent ATP applications for East Oakland (Whipps)
- Presentation on the planned update to the Fire Code (Gardner)

Announcements

- See the announcements included in the meeting's agenda packet.

Meeting adjourned at 8:46 pm.

Attachments

- Resolution to Continue Teleconference Meetings
- Presentation - OakDOT Rapid Responses to Fatal Crashes

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on October 21, 2022, with comments requested by November 4, 2022, to PGerard@oaklandca.gov. Revised minutes will be attached to the November 2022 meeting agenda and considered for adoption at that meeting.

OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

Meeting of November 17th, 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.

Safe Oakland Streets



**Assembly Bill 43: Implementation Plan And Ordinance
Related To Business Activity District Speed Limit
Lowering**

Safe Oakland Streets Goals

1. **Prevent severe and fatal crashes** and related disparities impacting Black, Indigenous, and People of Color (BIPOC) communities, seniors, people with disabilities and low-income populations
2. **Eliminate severe and fatal injury inequities** including racial disparities impacting BIPOC communities that exist today in Oakland
3. **Inform effective and equitable safety strategies** that prevent injury and injury inequities, and do not have adverse equity impacts on BIPOC communities, seniors, people with disabilities and low-income populations

Department of
Transportation

Police
Department

Department of
Race and
Equity

City
Administrator's
Office

First SOS Annual Report (June 2022):
<https://www.oaklandca.gov/documents/year-one-safe-oakland-streets-sos-report-to-city-council>

Strategies Summarized

ENGINEERING	Most critical element, prioritize this with strong engagement
POLICY	Focus on speed-related policies
PLANNING & EVALUATION	Build more robust and transparent injury data; update HIN
ENGAGEMENT, EDUCATION & PROGRAMS	Engage communities in strategies, partner w/ CBOs on programs, and seek opportunities for collaboration
COLLABORATION	Coordinate across departments & public; report to Council annually
ENFORCEMENT	Use new traffic enforcement strategies, improve data & guidance to reduce disparities

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Speed Kills



**9 out
of 10**
pedestrians
are killed



**5 out
of 10**
pedestrians
are killed



**1 out
of 10**
pedestrians
are killed

Slower Speed Limits Reduce Speeding

- Portland, OR: lowered speed limits to 20 mph and measured impact:
 - Modest decreases in speeds
 - Significant decrease in excessive speeding (over 30 MPH)
- Seattle, WA: lowered speed limits from 30 to 25 mph and increased signage:
 - 22% reduction in crashes
 - 54% reduction in the most dangerous speeders



“Reducing speed limits almost universally reduce speeds.” Research Synthesis for AB 2363 Zero Traffic Fatalities Task Force, prepared by The University of California Institute of Transportation Studies

AB 43 (Friedman), Traffic Safety: Lowering Speed Limits to Save Lives

Business Activity Districts Strategy: Local governments may, by ordinance, set a prima facie speed limit of 20 mph or 25 mph on streets contiguous to a “business activity district” (Vehicle Code Section 22358.9)

AB 43: Incrementally increases local flexibility in speed limit setting for safety, as opposed to based on prevailing vehicle speeds (85th Percentile Rule) - which has been the standard required by state law

January 2022 Informational Report



AB 43 (Friedman): Criteria for Business Activity Districts – Part 1

1. These streets **must** have **four or fewer traffic lanes**.

A BAD is defined as that portion of a street and the adjoining property contiguous thereto that includes **central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale**



MacArthur Blvd. & 75th Ave.

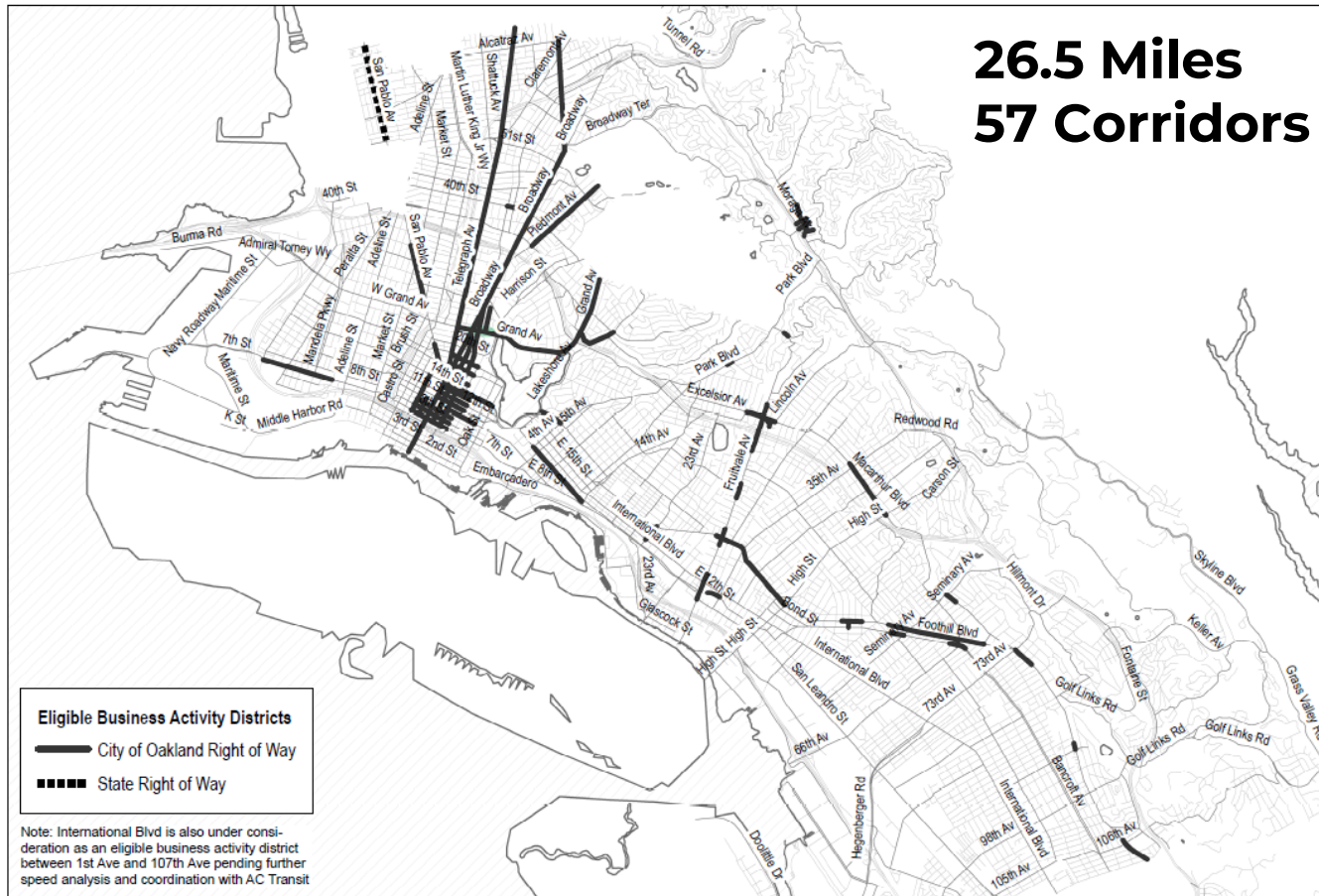
AB 43 (Friedman): Criteria for Business Activity Districts – Part 2

2. And meets **at least three of the following four** requirements, inclusive:
- a. **No less than 50 percent of the adjoining property fronting the highway consists of retail or dining commercial uses**, including outdoor dining, that open directly onto sidewalks adjacent to the highway.
 - b. **Parking spaces located alongside** the highway (including parallel, diagonal, or perpendicular spaces).
 - c. **Traffic signals or stop signs** located at least every 600 feet.
 - d. **Marked crosswalks not controlled** by a traffic control device.

AB 43 (Friedman): Business Activity District Ordinance

AN ORDINANCE AMENDING OAKLAND MUNICIPAL CODE CHAPTER 10.20 (SPEED LIMITS) AND ADOPTING APPROPRIATE CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS TO ESTABLISH 20 MILE PER HOUR (MPH) AND 25 MPH SPEED LIMITS IN BUSINESS ACTIVITY DISTRICTS AS DEFINED IN ASSEMBLY BILL 43

26.5 Miles 57 Corridors



ATTACHMENT B: MAP OF THE ELIGIBLE
BUSINESS ACTIVITY DISTRICTS

0 0.5 1 2 Miles



Attachment A. Eligible^a Business Activity Districts Prioritized Based on High Injury Network and Geographic Equity – Existing and Proposed Speed Limits

Street Name	From	To	Existing Speed Limit, mph	Proposed Speed Limit, mph
11th St	Broadway	Harrison St	25	20
12th St	Broadway	Alice St	25	20
23rd Ave	Foothill Blvd	International Blvd	25	20
^c Fruitvale Ave	E 22nd St	E 19th St	25	20
^c Fruitvale Ave	Lynde St	Blossom St	25	20
^c Fruitvale Ave	E 15th St	E 10th St	25	20
14th St	Broadway	Oak St	25	20
^c MacArthur Blvd	89th Ave	90th Ave	30	25
San Pablo Ave	William St	End/South 16th St	25	20
^c Foothill Blvd	Rutherford St	High St	25	20
^c Foothill Blvd	Congress Ave	Cole St	25	20
^c San Pablo Ave	32nd St	24th St	30	25
^c MacArthur Blvd	73rd Ave	77th Ave	30	25
Franklin St	22nd St	7th St	25	20
7th St	Wood St	Union St	30	25
8th St	Clay St	Alice St	25	20
Bancroft Ave	Avenal Ave	Seminary Ave	30	25
E 12th St	4th Ave	14th Ave	30	25
Piedmont Ave	Ramona Ave	W MacArthur Blvd	25	20
^{b,c} San Pablo Ave	67th St (N)	53rd St	30	25

**26.5 Miles
57 Corridors –**

Full list in the report

^aInternational Blvd is also under consideration as an eligible business activity district between 1st Ave and 107th Ave pending further speed analysis and coordination with AC Transit.

^b In state right-of-way. Implementation pending approval and coordination with Caltrans.

^c AC Transit indicated potential concern with respect to speed limit changes impact on transit operations. Most estimated impacts <1 minute per trip within the identified BAD segment. Coordination is ongoing.

AB 43 (Friedman): Creating Slow Business Activity Districts

Communications and Coordination

- Council Offices
- Neighborhood Councils
- OakDOT Projects
- AC Transit
- Safe Oakland Streets Partners

Enforcement:

A local authority may issue **only warning citations** for violations of **exceeding the speed limit by 10 mph or less** for the **first 30 days** that a lower speed limit is in effect as authorized by this section of this bill.

You were pulled over for a high-risk traffic violation on our High Injury Network (HIN). Unsafe driving can cause death.





Approximately two severe and fatal crashes occur in Oakland every week.

SAFE OAKLAND STREETS

60% of these crashes occur on 6% of our roads. This is our HIN.

Safe Oakland Streets (SOS) is a Citywide initiative to prevent serious and fatal crashes and eliminate crash inequities on Oakland's streets.

For more information on how we the City is focusing resources to save lives check out our website: www.oaklandca.gov/sos



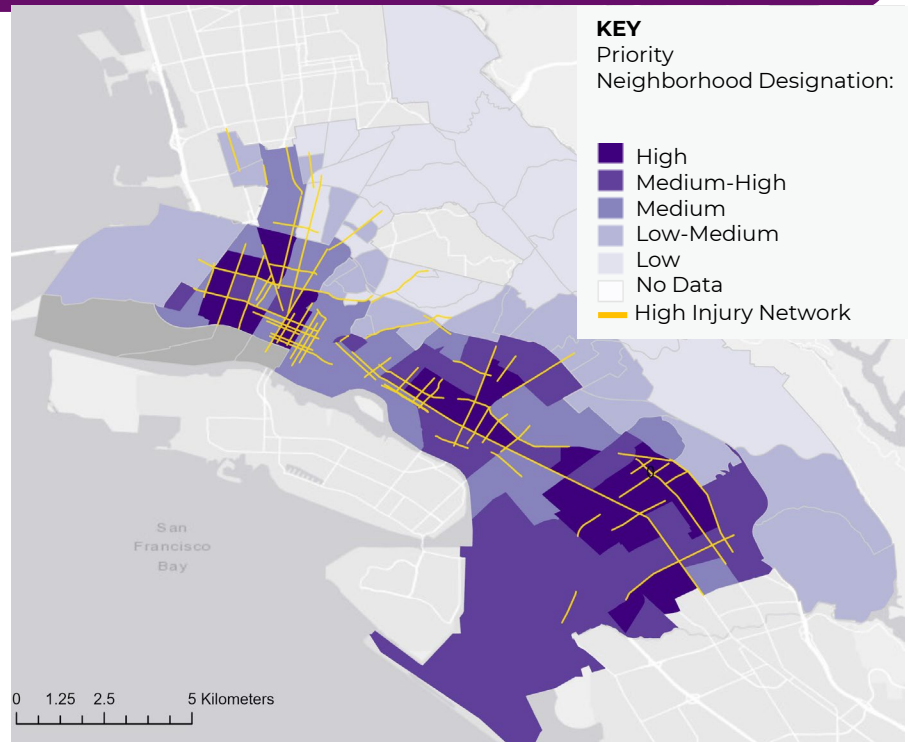
AB 43 (Friedman): Eligible Business Activity Districts

Prioritization

- **High Injury Network (HIN)**
- **Priority Equity Neighborhood tier** (Highest, High, Medium, Low, Lowest)

Implementation Schedule

- Signage for **10 BADs by Summer 2023**, starting at the top of the list; funded
- **All identified BADs as feasible by the end of 2025**, requesting funding in the 2023-25 City Budget



Safe Oakland Streets: Comprehensive Engineering Improvements

Engineering Improvements Delivered Through:

- Major Capital Projects
- Paving Program
- Traffic Signal Improvements
- Speed Limits: Schools
- **Speed Limits: Business Activity Districts**
- Rapid Response Program
- Traffic Safety Service Request Program
- Speed Bump Program
- Sideshow Prevention Program



Thank you!



More info & resources available at: www.oaklandca.gov/SOS

Megan Wier, Assistant Director, OakDOT

November 2022 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>

2022 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/1qgS46y3dWNeAxMVwU3HTwjunj-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**

November 2022 BPAC Agenda Item 10. 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

December

- BPAC Chair's Report to Public Works Committee
- West Oakland Link (tentative)
- IKE Smart City Kiosk contract and the development of a Coordinated Street Furniture Program (tentative)

January

- BPAC Officer Elections
- Committee Assignments
- Annual Strategic Planning Projects Development Projects (tentative)
- Annual Major Development Projects (tentative)
- BART Projects (tentative)
- Annual Paving Plan Update (tentative)

February

- Transportation Development Act (TDA) Article 3 Recommended Projects and Updates (tentative)
- Pedestrian Push Buttons (tentative)
- Fire Code Update (tentative)
- Oakland Police Department and Resident Rides (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>.
- **Adeline St - PG&E Restoration and Road Diet:** Pavement restoration and striping is substantively complete on a PG&E gas main replacement project on Adeline St between 19th St and 35th St. The utility project included full-lane to full-roadway width pavement restoration where trenching took place and significant improvements and updates to the striping and signage along the corridor. The project implemented a planned road diet (approved by City Council in the West Oakland Specific plan), reconfiguring the roadway from two travel lanes per direction to one travel lane per direction, leaving space to add turn pockets at select intersections, buffered bicycle lanes, and buffer space along the roadway centerline to provide separation between oncoming traffic. Other upgrades include high-visibility crosswalks, updates to school crosswalk locations, and updates throughout the corridor to bring delineation and signage up to current standards. The project is a positive example of utility and OakDOT coordination. The project provided an approximately 1-mile northward extension to existing bike lanes on Adeline St between 10th St and 19th St, which were implemented by a City paving project in 2017.
- **OakDOT Follow-up Regarding TOWN Presentation at BPAC Meeting and ATP Cycle 6 Outcome:** See letter attached.



City of Oakland | Department of Transportation

DALZIEL BUILDING • 250 FRANK H. OGAWA PLAZA • SUITE 4344 • OAKLAND, CALIFORNIA 94612-2033

November 8, 2022

RE: OakDOT Follow-up Regarding TOWN Presentation at BPAC Meeting and ATP Cycle 6 Outcome

Dear BPAC Members,

We are writing to follow up on feedback and questions from the October 20th BPAC meeting regarding the Transforming Oakland's Waterfront Neighborhood (TOWN) projects. The TOWN projects are a comprehensive package of transportation infrastructure improvements that will provide safe, more sustainable and more equitable access to the waterfront for all Oaklanders. Once delivered, these projects will represent the implementation of longstanding community-based transportation plans for the City of Oakland including recommendations from both the City's Bike and Pedestrian plans and the Equity Impact Analysis completed for the proposed Waterfront Ballpark District Transportation Plan (see Attachment A).

One of the key themes discussed during the public discussion was the concern that there is disparate investment in transportation infrastructure improvements across the City. Several commissioners expressed frustration regarding projects advancing in Downtown, Chinatown, West Oakland and Jack London Square, at the perceived expense of similar investments in East Oakland. Commissioner Ralston pointed out there is "a larger question about how this project is framed in respect to the rest of Oakland's Waterfront Neighborhoods. What [does OakDOT] consider to be Oakland's Waterfront Neighborhoods?" Commissioner Ralston also asked "What are the other major projects that are connecting the rest of Oakland's Waterfront Neighborhoods?" Commission Chair Shader added that not providing a waterfront access project in Deep East Oakland is "another way to keep people in Deep East Oakland who use a bike for transportation from getting [to Howard Terminal]."

The City is committed to building a network of safe transportation options that advance equity for Oaklanders. As stated in the OakDOT Racial Equity Team (RET) Charter, all levels of staff are responsible for ending systemic causes of racial disparity. The 2021 East Oakland Mobility Action Plan—the completion of which was a milestone for OakDOT—holds OakDOT accountable to community partners and outlines a 5 Year Action Plan that reflects the East Oakland Mobility Principles and responds to existing mobility challenges and desires heard from the community.

Despite OakDOT's commitment to Racial Equity, the City acknowledges that there are many barriers between [Oakland's High/Highest Priority neighborhoods](#) and the Martin Luther King Jr. Shoreline and Bay Trail, including physical barriers such as railroad tracks, the I-880 freeway, and large swaths of

private industrial land. Moreover, the current access points are especially poor for people walking, bicycling, and taking transit.

While the TOWN projects currently focus on improving access to the Jack London Square waterfront from Downtown, West Oakland, and Chinatown, the City is also actively pursuing several existing projects and efforts in East Oakland that will improve access to the waterfront for East Oaklanders. Table 1 below shows a list of planned projects to better connect East Oakland neighborhoods with the Martin Luther King Jr. Shoreline and Bay Trail, and Table 2 shows planned crosstown projects to connect East Oaklanders to Downtown and by extension, the Jack London Square Historic Waterfront District.

Table 1. Planned Projects & Plans Connecting Neighborhoods to the MLK Shoreline and Bay Trail

Projects & Plans	Description	Estimated Project Cost	Status & Recent Grant Applications
73rd Avenue Active Routes to Transit	This project will create 1.85-mile of continuous bicycle facilities and install intersection improvements to increase affordable, safe and comfortable access for bicyclists, rollers and pedestrians to three regional multimodal transit hubs, including Coliseum BART, International Blvd Bus Rapid Transit (BRT), and Eastmont Transit Center. Note: this project would connect to the waterfront via the 66th Avenue project below.	\$27.6M	Planning. ATP Cycle 6 Grant (2022) application was submitted for this project. While this project was not awarded in the statewide round, it may still be awarded by the MPO component.
66th Avenue Coliseum BART to Bay Trail Connector	This project will realign freeway ramps to create an off-street Class I biking/walking pathway on the south side of 66th Avenue which will provide a safe and calm connection for people biking and walking between the Bay Trail/Oakport Street and San Leandro Street.	\$19.3M	Design. OBAG & ACTC CIP Grant (2022) An ACTC CIP application was submitted for this project. Results are still pending; while the project was not awarded OBAG funding, a part of the CIP call, it may still be awarded regional funds.
Power the People: Martin Luther King Jr. Shoreline Access Study	This study will explore the feasibility of creating a new fare-free zero emissions bus route along 73rd Ave and other clean mobility options that will bring East	\$198K	Planning. This project is currently underway using funds from the

	Oakland residents to the Martin Luther King Jr. Shoreline park.		California Air Resources Board.
Fruitvale Alive!	This project will install sidewalk level protected bike lanes to connect the Fruitvale Ave Bridge and new segments of the SF Bay Trail connecting to Jingletown with Fruitvale BART Station and E12th Street. The project will connect to a new segment of the Bay Trail at the southern end of Fruitvale Avenue and will address problematic "pork chop" islands at E12th Street.	\$14M	Bid/Award: Construction anticipated to start late 2022/Early 2023.
29th Ave Railroad Crossing Improvements	This project will include sidewalk construction to provide an accessible path of travel across the railroad tracks. Separately, projects will also improve crossings at 85th and 105th Avenue.	\$460K	Design

Table 2. Planned Crosstown Projects & Plans Connecting East Oakland Neighborhoods to Downtown and the Jack London Square Historic Waterfront District

Projects & Plans	Description	Cost	Status & Recent Grant Applications
East Bay Greenway	The Project will construct a bicycle and pedestrian facility that will generally follow the BART alignment for a distance of 16 miles and traverse Oakland, San Leandro, and Hayward, connecting seven BART stations as well as downtown areas, schools, and other major destinations.	\$475M - \$675M	75th to 85th Ave complete; 69th to 75th Ave to begin construction in 2023. ACTC to begin design between Lake Merritt BART and Fruitvale BART early 2023. Other segments in planning.
Bancroft Avenue Greenway	Provides a two-mile, low-stress, separated multi-use path that enhances alternate, affordable and safer mobility to East Oaklanders of all ages to essential places such as schools, parks, food markets and critical services. The project includes: a multi-use path, ADA compliant curb ramps, landscaping, trees, and irrigation, lighting, wayfinding signage, benches, waste receptacles, spaces to meet, picnic, and BBQ.	\$34.7M	Planning. ATP Cycle 6 Grant (2022) application was submitted for this project. This project did not get awarded funding by the Statewide allocation, but may be awarded by the MPO(MTC) component.

International Boulevard Pedestrian Lighting and Sidewalk Improvements	This project will install pedestrian-scale lighting and repair sidewalks and ADA-compliant curb ramps to provide safer pedestrian conditions for people along International Boulevard between 45th Avenue and 107th Avenue, along with new waste containers and trash capture devices.	\$9.9M	Design. Project will be completed in 2023.
Foothill Buffered Bike Lanes/Foothill Complete Streets	Implement buffered bike lane (Class 2) improvements along Foothill Blvd between 14th Ave and 55th Ave as identified from extensive outreach in East Oakland, as well as a planning study that will identify priority projects along the corridor.		Planning
E 12th Street Bike Connection	This project connects existing bike lanes on International Boulevard (east of 54th Avenue) with the Fruitvale BART Station.	\$1.7M (cost to date)	Design
Lakeside Dr/Lake Merritt Complete Streets Paving Project	This project will coordinate with a planned repaving project to extend the popular two-way cycletrack around Lake Merritt from Madison Street/Lakeside Drive to 1st Avenue/International Blvd. This project also includes providing bus-only lanes for the new Tempo BRT service, where feasible.	\$8.5M	Design. USDOT Safe Streets for All grant (2022) application was submitted for this project. Award announcements are expected by the end of 2022 or early 2023.

Another comment we heard in response to the TOWN presentation was a need for safety improvements to the 11th Street and 12th Street overpasses. The commenter highlighted that proposed bike lanes on Martin Luther King Jr. Way would lead to more bicyclists using these overpasses to reach Martin Luther King Jr. Way, and noted that there have been multiple collisions here in the past. In response, we acknowledge that these overpasses are often unsafe and hinder accessibility, along with most of the other overpasses and underpasses in Oakland. This particular stretch of I-980 has disconnected West Oakland from the rest of the City. There are two major capital improvement projects will improve connection between West Oakland and Downtown:

- The [14th Street Safety Project](#) will include bike lanes on the overpass that will be separated from vehicle lanes with raised barriers. These lanes will connect with the future bike lanes on Martin Luther King Jr. Way.
- The [7th Street Connection Project](#) will include projected bike lanes under I-980 and connect to future bike lanes on Martin Luther King Jr. Way.

Status of Active Transportation Program Grants for Projects in East Oakland

Commissioner Whipps requested more information about the two East Oakland projects that OakDOT applied for Active Transportation Program Cycle 6 grant funds. OakDOT applied for funds to advance the 73rd Avenue Active Routes to Transit and Bancroft Avenue Greenway projects, both described in Tables 1 and 2. On October 20, 2022, it was announced that OakDOT was not successful at being awarded ATP funds through the Statewide component of the program. These projects are still being considered for the Metropolitan Planning Organization (MPO) component of the program. Projects to be awarded funds through the MPO component are expected to be announced in January 2023. Although we do know what scores the two projects received (see last link, below), we do not yet have extensive information on the reasoning behind the scores and comments that the two projects received. Staff have requested a debrief meeting with the grantor to better understand the final scores.

For more information, please see the 2023 Active Transportation Program Staff Recommendations, here: <https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/2022/2023-atp-staff-recommendations-final-a11y.pdf>

To see all the scores, see here: <https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/2022/2023-atp-all-scores-by-score-a11y.pdf>

Finally, while the City is pursuing a number of significant projects to help connect East Oakland to the Martin Luther King Jr. Shoreline and Bay Trail, staff acknowledges that there is much work still to be done and appreciates the opportunity to be in dialogue with BPAC members regarding these issues.

Sincerely,



Audrey Harris, Planning Manager
Major Projects Division | Oakland Department of Transportation
aharris2@oaklandca.gov

cc:

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Vice-Chair Yee, dt8k.yee@gmail.com

Commission Campbell, andygc1x@gmail.com

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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.