



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the April 18th, 2019 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/Apr-2019-BPAC-Agenda.pdf>.

Meeting called to order at 6:0 pm by BPAC Chair Kenya Wheeler.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with seven commissioners present (X). One (-) was excused (provided notice of absence as specified in by-laws). One (x) arrived just after rollcall.

Commissioners	Present
Reginald K Burnette Jr	X
Andrew Campbell	X
Jesse Jones	x
Phoenix Mangrum	X
George Naylor (Vice-Chair)	X
Zachary Norris	X
Mariana Parreiras	-
Midori Tabata	X
Kenya Wheeler (Chair)	X

Introductions were made.

- Other attendees: Tom Holub, Robert Prinz, Charlotte Duruisseau, Phil Erikson, Ulises Toledo, Bob Fearman, John Minot, Grey Gardner, Bradley Cleveland, Matthew Ruggiero, Ashley Renick, Rosa Villalobos, Tif Meuler, Patricia Shader, Ben Everson
- Staff: Jason Patton, Jennifer Stanley, Noel Pond-Danchik

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from March 21, 2019** was made (Tabata), seconded (Mangrum), and approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- Ashley Renick reported that the recent project to install traffic circles along Shafter also removed the four-way stops. Now drivers traveling along Shafter Ave are not yielding to pedestrians. Renick recommended reinstalling four-way stops or installing yield signs to draw attention to the pedestrians and clarify right of way.
- Matthew Ruggiero noted that on E 12th St between 19th Ave and 20th Ave the sidewalk and bikeway are fenced off due to fire damage, posing a threat to pedestrians and bicyclists. Ruggiero recommended one of the vehicle lanes be closed to make space for bicyclists and pedestrians.
- Charlotte Duruisseau asked what actions the City is taking to address illegal dumping, noting that it is a hazard for pedestrians.

- It was noted that the City is working on the problem including implementing free bulky waste drop-off days.
- Rosa Villalobos asked about follow up on the pedestrian warning signs on Fruitvale Ave between Foothill Blvd and Harold St which inadvertently are causing a pinch point that causes cars to veer into the bike lane causing a hazard for bicyclists.
 - The OakDOT staff who worked on the project have come twice to the Infrastructure Committee. Find notes at: <https://docs.google.com/document/d/1qgS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA/edit>. OakDOT is returning to the committee with a design to fix the problem by the end of this month.
- All speakers were encouraged to report to 311/seeclckfix (<https://www.oaklandca.gov/services/oak311>)

Item 4. Committee Report Back

Committees of the BPAC with activities in the past month provided brief updates to the Commission. A list of active committees and written updates from committees are included in the agenda packet.

- Open Forum Committee met and their website is updated with the most recent information (https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/htmlview).
- The Committee on Bicyclist / Pedestrian / Police Interactions met this month with Lily Brown, OakDOT staff, to talk about the inclusion of relevant topics in the Bike Plan Update. The Committee is also seeking to work with the City of Oakland's Department of Race & Equity. They are also working on getting a quarterly presentation from Oakland Police Department (OPD) and are trying to obtain recent OPD data.
- Notes from the recent Planning Commission Review Committee meeting are in the agenda. The Committee is open to the public and welcomes attendees. They look at projects in planning review and see how the BPAC can provide comments in that process. Please reach out to Commissioner Campbell to get involved.
- The Legislative Committee met.
- The Infrastructure Committee update was sent out and is attached. Notably, ACTC is looking for input on the San Pablo Ave Corridor Project. A public meeting is being held on Wednesday, April 24th from 6:30-8pm at the Emeryville Center of Community Life. See <https://www.alamedactc.org/programs-projects/multimodal-arterial-roads/sanpabloave/> for details. The BPAC is also looking for a time to discuss the project.

Item 5. Telegraph Update

OakDOT Planning & Project Development staff (Nicole Ferrara, Section Lead, and Hank Phan, Transportation Planner), presented plans for making swift and effective improvements to Telegraph Ave, including addressing issues identified with the current protected bikeway design on Telegraph Ave through KONO (20th-29th Streets). These changes will be implemented with the paving project this summer or fall. See the attached presentation for further details.

Summary of Discussion:

- There was Commissioner approval for the before and after method of evaluation of the KONO project and for the improvements of the KONO section.
- There was a request for the information found during the evaluation studies.
- There was support for parking protected bike lanes.
- Streets are chosen for protected bikeways based on many factors including funding opportunities and the street's use, width, and vehicle speeds.
- Find other major projects in the works across the city on the DOT Major Active Projects Map at <http://arcg.is/08Xq11>.
- There was a concern about the lack of physical barrier in the buffered, not parking protected, design proposed for Telegraph Ave, 29th St-MacArthur Blvd, due to high vehicle speeds in that section. It was recommended that the DOT conduct a study to compare how each design impacts speeding.
- Hopefully there will be less of a need to enforce vehicle parking in the bike lanes in KONO once the new design is implemented.

Speakers other than commissioners: Lily Brown, Robert Prinz, Ulises Toledo, Bradley Cleveland, Ben Eversol

Item 6. Adaptive Bike Share Pilot Program

Kerby Olsen, OakDOT's Shared Mobility Coordinator, presented information about the Adaptive Bike Share Pilot Program, a partnership with Lyft and the Bay Area Outreach and Recreation Program (BORP) which will make adaptive bikes, used by people with disabilities, available for short-term rental at select locations in Oakland this summer and fall. See the attached presentation for further details.

Summary of Discussion:

- This may be the first program of its kind in the Bay Area.
- Bikes will be rented and returned at the same location.
- The bike stations will be located near multi-use paths so that riders will not need to ride on the street unless they choose to do so.
- The six-month pilot will start next month and be in operation one weekend day and one weekday each week.
- The program is estimated to cost \$40,000.
- Alta Planning and Design is being contracted to review the accessibility of all ride sharing programs in Oakland (bikeshare, scooter share, car share, etc.), and will also be evaluating the adaptive bike share pilot program.
- Hopefully the program can become permanent or adaptive bikes can be integrated into the existing bikeshare program.
- The Metropolitan Transportation Commission and the City of San Francisco are also looking at starting programs like this across the region soon.
- It was noted that some members from the Mayor's Commission on Peoples with Disabilities appreciated the level of community outreach done for this program. They also look forward to an adaptive scooter share program sometime in the future.
- There is an interest in having stations farther East in Oakland, but finding locations close to transit and with access to off-street facilities is more difficult there.

Speakers other than commissioners: Charlotte Duruisseau

Item 7. Bike Plan Update

OakDOT Planning & Project Development staff (Lily Brown and Manuel Corona), presented the Draft Bike Plan Update. The Draft Plan is available online at <https://www.letsbikeoakland.com/draft-plan/#/>. See the attached presentation for further details.

Summary of Discussion:

- The programmatic and administrative costs are not yet included in the cost estimates.
- There was appreciation for the equity focus of the outreach and the high level of community engagement.
- The proposal to install a median bike path on Bancroft Ave is based on the design on Mandela Pkwy. However, the path along Mandela doesn't work for cyclists, or as a park. The City should consider putting traffic on one side of Bancroft Ave and allocating the remaining side to bicyclists and park space.
- There was appreciation for the attention to the low-stress network and gap closures. There was some concern that the public was showed only in types of bikeways rather than other traffic stress factors like vehicle speeds, average daily trips, etc.
- A representative of East Bay for Everyone recommended that a bike share model with community ownership be proposed in East Oakland.
- The plan doesn't appear to address streets on the High Injury Network in East Oakland, particularly International Blvd. This is due, in part, to the AC Transit BRT project which extends the length of International Blvd. For streets where comfortable bikeways would be difficult to fit, the Bike Plan proposes neighborhood bikeways on parallel streets.
- The low-stress bikeways appear disconnected.
- The presenters asked the BPAC to support the Bike Plan at the Planning Commission on June 5th, Public Works Committee on June 11th, and City Council on June 18th.

→ A motion to **support and endorse the Draft Bike Plan Update and move it forward** was made (Tabata) and seconded (Norris), with all commissioners voting in favor. The motion passed.

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

→ A motion to **extend the meeting by ten minutes** was made (Tabata) and seconded (Burnette Jr.), with all commissioners voting in favor. The motion passed.

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

See the three-month look-ahead, upcoming meeting topics, and announcements in the agenda.

Suggestions for meeting topics

- Commissioner Tabata: Choosing a liaison to the Public Works Committee
- Commissioner Tabata: A recommendation to increase the number of staff positions for concrete repairs. Currently it is only one team with five staff so concrete repairs are slow coming.
 - It was recommended Commissioner Tabata bring this up at next month's item on the draft budget.
- Vice-Chair Naylor: Update from AC Transit on the Bus Rapid Transit (BRT) project on International Blvd including a discussion on bike infrastructure.

Announcements

- May 9th is Bike to Work Day.
- Business cards for commissioners are available.

- Vice Chair Naylor was thanked for presenting a card on behalf of the Commissioners to AC Transit.
- There will be a ceremonial item at City Council on Tuesday, May 7th in the City Council Chambers to commemorate Oakland's designation as a Gold Level Bicycle Friendly Community.

The meeting was ended in memorial of Alma Vasquez and Angel Garcia, a woman and her son who were killed by a vehicle while walking in the intersection of 26th Ave and Foothill Blvd last weekend.

Meeting adjourned at 8:12 pm.

Attachments *(to be appended to adopted minutes)*

- April 4, 2019 Infrastructure Committee Notes
- Telegraph Update Presentation
- Adaptive Bike Share Pilot Program Presentation
- Bike Plan Update Presentation
- BPAC Strategic Plan 2019 Goals

Minutes recorded by Noel Pond-Danchik, Pedestrian Program Coordinator, emailed to meeting attendees for review on April 22, 2019 with comments requested by 5pm, Monday, May 6, 2019 to npond-danchik@oaklandca.gov. Revised minutes will be attached to the May 2019 meeting agenda and considered for adoption at that meeting.

BPAC,

As you may surmise, the Infrastructure Committee was busy. We met April 4. Notes by Robert Prinz. You will get the San Pablo Ave corridor notes again in another email, but these are the notes in it's entirety. Wanted you to see it because the BPAC may want to follow up with concrete repair. Jose Javier gave an excellent presentation on this. We learned things we were not aware of, about how they can and cannot fix concrete, new materials are being developed, but most importantly, that they need additional resources. This topic came about because Robert was concerned about how concrete pavements get fixed, the fact that you can report issues with asphalt roadways and they are addressed quickly, but not so with concrete. This is only one 5 member crew for all of Oakland. Jose was mentioning they were thinking creatively and trying to expand the 5 members to 2 crews. He didn't say it, but another crew would certainly be helpful. I think we should recommend.

Notes from April 4, 2019 taken by Robert Prinz

Midori Tabata (BPAC commissioner)
George Naylor (BPAC commissioner)
RB (BPAC commissioner)
Phoenix Mangrum (BPAC commissioner)
Jason Patton OakDOT
Noel Pond-Danchik OakDOT
Jose Javier OakDOT (concrete repair item)
Ade Oluwasogo OakDOT (HSIP item)
Cathleen Sullivan ACTC (San Pablo Ave item)
Chris Marx ACTC (San Pablo Ave item)
Catherine Payne Oakland Planning Department (CoA item)
Robert Prinz (note taker)
Brendan Pittman (member of the public)

Discussion on pavement repair on concrete

- Pavement repair on asphalt vs concrete - asphalt is fixed quickly but concrete not as often - sidewalks/curb gutter
- Some work recently on San Leandro, 32nd Ave, Fairmount & Moss (tree uplift) - done in 3 days
- Patching as well - new materials that adhere to the surface
- If large amount it can't be patched
- Special equipment is needed for some jobs - crews don't have yet
- Patch has to be 2' x 2' or smaller for quick repair - if larger it has to be cut or taken out
- Better for crews to do large area if damaged - recent repair is 60' x 20'
- If 311 report is called in what's the process?
- If concrete pads are opening - can't fill it with asphalt or concrete - rubber seal doesn't work if gap is too bad (inch or wider) - crack seal could work. Also slope is issue. Works on flat surfaces. Slopes will cause it to reopen.
- Opportunity to create list of issues that impact bike/walk safety for priority fixes - similar to existing top ten potholes list for asphalt roads that city responds to - talk to Kenneth & Jason
- Certain product used on Hegenberger overpass is especially effective
- Only one concrete crew for entire city - now under DOT - resurfacing more streets now and upgrading wheelchair ramps - sidewalks/emergency/driveways - only a crew of 5
- Workload breakdown: Used to be 75% sidewalks 25% curb and gutter + emergency repairs (incl at fire stations) OT - Now 50% curb ramps 35% sidewalks 15% curb/gutter + special projects OT

- 5 concrete finishers has been requested (currently only 3) - could be 2 crews to split between emergency repairs & large jobs
- 98th/Sunnyside job recently - 200 feet of median island at school - complicated job took a long time, perhaps should have been contracted out
- Asphalt overlay on top of concrete is possible but won't last long, at most a year

San Pablo Ave Corridor Plans

- NOT reviewing final plans - conceptual design plans only so far
- 2 county 7 city effort - SPA Oakland to Richmond
- SPA is consistently 74-73' throughout Alameda County but widens & narrows in Contra Costa
- Project takes a lot of different corridor plans from individual cities/agencies and giving it a holistic view - identify what will fit & the tradeoffs
- SPA is identified as priority development area in each of the cities - lots of growth
- Primary goal: safety, comfort/quality, economic development, equitable designs
- SPA is high injury corridor for multiple modes - not major auto delay - high speeds at off peak - bus service is slower, not competitive w car speeds & unreliable - 25% of buses are significantly delayed
- Loading on side streets is inappropriate due to residential use nearby
- Getting across SPA is difficult - All of SPA is high stress for cyclists today
- 1/3 of trips on SPA currently are pass through trips - not ending on corridor (like alternative to I-80)
- Future conditions (2040): Bus time will double w no changes
- Assumption that sidewalks will stay the same, maybe a little widening: Concepts assume 73-74' street ROW
- Option for road diet w no bus lane is not being considered due to transit delays
- High viz xwalks, better lighting, crossing beacons included in all concepts
- Three concepts developed: bus + bike lanes, bus but no bike lane, and bike lane & bus improvements but no road diet
- Concept 1:
 - Parking only fits midblock - would mostly be loading zones
 - Center running bus - side running would degrade service due to conflicts
 - If right turn lane included then bike/car mixing zone needed
 - Intersections either have left turn lane or BRT station
 - About 30% of car trips would divert off SPA w bus lane option (same as # trips currently using it as pass through)
- Concept 2:
 - Center running bus
 - Afternoon peak curb parking lane converts to additional travel lane
 - Bikeways provided on side streets
 - Bike corrals could be provided at intersections
 - San Pablo will be even less comfortable for bike riders due to reduced travel lane
- Concept 3:
 - Bus queue jumps don't provide much time savings
 - Bus boarding islands
- Feedback on concepts - a TAC meeting July? On honing down to 1 or 2 designs to bring forward to more advanced design detail
- Oakland southern section has no parallel route options - West (14th-52nd could be an option) - other options Adeline & Market
- Has a private parking/loading survey been performed? Not yet, though on-street usage isn't extremely high - will be part of final plan

- Intercept surveys will be performed - consider including bike riders who are already on corridor

HSIP (Highway Safeway Improvement Program) projects update (more details on OakDOT's major improvements map: <https://www.oaklandca.gov/resources/active-major-improvements-project>)

- HSIP cycle 7 - three projects - deadline to complete construction for all projects is end of 2021
 - 1 approved for construction Downtown Oakland \$330k audible & countdown ped signals - being done in house by staff - to be done in 2019(design or construction?)
 - 1 pending w Caltrans approval (since January) - Claremont (btwn Telegraph & Forest) - Shattuck (signal modifications) - bike lanes & pedestrian crossing upgrades - Question: can limit of project be extended to connect w bikeway at Forest? Reply: No, project boundaries are set by grant application. Follow up: Can other city funding be used to leverage extension to Forest?
 - 1 in design phase - Market St (multiple locations in W Oakland) & San Pablo Ave (34th St towards freeway overpass) - design changed to make more pedestrian friendly - shorten xing distance & T up intersection - design by Harrison Engineer consultant - to Caltrans to request funding by June - supplementing w Measure B/BB funds (<- similar to what could be done on Claremont extension?)
- HSIP cycle 8
 - 35th Ave - design completed & Caltrans approval requested in March - ahead of schedule by 1 year - several pedestrian crossing upgrades
 - Fruitvale Ave - Foothill to E 12th - design complete by December - bike lanes and pedestrian crossing upgrades
 - High St - design complete by December - pedestrian crossing upgrades
 - Bancroft - btwn 65th Ave & 98th Ave - HAWK pedestrian crossing beacons - eliminate right turn slip lane - design complete by December - construction by Spring 2020
- Can come back to review once design is at 65%

Conditions of Approval discussion (51st/Broadway case study)

- How to look at projects that go through planning
 - What gets delivered is not always what gets approved at planning commission
 - What gets approved by planning commission may change due to changed expectations for infrastructure - Some conditions also change based on more detailed review & discoveries on site
 - Best to affect conditions of approval when plans are at 5-10%
 - Staff report for planning commission - staff's understanding of project - other issues could be raised by public at this stage
 - Planning commission has the authority to reject all publicly requested conditions
 - Conditions have to relate to the entitlement the applicant is requesting
- Rockridge Safeway project: Need more specifics from conditions of approval and environmental impact report in order to evaluate what did or did not happen between approval and construction
- Steps public can take to report & inquire about projects: Detailed in attached handout

Midori Tabata

Telegraph Complete Streets



City of
Oakland

Department of
Transportation



**Project
Background**



**KONO
Lessons
Learned**



**KONO
Project
Enhancements**



**Additional
Projects**



**Project
Background**



**KONO
Lessons
Learned**



**KONO
Project
Enhancements**



**Additional
Projects**

Project Background

Pedestrian Streetscape Improvement Plan
2005

- **12-month effort**
- **4 stakeholder meetings**
- **3 community meetings**

Telegraph Complete Streets Plan Approved with Protected Bike Lane Direction
2014

- **40 stakeholder meetings**
- **2 community meetings**

Telegraph Complete Streets Phase 1
2016

Telegraph Complete Streets Phase 2
2019

Telegraph Complete Streets Concrete Improvements
2021

East Bay Bus Rapid Transit plan begins
2002

Telegraph BRT fails in Berkeley
2010

5 Year Paving Plan
2014

2000

2005

2010

2015

2020

2014 Complete Streets Plan

- **Built upon 2002 Streetscape Plan pedestrian improvements, recommended new transit boarding islands**
- **Evaluated two bikeway options**
 - Separated bike lane
 - Buffered bike lane
- **Council resolution called for a bikeway on Telegraph to be protected in KONO**



Separated bike lane

Photo credit: Bike East Bay



Buffered bike lane

Photo credit: People for Bikes

2016 Telegraph Complete Streets Phase 1





**Project
Background**



**KONO
Lessons
Learned**



**KONO
Project
Enhancements**



**Additional
Projects**

Parking in Painted Safety Areas Impacts Visibility



Google

Cars parked blocking bike lane

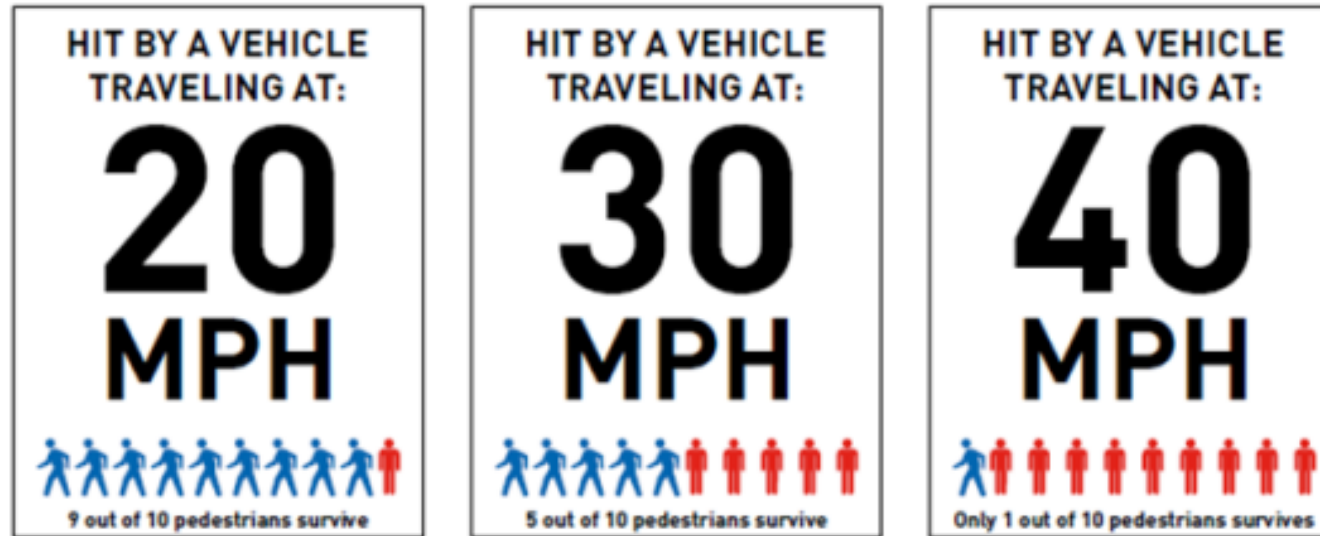


Traffic Grade Planters Easily Moved



Google

Project Benefits



Speed is especially lethal for vulnerable users like pedestrians and people biking. The risk of injury and death increases as speed increases.

**Reducing delay
and speeding**
Faster, safer travel

27% decrease in
northbound speeding

Median speeds are now
the speed limit

Project Benefits



Designing safer streets

Safe and attractive options for all users

**Yielding to pedestrians
increased by over 300% from
22% before to 67% after
implementation**

Project Benefits



52% of bicyclists on
Telegraph say they
travel the corridor
more frequently now

Telegraph Avenue Intercept Survey (2016), n=118
Source: OakDOT

5

Designing safer streets

Safe and attractive options for all users

79% of bicyclists and
63% of pedestrians
say they feel safer on
Telegraph now

Pedestrian collisions on Telegraph Avenue (2012-2017)
Telegraph Avenue Intercept Survey (2016) (n=118, 40)
Sources: OPD, OakDOT

Safety Benefits of Separated Bike Lanes

- **Where protected lanes were installed in New York and Washington D.C., the number of bikes on sidewalks immediately fell by an average of 56 percent.**
Wolfson, H., 2011 - [Memorandum on Bike Lanes, City of New York, Office of the Mayor, 21 March 2011](#)
- **New York City's protected bike lane on 9th Avenue led to a 56 percent reduction in injuries to all street users, including a 57 percent reduction in injuries to people on bikes and a 29 percent reduction in injuries to people walking, as well as an 84 percent reduction in sidewalk riding.**
NYC DOT, 2012 - [Measuring the Street](#)
- **Streets with protected bike lanes saw 28 percent fewer injuries per mile than comparable streets with no bike infrastructure. People were also 2.5 times more likely to bike on the protected lanes than in general travel lanes.**
Lusk, A., et al., 2010 - [Risk of injury for bicycling on cycle tracks versus in the street, Injury Prevention, December 1, 2010](#)
- **Whether they ride bikes themselves, 79 to 97 percent of drivers say they feel moderately or very comfortable driving near bikes with a protected bike lane. Only half of drivers are comfortable on roads without bike infrastructure.**
R. Sanders, 2013 - [Examining the Cycle: How Perceived and Actual Bicycling Risk Influence Cycling Frequency, Roadway Design Preferences, and Support for Cycling Among Bay Area Residents \(UC Berkeley\)](#)



**Project
Background**



**KONO
Lessons
Learned**



**KONO
Project
Enhancements**



**Additional
Projects**

How We Connected

Before 2016

- **44 stakeholder meetings**
- **5 community meetings**
- **1100 survey responses**
- **201 shopper survey responses**
- **500 intercept survey responses**

Post 2016 Installation - Winter 2019

- **43+ merchants engaged**
- **500 people received user surveys, 168 responded**
- **1 community open house**
- **700 subscribers to Telegraph Complete Streets emailed**



TELEGRAPH AVE
COMPLETE STREETS PROJECT

BICYCLIST SURVEY **ENCUESTA DE CICLISTA** 自行车调查

Type in this link to your web browser Escriba en este enlace a su navegador web 键入此链接Web浏览器

<http://bit.ly/telegraphbikesurvey>

Or scan the QR code
O escanear el código QR
或扫描QR码



Before



After



After

Tough posts

- Between bike lane and parking
- Around painted safety zones

Wheel stops

- At parking edges



After

More paint!

- Bright, fun color in painted safety area
- More frequent stencils in bike lane
- Opportunity for Paint the Town effort



After

Slower turns:

- Speed humps
- Yield markings
- Larger safety zones

TELEGRAPH AVE



After

Increased visibility

- Best practice sight lines
- Prevent prohibited parking



After

Improved
accessibility with
mid-block curb
ramps and more
room for ramp
deployment

TELEGRAPH AVE



After



**Meet curbside
needs of
businesses**

After



More comfort for
people parking

Bus Boarding Islands



- Generally positive experience
- Adding bollards and reflective paint will enhance visibility

2019 Installation



Project Evaluation

Existing Measures

- **Speeds, volumes, yielding to pedestrians**
- **Qualitative data on experience walking, biking & loading**

Added Measures

- **Yielding to people biking**
- **Compliance with parking prohibitions**
- **Curb use**
- **Qualitative data on experience across modes**
- **Measures of vibrancy for businesses**



**Project
Background**



**KONO
Lessons
Learned**



**KONO
Project
Enhancements**



**Additional
Projects**

Connecting Telegraph Design Decisions

Buffered Bike Lane MacArthur to 29th

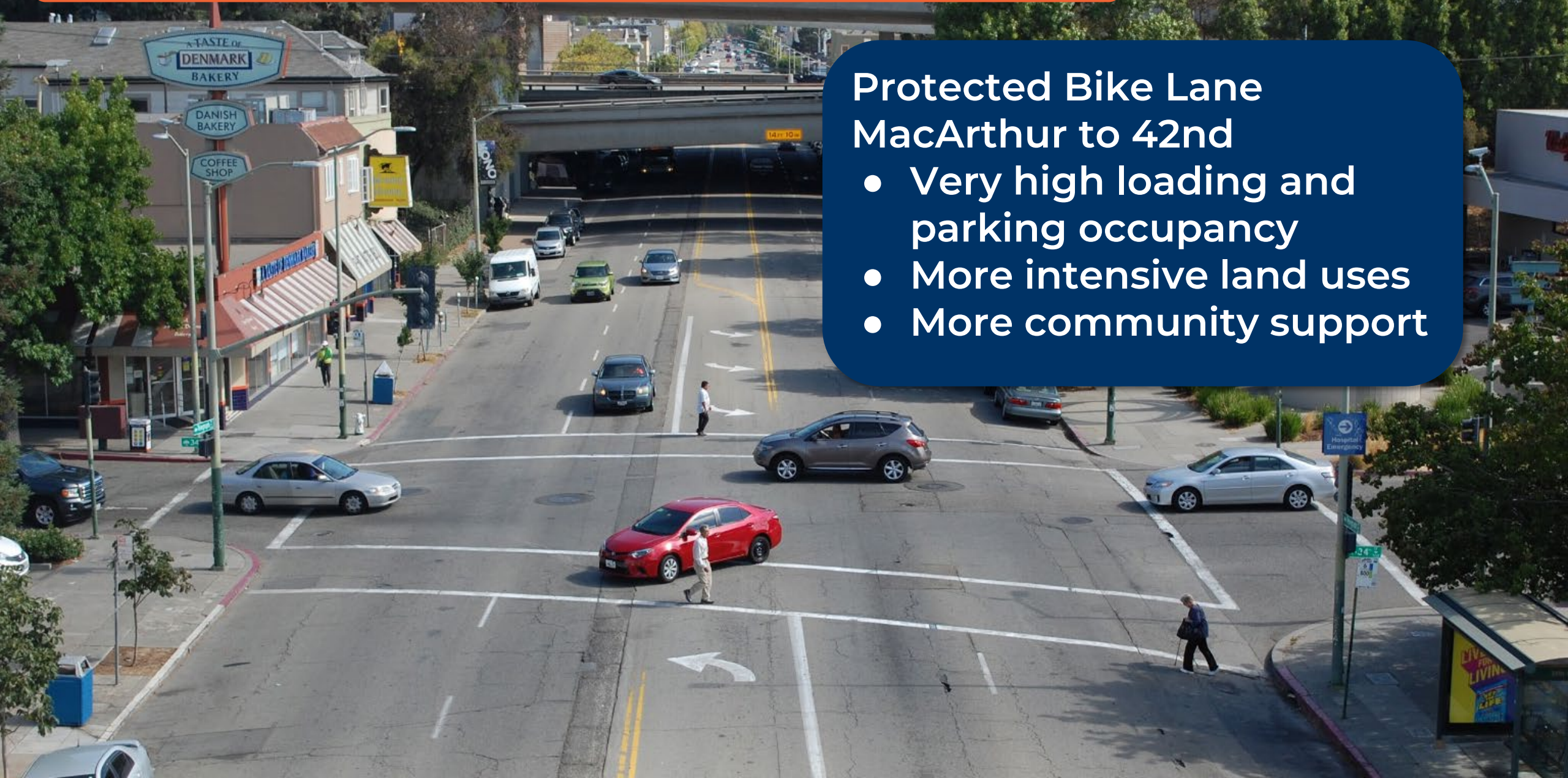
- Low parking occupancy
- Lower risk for double parking due to uses
- Community-vetted buffered bike lane
- Opportunity to adjust



Connecting Telegraph Design Decisions

Protected Bike Lane MacArthur to 42nd

- Very high loading and parking occupancy
- More intensive land uses
- More community support



Thank you!



City of
Oakland

Department of
Transportation





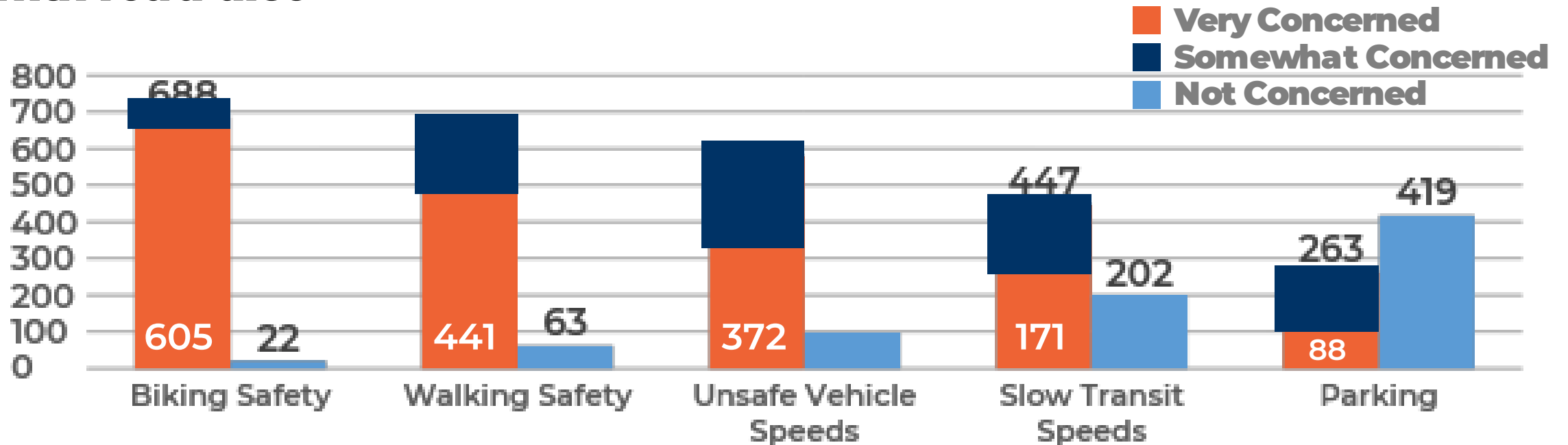
Top Concerns on Telegraph

Before 2018

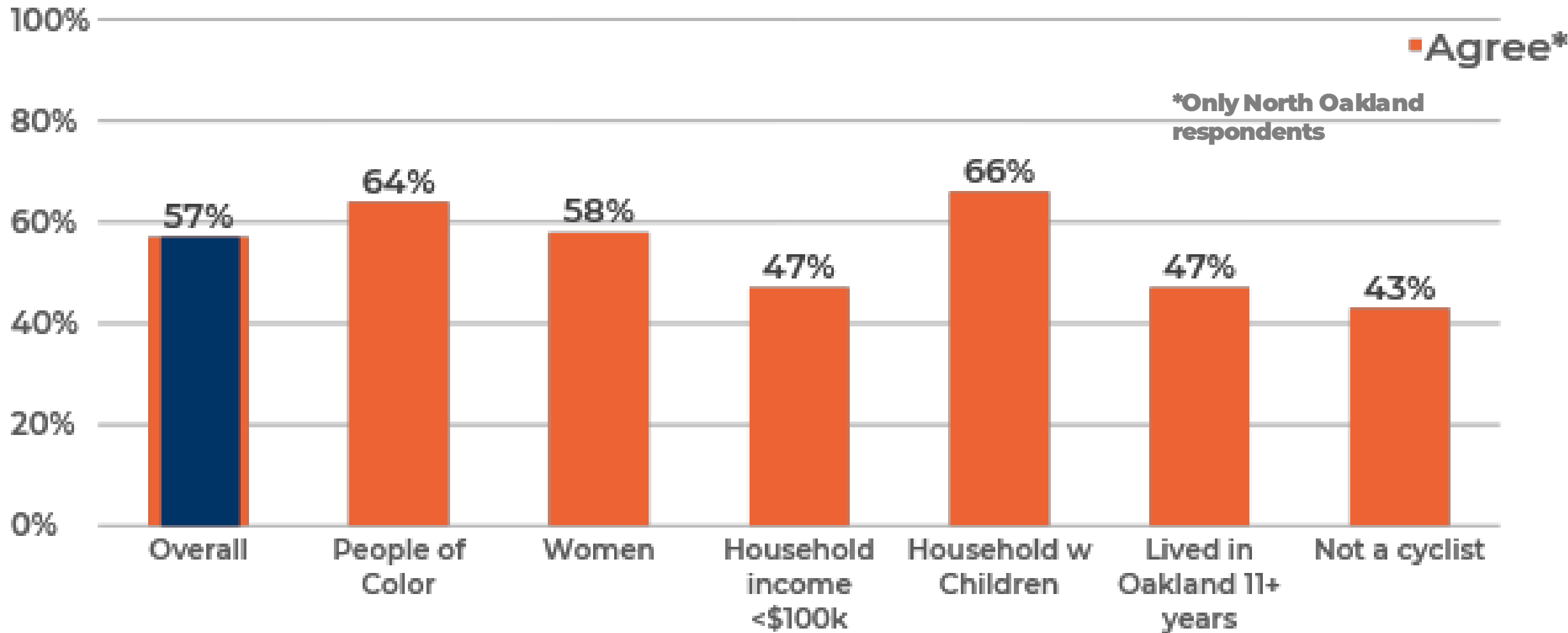
- **Speeding vehicles and pedestrian safety**
- **Transit is unreliable**
- **Lack of bikeway**
- **Parking loss & congestion with road diet**

Summer 2018

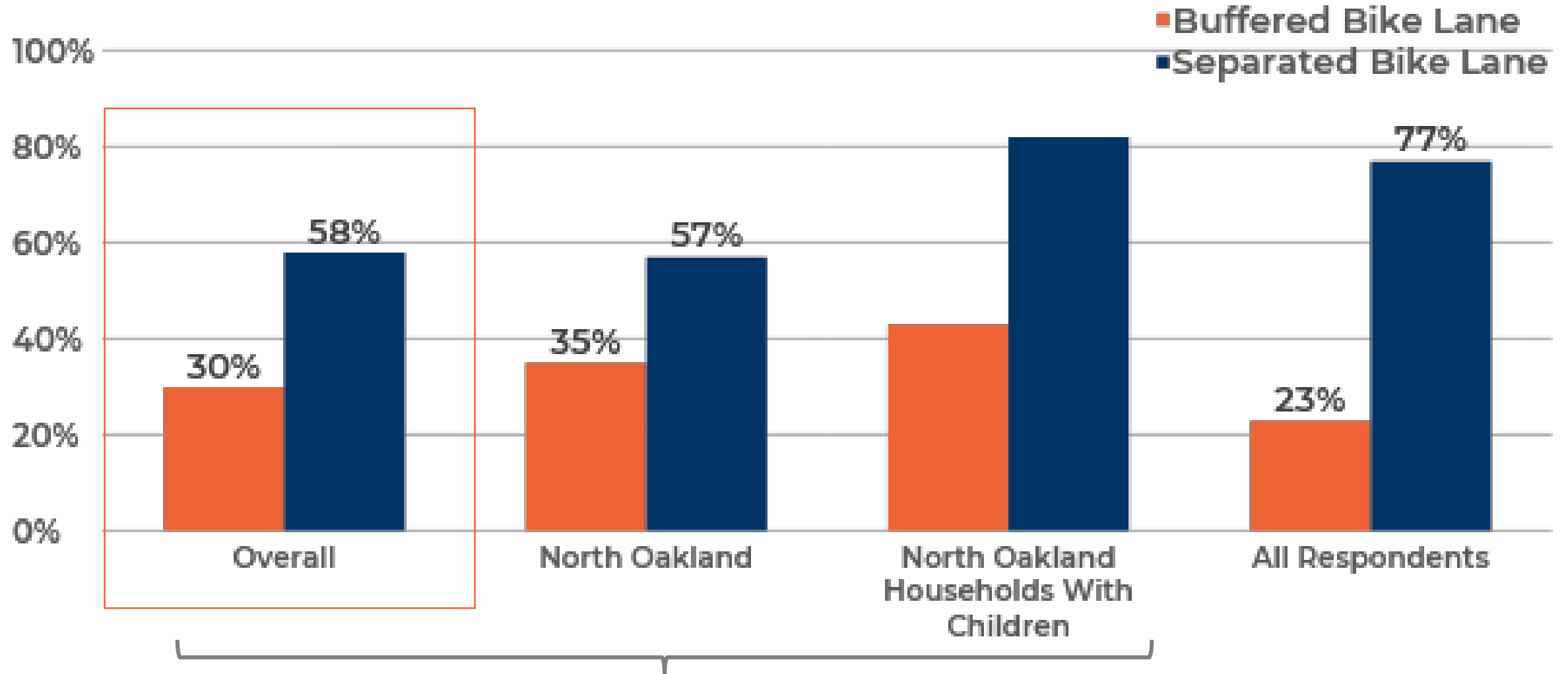
- **Greatest concern: safety of people walking and biking**
- **Next greatest concern: reducing speeding vehicles and improving transit timeliness**



“Improvements to make it safer and easier to bike in Oakland would help someone like me.”



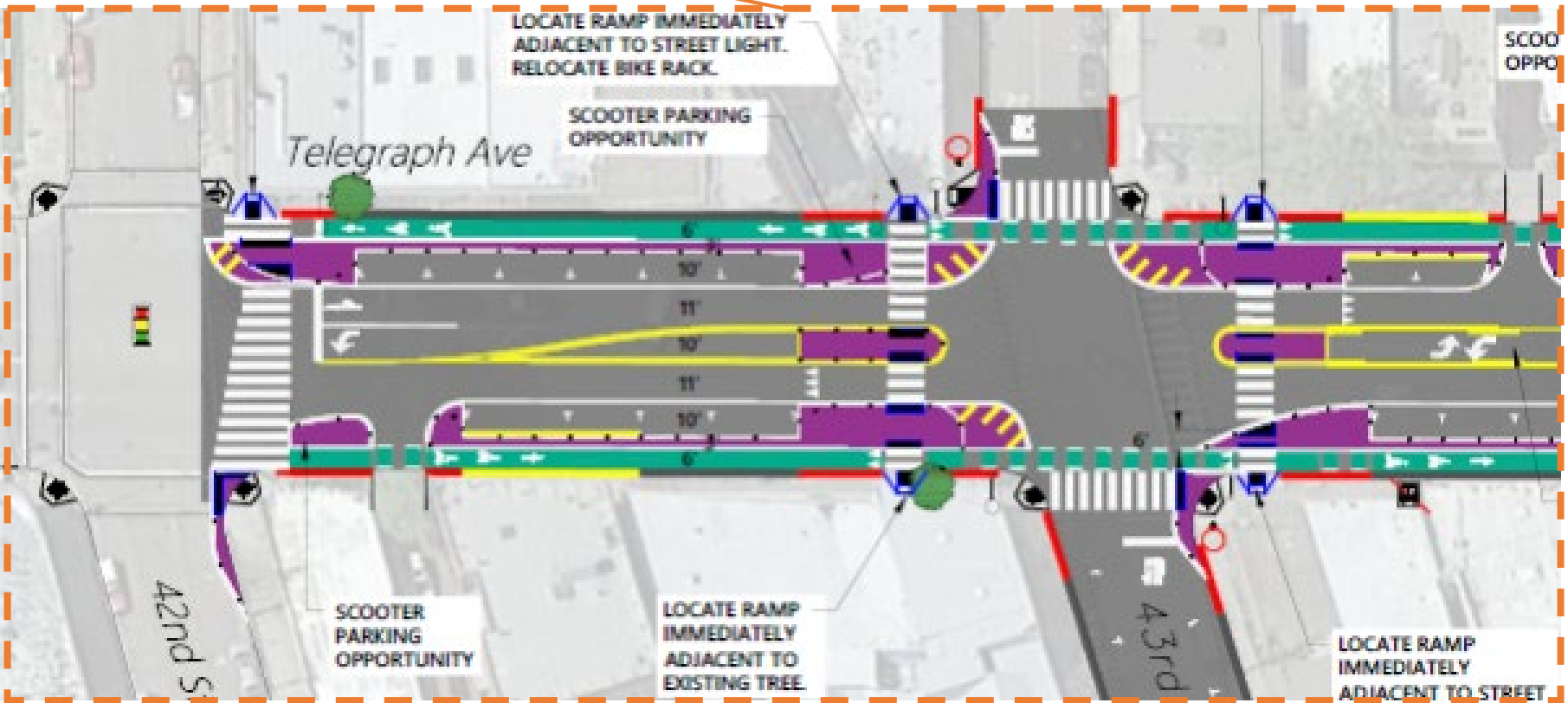
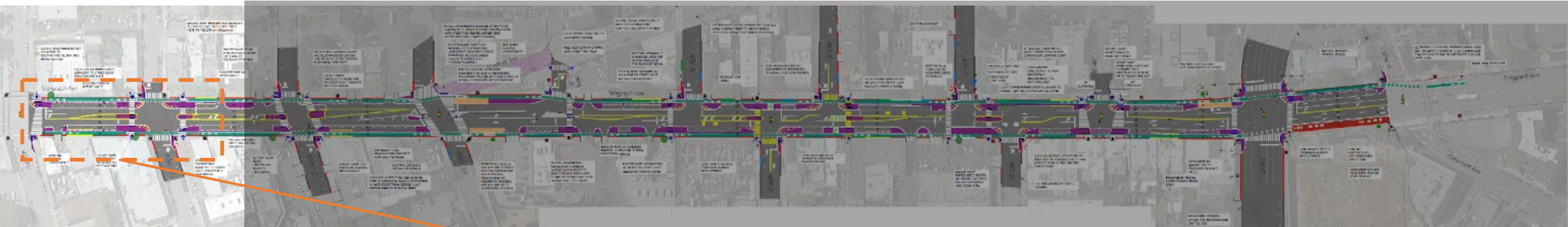
What type of bike lane is best for Telegraph?



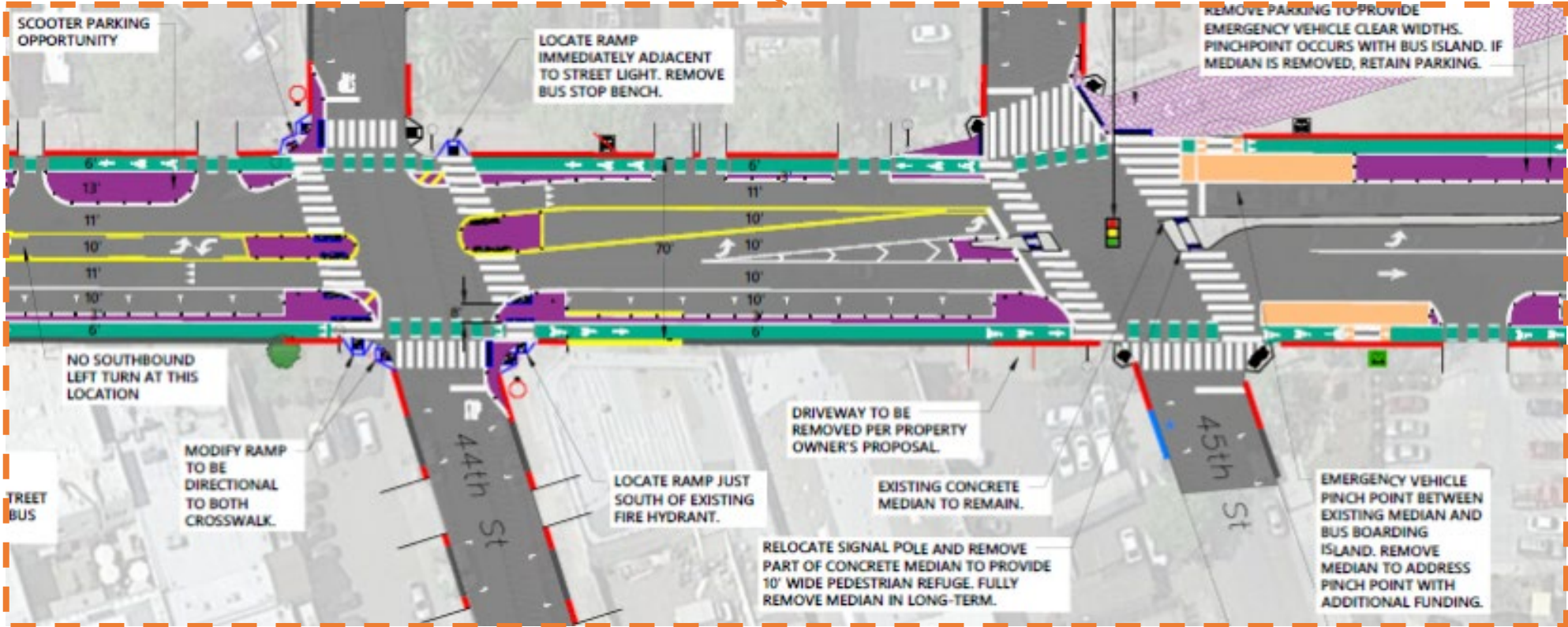
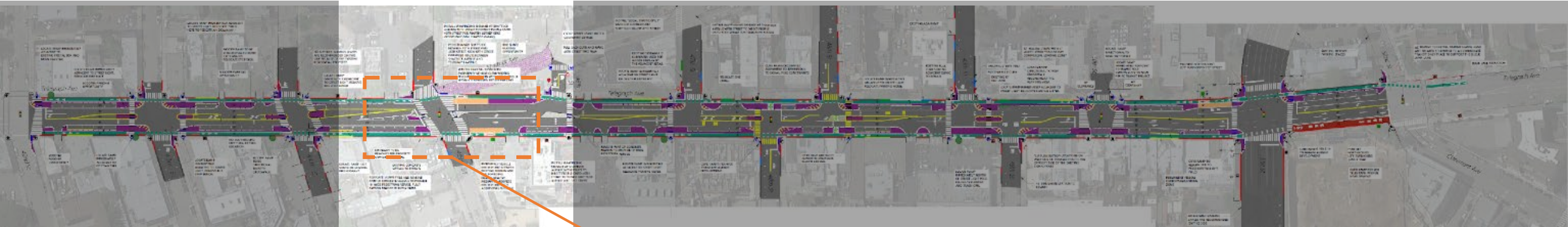
**Oakland
Transportation
Survey, 2018**

**Repairing Telegraph
Design Survey, 2018**

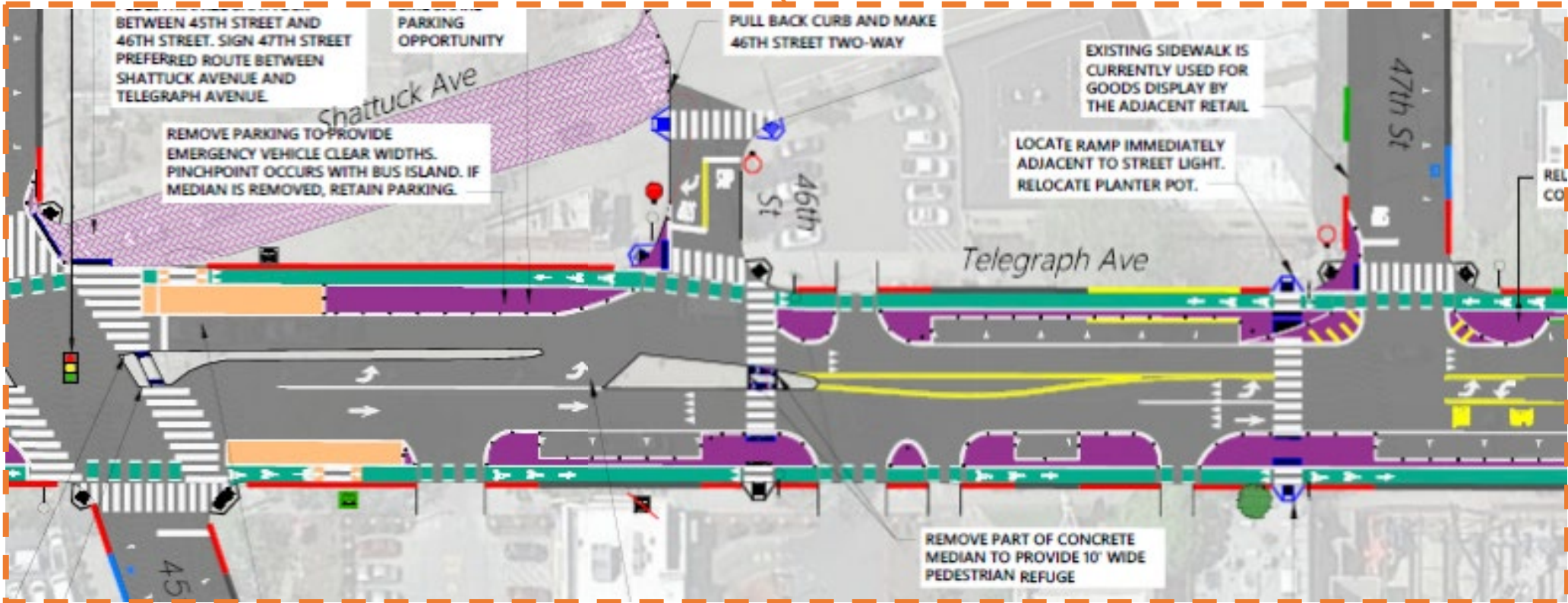
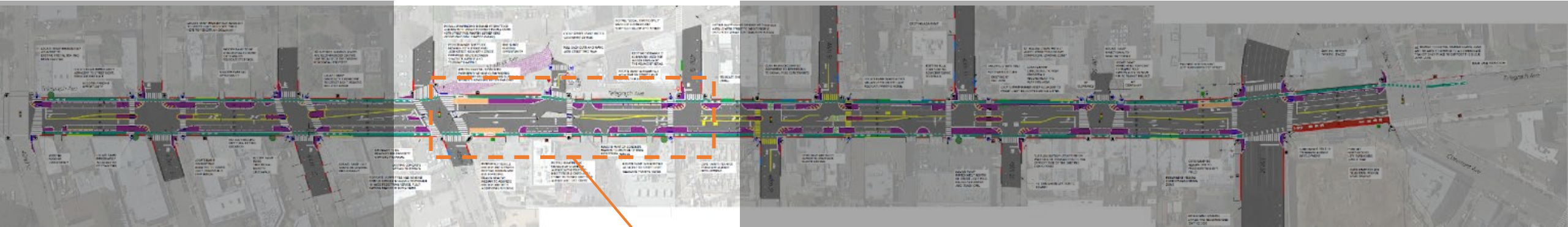
42nd + 43rd / Telegraph



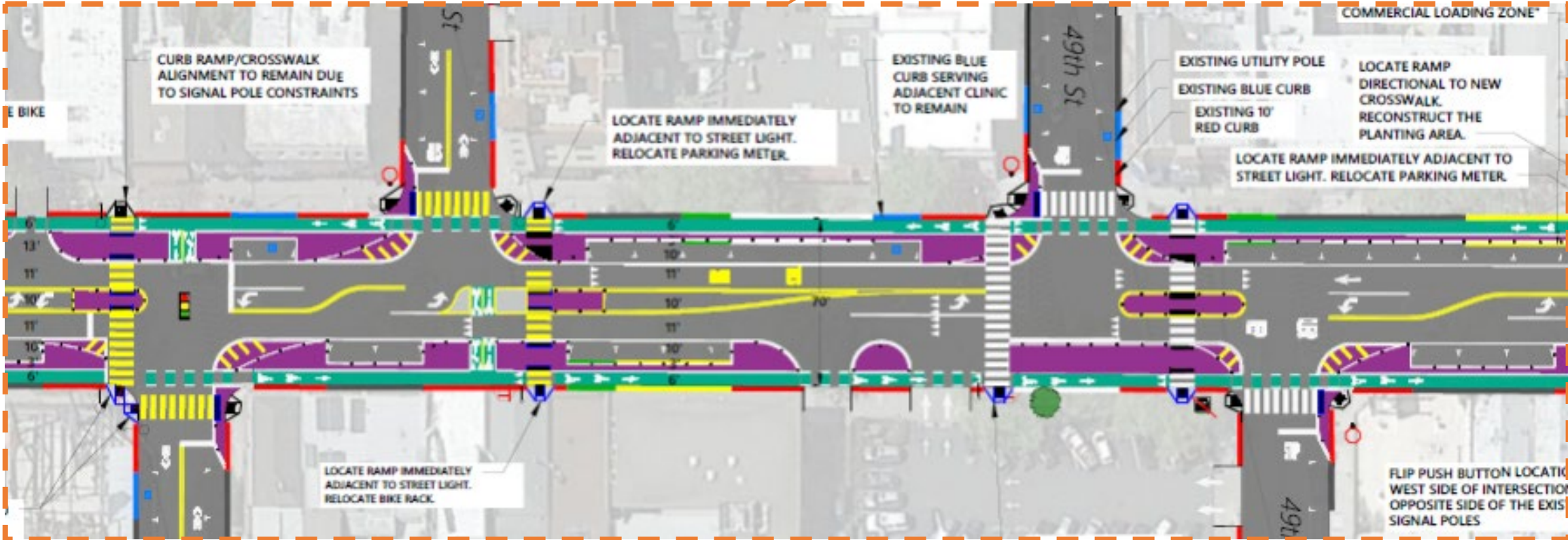
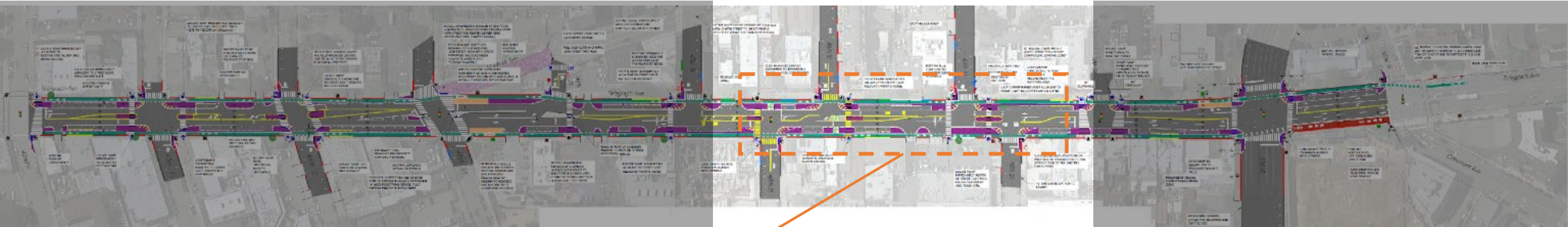
44th + 45th / Telegraph



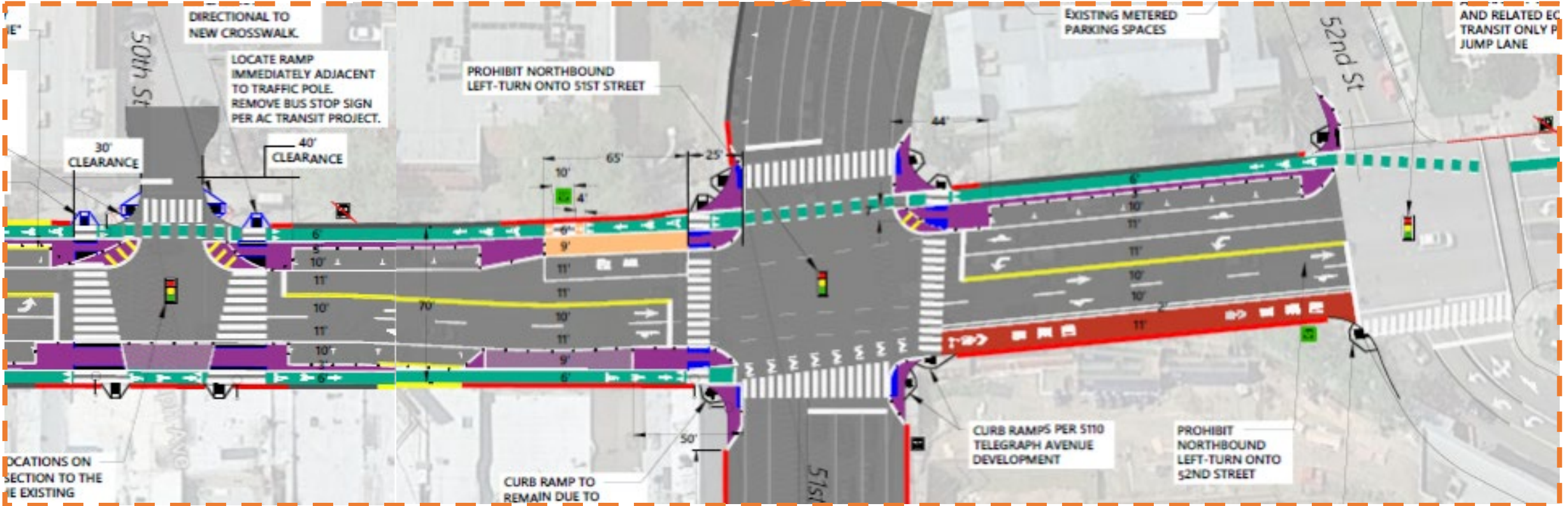
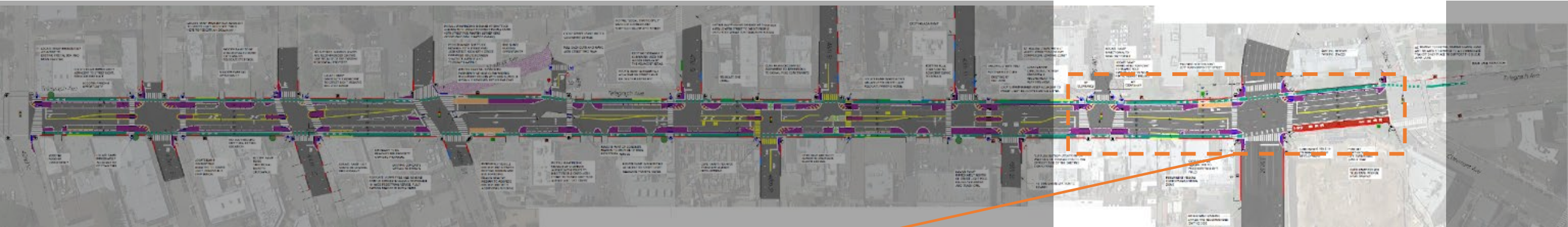
46th + 47th / Telegraph / Street Plaza



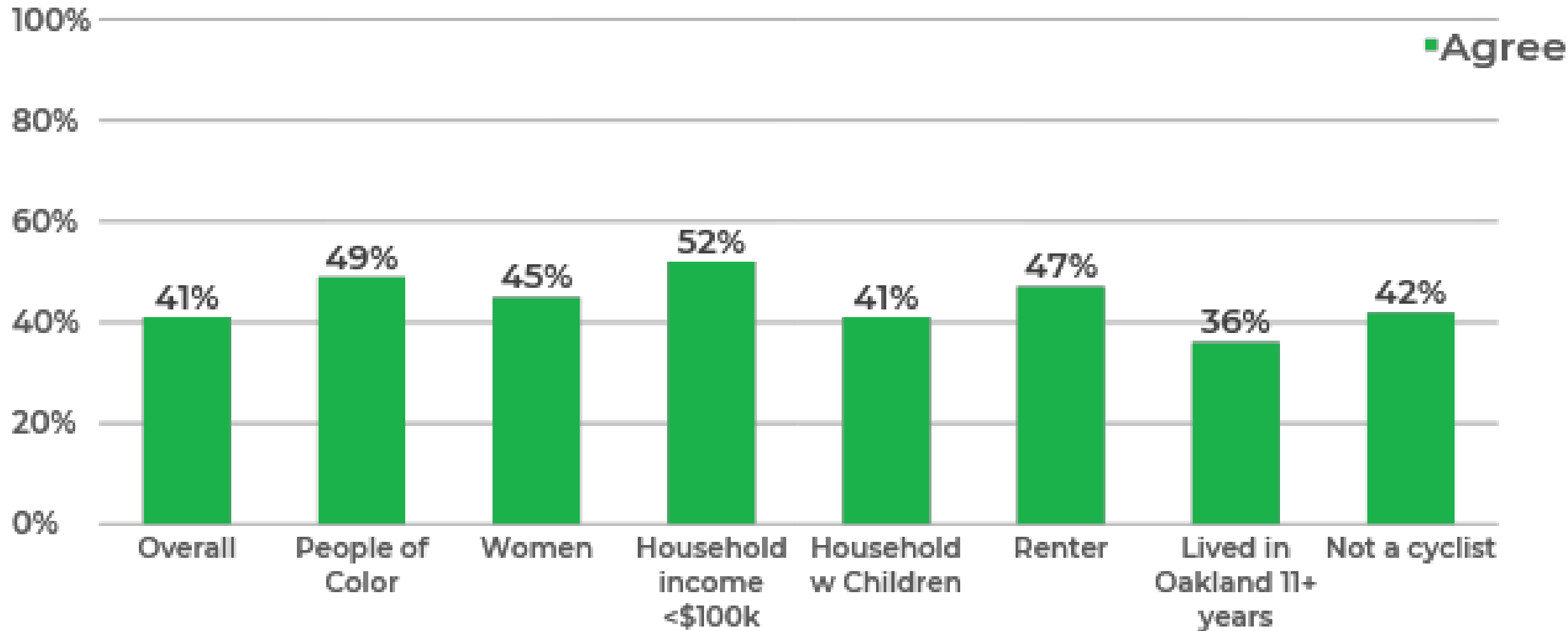
48th + 49th / Telegraph



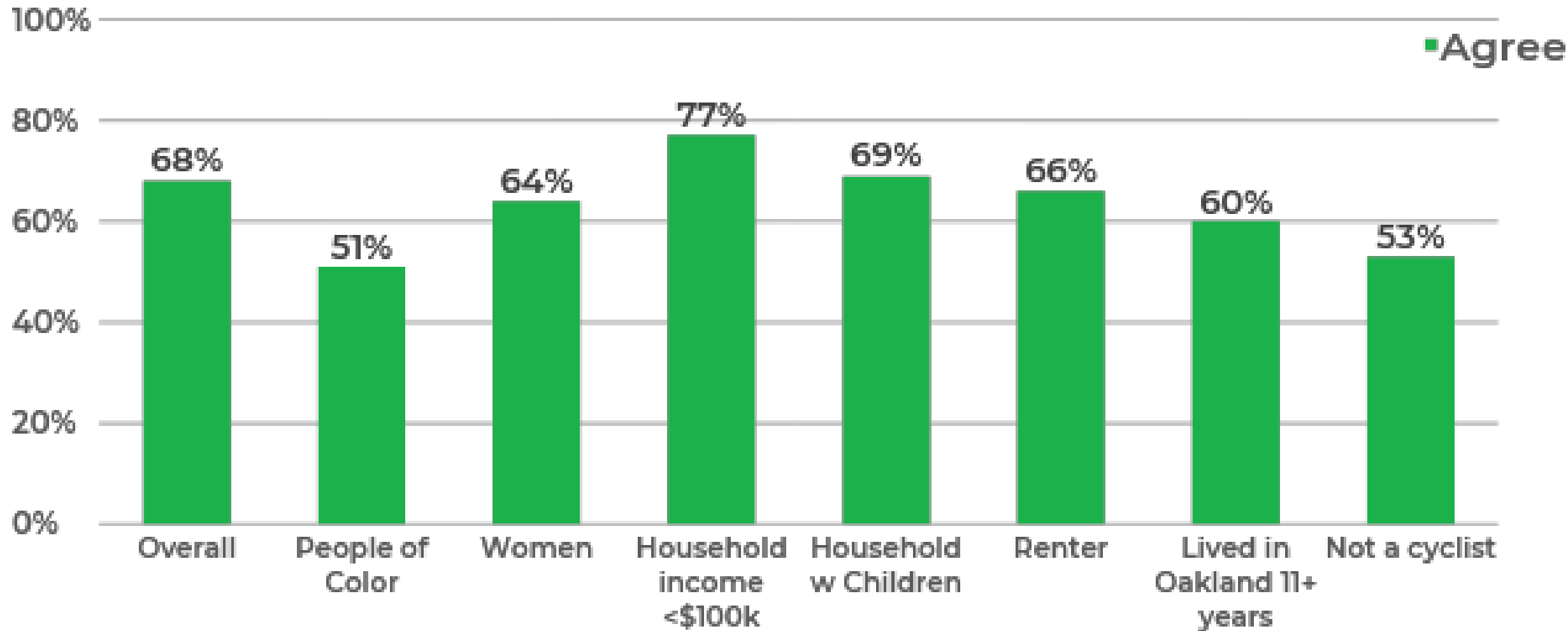
50th + 51st + 52nd / Telegraph



New bike lanes are a sign that a neighborhood is about to get less affordable.



My neighborhood would be a better place if more people rode bicycles.



Adaptive Bike Share Pilot



Bicycle and Pedestrian Advisory Commission
4/18/2019

Background

In October 2016 a grievance was received regarding the accessibility of the bike share program to persons with disabilities.

Staff responded by forming a technical advisory committee and studying best practices from other cities.

A survey was distributed to receive feedback on program aspects.

In December, Lyft agreed to fully fund a pilot program.



Survey

- 61 responses received
- Distributed through:
 - MCPD email list and Facebook page
 - BORP Adaptive Cycling email list
 - Bicycle and Pedestrian Advisory Committee email list
 - Berkeley Disabled Listserve

Paper copies were available at:

-The CIL sites in Berkeley, Alameda, Oakland

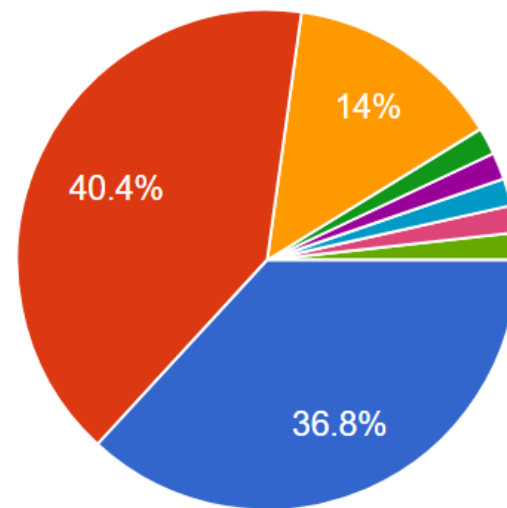


Survey results

Three-wheel trike, hand cycle and side-by-side tandem preferred

4) If you were to use an adaptive bicycle sharing service, what type of bicycle would you be most likely to use?

57 responses



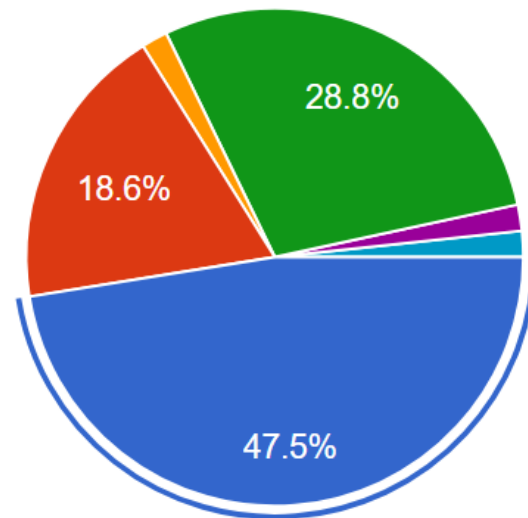
- Hand-cycle - are often used by people with limited or no lower-body move...
- Three-wheel Trike - features three wheels, which makes it easier for th...
- Side-by-side Tandem Bicycle - are...
- traditional 3 wheel bike with basket...
- Electric-assist bike or trike
- Standard tandem.
- electric assist bicycle/cargo bike
- Tandem recumbent bike, traditional...

Survey results

Preference for a recreation and exercise use

6) If adaptive bike sharing was available, how would you primarily use it?

59 responses



- I would use it for recreation or exercise.
- I would use it to visit friends, to go shopping or run errands.
- I would use it to commute to work, school and/or to access transit.
- I would use it for all of the above
- I would refer individuals with disabilities to the program
- I would use it with someone who wo...

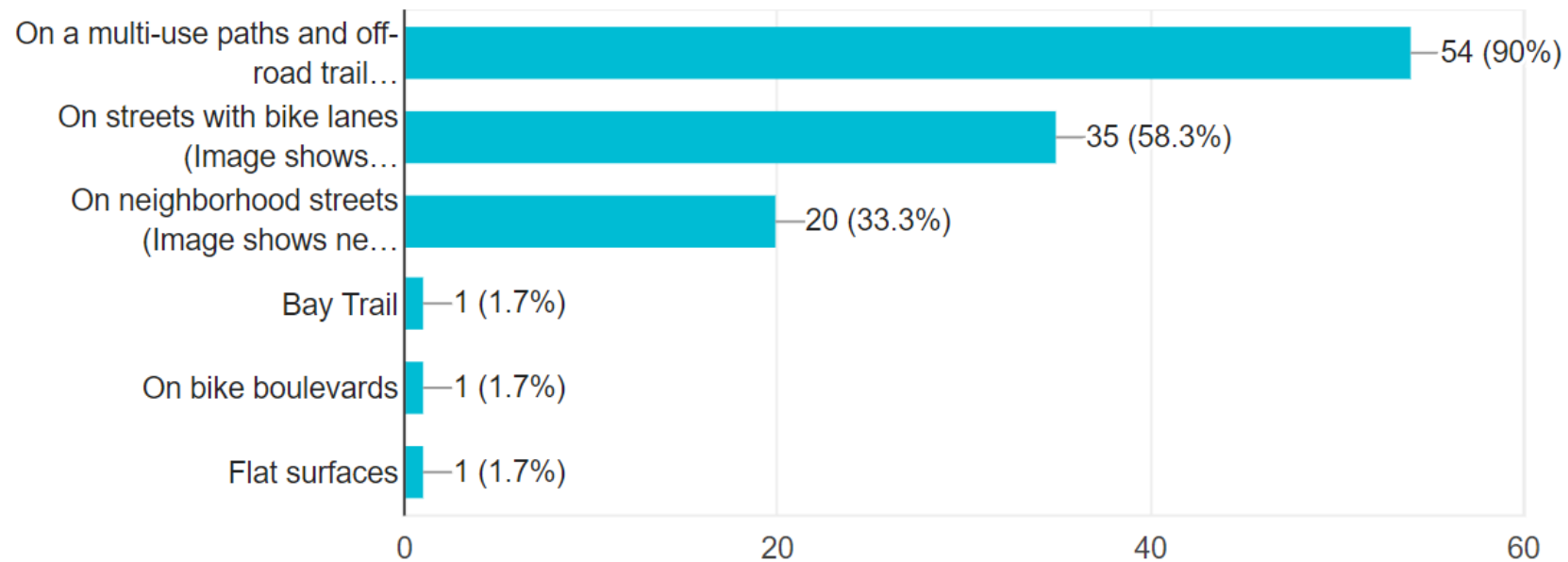


Survey results

Preference for off-street trails

10) If you had access to an adaptive bike sharing service where would you prefer to ride? (Check all that apply)

60 responses

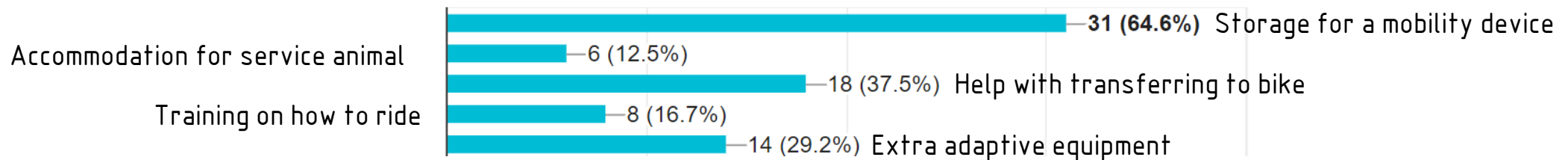


Survey results

Other needs: Storage for mobility device, help transferring

5) In order to use adaptive bike share, would you require any of the following services? (Check all that apply)

48 responses

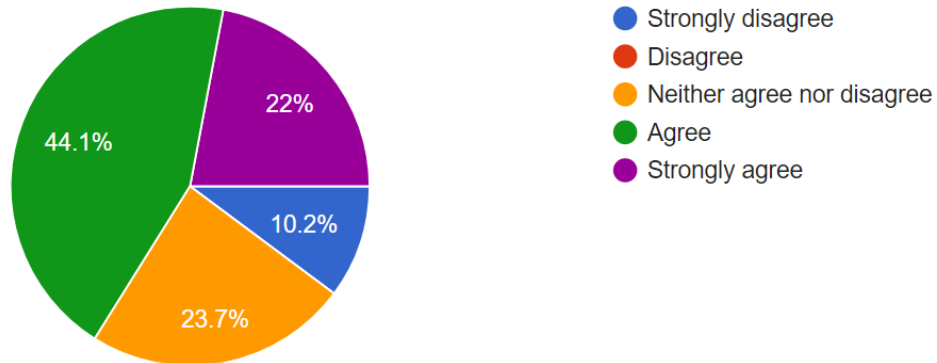


Survey results

Support for both Lake Merritt and Jack London locations

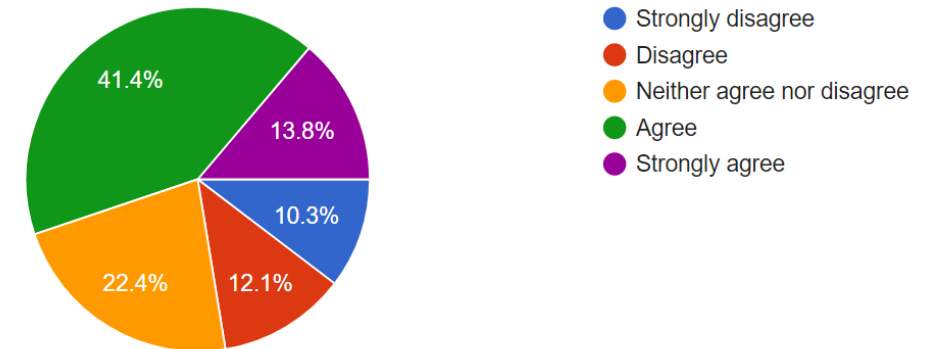
11) I would use an adaptive bicycle sharing service from Lake Merritt.

59 responses



12) I would use an adaptive bicycle sharing service from Jack London Square.

58 responses

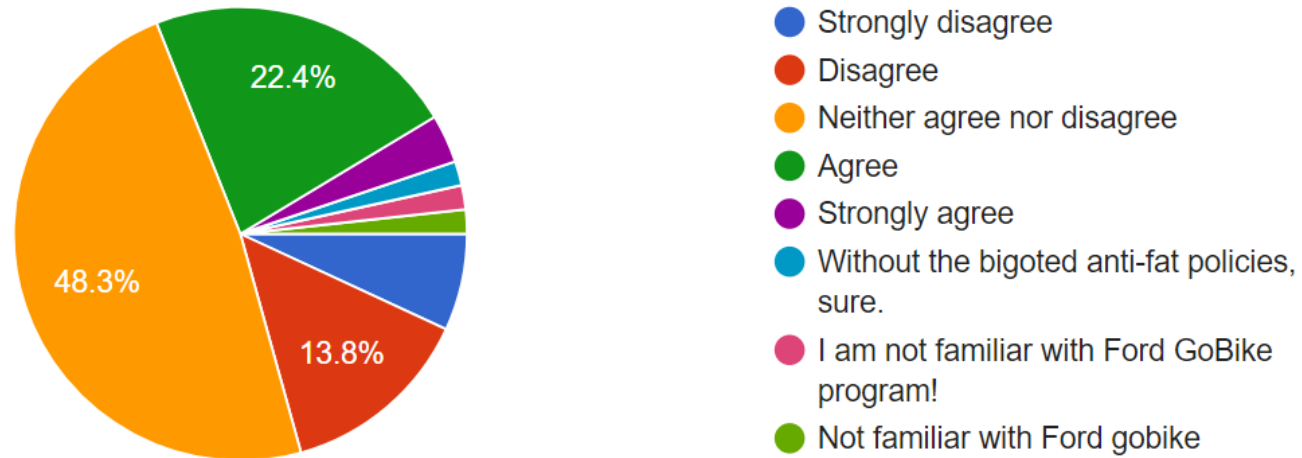


Survey results

Ambivalence about integrating with 'look and feel" of Ford GoBike

13) It is important to me that the adaptive bike share pilot looks and functions like the Ford GoBike program.

58 responses

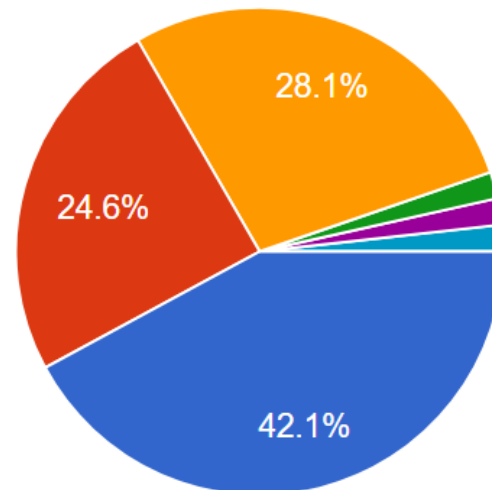


Survey results

Preference for rental service with staff present

15) Which type of adaptive bike share program would you prefer to use?

57 responses



- An adaptive bike rental service with staff available for assistance. Adapti...
- Bike share "stations" with adaptive bikes that can be unlocked by self-s...
- "Dockless" adaptive bike share without stations. Adaptive bikes can...
- Dockless BUT promoting a location where you can drop by to learn how...
- Integrate with Ford Go Bike
- Some place where I could park my...



Pilot proposal

- Solely funded by Lyft/ Motivate
- Operated by BORP through contract with Motivate
- 8 adaptive bikes
- Duration: 1 hour with extension possible
- Every weekend between Spring 2019 and Winter 2019 with weekday opportunities
- Ford GoBike Membership Required?
- Online Reservations and Walk Up if Available.



Upright handcycle

- Pedaled with Arms
- People with SCI and other paralysis
- Easiest to Transfer to
- Fits most people
- Easy to Maneuver
- Adaptable for Quads
- Internal 7 speed, Reverse Brake
- This model: Durable, Sliding Seat, large gear range, adaptable pedals



Recumbent handcycle

- Pedaled with Arms
- More Stability than Upright
- Less Maneuverable
- Adaptable for Quads
- 7 Speed Internal gears with reverse brakes
- This Model: durable, easy to adjust.



Recumbent foot trike

- Pedaled with Legs
- More stable than traditional trike.
Adaptive Pedals
- Used by people with partial paralysis, low balance, one side paralysis (ie. stroke survivors, people with CP, head injuries)
- This Model: 450 lb capacity (vs. 225 for others), durable, sliding seat, fits large range easily.



Side by side tandem

- Very Versatile
- Users: People with low vision, head injuries, stroke survivors, low strength, low balance, etc.
- Why this model: durable, stable, variable pedal modes, sliding seat, supportive adaptations.

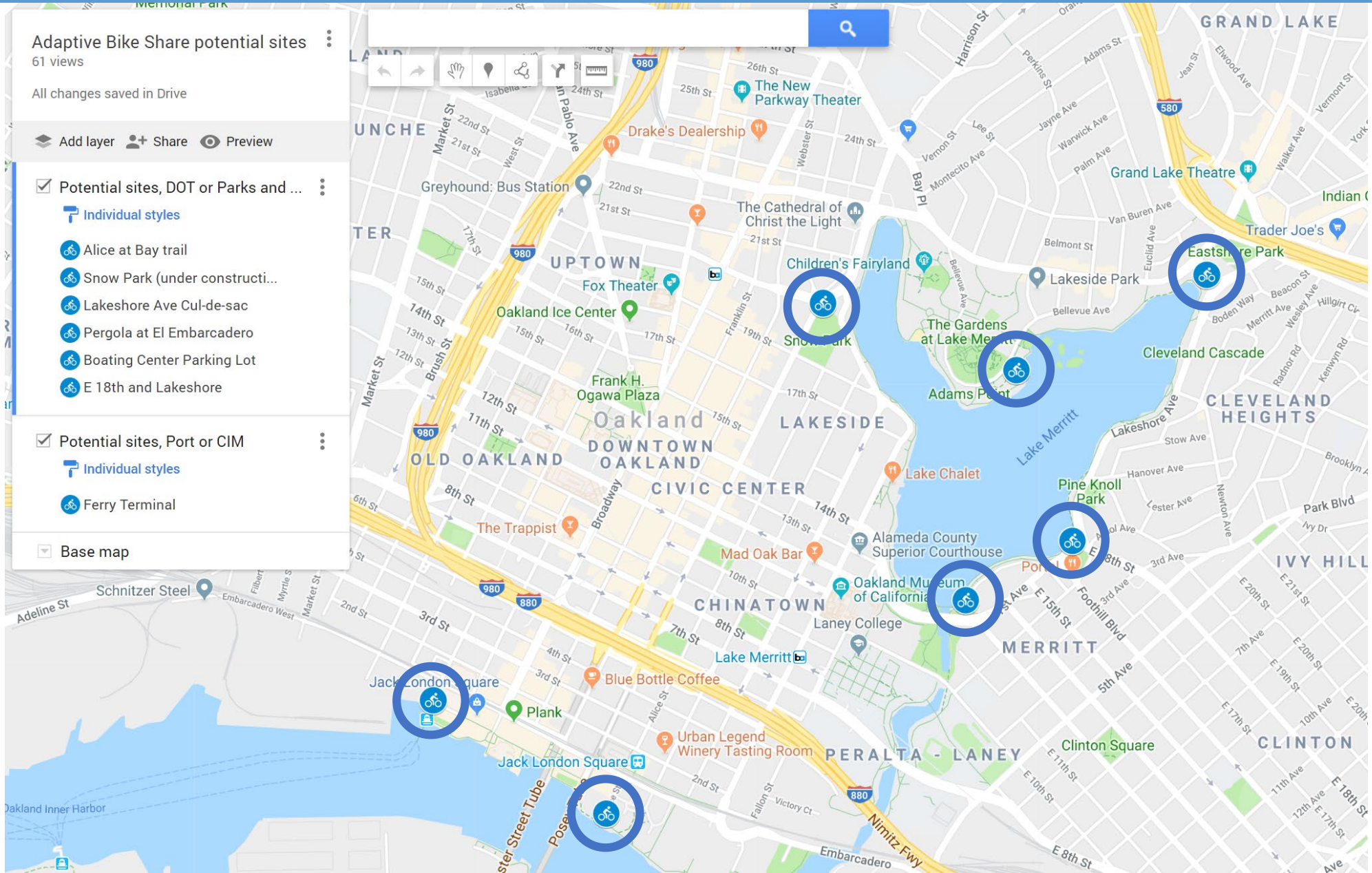


Other adaptive equipment

- Supportive Leg Pedals
- Quad/Tetra Hand Pedals
- Chest Straps, Seat Belts, Leg Straps, Hand Straps
- Hoyer Lift with Sling.
- Loaner Helmets for first time users.



Exhibit A: Potential sites for Adaptive Bike Share Pilot



Potential sites

Snow Park

Positives +

- Close to BART
- Near off-street trail

Negatives -

- Under construction



Potential sites

Lake Merritt Boathouse

Positives +

- Plenty of parking
- Near off-street trail

Negatives -

- Pay to park



Potential sites

Lake Merritt Pergola

Positives +

- Near off-street trail
- Near Bike Share station
- Foot traffic

Negatives -

- Far from BART
- Facility occasionally rented



Potential sites

E 18th and Lakeshore

Positives +

- Near off-street trail
- Near Bike Share station

Negatives -

- No parking
- Trail somewhat narrow



Potential sites

Lakeshore Cul-de-sac

Positives +

- Near off-street trail
- Parking

Negatives -

- Far from BART
- Trail somewhat narrow



Potential sites

Alice at Bay Trail

Positives +

- Near off-street trail
- Parking

Negatives -

- Trail is rough in some sections



Potential sites

Ferry Terminal

Positives +

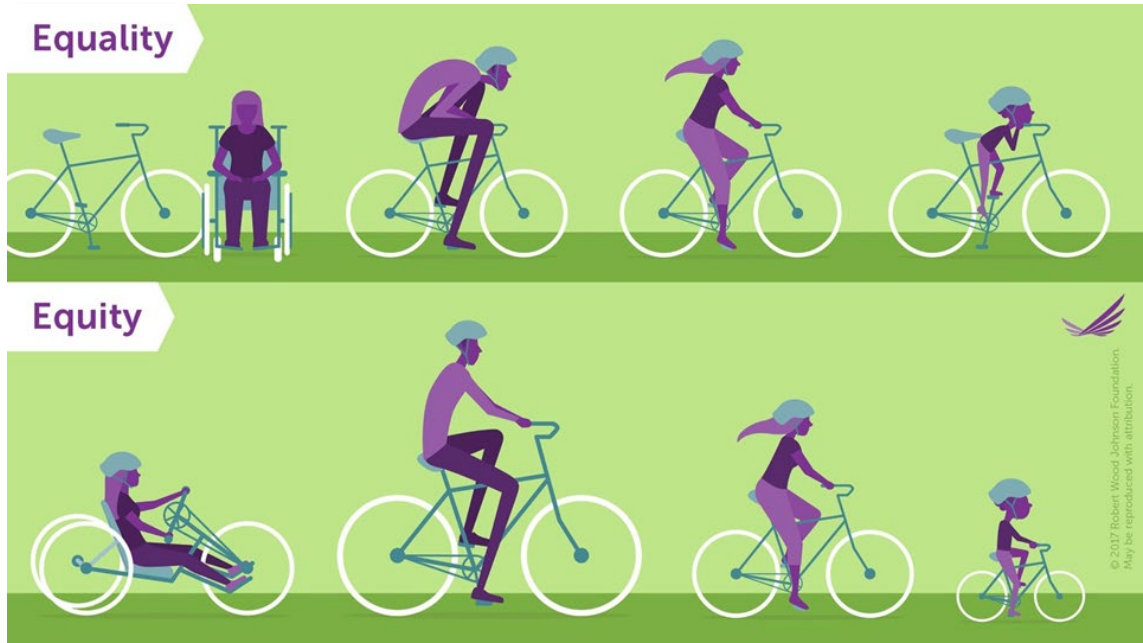
- Near Jack London Square
- Parking

Negatives -

- Far from BART
- Permitting may be difficult



Thank you!



Questions?



Feel free to contact me:
Kolsen@oaklandca.gov
510-238-2173



City of
Oakland

Department of
Transportation



LET'S OAKLAND

2019 OAKLAND BIKE PLAN



City of
Oakland

Department of
Transportation



This Plan's New Approach

- **A representative survey** to learn about Oaklanders' experience biking
- **An Equity Framework** to guide plan analysis, plan recommendations, and engagement
- **New engagement strategies** including partnering with community-based organization to reach underrepresented Oaklanders, host community workshops, and help guide the plan recommendations.
- **New outreach strategies** including the use of a digital engagement tools and in-person mobile workshops to meet people where they're at, across the city



GOAL

Health & Safety

Let's Bike Oakland will empower Oaklanders to live a more active lifestyle by providing a network of safe and comfortable bikeways for everyone to enjoy.

GOAL

Access

Let's Bike Oakland will support increased access to neighborhood destinations such as grocery stores, libraries, schools, recreation centers, bus stops and BART.





GOAL

Collaboration

Let's Bike Oakland will foster an increased role for the community in the planning process and improved trust that the City will fulfill its promises.

GOAL

Affordability

Let's Bike Oakland will work to reduce the burden of housing and transportation costs on households.





What Oaklanders say about biking...

20%

TYPICALLY
RIDE A BIKE

..... to get to



WORK,
SCHOOL,
AND OTHER PLACES

72%

..... feel biking would



REDUCE THE
AMOUNT OF
MONEY

THEY SPEND ON
TRANSPORTATION



ACROSS ALL
CATEGORIES OF RACE
AND ETHNICITY,

..... the

MAJORITY OF
OAKLANDERS

..... see

PEOPLE SIMILAR
TO THEM BIKING
IN OAKLAND

29%

BIKED
IN THE PAST



57%

..... would like to



RIDE A BIKE
MORE

THAN THEY DO NOW

ACROSS ALL
CATEGORIES OF RACE
AND ETHNICITY,

..... Oaklanders believe

THEIR NEIGHBORHOODS
WOULD BE BETTER PLACES
TO LIVE

..... if

MORE PEOPLE
RODE BICYCLES



Summary

PROGRESS MADE SINCE 2007

- The bicycle network grew by 59%, from 104 miles to 165 miles,
- Adoption of a Complete Streets Policy in 2013, with over 3 out of 4 implemented road projects now including bicycle facilities,
- A tripling of publicly available bike parking spaces, including two attended bike stations that can serve 366 bicyclists daily.

Overall, Oakland's bike network:

- **Is disconnected.** Just 14% of Oakland's streets have designated bicycle facilities, only 6% have bike routes that aren't stressful for most people ("low stress bikeways"), and many of these bikeways don't connect to other low stress bikeways.
- **Can be stressful.** 79% of Oaklanders said aggressive drivers are a major concern, and 70% are concerned about getting their bike stolen. Dodging potholes is a problem, too--71% of Oaklanders said the streets in their neighborhood have potholes and are badly in need of repairs.
- **Is not equally distributed.** Most of Oakland's low stress routes are in Downtown, North Oakland/Adams Point, and West Oakland. Around 2% of streets in Central/East Oakland are low stress bikeways, compared to 25% of Downtown streets.

And:

- **People want to bike more.** Across the flats, most people (61-72%) said they'd like to bike more than they do now. Most Oaklanders feel biking would reduce the amount of money they spend on transportation (72%) and that their neighborhood would be a better place if more people rode bicycles (51%).
- **Oakland is a suitable place to bike.** Oakland is mostly flat, we have great weather, and our street network is a grid in the areas where most people live and where education and community centers, jobs, grocery stores and connections to transit are concentrated.
- **Good design works.** While only 5% of Oaklanders feel comfortable biking on roads without bike lanes, 67% feel comfortable biking on roads with protected bike lanes.

Outreach Process

“What is needed to make a more bike-friendly Oakland that serves you?”

The outreach process looked to facilitate conversations around that question and to build ownership of the Plan from community groups and Oaklanders at large. To do that, the process centered on partnerships with five community partner organizations - established community groups that have trusted reputation in communities of color in East and West Oakland.

The outreach process was broken into three stages: listen, collaborate, and refine that aimed to build a common understanding of existing conditions and recommendations that started with listening, was strengthened by partnerships, and fine tuned with feedback.





58

COMMUNITY MEETINGS or EVENTS

By the Numbers

We connected with Oaklanders in many ways: through Bike Plan events hosted by our community partners, Bike Plan "mobile workshops" at existing community events, and web-based input tools.



3,873

PEOPLE ENGAGED

... in ...

PERSON



1,317

SUBSCRIBERS

..... to the

OAKLAND BIKE PLAN MAILING LIST



534

OAKLAND DOT STAFF HOURS

..... in the

COMMUNITY



Over
2,300
COMMENTS

... on ...

BIKE PLAN WEB MAPS



LET'S 
OAKLAND

RECOMMENDATIONS



COMMUNITY PRIORITY

SUPPORT THE LOCAL BICYCLING ECONOMY



WHAT WE HEARD

Overall there was a concern that there was a lack of bike shops (both non-profit and for profit) in East Oakland. Many people want to see more bike services run by or rooted in people of color and family-owned bike shops. In addition, many felt that bike programs should provide employment opportunities for low to no-income Oaklanders that already have technical skills or are interested in job training.



WHAT WE'VE PROPOSED

The City of Oakland is interested in supporting a bicycling economy that supports Oakland-based entrepreneurs, and extends into East Oakland. There is an opportunity financially support bike mechanic job training, and League Cycling Instructor training, which is often a necessity for being hired to lead group rides.

Proposed Initiatives:

- Create stipend program for unhoused people to get job training as mechanics at bike shops
- Create stipend program for League Cycling Instructor (LCI) training
- Encourage small local bike shops and businesses to be recognized as Bicycle Friendly Businesses through the League of American Bicyclists

FIRST STEPS

OakDOT will explore other agencies and organizations to partner with to develop a plan for the proposed programming.



COMMUNITY PRIORITY

PROVIDE SHARED RESOURCES



WHAT WE HEARD

People felt that bike maintenance was one of the greatest deterrents to riding more, and access to free and low-cost bike repair would allow more people to ride bikes. Community members want bike maintenance resources to be more available, affordable and community owned to decrease barriers to biking and to empower community ownership. In addition, there was an interest in “pit stops” on corners where people can fix their tire, get a sip of water, and hang out without having to lock up their bike. Libraries, community spaces, and social groups can provide these resources.



WHAT WE'VE PROPOSED

Providing bike repair, maintenance, and education through the Oakland Public Library branches is a strategy to provide concrete locations for services (distributed throughout Oakland) that are free of charge and accessible to the entire public.

Proposed Initiatives:

- Add two full-time staff positions to OPL as bike mechanics
- Add fix-it and hydration stations to all OPL branches
- Add bike tool lending library to all OPL branches
- Funding purchase of bike books, DVDs at OPL branches
- Provide bikes as incentives for OPL summer reading program

FIRST STEPS

- OakDOT and the Oakland Public Libraries will discuss funding, timeline and training necessary to add full-time bike mechanic staff to chosen Oakland Public Library branches.
- OakDOT will research best practices for the design and location of installing fix-it stations



COMMUNITY PRIORITY

SUPPORT AUTHENTIC COMMUNITY



WHAT WE HEARD



To watch interviews with Design Lab participants, follow this link: <https://youtu.be/w10gds8r-zk>

“For our people of color and for our young bikers of color, I want to see more fair enforcement of the laws and also safer spaces for them to ride their bikes.”

OAKLAND RESIDENT AND DESIGN LAB PARTICIPANT

Integrating biking into the culture of the community must come from people living in their own neighborhoods. By supporting and expanding cultures of biking, adults and youth can be exposed to all the benefits of biking and build community around social events and bike rides. The youth of Oakland are essential to developing a successful plan and must be included in planning for the future. There are also opportunities for youth development and empowerment by providing skills training, safety education, and recreational opportunities.



WHAT WE'VE PROPOSED

Existing organizations and groups already lead rides through Oakland (East Bay Bike Party, Scraper Bike Rides) bringing people together around different benefits of riding. One participant noted that the Safe Routes to School program run by Alameda County is currently “opt-in”—providing a gap in bicycle education for students in schools without a Safe Routes to School program.

Proposed Initiatives:

- Create program to support community bike rides
- Create annual open streets program
- Augment bike education at Oakland Unified School District (OUSD) schools
- Continue to partner with Alameda County Transportation Commission (ACTC) to deliver Safe Routes to School assessments and programs

FIRST STEPS

OakDOT will work with Alameda County Transportation Commission to identify how to increase capacity of Oakland schools to receive Safe Routes to School programs through existing programming.



The Bicycle Network

In 2007, at the time Oakland adopted its last Bicycle Plan, the City had 104 miles of bikeways. Today, there are over 165 miles of bikeways in Oakland, with an increasing focus on bikeway types that provide greater protection for bike riders from vehicles.

Chapter Five introduces the different types of bikeways and supporting amenities that OakDOT will be installing, and the overall strategy the project team employed in deciding where and what kind of facilities should be recommended- guided by the community input we heard.



WHAT WE HEARD

Bicycling is uncomfortable because of all the potholes and stressful because cars drive too fast.

Any investment in bikeways should first serve local neighborhood businesses and meet the transportation needs of existing residents.

Bikeways are only useful if they are connected. Gaps as short as crossing an intersection or as long as several miles can keep more people from bicycling more often.



WHAT WE'VE PROPOSED

Three strategies to guide future bikeway investments

Make it Comfortable

- Move streets that share a bikeway recommendation to the front of the line in Oakland's repaving schedule.
- Involve the community in bikeway design process early and often to help weigh the benefits and tradeoffs that may be needed to create as much separation from moving vehicles as possible.

Make it Local

- Prioritize bikeways that connect residents within established neighborhoods to destinations like grocery stores, schools, parks, libraries, recreation centers, commercial districts, and popular bus stops.
- Find opportunities for bikeway designs and wayfinding to reflect the existing local culture within Oakland's neighborhoods.

Make it Connected

- Build continuous cross-town corridors that help people bicycle safely to Lake Merritt and downtown from as many parts of Oakland as possible.
- Evaluate design changes at intersections so that crossing a street is not a barrier to bicycling.
- Continue to provide directional signs to help bicyclists find their way and secure bicycle parking to protect their property once they reach their destination.



How Did we Develop the Recommended Network?

What steps did the project team take to develop the recommended bikeway network that supports a comfortable, local, and connected network?

- **Public Input**

Demand for new and improved bikeways was recorded through Bike Plan workshops and listening sessions, the online community input map, and mobile workshop events. Roadways and areas that were mentioned across different outreach methods were examined for inclusion in the bikeway network.

Example: Public interest for a bikeway on High Street resulted in a Vision Network project on that corridor.

- **2007 Bike Plan Recommendations**

The project team identified completed projects and upgraded remaining recommendations to current low-stress bikeway standards, where possible.

- **Local Destination Connectivity**

The project team identified bikeways to better connect users to parks, community centers and libraries, transit centers, and local middle and high schools.

Example: The proposed neighborhood bike routes on Ruidsdale Street and 81st Avenue will provide new connections to the 81st Ave Library.

- **Network Coverage**

Research shows that coverage and density of bikeways is an important factor to encourage bike ridership. The project team identified bikeways that would increase the density of the bikeways, especially in East Oakland where there are few existing bikeways.

Example: The proposed network of neighborhood bike routes in Central East Oakland fills in coverage of East-West and North-South bikeways in that area.

- **Gap Closure**

The project team looked at where new facilities were needed to close the gap in the existing network. These were often more challenging projects that were precluded from past planning efforts because of design constraints.

Example: the proposed continuation of bike facilities on Telegraph Avenue will provide connections to existing bikeways through downtown and North Oakland.

- **Projects and Plans Under Development**

The project team incorporated bikeway projects that were part of recent or undergoing planning efforts.

Example: Bikeway recommendations from Oakland-based planning efforts such as the Downtown Oakland Specific Plan are included, as are multi-jurisdictional efforts such as the Stanford Bike Path and the East Bay Greenway.

- **Upgrading Existing Bikeways**

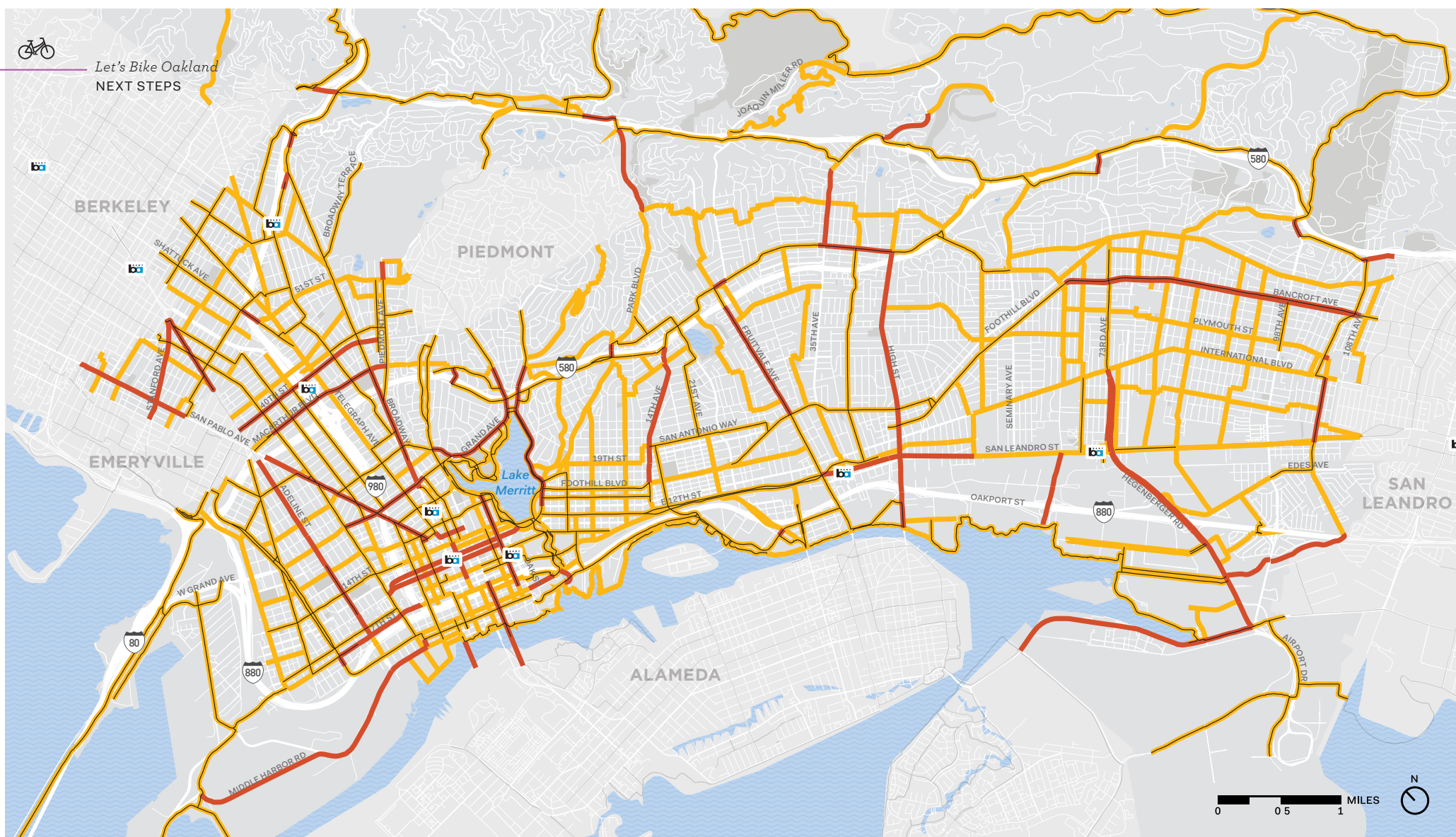
The project team look at which existing bikeways could be upgraded to provide a more comfortable connection.

Example: Recommendations on Grand Avenue, Adeline Street, and many of the east-west cross streets through Downtown upgrade existing bicycle lanes.

- **OakDOT Staff Recommendations**

The project team incorporated projects proposed by OakDOT staff that have been generated since the adoption of the 2007 Oakland Bicycle Plan.

Example: OakDOT staff identified the challenges with the current 104th-106th Ave bikeways, and project team staff proposed an alternative bike boulevard route on 108th Avenue, Breed Avenue, and Durant Avenue.



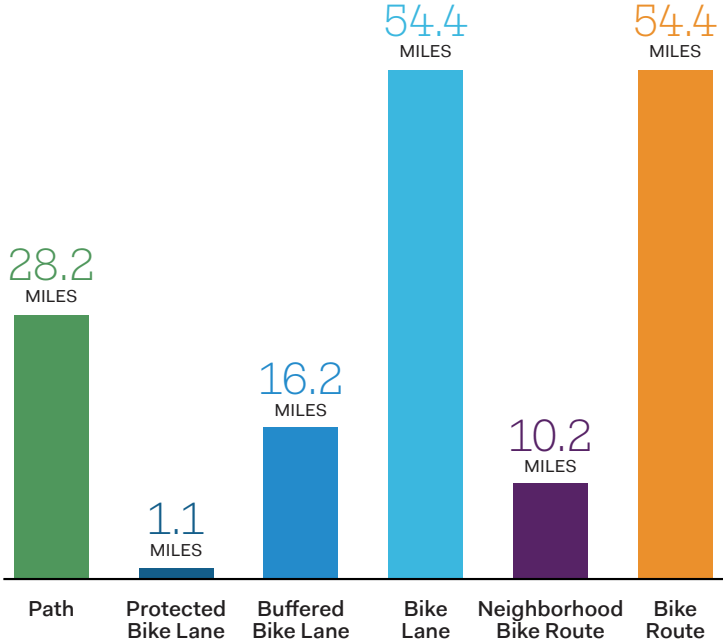
Short Term & Vision Networks

Short term projects, in orange, can be implemented more quickly, and vision projects, in red, are more complicated and require greater collaboration and time.

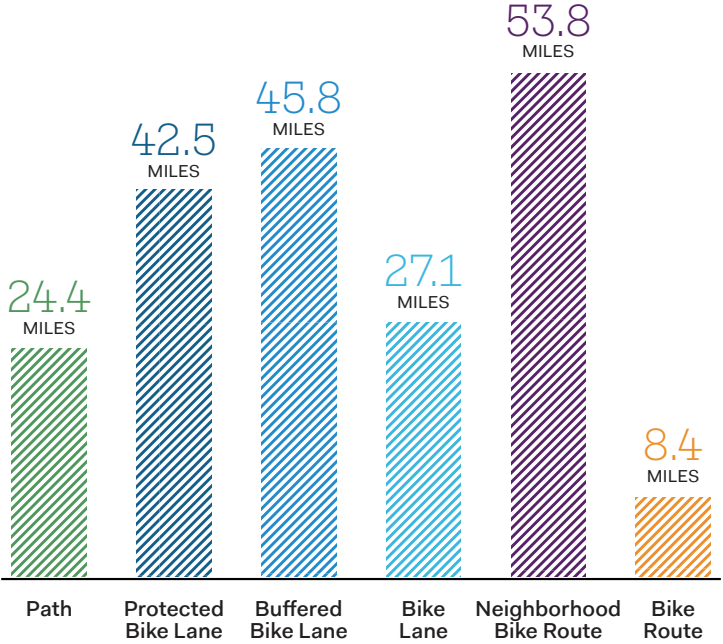
- Existing Bikeways
- Short Term Network
- Vision Network
- Park
- Oakland City Limits
- BART Station



By the Miles

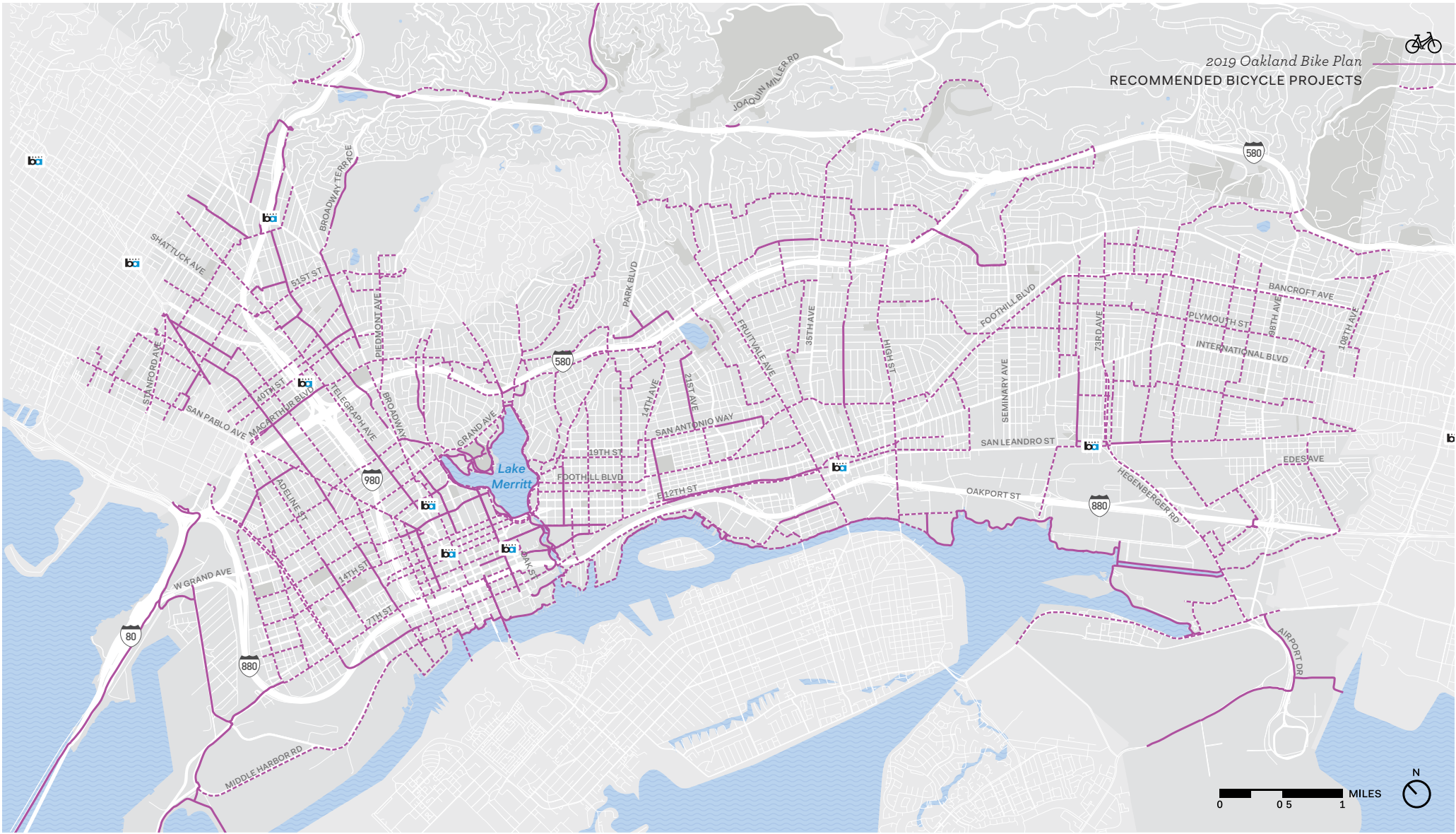


MILES OF EXISTING BIKEWAYS



MILES OF RECOMMENDED BIKEWAYS

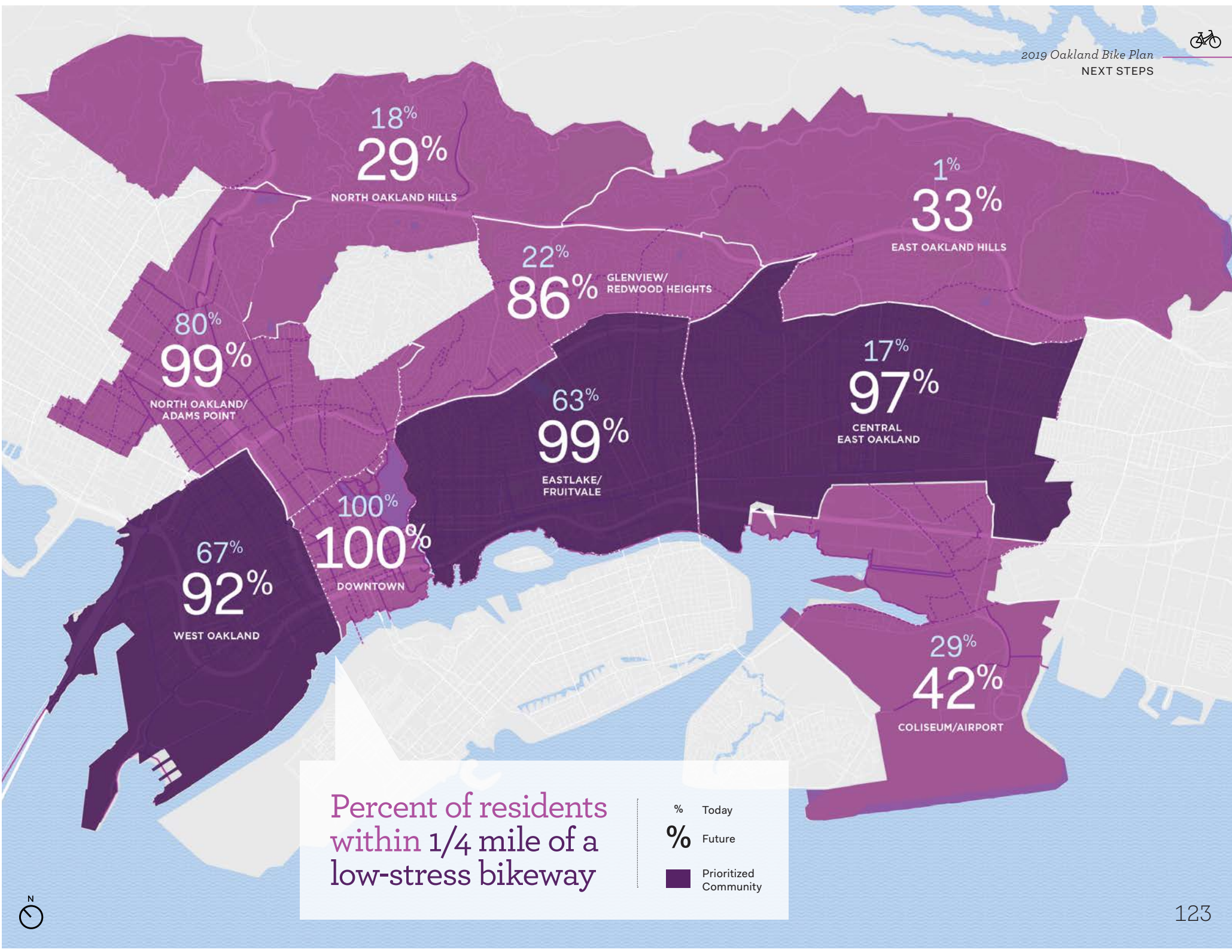
Note: The length of recommended bikeways includes new projects on roadways where they do not exist today along with a portion of existing bikeways recommended for an upgrade.

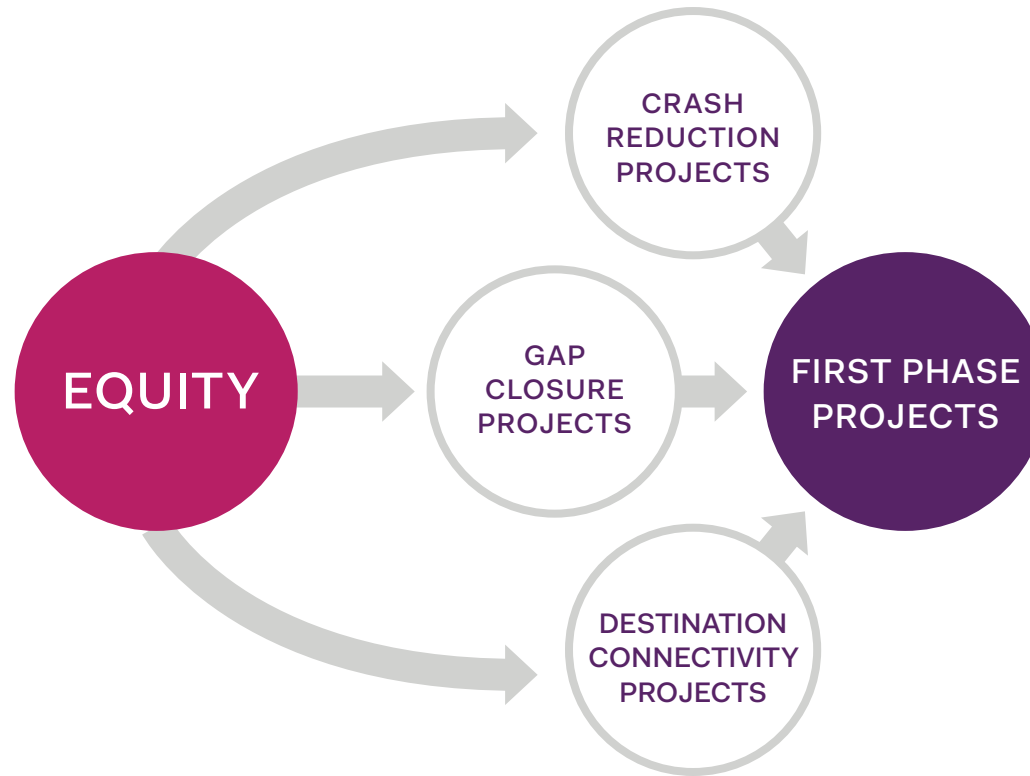


Low-Stress Bikeways

More than 80% of the recommended network or 166 miles of new and upgraded projects will provide low-stress options that appeal to more Oaklanders.

- Existing
- - - Recommended
- Park
- Oakland City Limits
- 🚇 BART Station





Where do we start?

Prioritizing projects helps OakDOT staff best use their time and resources to meet the City's goals. The prioritization process identified projects that:

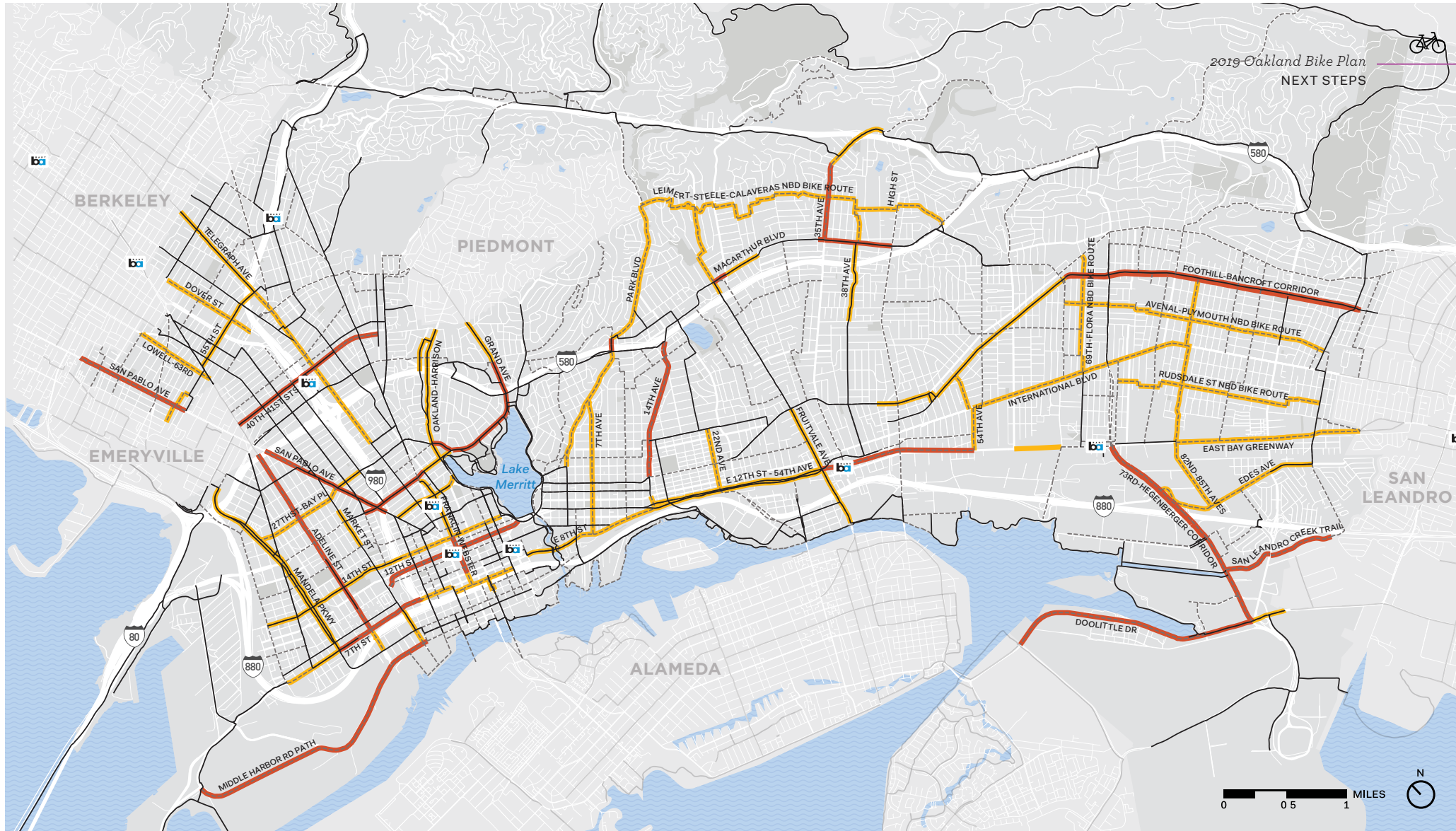
- 1 Address safety and collisions,
- 2 Connect people to local destinations, and
- 3 Close existing gaps in the bike network.

The prioritization includes projects delineated as short-term and vision projects, as both require near term attention by staff, whether it is planning and implementation or study and community consensus-building.

Across zones in Oakland, a handful of projects rise to the top as “high achievers” — that is they act as destination connectivity projects, crash reduction projects, and gap closure projects. The prioritized projects are ones that fit into at least two of these three categories.

While community input was used to develop the criteria for identifying first phase projects, the results come from a technical process using available data. Implementation priorities may shift as a result of changes in community support, funding opportunities or integration with other planning efforts or development.

A collaborative and inclusive design process is the next step for moving these first phase projects forward with community support.



First Phase Projects

Based on input from the community, OakDOT will prioritize projects that connect to neighborhood destinations, address safety concerns, and close gaps in the network. Some of the first phase projects have already received partial or full funding.



- Existing Bikeways
- - - Recommended Bikeways
- Short Term Priority Projects
- Vision Priority Projects
- Park
- Oakland City Limits
- BART Station



Costs

This Plan recommends at least \$41 million in bicycle projects to help Oakland achieve its vision of becoming a bicycle-friendly city. The table shows a mileage count by bikeway type, along with a total cost estimate by bikeway type.

Appendix A provides a breakdown of project cost for each prioritized project.

 BIKEWAY TYPE	 RECOMMENDED MILEAGE	 COST ESTIMATE (LOW)	 COST ESTIMATE (HIGH)
Path	24.4	\$17,080,000	\$24,400,000
Protected Bike Lane	41.4	\$10,350,000	\$41,400,000
Buffered Bike Lane	45.8	\$5,954,000	\$19,373,400
Bike Lane	27.1	\$2,168,000	\$11,463,300
Neighborhood Bike Route	53.8	\$4,035,000	\$7,532,000
Bike Route	8.4	\$2,100,000	\$2,100,000
TOTAL	200.9	\$41,687,000	\$106,268,700

City of Oakland Bicyclist and Pedestrian Commission Strategic Plan Goals for 2019

March 21, 2019 Draft 1

For the BPAC Strategic Plan 2019, the work of the BPAC was divided into six general goals, each with a corresponding set of tasks and Commissioner Assignments, as follows:

Goal 1: Provide Legislative and Policy Recommendations to Council

Task	Task Description	Commissioner Assigned	Due Date	Progress	Issues/Barriers/Notes
1.1	Meeting with Joanne Karchmer to discuss 2019 adopted Council Legislative agenda and determine timeframe	Parreiras	Mar-19		
1.2	Review the 2019 adopted Council Legislative agenda and determine items relevant to BPAC	Campbell	21-Feb-19	Complete. See Parreiras's March 2019 Leg Committee Summary	
1.3	Meet with Councilmember Kalb to discuss Council Member outreach by BPAC	Wheeler	Mar-19		
1.4	Outreach to Councilmembers in each District by BPAC Commissioner	Parreiras/Jones - D 1 Campbell - D 2 Wheeler - D 3 Naylor/Tabata/Wheeler - D 4 Mangrum - D 5 Burnette/Tabata/Norris - D 6 Mangrum - D 7	End of Q3, 9/19/2019		
1.5	Review important BPAC topics to bring up to Public Works Committee as public comments	All Commissioners	On-going		

Goal 2: Project Input

Task	Task Description	Commissioner Assigned	Due Date	Progress	Issues/Barriers
2.1	Deprioritize the project input and project delivery aspects of the BPAC's work and prioritize community engagement.	All Commissioners	On-going		
2.2	Commissioners will provide input on the update of the Bike Plan	All Commissioners	On-going		
2.3	Create a list of major projects and get information about projects before they are too far along in the process for meaningful input.	None Assigned	On-going		

Goal 3: Project Delivery

Task	Task Description	Commissioner Assigned	Due Date	Progress	Issues/Barriers/Notes
3.1	Create a chart of projects including grant funded projects	Naylor	Mid-2019		
3.2	Initiate conversations with stakeholders and get more community input on projects	All Commissioners	On-going		
3.3	Provide input on Measure B and Measure BB funds	All Commissioners	On-going		Overlap with Item 6.1

Goal 4: Community Engagement

Task	Task Description	Commissioner Assigned	Due Date	Progress	Issues/Barriers/Notes
4.1	Build a list of at least thirty community organizations and neighborhood groups	Jones	Mid-2019		
4.2	Every commissioner will attend a minimum of two events (like bicycle tours), one in their district, one outside of their district, and report back to the BPAC with a written announcement	All Commissioners	On-going		
4.3	Get relevant information from the Commission into the community so that the community knows about projects going on in their neighborhood and can come to BPAC to comment.	All Commissioners	On-going		
4.4	Ask OakDOT staff to reach out to the Commission about community engagement events	All Commissioners	On-going		
4.5	BPAC commissioners are already in contact with many councilmembers. Make use of those connections.	Parreiras/Jones - D 1 Campbell - D 2 Wheeler - D 3 Naylor - D 4 Mangrum - D 5 Burnette/Tabata/Norris - D 6 Mangrum - D 7	On-going		Overlap with Item 1.4

Goal 5: Coordination with Outside Agencies

Task	Task Description	Commissioner Assigned	Due Date	Progress	Issues/Barriers/Notes
5.1	Invite outside agencies to the BPAC for at least one meeting	Parreiras for BART and AC Transit	On-going		

Goal 6: Fiscal Oversight of Measure B and BB Funds

Task	Task Description	Commissioner Assigned	Due Date	Progress	Issues/Barriers/Notes
6.1	Begin tracking Measure B and BB funds	None Assigned			Overlap with Item 3.3
6.2	When hearing projects, include when grant funding is awarded and when the funding ends	All Commissioners	On-going		
6.3	Monitor what happens to projects after they leave OakDOT ie. How much did they end up costing? How did they affect bicycling rates, etc.	None Assigned			