

CITY OF OAKLAND



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Department of Transportation
Safe Streets Division

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Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, December 19 2019; 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

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

Time	#	Topic
6:00	1	Roll Call/Determination of Quorum/Introductions (5 minutes)
6:05	2	Approval of meeting minutes Attachment (5 minutes)—Seek motion to adopt the November 2019 BPAC minutes.
6:10	3	Open Forum / Public Comment (10 minutes)—Members of the public may comment on any issue within BPAC's subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. The BPAC's Open Forum Committee tracks Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking .) The Committee reviews the public comments on a periodic basis to identify policy issues for discussion by the Commission. To request City services, please contact the City of Oakland Call Center; information at www.oaklandca.gov/services/oak311 .
6:20	4	Committee Report Back Attachments (10 minutes)— Committees of the BPAC with activities in the past month will provide brief updates to the Commission. A list of active committees and the Police Relations Committee Report are included in the agenda packet.
6:30	5	Affordable Housing Sustainable Communities Grant Summary Attachments (10 minutes)— Julieth Ortiz, Strategic Planning & Administration Transportation Planner, will answer questions on the preliminary projects OakDOT is currently considering for Cycle 5 of this state grant. The Affordable Housing and Sustainable Communities Program (AHSC) is administered by the Strategic Growth Council and implemented by the California Department of Housing and Community Development. AHSC is one of the CA Climate Investments programs whose goal is to integrate affordable homes and sustainable transportation.
6:40	6	Howard Terminal Transportation Plan (25 minutes)— Nicole Ferrara, Policy & Intergovernmental Affairs Advisor, will share an overview of the draft Howard Terminal Transportation Plan for input. The A's have proposed a ballpark along with commercial, retail and residential development at Howard Terminal, and the draft Transportation Plan provides an overview of how to move people to and from the site in conformance with City goals.
7:05	7	Department of Transportation Organizational Update (25 minutes)— OakDOT Director Ryan Russo will present and discuss the status of building the OakDOT team, highlights from 2019 and opportunities for the new year.

- 7:30 8 **BPAC Chair Report to Public Works Committee** (15 minutes)—BPAC chair Kenya Wheeler, will present a draft 2019 Annual Report to the Public Works Committee for approval by the BPAC.
- 7:45 9 **Three-month agenda look-ahead, suggestions for meeting topics, announcements**
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 npond-danchik@oaklandca.gov or call (510) 238-4753 or 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, Cantones, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a npond-danchik@oaklandca.gov o llame al (510) 238-4753 o al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. 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. Đề yêu cầu các phương tiện hỗ trợ phục vụ người khuyết tật hoặc yêu cầu thông dịch viên ASL, tiếng Quảng Đông, tiếng Quan Thoại hoặc tiếng Tây Ban Nha, vui lòng gửi email đến địa chỉ npond-danchik@oaklandca.gov hoặc gọi đến số 711 (với Dịch vụ Tiếp âm) ít nhất năm (5) ngày làm việc trước khi cuộc họp diễn ra. 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.



City of Oakland, Bicyclist & Pedestrian Advisory Commission
DRAFT Minutes from the November 21, 2019 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting agenda at <https://www.oaklandca.gov/documents/november-2019-bpac-meeting-agenda>.

Meeting called to order at 6:04 pm by BPAC Vice-Chair, George Naylor.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with six commissioners present; three arrived later during the meeting.

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	X
Midori Tabata	X
Kenya Wheeler (Chair)	X

Introductions were made.

- Other attendees: Jeremiah Maller, Grey Gardner, Steven Jones (AC Transit), Garrett Gritz (Diablo Engineering), John Minot, Josh Handel, Oboi Reed, Tom Holub, Brian Toy, Emily Warren, Brendan Pittman, Patricia Schader, Brian Mineart, Claudia Burgos (AC Transit), Robert Prinz, Brian Toy, Tiff Mueller
- Staff: Michael Ford, Lisa Jacobs

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from October 18, 2019** was requested. A correction was noted (Naylor): page 2, Item #4, fourth bullet, change 90th Ave to 98th Ave. The motion was made (Tabata), seconded (Naylor), and approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- Robert Prinz: An EBMUD project dug up concrete on MacArthur Blvd and it hasn't been replaced. This is an example of a too-frequent problem. Robert suggested that EBMUD be invited to make a presentation to BPAC.
- John Minot: When will the Bay Wheels/Lyft e-bikes removed from Oakland be returned? This question will be addressed during agenda item #5.

Item 4. Committee Report Back

- Planning Commission Review Committee: last met October 15. A letter authorized by BPAC with comments on the Downtown Oakland Specific Plan was submitted to the Planning Commission; **see handout.**
- Police Committee: job reductions have been reported. The committee will be busy in 2020.
- Infrastructure Committee: no report; next meeting planned for first week in December.
- Affordable Housing and Infrastructure Bond Oversight Committee: no report; next meeting in December.
- Mayor's Commission on Persons with Disabilities: reported on problems with the accessibility of an online forum to address curb ramp issues as well as the condition of some ramps.

Chair Wheeler invited members of the public to join committees.

Item 5. Parking Update

Michael Ford, Oakland Department of Transportation (OakDOT) Parking & Mobility Division Manager, reported on Parking Enforcement (PE), efforts to adjust fine amounts, e-bikes for PE Technicians, and a review of standard operating procedures that appear to conflict with the City's priorities and objectives. He explained that Parking Principles adopted by City Council guide staff to actively manage parking, considering supply and demand, and allowing the use of parking rates to meet broader citywide goals, including safety and equity. Parking rates that can be adjusted based on supply increases the availability of spaces and decreases motorists circling the block looking for spots, improving safety. Staff are working on a Progressive Parking Fine initiative to address safety with an equity lens. Michael reported that the Bay Wheels/Lyft e-bikes (removed from circulation due to technical issues) are expected to be back early in 2020 after amending the existing franchise agreement. E-bikes have been offered to Parking Technicians, and interest has been increasing. To address complaints about exceeding time limits, license plate cameras on parking tech vehicles help enforce time limits.

Summary of Discussion

- Of the 320k annual citations given (bringing in \$25m in general fund revenue):
 - 51% are for street sweeping, followed by 16% for expired meters.
 - There are four to five thousand sidewalk violations per year. On narrow streets, vehicles sometimes park with two wheels on the sidewalk and are rarely fined.
 - There are 1,500-2,000 bike lane violations; the \$48 fine is probably too low; it's \$150 in SF.
 - Changes should be considered for all traffic related citations; the Legislative Committee has a list.
 - Parking techs should never park in bike lanes and incentives should be provided to encourage better behavior. Bike East Bay has driver safety training courses that could be provided to the City.
 - Because flexible pricing frees up spaces and raises more revenue, the goal is that the number of citations will decrease while remaining budget neutral.
 - All Oakland parking meters are credit card and GPS enabled, providing real time data and reprogrammable remotely. The City learned from neighboring cities that sensors don't work well.
- A motion was made (Parreiras) and seconded (Burnette Jr.) that the **BPAC ask OakDOT to make it policy that no City vehicle gets to park in the bike lane, and that OakDOT work internally to make provisions for where people should park and train its staff to make use of those spaces instead of in the bike lane.**

Amendments (Wheeler): **OakDOT also work with other public agencies to ensure that their vehicles do not block bicycle lanes and sidewalks** and that **OakDOT take a holistic look at revising the schedule of fines and fees to prioritize safety as the paramount directive for setting fines.**

Discussion

- Commissioner Norris observed that staff parking in the bike lane is a liability issue for City (because it's unsafe), that there should be two motions, and that ability to pay be considered when setting fines and fees. Michael Ford reported that equity-based fines and fees are under study.

The second half of the amendment was rescinded (Wheeler). The note taker requested that the motions be restated:

- A motion was made (Parreiras) and amended (Wheeler) **urging OakDOT to make it policy to prioritize safety with regards to City vehicles and other agency vehicles parking in the bike lane, (and in crosswalks and on sidewalks), and urging DOT to come up with the alternative to parking in the bike lane and train its staff and every other agency staff to use the appropriate location to park.** The motion was seconded (Burnette Jr) and passed unanimously.
- A motion was made (Wheeler) to **ask that OakDOT consider a revision of the fines and fee schedule for all parking and traffic related fines that prioritizes safety and includes a lens of geographic and income equity in setting of the fines and fees.** The motion was seconded (Parreiras) and passed unanimously.

It was noted that Assembly Bill 503 allows cities to have payment programs for low-income individuals to pay (traffic) fines. The City should adopt this type of program. The Legislative Committee is available to review proposed changes (contact Parreiras), as well as the Infrastructure Committee (contact Tabata) re: official vehicles in bike lanes.

Speakers other than commissioners: Josh Hammel, Robert Prinz, Emily Warren, Jennifer Stanley

Item 6. AC Transit Bus Rapid Transit (BRT) and other Bike Ped Projects (see attached presentation)

Steven Jones, AC Transit External Affairs Representative, reported on AC Transit's 9.5-mile BRT project, currently in construction (87% complete), and slated to begin service in March 2020. The AC Transit board established that the service will be free for the first 90 days. Most of International Blvd has been repaved, and most stations have been substantially constructed – topping slabs and station amenities are forthcoming. The next step is to install traffic striping from 2nd Avenue to 66th Avenue. Operator training is underway in the BRT's bus-only lanes between 90th Avenue and the San Leandro BART station. Each BRT vehicle will have on-board racks for up to three bikes. 25 bike racks will be installed at the BRT's center median stations on International Blvd. A companion project by OakDOT will pave Broadway from Embarcadero to W Grand Ave, and install "red carpet" bus lanes within the next several years. During construction, Public Outreach Teams have been on hand with an office at 3322A International Blvd. The City has provided technical assistance to businesses along the corridor. The project's hiring goals were noted along with a workforce development fund to train disadvantaged workers.

Summary of Discussion:

- If in-vehicle bike racks are full, bikes will be allowed on board.
- Signs will direct BRT users to the safest crossings to access the BRT stations. The speed limit will be reduced to 25 mph, and there are 34 unsignalized pedestrian crossings, many of which have median refuges. All but one of the originally designed bulb-outs will be installed.

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- Future safety concerns will be addressed collaboratively by the City, Caltrans, and AC Transit.
- BRT has allowed the City to address long-standing pedestrian safety concerns [along the corridor](#).
- Every existing traffic signal is being upgraded along with [standard safety lighting at signalized intersections](#). Additional lighting at unsignalized crossings are being upgraded to current standards. [City project may provide additional lighting along the corridor](#).
- During construction the pedestrian detours (“temporary traffic control,” TTC) have not been adequate, particularly in East Oakland. The project was divided into 14 zones, and 60% of on-street parking must be maintained in each during construction. It was acknowledged that the contractor didn’t always [implement the approved TTC, but the CM team was frequently directing the contractor to take corrective actions](#). Garrett Gritz (project Traffic Engineer, Diablo Engineering) offered to attend a BPAC committee to describe TTC for the project (which may have predated OakDOT’s new standards).

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Speakers other than commissioners: John Minot, Robert Prinz

Item 7. Legislative Resolution (see attachment)

The Legislative Committee shared a draft resolution for City Council’s consideration that would prioritize bicyclist and pedestrian safety over vehicle parking. Councilmember Gallo is sponsoring the resolution and Councilmember Kalb is an active supporter. The resolution addresses safety, process, policy/priorities, and resources.

Summary of Discussion:

- The Committee requested feedback on traffic enforcement. Enforcement is a component of safety, but race-based stops are a major concern.
- The draft resolution raises from \$1 to \$1.5 million the City Administrator’s contract approval authority to speed up project delivery. The downside of this proposal is that going to Council is one way to ensure adequate public outreach. It was noted that Council meetings sometimes aren’t the best public outreach venue. An alternative would be to get BPAC approval.
- Automated traffic enforcement was proposed as a method to ensure more equitable outcomes.
- The proposal to prioritize filling DOT vacancies above those of other departments would be hard to justify. Using contract labor may not be possible due to union rules.

Speakers other than commissioners: Robert Prinz, Emily Warren, Lisa Jacobs

- A motion to extend the meeting time by 15 minutes was made (Wheeler), seconded (Burnette Jr) and passed with all voting in favor.

Item 8. Open Forum Committee Report.

The Open Forum Committee reported on the status of items presented by the public to the BPAC in 2019.

Summary of Discussion:

- SeeClickFix referrals don’t always work; construction related problems are confusing because there is no category for construction related complaints.
- OakDOT staff are a resource for the BPAC to follow up on Open Forum items.
- This Final report will be passed on to the BPAC Chair as both committee members (Tabata, Jones) will not be serving on the commission in 2020.

Item 9. Three-month look-ahead, suggestions for meeting topics, announcements

In addition to items listed in the agenda, it was noted that the environmental review documents for the proposed A's ballpark are expected to be released in January 2020.

Suggestions for meeting topics

- Bike plan update (currently scheduled for February)
- Telegraph Ave projects update
- 14th St (could go to Infrastructure Committee)
- Strategic Planning Process for BPAC

Announcements

- Naylor: City Council approved three new commissioners who will start in January 2020: Grey Gardner Patricia Schader, and Dianne Yee.
- Norris: resigning as of December 2019; will continue to support BPAC's Police Relation's committee.
- Tabata: after the December BPAC meeting, there will be a get together at Downtown Wine Merchants.
- Patton: modifications to the bicycle boulevard on Shafter Ave, including reinstallation of stop signs, are underway. The Infrastructure Committee will review this on December 5.
- Stanley: BikeLink eLockers will be integrated with the regional Clipper card starting on December 1.

Meeting adjourned at 8:16 pm.

Attachments (to be appended to adopted minutes)

- Planning Commission Review Committee handout
- AC Transit BRT presentation
- Draft legislative resolution

Minutes recorded by Jennifer Stanley, emailed to meeting attendees for review on December 2, 2019 with comments requested by 5pm, Monday, December 9, to jstanley@oaklandca.gov. Revised minutes will be attached to the December 2019 meeting agenda and considered for adoption at that meeting.

December 2019 BPAC Agenda Item #4 Attachment

Active BPAC Committees/Task Forces/Liaisons

Committee Name / Liaison Role	Date Created	Purpose	Commissioners	Community Members
Infrastructure Committee	2/16/17	Review and comment on the design of projects	Burnette Jr, Mangrum, Parreiras, Tabata	Robert Prinz
Legislative Committee	6/21/18	Research and develop policy recommendations for consideration by the BPAC	Mangrum, Naylor, Parreiras , Wheeler	Grey Gardner, Chris Kidd
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	5/17/18	Monitor Committee activities and report back to the BPAC	Naylor	
Liaison to Mayor's Commission on Persons with Disabilities	5/17/18	Monitor MCPD activities and report back to the BPAC	Campbell; Parreiras (substitute)	
Open Forum Committee	3/17/16	Review and analyze comments received during Open Forum	Jones, Tabata	
Bicyclist Pedestrian Police Relations Committee	9/20/18	Rectify inequitable policing and racial profiling through analysis, dialog, and recommendations	Mangrum , Wheeler, Naylor, Norris	Tom Holub
Planning Commission Review Committee	1/17/19	be a resource to the Planning Commission and provide input on bicycle and pedestrian elements of proposed projects	Campbell , Naylor, Jones, Wheeler	

*Committee Chairs in **bold**

December, 2019 Police Relations Subcommittee Report

Mission Statement

Inequitable policing can create safety risk for black and brown people walking and biking in Oakland. These communities are disproportionately at risk of being involved stops and detentions by police. Through data analysis, research and community input, we'll present recommendations to the Bicycle, Pedestrian Advisory Commission, The Oakland Police Department, The Oakland City Council and other stakeholders. We advocate to promote practices that reduce barriers to biking and walking, to increase awareness and safety and to promote social justice in Oakland.

Objectives for 2020:

- (1) Complete analysis of stop and detention data as it pertains to biking in Oakland.
- (2) Produce report and power point program
- (3) Schedule 5+ presentations, workshops, seminars with community groups and organizations who have expressed concerns about policing in Oakland.
- (4) Schedule bike ride(s) with senior OPD and other city of Oakland officials and residents to spotlight biking and walking is valued in Oakland along with safe riding practices.

90th Avenue:

Discussed police parking in Scrapper Bike Pathway. Commission chairperson. - Kenya Wheeler and Commissioner Phoenix Mangrum will follow up with OPD and the Scrapper Bike team to assist in finding a solution to the problem.

Discussed police data pertaining to bicyclist stops. Additional effort is required to secure more information for 2018 - 2019.

Report, submitted by
Commissioner, Phoenix Mangrum

AFFORDABLE HOUSING & SUSTAINABLE COMMUNITIES (AHSC) GRANT

Julieth Ortiz

Strategic Planning & Administration



Bicyclist and Pedestrian Advisory Commission, December 20, 2019

AHSC OVERVIEW

Purpose

A State “Climate Investment” Program (cap-and-trade funding) to fund affordable housing + sustainable transportation to direct investment towards the **most disadvantaged communities** in the state and **maximize economic, environmental, and public health** benefits

Requirements

- Greenhouse gas emission reductions
- Vehicle miles traveled reductions
- Increase accessibility and connectivity to housing, employment centers and key destinations
- Increase walking, biking and transit ridership



FUNDING REQUEST

TOTAL \$1 - \$20 MILLION (\$3-6 MILLION FOR TRANSPORTATION AGENCIES)

AHSC ELIGIBLE USES

1. Affordable Housing Development - AHD (loan)

- Bricks and Mortar + Soft Costs

2. Housing-Related Infrastructure – HRI (grant)

- Anything Required as Condition of Approval

Developer

3. Sustainable Transportation Infrastructure - STIs (grant)

- Transit, Bike Lanes, Sidewalks, Crosswalks

4. Transportation-Related Amenities - TRAs (grant)

- Bike Parking, Repair Kiosks, Urban Greening, Bus Shelters

Public Agency

5. Programs (3 Year Grants)

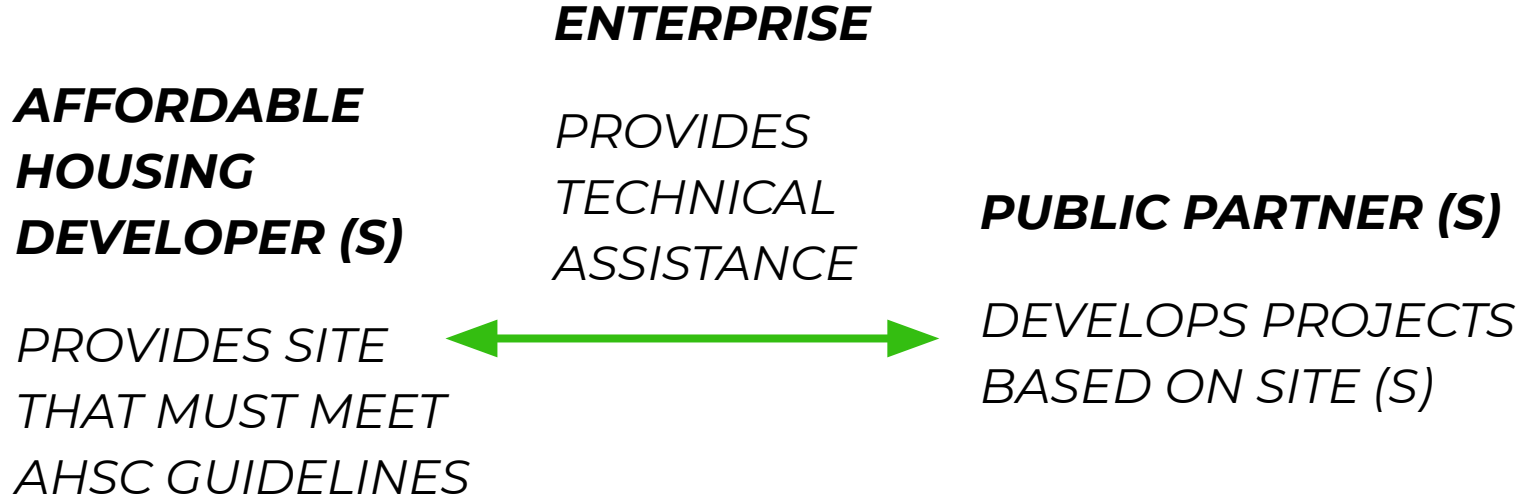
- Active Transportation Programs
- Transit Ridership Programs (passes)

Developer/MPO/Public
Agency/Community Based Organization

TRANSPORTATION COMPONENTS



AHSC STRUCTURE & CHALLENGES



Legal Structure

A developer MUST have a public partner

OakDOT

Type of Project (STI/TRA)

Length

Posted Speed Limit/Traffic Volume

Cost Estimates

AHSC SCORING

67/100 POINTS ARE
INFLUENCED BY
TRANSPORTATION
COMPONENTS!

AHSC Scoring Elements and Criteria		
Criteria		Points
GHG Qualification Methodology Scoring		
GHG Efficiency	15	●
GHG Total	15	●
Quantitative Policy Scoring		
Active Transportation Improvements	10	●
Green Buildings and Renewable Energy	8	
Housing and Transportation Collaboration	9	●
Location Efficiency and Access to Destinations	6	
Funds Leveraged	4	●
Anti-Displacement Strategies	5	
Prohousing local policies	2	
Local Workforce Development and Hiring Practices	2	
Housing Affordability	5	
Programs	2	●
Urban Greening *NEW	2	
Narrative-Based Policy Scoring		
Collaboration & Planning	4	●
Community Benefit and Engagement	6	●
Community Climate Resiliency	3	
Community Air Pollution Exposure Mitigation	2	●
Total Scoring		100

Projects that **Earn Points on the Application**

- Bike lanes – ½ mile "context sensitive" bikeways that connect to key destinations and/or close key network gaps
- Projects that address barriers to safe access to bicycle and pedestrian routes
- Pedestrian facilities that improve walkability – ideally 2,000 ft total, and connects to key destinations and/or close key network gaps
- Projects that reduce GHGs – ideally new or increased transit service, but bike lanes help too

Projects that are **Timed Appropriately**

- Construction has not commenced by date of application
- Site Control and discretionary land use approvals are/will be complete
- All necessary NEPA and CEQA clearances by time of grant disbursement
- Able to complete construction within a 5 year period of performance

Projects that have the right **Cost and Financing** *also contributes to points*

- Approximate total AHSC \$\$\$ ask for transportation related infrastructure per housing project of \$3-6M (depends on financing structure of housing).
- Enforceable funding commitments for leverage – ideally at least 200% of the amount of the AHSC ask per project

Projects that help us **meet threshold requirements**

- At least 2 urban greening projects per housing project
- Adequate lighting on all publicly accessible components of the project

AHSC CYCLE 5 APPLICATIONS



FRUITVALE TRANSIT VILLAGE PHASE IIB
5TH AVE & 12 ST, OAKLAND, CA 94601



RENDERING (EAST 12TH ST)

DATE ISSUED: 2016-10-20
PROJECT NO.: 2017-00139

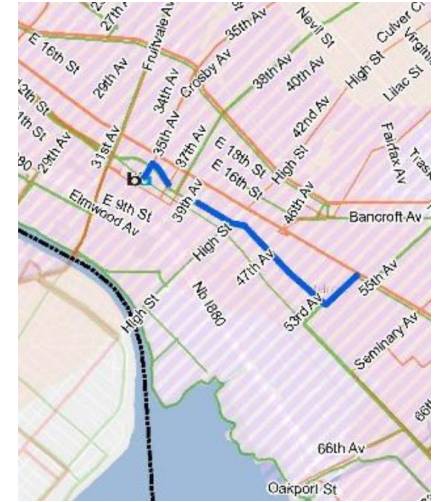
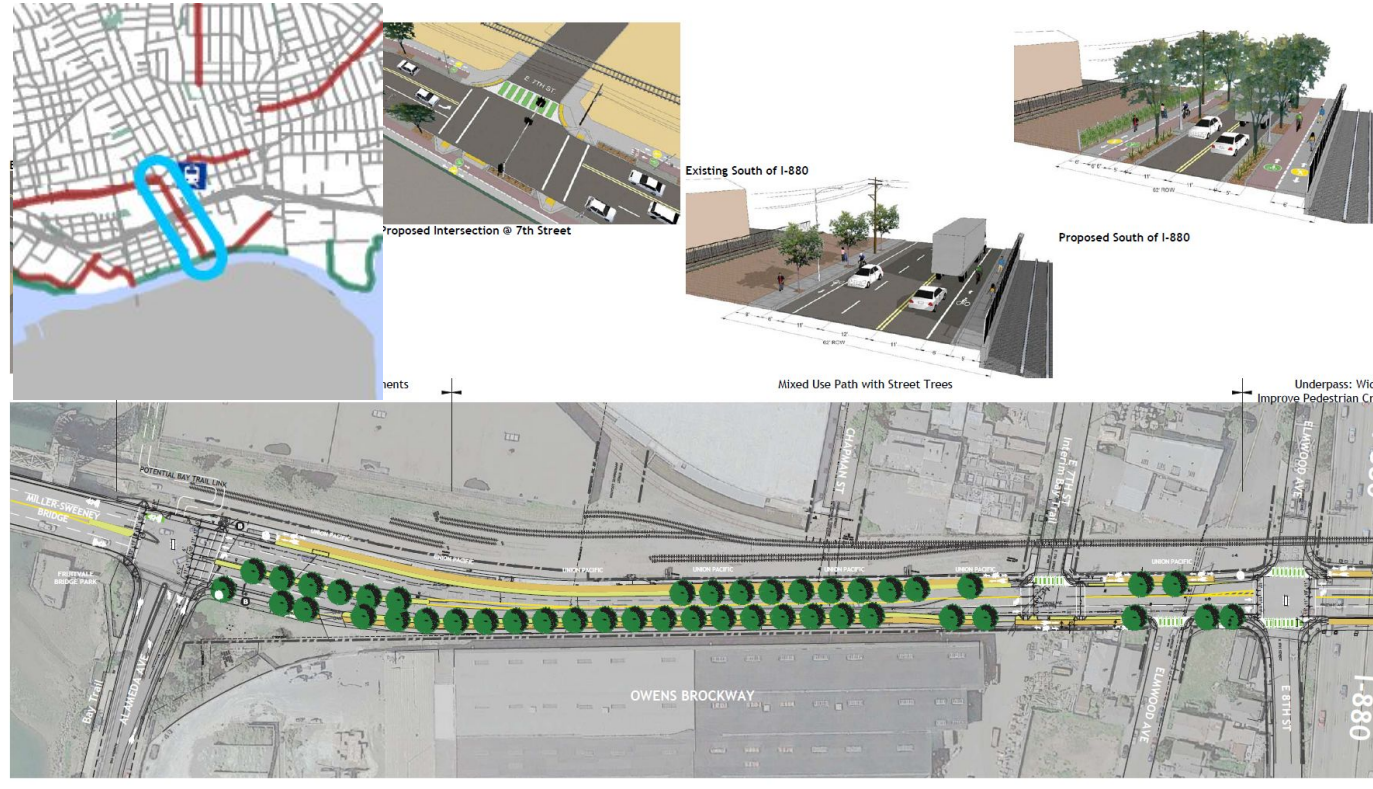
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WEST OAKLAND BART

FTV PHASE IIB - 181 UNITS

FRUITVALE TRANSIT VILLAGE PHASE IIB



CLASS IV & IIB (~ 4 MILES)

PED LIGHTS on International Blvd, BUS SHELTERS & LANDSCAPING,

About \$4 MILLION

WEST OAKLAND BART TOD



7th St from Mandela Pkwy - Adeline St

CLASS IV (~ 0.8 MILES)
TRANSIT IMPROVEMENTS
About \$3 MILLION

AHSC CYCLE 5 TIMELINE

Draft Guidelines	Released August 30th
Final Guidelines & NOFA	Released October 31st
Application Release	Anticipated mid-November
Application Due Date	February 11, 2020

THANK YOU!

jortiz@oaklandca.gov



Active Transportation Scoring

From the Round 5 AHSC Program Guidelines, Page 29-30, 55 & 61

(b) **Active Transportation Improvements – 10 Points Maximum**

- (1) Up to 2 points for the total length (in linear miles) of AHSC funded **Context Sensitive Bikeways** as follows:
 - 2 points for over half a mile
 - 1 point for less than half a mile
- (2) 1 point for **Projects** that link the **Affordable Housing Development** or **Qualifying Transit Station or Stop** to an existing bicycle network or a bicycle network identified official public planning documents. The existing or planned bicycle network must be directly linked by a new **Context Sensitive Bikeway** funded by AHSC that has an entry point within one quarter mile of either the **Affordable Housing Development** or **Qualifying Transit Station or Stop**. The existing or planned bicycle network does not have to be comprised of **Context Sensitive Bikeways**.
- (3) Up 2 points for projects that address barriers to safe access of bicycle routes. Documentation must be provided to certify that the **Project** will do at least one of the following in an attempt to increase bicycle safety and access: reduce vehicular speed or volume near bicycle users; improve sight distance and visibility; eliminate potential conflict points; improve compliance with traffic laws; or address any other barriers to cyclists that may have existed on the route. One point will be awarded for each addressed site of a barrier(s) to safe bicycle access.

- (4) Up to 2 points for the length of AHSC funded **Safe and Accessible Walkways** as follows:
- 2 points for over 2,000 feet
 - 1 point for 1,000 to 1,999 feet

Indicate the measured length (in feet) of new or replaced sidewalk.

STI improvements that will make walkways safe and accessible (e.g., through sidewalk replacement) will be measured for the distance of the entire block face on which the infrastructure improvement will be made so long as the entire distance of its walkway will then meet the AHSC definition of **Safe and Accessible Walkway**. Safe and accessible crosswalk improvements, which are **STI**, can be measured for the crosswalk distance plus the distance of one block face to which it connects, so long as the block face is a **Safe and Accessible Walkway**.

TRA improvements that will create **Safe and Accessible Walkways** will be measured according to the length of sidewalk directly improved (ex: provided shade to, illuminated). Unimproved distances of walkways in-between **TRA** improvements will not be measured.

- (5) 1 point for **Projects** that provide a pedestrian crossing point that directly links two pedestrian networks that are unlinked for one quarter mile along a walkable route (i.e. no connecting point for one quarter mile). Examples include overpasses, underpasses, and placement of sidewalk where none previously existed. At-grade crosswalks are not eligible for this point.
- (6) Up to 2 points for projects that address barriers to safe access of pedestrian routes. Documentation must be provided to certify that the **Project** will do at least one of the following in an attempt to increase pedestrian safety and access: reduce vehicular speed or volume near pedestrians, improve sight distance and visibility, eliminate potential conflict points, improve compliance with traffic laws, or address any other barriers to pedestrians that may have existed on the route. One point will be awarded for each addressed site of a barrier(s) to safe pedestrian access.

- (l) “Context Sensitive Bikeway” means on-street infrastructure for bicycle riding that is appropriately applied based on the traffic volumes and speeds on a specific street, as recommended in the California Highway Design Manual as follows:
- (1) For off street applications, install a Class I bicycle facility (Bicycle Path).
 - (2) For streets with speed limits of less than or equal to 25 MPH and vehicular average daily trips (ADT) of over 2,000, install Class II bicycle facility (Bike Lanes).
 - (3) For streets with speed limits of less than or equal to 25MPH and vehicular average daily trips (ADT) of under 2,000, install Class III bicycle facility (Bicycle Route) that functions as a “Bicycle Boulevard”, that is, a route which includes both sharrow markings and traffic control devices aimed at lowering vehicle speed, and which prioritize bicycle through trips for bicycles over vehicles. Some example traffic control devices include bicycle right of ways, chicanes, traffic diverters, and mini roundabouts.
 - (4) For streets with a speed limit greater than 25MPH, install a Class IV bicycle facility (Protected Bike Lanes, or also known as Cycletracks).
- (fff) “Safe and Accessible Walkway” means a pedestrian corridor that has the following:
- (1) Continuously-paved, ADA-compliant sidewalks.
 - (2) Marked pedestrian crossings at all arterial intersections.
 - (3) Attributes which contribute to comfort and safety including, but not limited to, adequate lighting or shade canopy.

AHSC 2020 Candidate Bicyclist & Pedestrian Projects

(OakDOT, Safe Streets Division, Bicycle & Pedestrian Program, 12/13/19)

Fruitvale Transit Village

Street	From	To	Project Scope	AHSC Status
Fruitvale Ave	Alameda Ave	E 12th St	Fruitvale Ave Gap Closure Project	current recommendation
E 12th St	35th Ave	54th Ave	E 12th St Bikeway + pedestrian improvements	considered
E 16th St	23rd Ave	Fruitvale Ave	neighborhood bike route, pedestrian improvements, paving	considered
34th Ave-Davis St-Humboldt Ave-School St-Maple Ave	Foothill Blvd	MacArthur Blvd	neighborhood bike route, pedestrian improvements, paving	considered
E 23rd St-25th Ave-E27th St-25th Ave-E29th St-Sheffield Ave	Fruitvale Ave	MacArthur Blvd	neighborhood bike route, pedestrian improvements, paving	considered

West Oakland BART

Street	From	To	Project Scope	AHSC Status
7th St	Mandela Pkwy	Adeline St	separated bike lanes, pedestrian improvements	current recommendation
18th St	Mandela Pkwy	Brush St	road diet, bike lanes, pedestrian improvements, paving	alternate recommendation
spot locations	varies	varies	sidewalk gap closures, spot treatments at multiple locations	considered
W Grand Ave	Mandela Pkwy	Market St	TBD	considered but rejected

December 2019 BPAC Agenda Item #9 Attachment

Three-month agenda look-ahead

January

- BPAC Officer Elections
- Commissioner Transition and Committee Assignments
- Bike Plan Implementation
- BART Bike and Pedestrian Projects Update

January 30 Special Meeting

- Ethics Training
- Strategic Planning

February

- Transportation Development Act (TDA) Projects Recommended List (tentative)
- Biannual Strategic Planning Projects (tentative)
- 14th Street ATP (tentative)

March

- Bike to Work Day Planning
- Seamless Bay Area (tentative)
- Active Transportation Program (ATP) Grant Ideas (tentative)

Commissioner announcements

1. Commissioner Tabata: After this meeting, we will proceed to the Downtown Wine Merchants for a no host get together to celebrate the year's end.
2. Commissioner Burnette's birthday/holiday lights ride will be happening on December 21st. For more information, go to <https://www.facebook.com/events/1391233257720904/>.

Staff announcements

1. There will be a special meeting of the BPAC on Thursday, January 30th from 6-8pm. The commission will go through an ethics training and discuss strategic planning for the new year.
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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	Done. Further mtg with Nicole.	google word doc for document related to this meeting.
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	Sep-19	In progress.	Tried to schedule meeting. Talked to Councilmember Kalb since then. Talked to Chief of Staff
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	Complete except for Councilmembers Kalb and Reid	Ammend to add at-large councilmember to the list - Commissioners Wheeler, Norris, and Parreiras volunteer
1.5	Review important BPAC topics to bring up to Public Works Committee as public comments	All Commissioners	On-going	Vice-Chair Naylor spoken to the Committee numerous times	

Goal 2: Project Input

Task	Task Description	Commissioner Assigned	Due Date	Progress	Issues/Barriers
2.1	Prioritize policy and programmatic discussions and deprioritize the project input and project delivery aspects of the BPAC's work and prioritize community engagement.	All Commissioners	On-going		Chair Wheeler will speak to Ryan Russo to try to get staff to commit to coming to Infrastructure Committee meetings
2.2	Commissioners will provide input on the update of the Bike Plan	All Commissioners	On-going	Completed	To provide input on the <i>implementation</i> of the Bike Plan
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.	Vice Chair Naylor and Commissioner Tabata	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	In Progress	
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	Campbell attended a Let's Bike Oakland Community meeting at Mills College hosted by the East Oakland Collective on 3.27.19 and participated in the Rails-to-Trails group ride on 4.13.19 from Fruitvale BART to San Leandro BART. We got a good sense of why the East Bay Greenway would be so important for bike connectivity in East Oakland, and had a great time with members of the Scraper Bike Team.	
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	Parreiras invited Alameda County Public Health Dept.	
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			