

Oakland Bicyclist and Pedestrian Advisory Commission

2016 Chair's Annual Report to the Public Works Committee of the Oakland City Council

May 22, 2017

Chair Kalb and Members of the Public Works Committee:

It is our pleasure to present this update on the 2016 activities of the Oakland Bicyclist and Pedestrian Advisory Commission, along with challenges and recommendations that have arisen from our meetings and work. As an all-volunteer citizen commission, we do not provide detailed policy analysis or alternatives for our recommendations nor do we expect that they be adopted “as-is”; rather, we hope that they will catalyze discussion among Council Members, their constituents, and City staff. Some recommendations may already be in progress, in which case we lend our support. It may also be that an alternative to our recommendation may be the most feasible way for the City to address the issue.

The BPAC consists of nine commissioners. Although not required by ordinance, the commissioners represent every Council District in Oakland. The BPAC is charged with advising the City on bicyclist and pedestrian-specific plans, policies, projects and programs, as well as the accommodation of bicyclists and pedestrians in all plans, policies, projects and programs. Additionally, the BPAC reviews Transportation Development Act Article 3 funding allocations as required by the Metropolitan Transportation Commission.

The following report was approved at a regular meeting of the BPAC on May 18, 2017. More information about the BPAC is available at <http://www2.oaklandnet.com/government/o/PWA/o/EC/s/BicycleandPedestrianProgram/BPAC/index.htm>.

Thank you for your review of this report. We look forward to developing a regular and ongoing line of communication between the BPAC and the PWC.

Respectfully,

Commissioner Ryan Chan (District 2), 2017 Chair, 2016 Chair
Commissioner Rosa Villalobos (District 5), 2016 Vice Chair
Commissioner Robert Prinz (District 1), 2017 Vice Chair
Commissioner Reginald K Burnette Jr (District 6)
Commissioner Chris Hwang (District 2)
Commissioner Christopher Kidd (District 4)
Commissioner Fred McWilliams (District 7)
Commissioner Midori Tabata (District 6)

Commissioner Kenya Wheeler (District 3)

Executive Summary

The Oakland BPAC, representing all seven council districts, wrapped up its second full year of existence and successfully fulfilled its duties under Council ordinance. We commend staff for their involvement and dedication and especially welcome the formation of an Oakland DOT. With increased project funding from Measure BB and Measure KK, critical staffing shortages and coordination issues need to be resolved.

Challenges and Recommendations

1: Availability of Information

Both Commissioners and members of the public (and even City Staff, at times) continue to have confusion over the division of labor and responsibilities within the city for pedestrian and bicyclist-related projects and issues. Additionally, clear communication over the status of projects/issues (such as whether and when a change will be made) is often lacking, contributing to a public distrust of the planning process.

- We recommend a publicly accessible database/map for all DOT projects in the planning/design/construction life cycle that provides status updates and responsible parties.
- We also recommend that a Complete Streets checklist be used on all projects, and that the checklist be used as an accountability and transparency tool.

2: Shortage of Staffing and Lack of Coordination

The shortage of staffing continues to be a hindrance to Oakland's ability to deliver projects and coordinate internally, and with other agencies, on making the most out of routine paving and pedestrian infrastructure projects.

- We recommend increasing the percentage of transportation budget allocated to bicycle & pedestrian projects to match the mode share desired by the City (i.e. at least 20% of funding for 20% mode share).
- We finally recommend establishing an integrated project pipeline that takes into account project schedules and workload, funding schedules, and paving schedules to maximize efforts/funding in Complete Streets projects and capture the maximum amount of discretionary funding available from outside sources.

3: Equity

Additional policies and mechanisms are needed to ensure that all projects everywhere around the city receive the same level of high quality design with regard to bicycling, walking, and transit infrastructure. Mobility improvements are a critical tool to providing opportunity and addressing inequality.

- We recommend establishing universal guidelines for new development in-line with the Complete Streets policy, i.e., a City adopted Complete Streets guidelines that supersedes rulings from internal city departments. Include community benefits requirements in guidelines, utilizing opportunity to benefit from wealth generation to improve infrastructure.

Meetings and Attendance

The BPAC met monthly in 2016. In addition to city staff and commissioners, the meetings were attended by an average of nine members of the public (ranging from 3 to 18). We thank City Staff for their contributions in supporting the Commission in 2016, especially Iris Starr, Jennifer Stanley, Jason Patton and Sarah Fine, as well numerous staff from various divisions who presented items and prepared materials for the BPAC.

Selected Key Accomplishments

As an advisory committee, the BPAC acknowledges that City Staff are responsible for and deserve the credit for the progress Oakland made on bicyclist and pedestrian issues in 2016. Nonetheless, we share in the pride of these accomplishments:

- Revision of the OMC to remove an outdated and impractical bike registration requirement
- Much improved requirements for mitigation when construction projects impede pedestrians and bicyclists
- Implementation of first-class best practices for bicycle parking in new development
- Four members of the BPAC were represented on the Pedestrian Advisory Group for the development of the Pedestrian Master Plan
- BPAC hosted a discussion with Assistant City Administrator Daniels regarding the formation and staffing of the Oakland DOT, and later on, a discussion with Acting DOT Director Tumlin

- Development of a pedestrian, bicyclist and transit friendly Downtown Specific Plan and Off-Street Parking Plan
- BPAC review and endorsement of several key Safe Routes to School Projects that desperately need prioritization for children’s safety, as well as state Active Transportation Program (ATP) and federal Highway Safety Improvement Program (HSIP) grants through which Oakland received eight awards totaling over \$26M.

Future Outlook

- The BPAC has formed a Design Advisory Committee within the Commission that will review projects as warranted, and report back to the larger Commission with recommendations for action.
- The Open Forum Committee of BPAC has been recording issues raised during Open Forum over the year, and will be identifying policy issues for discussion at BPAC.
- The BPAC looks forward to ongoing discussion with the Oakland DOT and PWC over the project opportunities made available by Oakland’s Infrastructure Bond, County Measure BB, and other funding sources.

Appendix: Detailed List of Activities

As per BPAC bylaws, the following committees consisting of commissioners and members of the public were convened in 2016:

- The Open Forum committee reviews and follows up on issues raised during public comment (ongoing)
- The OMC review committee reviewed relevant bicyclist sections, leading to changes in the bicycle registration
- The paving committee talked to staff and provided recommendations to improve paving coordination with pedestrian and bicyclist accommodation
- The HSIP review committee provided a detailed review of projects beyond what was unfeasible within the normal BPAC timeline

BPAC reviewed and provided feedback on the following funding and grant applications:

- TDA Article 3 funding allocations
- Pedestrian CIP projects
- Active Transportation Program Cycle 3 projects
- Alameda CTC Comprehensive Investment Plan
- HSIP Grants
- Big Jump Grant Application

BPAC reviewed the following plans, policies, and programs:

- Bicycle/Pedestrian Elements of AC Transit's Bus Rapid Transit
- Revisions to the OMC regarding Bicycle Operation Rules in Parks
- Revisions to the OMC regarding Bicycle Registration
- Strategic Growth Council: Affordable Housing and Sustainable Communities Grants
- Pedestrian Master Plan Update
- Pedestrian and Bicyclist Accommodations in Construction Zones
- Oakland Complete Streets Plan
- Downtown Specific Plan and Downtown Parking Plan
- Revised VMT-CEQA Guidelines Implementation (SB743)
- Safe Routes to School
- Bicycling Parking Ordinance Update
- Oakland DOT Strategic Plan
- OakMob101 Shared Mobility Engagement
- Caltrans District 4 Bicycle Plan

BPAC provided detailed feedback these specific projects. This list does not include feedback on projects presented as part of a grant application package listed above.

- San Leandro Creek Trail
- Telegraph Avenue Cycletrack project
- Clay St Bike Lanes
- Oak Knoll Mixed use Community Plan Project
- Laurel Access to Mills, Maxwell Park & Seminary Avenue (LAMMPS)
- Park Blvd Corridor Traffic Safety Outreach Project