

CITY OF OAKLAND



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Department of Transportation, Safe Streets Division

Bicyclist and Pedestrian Advisory Commission Meeting Agenda **Thursday, April 17, 2025; 6:00-8:00 pm** **City Hall, Hearing Room 4**

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

Priyanka Altman, Kirsten Flagg, Grey Gardner, Jimmy Jessup, Alexander Perry,
David Ralston (Chair), Patricia Schader, Nicholas Whipps (Vice Chair), Dianne Yee

PUBLIC WEBCASTING

This is an in-person meeting. People participating in the meeting must attend in person. People may be able to observe this meeting remotely via the following options:

- To view the meeting by video, click on this link to download Zoom and open the meeting on a computer or smart phone: <https://us06web.zoom.us/j/89515425905> at the noticed meeting time.
- To listen to the meeting by phone, dial at the noticed meeting time (for higher quality, dial a number based on your current location): US: +1 669 444 9171 or +1 669 900 6833. International numbers available: <https://us06web.zoom.us/u/k7Baefnlj>. **Webinar ID: 895 1542 5905**

Remote participation including public comment via teleconferencing is not currently available. All Commission meetings will include procedures to comply with the open meeting requirements of the City's [Sunshine Ordinance](#) and the State's [Brown Act](#).

PUBLIC PARTICIPATION

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There is public bicycle parking in the [Dalziel Garage](#) and [throughout Frank H. Ogawa Plaza](#), including 12 [BikeLink eLockers](#) at [the corner of 14th Street and Broadway](#).

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If you have any questions, please email Noel Pond-Danchik (NPond-Danchik@oaklandca.gov), staff liaison to the Commission.

Time	#	Topic
6:00	1	Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes Attachment (10 minutes) – Chair Ralston will take roll call, determine quorum, and facilitate introductions. He will lead the commission in an acknowledgement of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians; for more information visit: oaklandca.gov/topics/traffic-fatality-tracking . As of the writing of this agenda, no new fatal pedestrian or bicyclist crashes have been filed since those included in the February agenda.
6:10	2	Open Forum / Public Comment / Announcements Attachment (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 Liaisons track Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking .) The Liaisons review 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 oaklandca.gov/services/oak311 .
6:20	3	Approval of Meeting Minutes Attachment (5 minutes) – Seek motion to adopt the March 2025 BPAC meeting minutes.
6:25	4	Committee & Liaison Overviews and Report Backs Attachment (5 minutes) – Committees and liaisons of the BPAC will provide brief updates to the Commission. A list of active committees is included in the agenda packet and at www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons . <ul style="list-style-type: none"> • Infrastructure Committee: The committee last met on March 6, 2025. Their next meeting is scheduled for May 1, 2025, from 3:30 to 5:30 PM at 250 Frank Ogawa Plaza in the Broadway Conference Room, Suite 4304. More info to come at: www.oaklandca.gov/meeting/may-2025-bpac-infrastructure-committee • Policy and Legislative Committee: The committee met last on February 10, 2025. The next meeting is a special meeting on May 5th from 6:00 to 7:30 PM. They are planning on having a presentation from the Paving Division of OakDOT on multiple major policy proposals supportive of increasing pedestrian right-of-way construction. More info to come at: www.oaklandca.gov/meeting/may-2025-bpac-policy-and-legislative
6:30	5	Safe Oakland Streets Annual Report (20 minutes) – Jasmine Pomar, OakDOT Chief of Staff, will present on the findings of the 2024 Safe Oakland Streets (SOS) Annual Informational Report. The report includes an analysis of 2024 roadway fatalities and rapid response, an analysis of 2024 safety improvement projects using the High Injury Network and Equity Toolbox as metrics, an analysis of 2024 OPD Traffic Stops, and a summary of other strategy areas of the Safe Oakland Streets Interdepartmental Initiative as well as a look ahead to 2025 goals.
6:50	6	Measure U Attachment (25 minutes) – The OakDOT Funding Strategy team will provide a presentation on Measure U funding for transportation, including the impacts of a delayed bond sale on OakDOT’s capital budget and project delivery. For additional information, a staff report is available at this link .
7:15	7	Community Initiated Traffic Calming Pilot Guidelines Attachment (20 minutes) – OakDOT will convene a discussion on draft guidelines for the Community Traffic Calming Program.
7:35	8	Response to MTC and AC Transit on Policy Updates (15 minutes) – Commissioners and community members will discuss providing feedback on two draft documents: AC Transit’s Transit-Supportive Design Guidelines and Metropolitan Transportation Commission’s Bay Area Transit Priority Policy for Roadways .
7:50	9	Agenda look-ahead, suggestions for meeting topics Attachment (10 minutes)



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin, or Spanish interpreter, please email NPondDanchik@oaklandca.gov /

PGerard@oaklandca.gov or call 711 (for Relay Service) at least five (5) working days before the meeting. Please refrain from wearing scented products to this meeting as a courtesy to attendees with chemical sensitivities.

Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete en español, Cantonés, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a NPond-Danchik@oaklandca.gov / PGerard@oaklandca.gov o llame al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

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Địa điểm tổ chức cuộc họp có đường dành riêng cho xe lăn. Để yêu cầu các phương tiện hỗ trợ phục vụ người khuyết tật hoặc yêu cầu thông dịch viên ASL, tiếng Quảng Đông, tiếng Quan Thoại hoặc tiếng Tây Ban Nha, vui lòng gửi email đến địa chỉ NPond-Danchik@oaklandca.gov / 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. Vui lòng không sử dụng các sản phẩm có mùi thơm khi tham gia cuộc họp này như một phép lịch sự đối với những người tham dự nhạy cảm đối với các chất hóa học.

Agenda Item 2. Announcements Attachment

Announcements

- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, or the Bike Oakland Newsletter, sign up at www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission
- **Measure U:** At the April 14, 2025, 3:30 Oakland City Council meeting, there is an informational item on the consent calendar on Measure U Funding For Transportation And Housing and two items on the non-consent calendar on bond issuance. More info at: <https://oakland.legistar.com/MeetingDetail.aspx?ID=1289223&GUID=B7FAB87E-D317-415F-BF43-3A07659B960F&Options=info&Search=>
- **Celebrate Trails Day:** Celebrate Trails Day is an annual spring celebration of America's trails this year on April 26, 2025. Started by Rails to Trails Conservancy in 2013, the celebration invites everyone outside to experience the joy and impact of America's trails. The website has info about how to participate - there is an interactive map which shows several events in the Bay Area, and it's not too late to submit additional ones. Site also has resources and a toolkit for planning your own event. www.railstotrails.org/celebratetrailsday/
- **West Oakland Bike Summit:** The West Oakland Bike Summit is a free event on Saturday, May 3, 2025, from 11-4. Join the summit for an opportunity for bike lovers of all ages to come together, connect with the community, and learn more about local bike resources. Enjoy free bike repairs, panel discussions, local vendors, a group ride, food, drinks, and so much more. For more info, see: www.eventbrite.com/e/west-oakland-bike-summit-tickets-1260143435939
- **Bike to Wherever Day:** Bike to Wherever Day on May 15, 2025, is a celebration of bicycles as a fun and healthy way to get around. It's also an opportunity for those who don't usually bike to try it. During the month of May, no matter where you need to go, we encourage you to pedal for errands, to visit friends and family, commute, and anywhere you need to go! Everyone on two – or three – wheels is welcome! Here are just two ways to enjoy this annual celebration:
 1. Roll up to City Hall in a "Pedal Pool" on the morning of BTWD with local elected officials and Bicyclist and Pedestrian Advisory Commissioners from one of several locations the morning of May 15 or stop at an Energizer Station to pick up your bag and celebrate the joy of biking. If you're headed downtown, coffee and breakfast items await you at City Hall.
 2. Check out all the resources that can help you get rolling on bicycles in Oakland at Happy Hour while enjoying fun activities and happy hour treats from 4pm to 7pm at Washington Street between 8th and 10th Streets.For more info, see: wobo.org/btwd25/ and bikeeastbay.org/btwd/
- **East Oakland Futures Fest:** The East Oakland Futures Festival is a block party with an Afrofuturistic theme showcasing the best in East Oakland's food, arts, tech, and culture. It will be on Saturday, June 7th. For more info, see: www.eastoaklandfuturesfest.org/



City of Oakland, Bicyclist & Pedestrian Advisory Commission
DRAFT Minutes from the March 20, 2025 Meeting
City Hall, 2nd Floor, Sergeant Daniel Sakai Hearing Room (A.K.A. Hearing Room 4)

Meeting agenda at: www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings

Meeting called to order at 6:02 PM by BPAC Chair Ralston.

Item 1. Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes

At roll call, quorum was established with 9 Commissioners present (X).

Commissioners	Present
Priyanka Altman	X
Kirsten Flagg	X
Grey Gardner	X
Jimmy Jessup	X
Alexander Perry	X
David Ralston (Chair)	X
Patricia Schader	X
Nick Whipps (Vice-Chair)	X
Dianne Yee	X

Chair Ralston shared the milestone that the Oakland BPAC reached ~~its~~ 30th year this meeting. Happy Birthday BPAC!

Introductions were made.

- Oakland Department of Transportation (OakDOT) Staff: Jason Patton, Noel Pond-Danchik, Natalie Mall, Yvonne Chan, Charlie Ream, Cathy DeLuca, Andre Soucy
- Other attendees: Robert Prinz (Bike East Bay), George Spies (Traffic Violence Rapid Response), Anthony Campana (Traffic Violence Rapid ~~Response~~Response), Eleanor (Grand Ave merchant and bicyclist), Cailin Gleason (Bike East Bay), Steve Hixon (Grand Ave resident), Alice Chen (Transport Oakland), Kevin Dalley (Policy and Legislative Committee of the BPAC), Chris Hwang (Walk Oakland Bike Oakland), Bryan Culbertson, Anwar Baroudi, Jerry Barclay, Ariel Navotas, Andrew Martin

Chair Ralston led the commission in an acknowledgement of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians; for more information visit: oaklandca.gov/topics/traffic-fatality-tracking. There were no known fatal bicyclist or pedestrian crashes since the last meeting.

Summary of Discussion:

- Vice-Chair Whipps noted a non-fatal crash.

Speakers other than Commissioners: N/A.

Item 2. Open Forum / Public Comment / Announcements

A list of announcements and attachments were included in the meeting's agenda packet. 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 Liaisons track Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking.) The Liaisons review 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 oaklandca.gov/services/oak311.

Summary of Discussion:

- Commissioners are required to fill out the Form 700 Annual Statement of Economic Interest by April 1.
- OakDOT March Grant Summary was made available **(attached to these minutes)**
- There is an informational item on Measure U, a bond measure which provides funding to DOT, on the agenda at the Oakland Public Works and Transportation Committee next Tuesday, March 25 at 11:30. Attendees were encouraged to attend the meeting or make a comment virtually to support the selling of Measure U Bonds.
- An item on Measure U is also on the agenda for the Special Monday 4/14 City Council Meeting.
- There will be a commemorative action put on by Traffic Violence Rapid Response (TVRR) at Grand Ave and Park View Terrace in front of Fairyland on Sunday, April 13th at 1pm to remember Michael Burroway who was killed crossing the street there.
- AC Transit is updating their multi-modal supportive design guidelines to become transit supportive design guidelines. The draft update prioritizes bus speed at the expense of traffic calming elements like speed bumps, raised crosswalks, raised intersections, and sharper turning radii. The guidelines were passed two weeks ago by the AC Transit Board. Comments will be accepted for the next two-months. The BPAC should provide comments. The document can be found at: www.actransit.org/planning/TSDG
- The Metropolitan Transportation Commission (MTC) is working on updating a Bay Area Transit Priority for Roadways policy. The proposed policy would require transit agency **authority approval** if there's a bus line on the street to apply for grants. This would add an additional level of difficulty for every grant application to MTC. The BPAC should provide comments.

Speakers other than commissioners: Noel Pond-Danchik (OakDOT), George Spies (TVRR), Anthony Campana (TVRR), Kevin Dalley, Charlie Ream (OakDOT)

Item 3. Approval of Meeting Minutes

The draft meeting minutes from the February 2025 BPAC meeting were considered for adoption.

→ A motion to **adopt the Bicyclist & Pedestrian Advisory Commission ~~January~~ February meeting minutes** was made (Jessup) and seconded (Perry). The motion was approved by unanimous voice vote.

Adopted minutes online at www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings

Speakers other than commissioners: N/A.

Item 4. Committee & Liaison Overviews and Report Backs

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

- Infrastructure Committee:
 - The committee last met on March 6, 2025. During the item on the Caltrans Bay Area Bike Plan Update 2025, they discussed improving coordination between Caltrans and Oakland for maintenance on Caltrans right of way in Oakland. They noted that there is no equity component of the Caltrans State Highway Operation and Protection Program (SHOPP) Grant and recommended one be added. They also discussed encroachment permits being a burden for Oakland projects in Caltrans right of way. They asked for better coordination between City of Oakland and Caltrans right of way for more consistent bike facilities. They recommended the bike lane on Caltrans right of way on International Blvd on the Bus Rapid Transit corridor be upgraded to protected bike lanes.
 - They also had an item where they reviewed the Lakeshore Avenue Separated Bike Lanes Project which was extended one block to MacArthur Blvd for bicyclists to have an easier connection to the commercial area on Lakeshore Ave between Lake Park Ave and Mandana Blvd and beyond. The bike lane will be protected everywhere except the one block extension. Project plans are available at: www.oaklandca.gov/projects/lakeshore-avenue-separated-bike-lanes-project
 - Their next meeting is scheduled for May 1, 2025, from 3:30-5:30 PM at 250 Frank Ogawa Plaza in the Broadway Conference Room, Suite 4304.
- Policy and Legislative Committee: The committee met last on February 10, 2025, and heard items on a recommendation to the Oakland Fire Department for street trauma prevention, and improved reporting of traffic injuries and fatalities: www.oaklandca.gov/meeting/feb-2025-bpac-policy-and-legislative. The next meeting is a special meeting on May 5th at 6PM. The committee's regular meeting time has changed to the 4th Monday in January, April, July, and October.

Summary of Discussion:

- There will be an agenda item at the April BPAC meeting to discuss feedback to AC Transit on the Transit Supportive Guidelines and to MTC on the Bay Area Transit Priority for Roadways. Interested people should meet to discuss a proposal to bring to the April meeting.

Speakers other than Commissioners: Anthony Campana, George Spies

Item 5. Bike to Wherever Day Planning

Chris Hwang (chris@wobo.org) from Walk Oakland Bike Oakland (WOBO) and Caitlin Gleason (caitlin@bikeeastbay.org) from Bike East Bay shared plans for and ways to get involved in Bike To Wherever Day (BTWD) on Thursday May 15, 2025. There will be pedal pools in the morning and a happy hour in the afternoon. For more information visit <https://wobo.org/> and bikeeastbay.org/btwd. Anyone including local business owners are encouraged to host an energizer station. **A copy of the presentation and the flyers shared at the meeting are attached to these minutes.**

Summary of Discussion:

- Help with outreach is encouraged.
- The BPAC will have a table during the happy hour.
- ~~Discount codes for Bay Wheels e-bikes will be made available for BTWD. E-bikes codes for Bay Wheels bikes will be available.~~
- The BPAC meeting that is scheduled for the same night will likely be rescheduled for a week later, to May 22, 2024, to attend and support Bike to Wherever Day.
- Beers should be allowed to be brought to the tables. Alcohol was only allowed in one section per a requirement of the street closure permit from the Oakland Police Department.

Speakers other than Commissioners: Kevin Dalley

Item 6. Transportation Development Act Article 3 (TDA 3) FY 2025-26 OakDOT Applications

Andre Soucy, Transportation Planner, shared an overview of the TDA program, the status of previously awarded and ongoing TDA projects in Oakland, and the current proposals to request funds to implement TDA-eligible improvements for pedestrians and bicyclists. The applications are due June 13th. A copy of the updated presentation is attached to these minutes.

Summary of Discussion:

- More bike parking should be installed in East Oakland and policy should reflect that.
- People are encouraged to request racks, especially in East Oakland at www.oaklandca.gov/services/request-a-bike-rack
- Bike racks are only installed in front of commercial properties. They should be installed at every corner store in Oakland.
- Allowing racks in front of residential buildings, especially those with secondary uses, should be considered.
- Bike corrals should be installed in the street in the area created by red curb/daylighting.
- The BPAC should be involved in the decision-making process for picking the projects for future TDA grant applications.
- Jason Patton (OakDOT) previously managed the TDA program.
- The TDA grant is an annual, consistent, flexible use, relatively small dollar amount of funding that must be used within a short time frame. Given this, projects must be relatively inexpensive and ready to be implemented immediately after application. This is why it's usually used for projects that are already underway that could use additional funds like bike parking, stairs and paths maintenance, and to fill funding shortages for bigger capital projects.
- Due to the three-year implementation limit, it's not preferred to be used for projects that require contractors because of the contracting timeline. The Stairs and Paths program and the bike parking program are installed using on-call construction contracts, and ongoing programs, making them good fits for the grant.
- TDA grant funds were previously used to fund Bike East Bay educational programming until they found another source.
- OakDOT is open to other suggestions within these parameters for how to spend the money in future cycles.
- The fund estimate is released in early March, but it's typically within a predictable range, so planning could be done earlier.

- An item on TDA should be agendaized around November to discuss possible projects for the 2026 application.

Speakers other than Commissioners: Jason Patton, Robert Prinz, Kevin Dalley, Yvonne Chan

Item 7. Grand Ave Paving Project

Charlie Ream, OakDOT Project Manager, provided an update on the Grand Avenue Complete Streets Paving Project which is set to deliver safety improvements along with planned repaving of Grand Avenue from Broadway to Mandana Blvd. There are three main segments of the project: Uptown (1), Adams Point (2), and Grand Lake (3). OakDOT is currently seeking input on the future roadway configuration in Segment 2 - Adams Point, which is a core connection for people walking and biking between Downtown Oakland and East Oakland. The project team has performed traffic studies and transit analyses that show minimal impacts from the removal of either one lane of Westbound traffic, or the removal of one lane of traffic in each direction on Grand Avenue between Bay Place and El Embarcadero. Two options for the Adams Point segment were presented for discussion with commissioners. OakDOT also presented the current proposals for Segments 1 (Uptown) and 3 (Grand Lake) and went over the project schedule. For more info, see: www.oaklandca.gov/projects/grand/. A copy of the presentation is attached to these minutes.

Summary of Discussion:

- Parking protected bike lanes would be difficult in the (3) Grand Lake section.
- The intersection of MacArthur Blvd and Grand Ave is already difficult for pedestrians because of the vehicle volumes and the freeway offramp. Removing the southbound lane of El Embarcadero would push more drivers to MacArthur Blvd and Grand Ave, making it worse for pedestrians. Given this, the brick pathway as a multi-use path is preferred.
- The multi-use path next to El Embarcadero will only work with a two-way cycle track, otherwise bicyclists on the east side of the lake turning left couldn't access the path.
- Currently, many drivers don't yield for pedestrians on Grand Ave, even where there are HAWK signals (High-Intensity Activated crossWalks) and Rectangular Rapid Flashing Beacons.
- Additional treatments like reducing the number of lanes and adding pedestrian refuges should help pedestrians to cross Grand Ave.
- The top priority should be to reduce speeds on this corridor given that it's dangerous for bicyclists and pedestrians. Given this, Alternative 2 (5 to 3 lane road diet) is preferred because reducing the number of lanes and road width will reduce speeds the most.
- Transit speeds should also be considered and Alternative 1 (5 to 4 lane road diet) is less impactful on transit speeds.
- One benefit of Alternative 1 (5 to 4 lane road diet) is that it is a simpler project and will be faster to implement.
- Both alternatives are still on the table, but OakDOT is currently recommending Alternative 1.
- One consideration about Alternative 1 (5-4 lane road diet) is that it would remove street parking along Lake Merritt where there is a lot of activity and vending. Alternative 2 (5 to 3 lane road diet) is preferred because it keeps that parking for the street vendors.
- The extra space of Alternative 2 could be used for a variety of uses including vending and parklets.
- Outreach should be done to the vendors at the lake. If less parking is provided, providing loading zones for vendors should be considered.

- The number of vehicles that would be diverted to nearby streets was not studied, but the hope is that most diverted vehicles would choose the freeway. The study assumed no diversion and thus the alternatives that are still being considered could carry all the traffic.
- Consider moving the bike lanes out toward the center of the street and have more space next to the sidewalk for vending or providing street furniture for resting.
- Many transit riders would prefer a safer ride than a slightly faster ride.
- Traffic analysis models showed with Alternative 1, significant queuing would happen at Grand Ave and Broadway and at Grand Ave and Mandana Blvd that would likely back up into the next intersections.
- Vehicle queuing modeling should consider the whole day rather than just peak hour traffic.
- Late night low-volumes and wide streets encourages speeding.
- The traffic analysis modelling only looks at traffic impacts, but it's only one part of the decision.
- Alternative 1, the 5 to 4 lane road diet, leaves space for future projects, potentially a bus only lane.
- AC Transit has considered adding bus-only lanes on this segment but has not moved forward yet. This project should be used to encourage a bus lane project to move forward.
- Either design would add pedestrian safety focused treatments like pedestrian safety islands.
- Treatments like centerline hardening will be considered in future iterations of design.
- The Grand Lake community is very concerned about this project.
- The project manager will be meeting April 4th with the business association.
- The Grand Lake section of the corridor should be removed from the HIN.
- There was a Caltrans bike and pedestrian project planned for the area that has been indefinitely paused. The project had planned to close the slip lane headed south on Grand Ave onto Santa Clara Ave. Since that project is not currently moving forward, this project will take on some improvements in that area including exploring the possibility of closing the slip lane. One potential idea is to close the lane and get nearby businesses to activate and maintain the space.
- If the bus stops in the travel lane to pick up passengers at the southbound bus stop on Grand Ave at Santa Clara Ave, traffic will back up, so this is not recommended.
- The materials presented at this meeting should be added to the city webpage.
- Because this is a paving project with a limited scope, additional treatments at certain locations will be needed. For instance, such treatments could be installed through part of a Highway Safety Improvement Program (HSIP) grant application.
- The project should install Alternative 2 (5 to 3 lane road diet) and allocate the extra space created by the lane removal to the center to keep it available as a future bus lane.
- The project on Telegraph Ave shows that the 3 lane section is better for pedestrian yield rates, and pedestrian visibility than the 4 lane section.
- Having multiple lanes of traffic in the same direction causes visibility issues for pedestrians, especially late at night when vehicle speeds are faster, and visibility is worse. There are a number of bars, restaurants, and other late-night points of interest on this part of Grand Ave making it especially important to plan for pedestrian activity at night.

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Speakers other than Commissioners: George Spies, Anwar Baroudi, Bryan Culbertson, Jerry Barclay, Robert Prinz, Andrew Martin

Item 8. Agenda look-ahead, suggestions for meeting topics

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

Suggestions for meeting topics:

- Feedback on AC Transit's Transit Supportive Design Guidelines and MTC's Bay Area Transit Priority for Roadways policies at the April meeting

The May BPAC meeting will be rescheduled for Bike to Wherever Day. It's likely to be scheduled for Thursday, May 22, 2025.

Speakers other than Commissioners: N/A.

Meeting adjourned at 8:18 PM.

Minutes recorded by Noel Pond-Danchik, OakDOT Bicycle & Pedestrian Program Transportation Planner, emailed to meeting attendees for review on March 26, 2025 with comments requested by March 6, 2025, to npond-danchik@oaklandca.gov. Revised minutes will be attached to the April 2025 BPAC meeting agenda and considered for adoption at that meeting.

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Agenda Item 4. Committee Report Backs Attachment

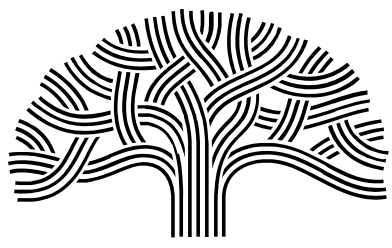
For more information on the BPAC's Committees and Liaisons see

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

2025 Active BPAC Committees and Liaisons

Committee Name / Liaison Role	Date Created	Purpose	Commissioners	Community Members	Meeting Time	Agendas, Notes, and Minutes
Infrastructure Committee	2/16/17	Review and comment on the design of projects	Altman, Gardner, Schader, Yee	Robert Prinz	The first Thursday every other month on odd numbered months from 3:30 PM to 5:30 PM	Oakland BPAC infrastructure committee notes
Policy and Legislative Committee	6/21/18	Research and develop policy recommendations for consideration by the BPAC	Flagg, Jessup, Ralston, Whipps	Kevin Dalley	4th Monday in January, April, July, and October from 6:00 PM to 7:30 PM	
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	5/17/18	Monitor Committee activities and report back to the BPAC	[vacant]			
Liaison to Mayor's Commission on Persons with Disabilities	5/17/18	Monitor MCPD activities and report back to the BPAC	Schader			
Liaison to BPAC Open Forum	6/15/23	Review and analyze comments received during Open Forum	Jessup, Schader			BPAC Open Forum Tracking Form
Liaison to Oakland Planning Commission	6/15/23	be a resource to the Planning Commission and provide input on bicycle and pedestrian elements of proposed projects	Whipps			
Liaison to Oakland Police Department	6/15/23	TBD		Phoenix Mangrum		
Ad Hoc Committee on Fire Code Amendments	7/20/23	Review the updates to Appendix D of the City of Oakland's Fire Code that are currently in discussion. This Committee is ad-hoc and will be disbanded once updates to the Oakland Fire Code are complete.	Gardner	Kevin Dalley		

*Committee Chairs in **bold**



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Measure U For Transportation

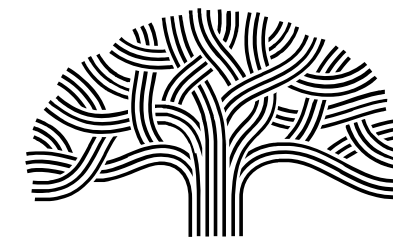
April 17, 2025

Bicyclist and Pedestrian Advisory Commission (BPAC)



Transportation Impacts of Delayed Bond Sale

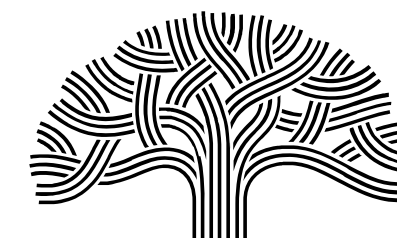
For information about housing impacts, visit [this link](#).



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OakDOT Capital Budget Overview

- 2016 Measure KK provided \$350M of bonds to DOT
 - Fully spent or encumbered as of Fall 2024
- \$290M of Measure U infrastructure bonds approved in 2022
 - Primary funding for paving and sidewalks
 - Local match for competitive grants (e.g. 14th St)
- >\$300M of competitive grants secured in past 5 years
 - 23 new grant applications submitted in 2024
 - >\$20M in applications pending



**CITY OF
OAKLAND**

Bonds are critical for OakDOT's capital budget

- While 2022 Measure U guarantees \$290M of bonds to DOT, **\$0** of Measure U funds have been received to date
- Fall 2024 bond sale was delayed, so no funds were issued in FY 25
- Typical DOT budget would include **\$60M-\$80M** in FY26 from a new Measure U sale, plus additional funds to make up for lack of sale in FY 25



Impacts from Delayed Bond Sale: Paving, Curb Ramps & Sidewalks

As of January 31, 2025:

- No new contract paving projects initiated.
- No new curb ramp and sidewalk construction projects initiated.

Beginning July 1, 2025:

- Reassign paving and curb ramp design staff to grant-funded projects.
- Instead of paving 50+ miles, OakDOT will pave ~10 miles, unless a bond sale takes place.

Impacts from Delayed Bond Sale: Major Capital Projects and other CIP Programs

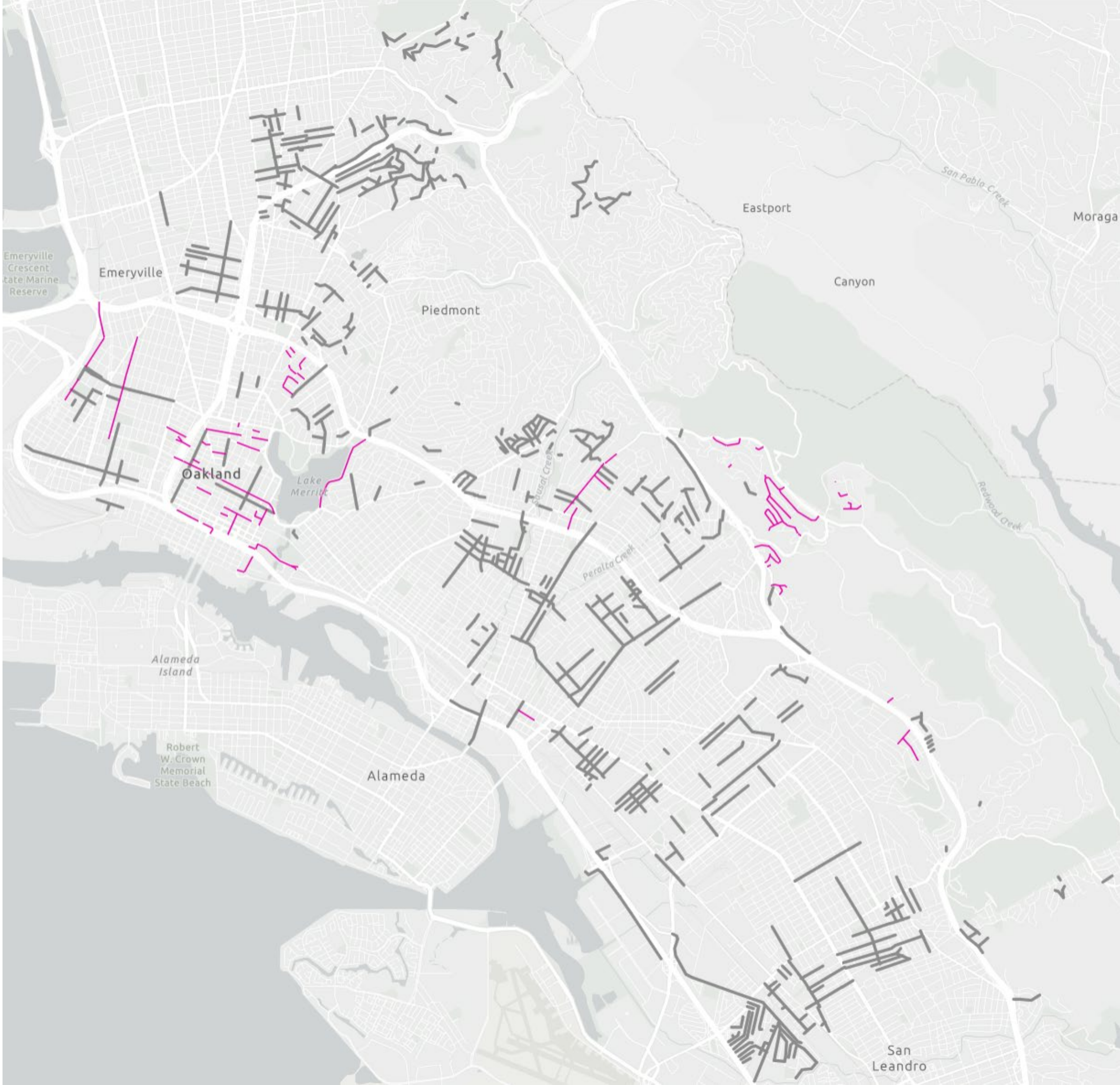
Beginning July 1, 2025:

- Cut or delay capital projects, including delaying the Lakeside Drive/Lake Merritt Complete Streets Project and 42nd/High Street Improvements Project
- No new grant-matching commitments can be made even if awarded by external grantors.
- 33% reduction in funding for Bike/Ped Plan Implementation, Traffic Signals, Safe Routes to School/Neighborhood Traffic Calming CIP programs
- 30% reduction in funding for Bridges & Emergency Roadway Repairs
- Freeze 15 full-time vacant positions (engineering, planning, and operations)

5-Year Paving Plan Paving completed to date and currently in construction (March 2025)

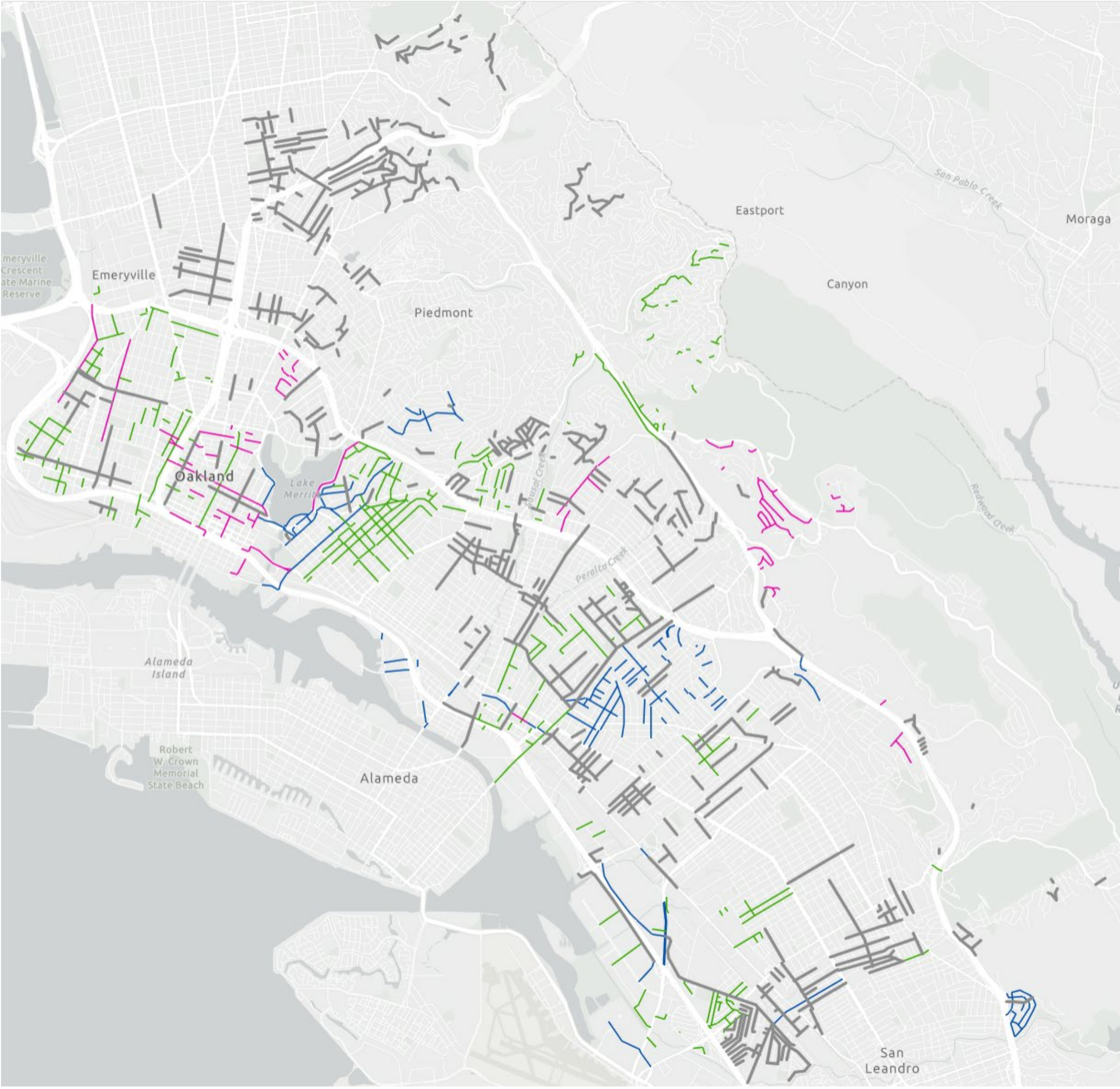
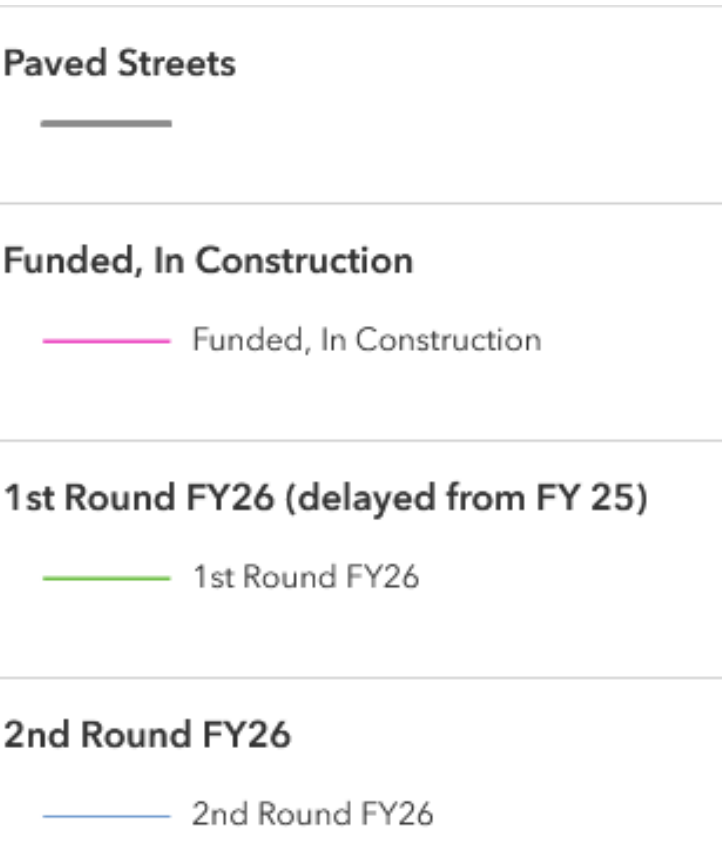
Paved Streets
———

Funded, In Construction
——— Funded, In Construction



5-Year Paving Plan Planned paving with bond sale (\$80M for transportation)*

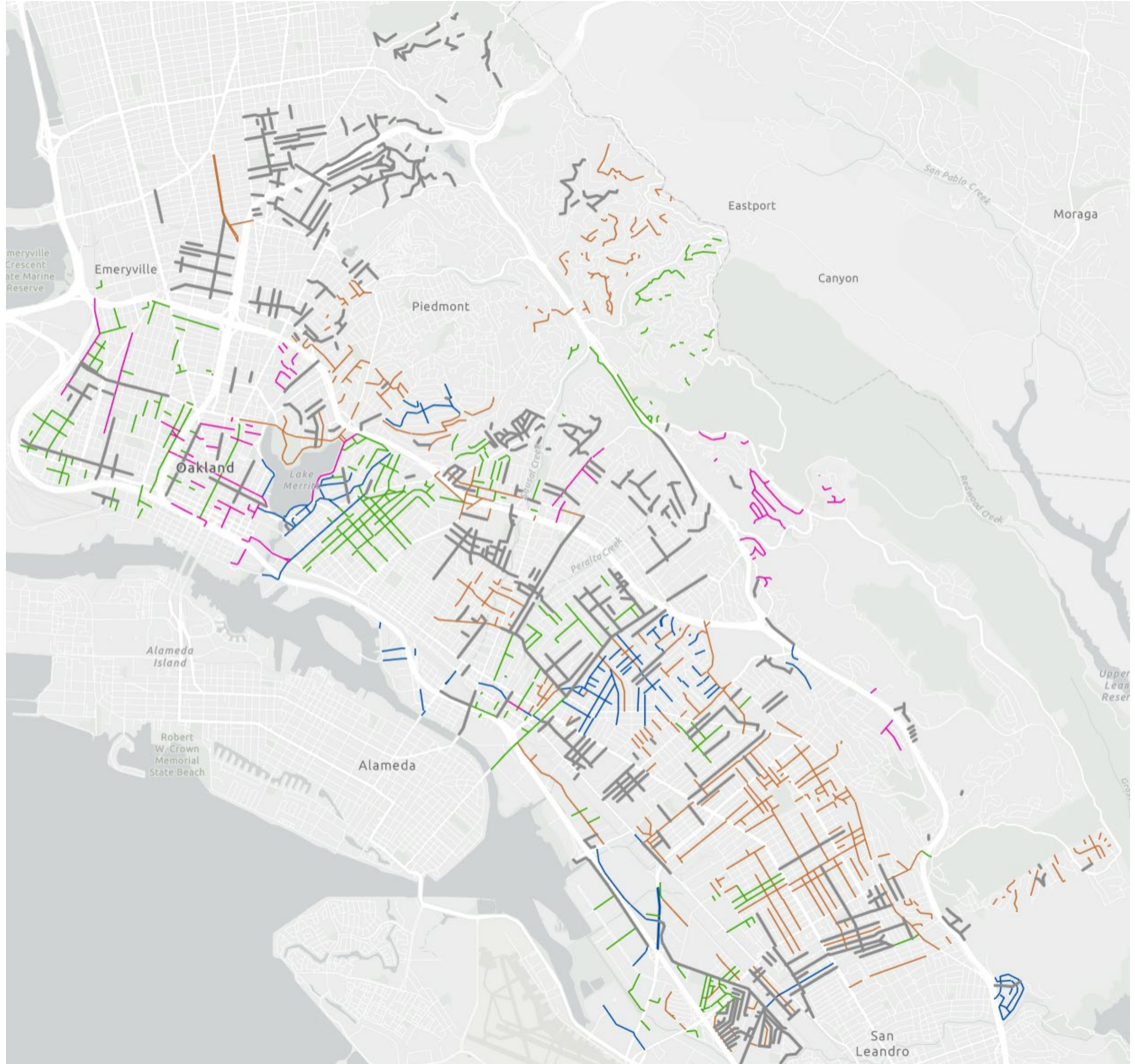
*\$66M for paving and \$14M for grants/other DOT capital programs. 1st Round FY 26 and future to commence as soon as bonds arrive.

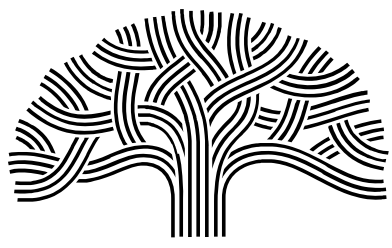


5-Year Paving Plan Planned paving with bond sale (\$133M for transportation)*

*\$119M for paving and \$14M for grants/other DOT capital programs

- Paved Streets**
—
- Funded, In Construction**
— Funded, In Construction
- 1st Round FY26 (delayed from FY 25)**
— 1st Round FY26
- 2nd Round FY26**
— 2nd Round FY26
- 3rd Round FY26**
— 3rd Round FY26





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OAKLAND

Thank you!





Dalziel Building
250 Frank H. Ogawa Plaza
Oakland, CA 94612

Oakland Department of Transportation
Great Streets Division
Traffic Capital Projects
(510) 238-3467

Community Traffic Calming Guidelines – 1-Pager

Draft

- 1) **Introduction** –This document sets guidelines to enable community groups implement temporary street safety interventions, that will demonstrate effectiveness toward a permanent installation.

- 2) **Types of Projects:**
 - a) Curb Extensions / Public Space
 - b) Traffic Circles
 - c) Daylighting
 - d) Paint the Town (Related projects)

- 3) **Duration:**
 - a) Short - Demonstration (~1 month)
 - b) Long - Pilot (~1 year)

- 4) **Process for Projects**
 - a) Design Documents/Application Narrative
 - b) City Review/Approval
 - i) After documents submission, City will meet with Community Group to refine project.
 - c) Design Plan Refinement & Materials Collection
 - d) Installation
 - e) Prioritization
 - i) Institutions (schools),
 - ii) high crash locations,
 - iii) low-income areas,
 - f) Evaluation

- 5) **How does the pilot become the permanent condition?**

Agenda Item 9. Agenda look-ahead, suggestions for meeting topics Attachment

3 Month Look Ahead Tentative Agenda Items

- Bike to Wherever Day Report Back
- Undercrossing Improvements Project (www.oaklandca.gov/projects/undercrossing-improvements)
- Bay Wheels E-Bike Updates (www.oaklandca.gov/resources/bikeshare)
- Major Development Projects Bike/Pedestrian Aspects
- Chinatown Compete Streets (www.oaklandca.gov/projects/chinatown-complete-streets-plan)
- General Plan and Land Use and Transportation Element Update (www.oaklandca.gov/topics/oakland-2045-general-plan-update-land-use-and-transportation-element-lute-2)

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

City of Oakland Bicyclist & Pedestrian Advisory Commission Strategic Plan

April 2023

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

Task	Task Description	Next Steps
1.1	Support interagency street safety efforts, including more quick-build/rapid response traffic calming and long-term street safety efforts.	Consider developing BPAC principles and guidelines for street safety.
1.2	Review grant applications to support pedestrian and bicyclist projects and programs that meet BPAC's goals.	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. Continue to seek timely release of collision data. Explore challenges of reckless and dangerous driver behavior.	Keep as standing item with Commissioner Schader leading discussion. Collaborate with other groups such as WOBO and Bike East Bay to develop responses and determine what active role BPAC can play.
1.4	Support staff hiring to work on bicyclist and pedestrian projects.	Raise the issues of staffing and street safety to elected officials.
1.5	Support Slow Streets and safe spaces for community activities.	Continue discussion with staff on Slow Streets/Neighborhood Bike Route Implementation.

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

Task	Task Description	Next Steps
2.1	Invite project managers to present on projects at key milestones. Request invitations to outreach activities.	Schedule review of projects at BPAC meetings. Ask staff to send BPAC contact info to project managers.
2.2	Get status update on Bike Plan and Pedestrian Plan every six to twelve months.	Request staff presentations in conjunction with the bi-annual We Bike Oakland newsletter, including the "By the Numbers" updates.
2.3	Highlight committee activities.	Request written reports from each committee monthly.
2.4	Get periodic updates on Major Development Projects from Department of Planning and highlight the most bike/ped relevant projects for BPAC or Infrastructure Committee to review and provide comments.	Schedule at BPAC meeting once per year.

Goal 3: Encourage equity-driven investments and policies and increase community involvement in high-injury and historically underserved areas.

Task	Task Description	Next Steps
3.1	Advocate for equity driven bike/ped priorities in the General Plan (Environmental Justice Element, Land Use, and Transportation Element).	Review the General Plan and develop comments.
3.2	Prioritize transportation safety projects and support pursuing funding opportunities in East Oakland.	Schedule relevant items at BPAC meetings and advocate during planning discussions. Request staff to provide a status list of East Oakland transportation projects.
3.3	Advocate for the expansion of the Town for All project and waterfront connections to East Oakland.	Request follow-up on relevant projects.
3.4	Use BPAC Blog, Open Forum and community meetings to create open communication between BPAC, community members, and OakDOT.	Chair Yee leads BPAC Blog. Open Forum facilitated by Open Forum Committee. All commissioners engage in other community outreach.
3.5	Advocate for community groups and Neighborhood Councils in low-income high-injury areas 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. Request the Dept of Race and Equity to present about outreach procedures at BPAC.
3.6	Organize bike ride with BPAC Commissioners, community members, and the Oakland Police Department to create trust and develop ongoing relationships.	Police Relations Committee organizing.
3.7	Convene meeting on racially-biased bicycle stops with the Oakland Police Department, Department of Race and Equity, BPAC Police Relations Committee, and community partners per 2019 Bike Plan.	Police Relations Committee organizing.

Goal 4: Build relationships with policymakers and provide feedback on policies that affect walking and bicycling in Oakland.

Task	Task Description	Next Steps
4.1	Present BPAC Chair's Report to Public Works Committee.	Use the report as an opportunity to raise priorities with City Council.
4.2	Establish connections with active transportation committees at regional agencies such as Caltrans, MTC, Bay Area Regional Collaborative on bicyclist and pedestrian investments and plans.	Ask staff to request regional agencies present relevant projects at BPAC meetings.
4.3	Meet with each Councilmember and their staff at least once per year to introduce BPAC and our goals.	Each Commissioner is expected to reach out to their Councilmember to promote BPAC.
4.4	Reach out to City Councilmembers concerning current bike/ped issues.	Each Commissioner is expected to reach out to their Councilmember on hot topics needing their support.
4.5	Introduce BPAC to Neighborhood Councils.	Each Commissioner is 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.