

CITY OF OAKLAND



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Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, December 17, 2020; 6:00-8:00 pm** **Teleconference**

BPAC Home Page: www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission
Resources for Commissioners: <https://www.oaklandca.gov/resources/resources-for-bpac-members>

Commissioners

Reginald K Burnette Jr, Andrew Campbell, Grey Gardner, Jesse Jones, Phoenix Mangrum, George Naylor, Mariana Parreiras, Patricia Schader, Dianne Yee

Pursuant to the [Governor's Executive Order N-29-20](#), all participants will join the meeting via phone/video conference and no teleconference locations are required.

PUBLIC PARTICIPATION

To join the meeting:

- To join the meeting by video conference, please click on this link to download Zoom and open the meeting on a computer or smart phone: <https://zoom.us/j/97737225593> at the noticed meeting time.
- To join the meeting by phone, please dial at the noticed meeting time (for higher quality, dial a number based on your current location): US: +1 (408) 638-0968 or +1 (669) 900-6833 or +1 (253) 215-8782 or +1 (346) 248-7799 or +1 (301) 715-8592 or +1 (312) 626-6799 or +1 (646) 876-9923 International numbers available: <https://zoom.us/j/97737225593> **Webinar ID: 977 3722 5593**

To comment in the meeting:

- To comment by Zoom video conference, click the “Raise Your Hand” button to request to speak when Public Comment is being taken on an eligible agenda item. You will be permitted to speak during your turn, allowed to comment, and after the allotted time, re-muted. Instructions on how to “Raise Your Hand” are available at: <https://support.zoom.us/hc/en-us/articles/205566129>.
- To comment by phone, please call on one of the above listed phone numbers. You will be prompted to “Raise Your Hand” by pressing *9 to speak when Public Comment is taken. You will be permitted to speak during your turn, allowed to comment, and after the allotted time, re-muted. Please unmute yourself by pressing *6.

If you have any questions, please email Noel Pond-Danchik, staff liaison to the commission at npond-danchik@oaklandca.gov.

Time	#	Topic
6:00	1	Teleconference Protocol/Roll Call/Determination of Quorum/Introductions (10 minutes)
6:10	2	Open Forum / Public Comment (10 minutes) – Members of the public may comment on any issue within BPAC’s subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. The BPAC’s Open Forum Committee tracks Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking .) The Committee reviews the public comments on a periodic basis to identify policy issues for discussion by the Commission. To request City services, please contact the City of Oakland Call Center; information at www.oaklandca.gov/services/oak311 .

- 6:20 3 **Approval of meeting minutes Attachment** (5 minutes) – Seek motion to adopt the November 2020 BPAC minutes.
- 6:25 4 **Slow Streets Interim Findings Report and Implementation Attachment** (30 minutes) – Megan Wier, OakDOT Safe Streets Division Manager (mwier@oaklandca.gov), will present on the Slow Streets program including the Slow Streets Interim Findings Report and implementation of the recommendations since its release in September including more durable treatments, new signage, and corridor-level engagement on the future of the program. For more information about the program including the Interim Findings Report, see <https://www.oaklandca.gov/projects/oakland-slow-streets>.
- 6:55 5 **Expedited Safety Improvement Legislation Update** (20 minutes) – Members of the BPAC Legislative Committee will lead a discussion regarding a safety-related legislation previously proposed by the Commission and priorities for 2021.
- 7:15 6 **2020 BPAC Chair’s Report Attachment** (20 minutes) – BPAC Chair George Naylor (gnoaklnd@gmail.com) will present the draft 2020 BPAC Chair's Report to the Oakland City Council for the BPAC's review and approval.
- 7:35 7 **Committee Report Back Attachment** (10 minutes) – Committees of the BPAC will provide brief updates to the Commission. A list of active committees and report backs from committees are included in the agenda packet.
- 7:45 8 **Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment** (10 minutes)
-



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Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete en español, Cantonés, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a 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. Gracias.

需要殘障輔助設施, 手語, 西班牙語, 粵語或國語翻譯服務, 請在會議前五個工作天電郵 npond-danchik@oaklandca.gov 或致電 (510) 238-4753 或 711 (電話傳達服務). 請避免塗搽香氛產品, 參加者可能對化學成分敏感.

Để yêu cầu các phương tiện hỗ trợ phục vụ người khuyết tật hoặc yêu cầu thông dịch viên ASL, tiếng Quảng Đông, tiếng Quan Thoại hoặc tiếng Tây Ban Nha, vui lòng gửi email đến địa chỉ 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.



City of Oakland, Bicyclist & Pedestrian Advisory Commission
DRAFT Minutes from the November 19th, 2020 meeting
Teleconference

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/November-2020-BPAC-Agenda.pdf>.

Meeting called to order at 6:01 pm by BPAC Chair George Naylor.

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

At roll call, quorum was established with eight commissioners present (X). One (-) was excused (provided notice of absence as specified in by-laws).

Commissioners	Present (x)
Reginald K Burnette Jr	X
Andrew Campbell (Vice-Chair)	-
Grey Gardner	X
Jesse Jones	X
Phoenix Mangrum	X
George Naylor (Chair)	X
Mariana Parreiras	X
Patricia Schader	X
Dianne Yee	X

Introductions were made.

- Other attendees: Scott Blanks, Tom Holub, Maire Lanigan, Kent Lewandowski, Amy Lopez, Natalie Mall, Jeremiah Maller, Howard Matis, John Minot, Trinity Nguyen, Colin Piethe, Rodney Pimentel (HNTB), David Ralston, Eric Simundza, Daniel Swafford, Midori Tabata, Mana Tominaga, Montclair Village Association, Felix, gabrielho, 15107736XXX
- Staff: Manuel Corona, Noel Pond-Danchik, Chris Diano, Audrey Harris, Lily Maclver, Jason Patton, David Pené, Charlie Ream, Megan Wier, KTOP

Item 2. Open Forum / Public Comment

- Howard Matis, member of the Alameda Countywide BPAC, spoke regarding the need for a bicyclist/pedestrian connection over Highway 24 between Lake Temescal and Hiller Dr. This was the location of the Landvale Bridge (1930s to 1960s). A preliminary study for a new bicyclist/pedestrian bridge was included as a candidate for the City of Oakland’s settlement funds for Caldecott Fourth Bore project. Funds were used for lower priority projects, but this was not advanced as a project. He urged that since this is a well discussed project, that funds be provided for it.
- Daniel Swafford, Executive Director of the Laurel District Association, spoke regarding MacArthur Blvd between 35th Ave and High St, and is requesting the City of Oakland pursue a new project for a road diet in the Laurel District, building on and extending the work of the LAMMPS project which recently connected the eastern end of the Laurel commercial district to Mills College. He noted recurring safety issues with vehicles leaving the roadway.

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- Kent Lewandowski submitted a Capital Improvement Program proposal for streetscape improvements on E 21st St in the San Antonio neighborhood. He requested medians or traffic circles to reduce speeding and exhibition driving. The street is very wide from 14th Ave to 23rd Ave.
- Maire Lanigan, a homeowner on Caldecott Lane, spoke on behalf of 340+ residents who live near the Caldecott Tunnel. These residents have signed a petition asking the City of Oakland to complete the sidewalk gap along Tunnel Rd/Caldecott Lane and make improvements at the Caldecott Lane/Kay Overcrossing intersection. These improvements were prioritized in the City of Oakland's settlement agreement with Caltrans over the Caldecott Fourth Bore. The petition is on change.org. They are asking the City of Oakland to complete these prioritized projects to provide basic pedestrian connectivity for this neighborhood.

[NOTE: Due to time constraints for the presenter on the Oakland Alameda Access Project, this item was heard before the item for the approval of the October meeting minutes.]

Item 3. Oakland Alameda Access Project

Rodney Pimentel (rspimentel@hntb.com) presented on the Oakland Alameda Access Project which has been planned for over 30 years and has suffered several failed attempts to reach consensus on a build alternative. Recent progress by the Alameda County Transportation Commission (Alameda CTC) and Caltrans has led to the circulation of a Draft Environmental Impact Report/Environmental Assessment (EIR/EA). Pending selection of a preferred alternative, the project should be in construction by 2023. A copy of the presentation is attached to the meeting agenda. The presentation included a short simulation video that is available at <https://oaklandalamedaaccessproject.com/>.

Summary of Discussion:

- Consider the bikeway connection along 7th St from Laney College (where there are existing bike lanes on 7th St) instead of the bikeway proposed by the project on 6th St.
- Currently the cycle track is shown as being separated by traffic from striping. The City of Oakland has requested that concrete separation be included.
- Making the pedestrian/bicyclist access in the Posey and Webster Tubes each for one-way travel would be an improvement for these narrow sidewalks. Passing people is challenging, and one-way flow would help this.
- If the tubes are made one-way for pedestrian/bicyclist access, consider how pedestrians and bicyclists get from one tube to the other at either end. Currently these connections are challenging.
- These connections in the tubes will remain poor for pedestrians and bicyclists. This barrier should be solved by a bicyclist and pedestrian bridge across the Oakland Estuary. This bridge concept could be advanced with \$6 million to fund two studies needed to develop this possibility.
- People can submit comments on the Draft Environmental Document until November 30, 2020.

Speakers other than commissioners: Kent Lewandowski, John Minot, Lucy Gigli

Item 4. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from October 15, 2020** was made (Parreiras), seconded (Burnette), and approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

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[NOTE: The item on the Safe Oakland Streets (SOS) Initiative Update was heard before the items on the 14th Ave Streetscape Project and the Fruitvale Alive Project.]

Item 5. Safe Oakland Streets (SOS) Initiative Update

Audrey Harris (aharris2@oaklandca.gov), OakDOT Transportation Planner, and BPAC Commissioner Phoenix Mangrum (phoenixoakbpac@gmail.com), lead of Bicyclist/Pedestrian and Police Relations Committee, updated the commission on progress on public safety efforts, including the Safe Oakland Streets Initiative, an equity-centered analysis to inform traffic safety and crash prevention. A copy of the presentation is attached to the meeting agenda.

Summary of Discussion:

- Oakland's effort is advancing key recommendations from the State's Zero Traffic Fatalities Task Force.
- Automated speed enforcement currently is not legal in California, but the California City Transportation Initiative (CACTI), a coalition of large California cities is working to advance the necessary legislation.
- While there is not a specific strategy for quick build work across the High Injury Network, OakDOT is using the HIN to prioritize all aspects of safety improvements, from grant applications for major capital projects to smaller spot improvements implemented with local funds.
- Because automated speed enforcement is automated, it is less prone to bias because an officer is not deciding who to target. However, the fine structure could still be a source of bias.
- The publicly available police stop data only has geographic information by police beat, not by the specific location of each stop. The analysis that OakDOT has underway is using data that does have more specific location information.
- Enforcement is not only a biased and less effective means of addressing traffic safety. It can also actively cause harm through the associated searches and arrests.
- It is especially important to include people from the most affected neighborhoods – East Oakland, Fruitvale, West Oakland – but they are also the hardest to reach and the least likely to participate. The Reimagining Public Safety Task Force a large body that is connecting to a lot people and organizations, and BPAC can help in making these connections.

Speakers other than commissioners: Kent Lewandowski, Tom Holub, John Minot, Kenya Wheeler

Item 6. 14th Ave Streetscape Project

Item 7. Fruitvale Alive Project

[NOTE: The presentations for these two items were given back-to-back. The presentations were followed by a discussion of both projects.]

14th Ave Streetscape Project: OakDOT is continuing with Measure BB-funded pedestrian and bicycle improvements on 14th Avenue. Phase 1 of the project installed pedestrian crossing improvements, sidewalk upgrades, and new curb ramps between International Boulevard and E 19th Street. This upcoming phase of work will convert one lane of vehicle traffic on 14th Avenue to a buffered bike lane from Foothill to E 27th Street, install rapid flashing pedestrian beacons at seven intersections along the corridor, add

corner bulbouts at all intersections from E 19th to E 27th, and plant new street trees on the sidewalk and median. Transportation Planner on OakDOT's Great Streets Planning & Project Development Team, Charlie Ream, (cream@oaklandca.gov) presented on the project and the presentation is attached to the meeting agenda.

Fruitvale Alive Project: At long last, OakDOT is approaching Final Design for the Fruitvale Alive! Project. OakDOT Transportation Planner on the Great Streets Planning & Project Development Team, Charlie Ream, (cream@oaklandca.gov) presented on this project which will create a protected bicycle connection between the Fruitvale Avenue Bridge and E 12th Street. In addition to closing this critical gap in the City's bicycle network, this project will improve pedestrian crossings on the corridor and install new landscaping and sidewalk lighting. OakDOT is thrilled to be bringing this important project to construction. The presentation provided an update on final design details and a schedule for construction.

Summary of Discussion:

- [14th Ave] Parking protected bike lanes should be the starting point for projects like 14th Ave and Park Blvd. This was considered, but it is challenging because of the prevalence of driveways. The concern is not drivers crossing the bike lane to their residential driveways, but rather the parking prohibition needed for sightlines at the driveways. Because the driveways are closely spaced, a large proportion of the on-street parking would need to be removed.
- [14th Ave] The buffered bike lanes will serve as a passing lane. A possible response to this concern is widening the median to reduce the overall width of the roadway to discourage illegal passing.
- [14th Ave] If not a protected bike lane, consider options for discouraging driving in the bike lanes [such as green paint and bollards at the start of bike lanes on every block](#).
- [Fruitvale Ave] The curb ramps at the corners are designed for both pedestrians and bicyclists.
- [14th Ave] The project as scoped ends in the uphill direction at E 27th St/Vallecito Pl. This is the way the grant was scoped, and staff acknowledges that this does not make a complete bikeway connection to the MacArthur Blvd bikeway. Completing this connection was explored, but there are technical challenges with this additional stretch of roadway, and these challenges are beyond what the current project can absorb.
- [14th Ave] Consider emergency access to Highland Hospital in the project's design.

Speakers other than commissioners: Felix, Kent Lewandowski

- A motion to **extend the meeting by 30 minutes** was made (Parreiras), seconded (Jones), and approved by consent.

Item 8. 2019 Chair's Report

Kenya Wheeler (kenya@kenyawheeler.com), former BPAC Commissioner who served as the 2019 BPAC Chair, presented the draft 2019 BPAC Chair's Report to the Oakland City Council for the BPAC's review and approval. A copy of the draft report is included in the agenda.

Summary of Discussion:

- Chair George Naylor and Jason Patton (OakDOT staff) thanked former Commissioner Wheeler for his service to the Commission and for his leadership in completing the 2019 Report.

→ A motion to **approve the 2019 Chair's Report** was made (Parreiras), seconded (Schader), and approved by consent.

Speakers other than commissioners: Jason Patton

Item 9. Committee Report Back

Committees of the BPAC provided brief updates to the Commission. A list of active committees and report backs from committees were included in the agenda packet. Information on BPAC's committees is available at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.

Summary of Discussion:

- Infrastructure Committee: Commissioner Yee noted the committee is building its agenda for its December 3rd meeting which will include AC Transit addressing the Bus Rapid Transit (BRT) project. Commissioner Yee and Robert Prinz welcome suggestions for meeting topics.
- Legislative Committee: Commissioner Gardner noted that a written update was included in the agenda packet under Announcements.
- Liaison to the Measure KK Oversight Committee: Chair Naylor noted the Committee has not met.
- Liaison to the Mayor's Commission on Persons with Disabilities: Commissioner Parreiras noted the Commission met last Monday but there were no items within BPAC's purview.
- Open Forum Committee: Commissioner Jones noted nothing to report.
- Bicyclist Pedestrian Police Relations Committee: Commissioner Mangrum is looking forward to getting deeper into the police stop data and associated recommendations at their next meeting. Their priority is meeting with representatives of the Police Department, Department of Transportation, and Department of Race & Equity as recommended by Oakland's Bicycle Plan.
- Planning Commission Review Committee: Commissioner Schader and Chair Naylor noted the committee met last week and will meet again next week. After a hiatus, the committee is reviewing its mission and preparing for new Commissioners who will join the BPAC in January 2021.

Speakers other than commissioners: None.

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

The three-month look-ahead was included in the agenda packet along with one announcement.

Suggestions for meeting topics

- Commissioner Gardner suggested a December agenda item on legislative priorities for 2021, including the reduction of speed limits in school zones.

Meeting adjourned at 8:37 pm.

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on Tuesday, November 24, 2020 with comments requested by 5pm, Tuesday, December 8th, 2020 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the December 2020 meeting agenda and considered for adoption at that meeting.

Oakland's Slow Streets and Essential Places: *Implementing and Adapting a Covid-19 Transportation Agency Response to Advance Health and Equity*

Megan Wier, MPH
Safe Streets Division Manager
Oakland Department of Transportation
<https://www.oaklandca.gov/projects/oakland-slow-streets>

December 2020



Program Purpose

overview

The Oakland Department of Transportation (OakDOT) **launched the Slow Streets Program to support the needs of Oaklanders during the Covid-19 pandemic** by creatively using the City's streets.



Oakland in the Time of Corona

Doniphan Blair | Follow

Apr 19 • 8 min read



People walking around Lase Merritt in Oakland at the beginning of shelter-in-place. Photo: Doniphan Blair

Context/Considerations for Rollout:

- Attractive nuisance vs. **public health centered solution**
- Supporting behaviors people are already doing (healthy essential travel) that **supports physical and mental health during COVID-19**
- Ensuring the **health and safety** of our crews
- **Extremely swift** rollout

Slow Streets Corridors and Essential Places



Slow Streets Corridor Barricades at Wisconsin St and 35th Ave



Slow Streets Essential Places Location at San Pablo Ave and Myrtle Ave

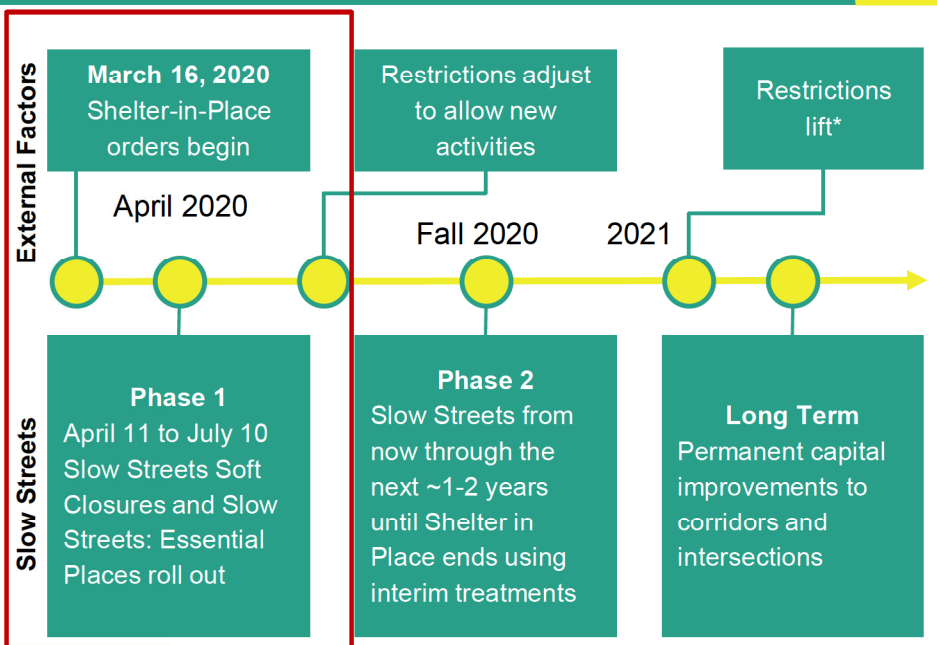
Slow Streets Corridors are **soft street closures to repurpose local streets for more space for physically-distant walking, biking, and other physical activity and alleviate crowding on sidewalks** and create space for physical activity for physical and mental health benefits for residents during the pandemic.

Slow Streets Essential Places are **temporary traffic safety improvements** at pedestrian crossings to enable safer access for residents to the essential services including **grocery stores, food distribution sites in public facilities, and COVID-19 test sites that overlay with the City's High Injury Network and the highest-priority neighborhoods according to equity indicators such as race and income.** The Slow Streets: Essential Places program was implemented after hearing feedback from East Oakland community leaders to meet the needs of more communities.

Timeline: Slow Streets and Essential Places



Shafter Ave



*Date TBD

Slow Streets Rollout: April - July 2020

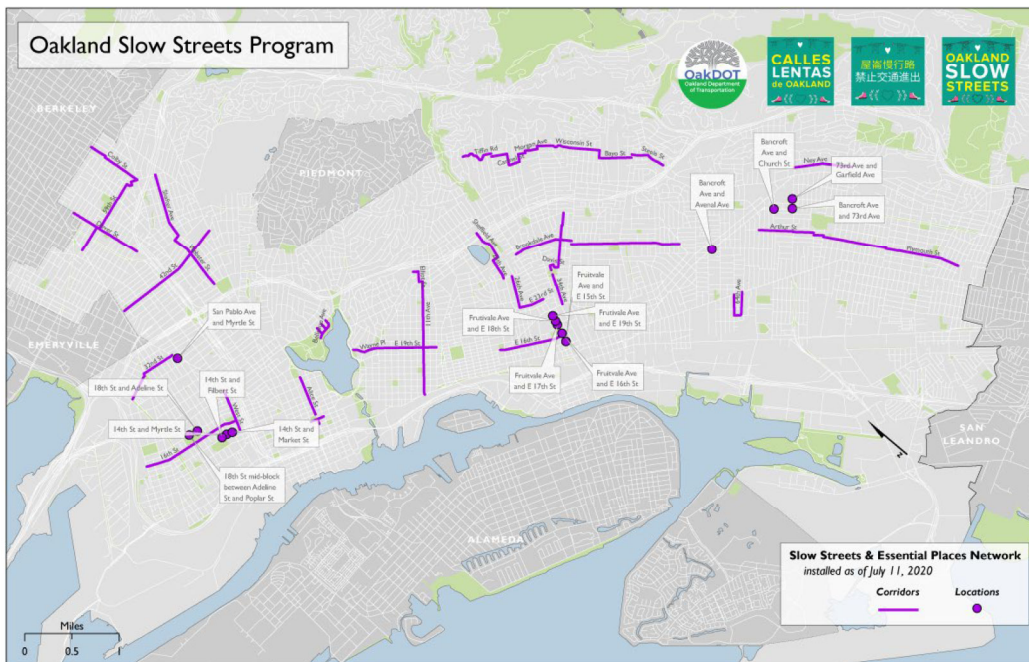


April - May focused on **Slow Streets Corridor** rollout
June - July focused on **Essential Places** and Slow Streets Corridors in priority equity areas.

Brookdale Ave

Date	Slow Streets Corridors Added	Slow Streets Mileage Added	Essential Places Locations Added
4/11/2020	4	4.5	0
4/17/2020	4	4.6	0
5/01/2020	6	5.1	0
5/08/2020	3	5.3	0
5/22/2020	1	0.4	1
5/29/2020	1	0.6	0
6/05/2020	0	0	4
6/26/2020	1	0.4	5
7/10/2020	1	0.5	5
TOTAL	21	21.4	15

Slow Streets Corridors and Essential Places Map



Slow Streets Implementation

538 Barricades,
638 Cones
for Slow Streets
Corridors

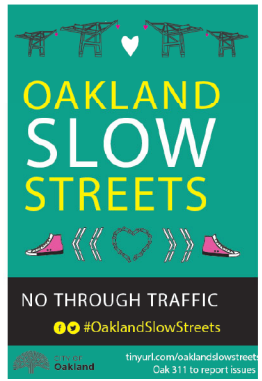
1,496
Slow Streets
Posters Printed

480 COVID-
19 Resource
Posters Posted

238 Cones,
48 Barricades,
20 Signs for
Essential
Places

128
Push Button
Stickers
Installed

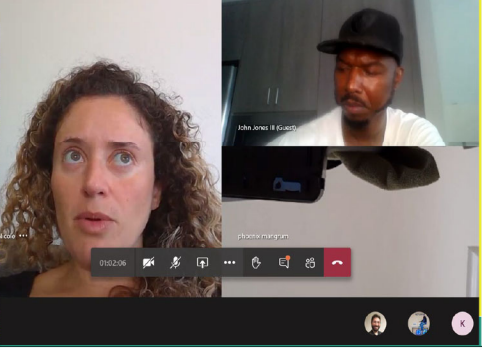
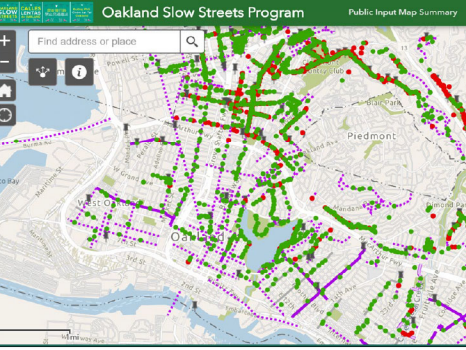
116
Pedestrian
Push Buttons
Deactivated



Engaging City and Community Partners on Slow Streets During COVID-19



- Regular mtgs w/ advocates, community stakeholders from Priority Neighborhoods
- Inter-agency coordination with Fire, Police, Public Works thru COVID-19 Emergency Operations Center
- Online surveys for new streets, program feedback (English, Spanish, Chinese, Vietnamese) and public facing results dashboard
- Interactive online map
- ~Bi-weekly press releases
- Intercept Surveys



Oakland Slow Streets General Feedback Survey Results

Total Responses **1,143**

Survey at <https://tinyurl.com/oaklandslowstreets>
To learn more about the program, go to <https://www.oaklandca.gov/projects/oakland-slow-streets>
This dashboard updates automatically as new responses are submitted. If you have any questions or notice any errors, please contact psong@cityof.oaklandca.gov. Please note survey questions are optional and thus the total number of respondents varies by question.

Table of Contents

- Geography
- Demographics
- Program Overview
- Slow Streets Use All, by Race & by Geographic Area
- Program Support
- Program Support by Income, by Gender & by Physical Disability Status
- Slow Streets Messaging & Issues
- Transportation During Covid-19

Slow Streets Adaptations Since April

Why	What
To address issues of crowding on sidewalks...	...the first Slow Streets Corridors were installed.
In response to criticism that there was insufficient community engagement done before the Slow Streets program was implemented...	...OakDOT staff created a feedback survey which collected demographic and geographic information and partnered with neighborhood groups and community based organizations to better serve residents. Staff met weekly with community partners in East Oakland and transportation advocates and checked in regularly with Chinatown stakeholders, and senior walk groups.
In response to concerns from community leaders in Deep East Oakland that Slow Streets were not meeting the needs of many residents in that area...	...OakDOT staff stopped choosing the locations of the corridors and new Slow Streets corridors arose only from community partnerships.
After hearing that for many Oaklanders, especially those in Deep East Oakland and essential workers, traffic safety at essential services is more important than space for physically distant activity...	... the Essential Places aspect of the program was added which added quick-build, traffic safety infrastructure at grocery stores, health clinics, and food distribution sites.
After hearing that the cones and barriers were confusing and unsightly...	...staff secured a grant for an artist to design improved barriers and culturally responsive artwork.
To address comments that City resources should be prioritized to address direct impacts of COVID-19...	...Slow Streets barriers became used to communicate public health information about COVID-19 resources.
After learning that communications were not reaching many Oaklanders in priority neighborhoods...	...OakDOT staff are working with local active transportation organizations to plan programming like group rides on Slow Streets.
To critically examine the program's successes and shortcomings...	... new installations were put on pause after July 10, 2020.

Community Initiated Slow Streets Corridor Partnerships

OakDOT staff installed the 62nd Ave, Fenham Ave, and 64th Ave Slow Street corridor in collaboration with **Walkable Neighbors for Seniors and the Palos Verdes Senior Living Center Walk Club.**

OakDOT staff installed the Slow Street corridor in Downtown /Chinatown in close collaboration with the Chinatown **Lincoln Recreation Center** to make **more space for their physically distant recreation.**

OakDOT staff installed the Ney Ave Slow Street in collaboration with the **Councilmember's office, the Department of Violence Prevention, and the neighborhood group** to address long standing issues of **traffic safety and interpersonal violence.**



Slow Streets Smart Growth America Arts and Transportation Rapid Response Grant

Oakland artist **Jonathan Brumfield** developed barricade and planter box prototypes that may be more **meaningful, attractive** to residents, and to inspire people to think of **streets as resources** - rather than bringing to mind construction sites.

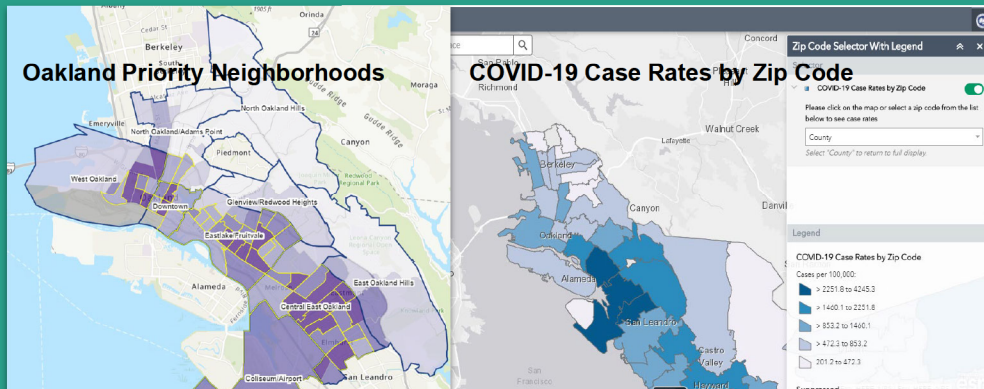


Interim Findings and Recommendations for Phase 2 and Beyond

Interim Findings: Critical evaluation of how the program is and isn't working across the City, with special attention given to the realities of Oakland's **inequitable distribution of resources and opportunities**, and the **disproportionate effects of Covid-19 on Oakland's Latinx and Black communities**.

Recommendations: to **stabilize the Slow Streets Program for the duration of the pandemic**; and **inform post-pandemic planning** that advances safe and more livable streets that support a healthy, thriving communities and a more equitable Oakland.

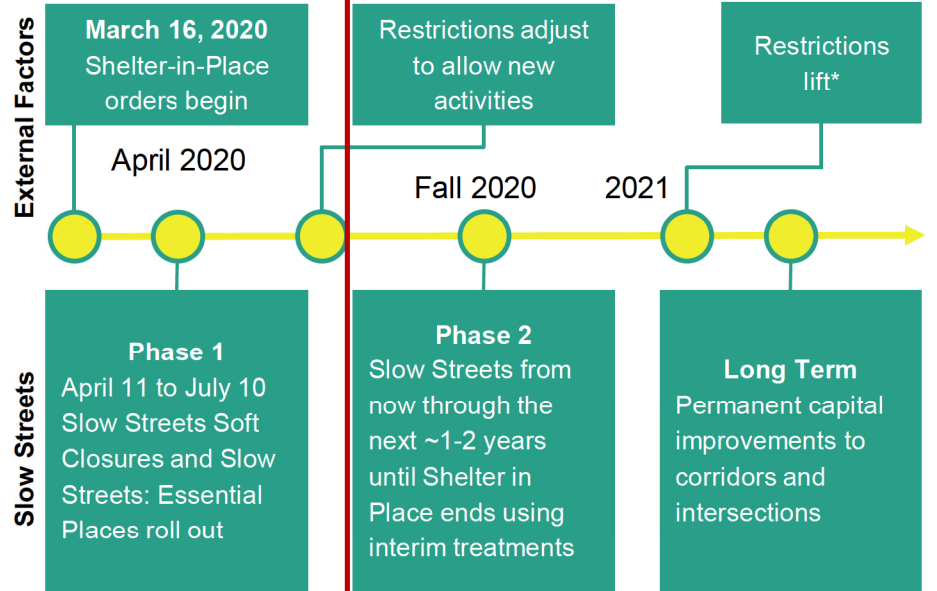
Full Report Available at: <https://www.oaklandca.gov/projects/oakland-slow-streets>



Phase 2 and Beyond: Slow Streets and Essential Places



Shafter Ave



*Date TBD

Data Sources



Observations

- Maintenance Reports / Interviews with Maintenance Staff
- Quantities of Materials Used
- Crash Data from Oakland Police Department
- User Volumes and Traffic Counts

Community Engagement and Feedback

- Online Surveys
- Online Feedback Map
- 311 Service Requests
- Twitter Posts
- Intercept Surveys
- Meetings with Community Partners
- Meetings with Emergency Operations Center

What We've Heard

Finding

Oakland Slow Streets created **space for physical activity without impeding essential street functions.**

Oakland Slow Streets received a lot of **positive support.**

Support and use of Oakland Slow Streets varied by demographic and geographic group with the highest levels of support from higher income, White, and North Oakland residents. Essential workers and Deep East Oakland residents shared the program was not meeting their needs and felt the program conflicted with public health messaging.

Oakland Slow Streets **communications are not reaching enough Oaklanders.**

Traffic safety is a more important transportation issue during COVID-19 than creating space for physical activity for many Oaklanders, especially those in High Priority neighborhoods where telecommuting isn't as prevalent.

Cones and barricades are not sustainable materials for implementing partial street closures for the duration of the pandemic due to maintenance and replacement materials costs.



Dover Street

Phase 2 and Beyond: Recommendations

1

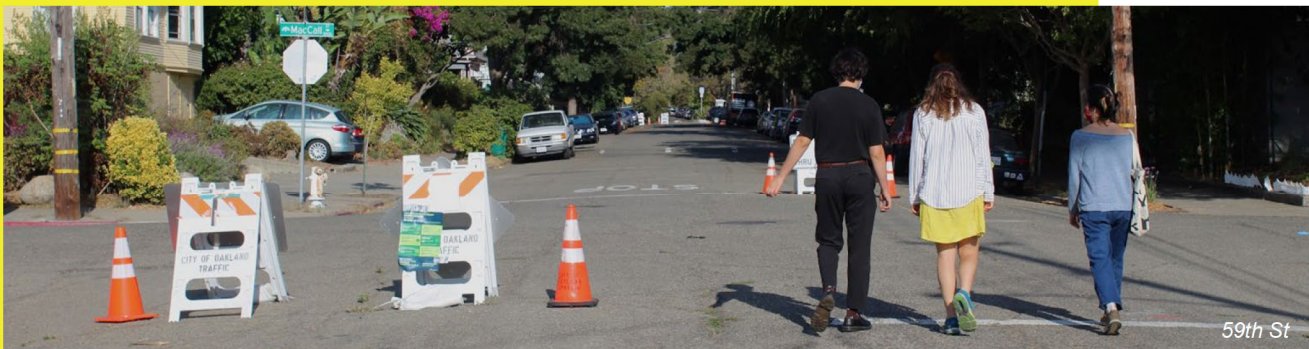
Evaluate existing Slow Street Corridors and make **context-specific changes** depending on feedback from the neighborhood

2

Continue the Slow Streets Corridors and Essential Places Program through the end of the Shelter-In-Place order

3

Channel the enthusiasm for Slow Streets into **equitable and sustainable programs like pop-up Slow Streets and neighborhood level traffic calming**



59th St

Ney Ave Upgrade to More Durable Materials



Letters to Residents On Slow Streets

UNIQUE SURVEY ID NUMBER: A1001

Please reply by December 16, 2020 using one of these methods:

1. Detach and mail this postcard; OR
2. Respond online at oaklandca.formstack.com/forms/BrookdaleSlowStreet by entering your survey ID at the top of the page.

Results will be tabulated and posted at <https://tinyurl.com/BrookdaleSlowStreet> after the comment deadline.

Brookdale Ave Slow Streets Survey

Oakland's Slow Streets Program will continue through the duration of shelter-in-place, and OakDOT is seeking input from residents on whether your street should continue to be part of the program. To make the road closures more durable and more effective, we are proposing to replace the current barricades (shown at left) with more substantial barricades (shown at right):

Existing Barricades



Proposed Barricades



Select one of the following three options and provide supporting comments:

- I support the continuation of Brookdale Ave as a Slow Street with more durable barricades and Oakland-specific signs.
- I do not support the continuation of Brookdale Ave as a Slow Street. Please remove the barricades.
- I am neutral or have no opinion.

Supporting Comments:

Dear Brookdale Ave Resident,

We are requesting your input on the barricades along Brookdale Ave that the City of Oakland's Department of Transportation (OakDOT) installed in spring 2020 as part of the Slow Streets Program. Specifically, we are seeking your input on whether: (a) the barricades should be replaced with more durable materials; or (b) the barricades should be removed.



The City of Oakland Slow Streets Program was launched in April 2020 as part of the City's response to COVID-19 and the Public Health Officer orders to shelter-in-place. Residential streets including Brookdale Ave were closed to through traffic, creating space for people to be outside and socially distanced in their neighborhoods, and to avoid overcrowding in parks. By traffic calming selected streets, the Slow Streets Program helps these streets be neighborhood resources as people continue to stay home. Learn more about the Slow Streets Program at www.oaklandca.gov/projects/oakland-slow-streets.

We appreciate your input and thank you for responding. If you have questions about this survey, you can reach us at (510) 238-4753 or npond-danchik@oaklandca.gov.

Sincerely,
OakDOT Safe Streets Division

In Summary

So Far, We've

Implemented the Slow Streets Program to create more space for physically-distant walking, biking, and other physical activity and alleviate crowding on sidewalks

Engaged with the community through partnerships and surveys and other methods to get feedback and gain insights on the program

Adapted the program based on feedback, including adding the **Slow Streets Essential Places** component and **implementing new Slow Streets Corridors in collaboration with neighborhood partners**

Now, We're

Evaluate existing Slow Street Corridors and make **context-specific changes** depending on feedback from the neighborhood

Continue the Slow Streets Corridors and Essential Places Program through the end of the Shelter-In-Place order

Channel the enthusiasm for Slow Streets into **equitable and sustainable programs like pop-up Slow Streets and neighborhood level traffic calming**



Thank you

We couldn't have done it without any of you!

City of Oakland staff including OakDOT, the Mayor's Office, Oakland Fire Department, Oakland Police Department, Oakland's Department of Parks and Recreation
Local organization members and volunteers from Bike East Bay, Cycles of Change, East Bay Asian Local Development Corporation, East Oakland Collective, Just Cities, Oakland Bicyclist and Pedestrian Advisory Commission, Oakland Chinatown Chamber of Commerce, Outdoor Afro, Reginald "RB" Burnette Jr., TransForm, UC Berkeley's Department of City and Regional Planning, and Walk Oakland Bike Oakland,
Over 1,100 survey respondents,
Metropolitan Transportation Commission staff including Nicola Szibbo, Toshi Shepard-Ohta, Vicente Romero de Avila Serrano, **PlaceWorks staff** including Michael Nilsson, **Toole Design staff** including Kerry Aszklar Jessica Zdeb, and **so many others. Thank you!**

credit: Dave Campbell

Alice St

Oakland Bicyclist and Pedestrian Advisory Commission

Draft 2020 BPAC Chair Annual Report to the Oakland Public Works Committee of the Oakland City Council

December 17, 2020

To the Honorable Chair of the Oakland Public Works Committee,

The Oakland Bicyclist and Pedestrian Advisory Commission (BPAC) is pleased to present a summary of our work in the 2020 BPAC Chair Annual Report. The Oakland BPAC is an all-volunteer commission comprised of residents of the City of Oakland. As an advisory commission, we do not set policy for the city, but rather, contribute our expertise and community connections to promote and encourage walking and biking programs and projects that are safe, efficient and equitable. In this report you will find our successes for the year as well as our challenges and recommendations for improvements as we move forward. We hope these recommendations stimulate reflection and discussion between you and your peers, the public and the BPAC.

The year 2020 was marked by significant social events that were extremely disruptive. In addition to coping with the COVID-19 pandemic and mandatory shelter-in-place orders that limited social interactions for public safety, we also were witness to racial justice protests that reinforced the need for fairness and transparency to promote equality within our society. These events presented challenges to our health and well-being and how we interact with one another as a society, and influenced the activities of the BPAC as well. We do not consider these challenges to be obstacles, but rather opportunities to make Oakland a place where persons of all ages, ethnicities and abilities can walk and bike safely and enjoyably without hesitation. We greatly appreciate the cooperative efforts of OakDOT and the Office of the Mayor as we proceed through these extraordinary times.

Thank you for your consideration of this report and our recommendations. We continue to look forward working with you as we strive to make our city a great place to walk and bike for all of Oakland.

Respectfully,

Commissioner George Naylor, (District 4) 2020 Chair

Commissioner Andrew Campbell, (District 1) 2020 Vice-Chair

Commissioner Reginald K. Burnette, Jr. (District 6)

Commissioner Grey Gardner (District 2)

Commissioner Jessie Jones (District 1)

Commissioner Phoenix Mangrum (District 5)

Commissioner Mariana Parreiras (District 1)

Commissioner Patricia Schader (District 7)

Commissioner Dianne Yee (District 3)

1. Recommendations

Based upon BPAC activities during 2020, in summary, we highlight the following new recommendations for consideration:

- Continue the progress made towards filling OakDOT staffing vacancies (based on 2017, 2018 and 2019 recommendations), with particular attention to filling the Community Engagement & Communications Manager and Major Corridors – Signal position.
- Strengthen the review of OakDOT projects by BPAC, particularly timely follow-up on comments before project final design has concluded
- More proactive coordinate with BPAC on bicycle and pedestrian-related initiatives that originate from the City of Oakland Mayor’s office, City Council and departments and agencies outside of OakDOT, and
- Strengthen coordination with BPAC and community stakeholders during bicycle and pedestrian infrastructure implementation phases, including monitoring of effectiveness and safety and continued community engagement.

We also reiterate the recommendations from previous BPAC Chair Reports that should continue to be considered:

- Develop a strategy and culture of project continuity and succession to reduce delays that happen when project managers and staff leave (unchanged from previous years).
- Prioritize projects based on department goals and objectives as well as mandates and assign staff to projects accordingly. If staff on a priority project leaves, ensure the project does not become dormant.
- Reinforce detour guidance and enforcement—ensure that all staff understand this as policy and enforce it uniformly. Oakland is experiencing tremendous construction and unless properly designed and implemented, detours can be a hazard to pedestrians and cyclists.
- Traffic signal policy continues to be an issue, especially signal timing and walk signal operations causing many pedestrians to take matters into their hands and making for unsafe conditions. Bicycle infrastructure associated with dedicated bike signal phasing also require particular attention to ensure safe operating conditions after project implementation. Major Corridors-Signals section continues to be unstaffed this year.
- Street paving should be done completely and adequately, not leaving obstacles like abandoned rail tracks with no remediation.
- Creating a community-focused approach to implement Vision Zero program.
- Strengthening the working relationship with the Police Department and Police Commission to ensure fair and equitable enforcement of laws and treatment of cyclists and pedestrians by OPD.

2. BPAC Commission Overview

The role of the BPAC is to advise the City of Oakland Department of Transportation, the Oakland City Council and other city departments on pedestrian and bicycle issues, with an overarching objective of ensuring that walking and bicycling projects and programs in Oakland are safe, efficient and equitable. 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. In addition, the BPAC reviews Transportation Development Act Article 3 funding allocations as required by the Metropolitan Transportation Commission.

The BPAC was officially formed by the Oakland City Council Resolution in 2014 as a formal commission with the City of Oakland, although the commission was preceded by what was then the Bicyclist and Pedestrian Advisory Committee of the Oakland Public Works Department. The BPAC is comprised of nine commissioners. Commissioners are appointed by the Mayor of Oakland, and commissioners serve three-year terms during each appointment. The BPAC is governed by adopted By-laws¹, which can be revised and amended by a majority vote. Typically, three new commissioners are appointed each year to stagger the turnover of the commission, unless resignations require the need to appoint a new replacement commissioner to serve the remainder of an existing term. Commissioners can be reappointed for multiple three-year terms, however, they can only serve two of those three-year terms consecutively.

Commissioners devote their own time and resources when serving on the BPAC and take their advisory role with the upmost seriousness and offer freely their experiences and expertise in community outreach, advocacy, engineering and planning skills. The BPAC commissioners come from a very diverse range of backgrounds and areas of expertise and each one brings their unique experiences as a bicyclist and pedestrian in Oakland. A typical cross-section of commissioners reveal that commissioners have expertise in community outreach and advocacy, neighborhood involvement, education, transportation engineering and urban planning and design. The BPAC has been fortunate to have at least one commissioner to represent each of the seven City Council Districts in 2020, however, this is more the exception than the rule and representation from every Council district is not a requirement of the BPAC.

At the end of the summer, the BPAC began the recruitment process for new commissioner appointments, which are effective January 1 of the following year. A special BPAC New Commissioner Selection Committee was formed consisting of both current and past commissioners as well as members of the public. Members of this special committee began the recruitment process by contacting City Councilmember offices to inform staff of upcoming BPAC vacancies and began notification of advocacy and social groups associated with the BPAC. Two 'Meet and Greet' virtual meetings were advertised to the public to provide a forum where potential applicants could learn more about what is expected of commissioners and to answer questions regarding level of commitment, organizational structure and typical responsibilities. Thirteen applications were received and reviewed by the selection committee and two new commissioners and an alternate were recommended. The recommendations were approved by the full BPAC and forwarded to the Mayor's Office for consideration. Although there were many viable candidates from the thirteen applications received, there were no candidates from City

¹ <https://cao-94612.s3.amazonaws.com/documents/BPAC-By-Laws.pdf>

Council Districts 5, 6 and 7. BPAC will strive to improve outreach efforts and advertising to increase applicants from those areas.

3. BPAC Meetings

The BPAC holds regular commission meetings on the third Thursday of each month. Special meetings of the BPAC can be held at any time, subject to the required public notification process. The BPAC held nine formal commission meetings in 2020 and one special meeting in January to develop the BPAC Strategic Plan. Due to the mandatory statewide shelter-in-place order implemented in mid-March, BPAC meetings were suspended during the months of March, April and May, as the City of Oakland Administrator's office issued a directive to support only those Boards and Commissions deemed essential to city business, which excluded BPAC. BPAC meetings resumed in June, transitioning to a virtual format using the protocols employed by the City of Oakland for all public meetings.

During the suspension of BPAC meetings from March to May, there was continuing but limited activity. OakDOT staff provided assistance to BPAC to implement virtual meetings for BPAC standing committees to continue commissioner and public input on important projects that required action, such as review of proposed project grant applications. While working through committees allowed for a work around until BPAC Commission meetings could recommence in June, only four Commissioners could attend any given committee meeting in order to not trigger quorum restrictions. This limited the extent of comment that would have otherwise occurred with all nine Commissioners present.

While transitioning to virtual meeting formats offered implementation challenges initially, attendance at the virtual meetings was quite robust and not significantly different, if not actually higher on average, than in-person commission meetings. This bodes well for future BPAC meetings, which will likely continue to be held in the virtual format well into 2021. Attendance by public participants, not including commissioners and staff, averaged thirteen persons per meeting, with a low of seven persons in January (in-person) and a high of thirty-three persons in August (virtual).

The BPAC would like to thank City of Oakland staff at the City Administrator's office, KTOP and OakDOT for providing initial and ongoing assistance for managing the BPAC virtual meetings to ensure a smooth transition. In particular, special thanks goes to Noel Pond-Danchik and Jason Patton of the OakDOT Bike and Pedestrian Program for their continued support of the BPAC. Their help and positive attitude has been especially valuable in 2020.

Summary of Key Activities

- Updated the BPAC Strategic Plan for 2020 in a special January BPAC meeting
- Received an update on the implementation activities of the recently adopted Let's Bike Oakland Citywide Bicycle Plan.
- Celebrated the 25th Anniversary of the establishment of the Bicyclist and Pedestrian Advisory Committee.

- Received an update on the Sidewalk Certification process, Sidewalk Repair Ordinance and proposed sidewalk repair moratorium. BPAC voted to not support the sidewalk repair moratorium.
- Received a presentation and provided input on the initial roll out of the Slow Streets program.
- Received a presentation on the mid-cycle City budget amendments in response to financial impacts of the COVID-19 pandemic.
- Received a report on the Affordable Housing and Sustainable Communities (AHSC) grant candidate projects (through the Infrastructure committee).
- Received a presentation and provided input on the Flex Streets program.
- Received a presentation and request to support the Safe Routes to BART grant candidate projects. BPAC voted to support the 12th Street bikeway project but voted to not support the 19th Street BART access project.
- Received a presentation and provided comment on the Safe Oakland Streets traffic safety program.
- Reviewed grant project applications for Active Transportation Program (ATP) and Sustainable Transportation Equity Program (STEP) and provided letters of support for all candidate projects.
- Facilitated a public forum on the Telegraph Avenue/KONO protected bicycle facility that included input from the businesses in the corridor and members of the public.
- Reviewed and approved support for the Highway Safety Improvement Program (HSIP) Cycle 10 candidate projects.
- Received a presentation from Commissioner Dianne Yee on the creation of a new BPAC blog.
- Received a presentation on the City of Oakland Equitable Climate Action Plan (ECAP).
- Coordinated with Walk Oakland/Bike Oakland on Bike to Work (Wherever) week.
- Received a report on the Oakland Shared Mobility Accessibility Study. BPAC voted to support the recommendations from the study.
- Received a report on the San Leandro Creek Urban Greenway Project. BPAC and voted to support the project and provide follow on advocacy.
- Received a presentation on the Oakland Alameda Access Project.
- Received an update on the Safe Oakland Streets Initiative.
- Received a report on the 14th Avenue Streetscape and the Fruitvale Alive! Projects.
- Received and approved the final 2019 BPAC Chair's Report for submission to the Public Works Committee.
- Placeholder for December BPAC Activities

4. BPAC Committees and Liaisons

BPAC Committees are an important organizational element of the Commission, as they provide a forum for detailed discussion on specific topics that might otherwise be too time consuming for the full BPAC to address at regular Commission meetings. Actions originating at the committee level can be forwarded to the full BPAC for further discussion and consideration on an as-needed basis. Each committee reports back to the full commission at the monthly BPAC meetings. In addition to providing a management tool

for the full BPAC, the BPAC committees are an important linkage to volunteer members of the public, as membership in each committee is open to the public, as per the BPAC By-laws. BPAC By-laws were revised in January 2020 to provide an opportunity of members of the public to chair individual committees, which was previously reserved for commissioners. This provides the public an opportunity to participate in the advisory process at a significant level within the BPAC organizational structure. BPAC actively encourages members of the public to participate on BPAC committees. Information on the BPAC committees can be accessed through the following link:

<https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>

There are five BPAC standing committees and each is tasked with providing input on a specific subject of interest. There are also two BPAC liaisons that coordinate with other City of Oakland commissions and two select committees that meet on an irregular basis to address specific items. The following section describes the role of each of the BPAC committees and liaisons.

Open Forum Committee

Open form committee report the committee continues to track and monitor issues raised by the public during Open Forum. Open forum is an important committee of the BPAC, as an Open Forum item is included in every BPAC meeting for the public to comment on items not on the regular agenda. In many instances, this could be the only opportunity members of the public can comment on specific bicycle and pedestrian issues. Indeed, many comments BPAC hears from deal with larger transportation issues and not always specific to bicycle and pedestrian topics. All issues raised during Open Forum are tracked by the committee in a spreadsheet located here:

https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/edit?ts=573a2ece#gid=0

Infrastructure Committee

The committee is comprised of Commissioners and members of the public. The committee reports are available online at:

<https://docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA/edit?ts=5a30853e>

This committee has responsibility for reviewing infrastructure projects that are more appropriately handled in a smaller setting, as the review can include detailed comments on engineering and project design characteristics to develop solutions with city staff. These detailed comments range from striping plans, signal, parking, and lane configuration issues.

Legislative Committee

The Legislation Committee was formed as a venue to discuss and recommend policies to advance to the full BPAC for consideration as well as to OakDOT staff and ultimately to the Oakland City Council. The Legislative committee developed a draft resolution earlier this year that made pedestrian and bicycle safety a policy priority when developing infrastructure improvements. The draft is currently circulating with the Oakland City Council and is being coordinated with OakDOT staff for eventual presentation to the full City Council. They also are working on related safety legislation to address automated red light enforcement and lowering of school speed limits.

Bicyclist and Pedestrian Police Relations Committee

This committee of the BPAC was formed in September 2018 and works to address the impacts of traffic enforcement on bicyclist and pedestrians with particular attention towards collaboration with the Police Commission to review current police stop data and identify ways to reduce racial inequities observed in traffic enforcement. In 2020, members of the committee worked with the community to address police presence on the 90th Avenue Scrapper Bikeway, worked with the Department of Race and Equity and OPD. The committee will continue to engage members of the community to address racially biased traffic enforcement that discourages bicyclist and pedestrian accessibility.

Planning Commission Review Committee

The Planning Commission review committee is responsible for monitoring the state of development in the City of Oakland and related bicycle and pedestrian infrastructure and safety issues the planning this Commission was previously involved in the review of larger city development projects such as the downtown Oakland specific plan and the Oakland A's new waterfront stadium. In 2020 activity for this committee was limited it is anticipated that the committee will become more active in 2021.

Mayor's Commission on Persons with Disabilities Liaison and Infrastructure Bond – Measure KK Oversight Committee Liaison

The liaisons to the Mayor's Commission on Persons with Disabilities and the Infrastructure Bond Measure KK Oversight committee attend the regular meetings of these advisory bodies and report back to the full BPAC when there are items that are relevant to bicycling and pedestrian safety and accessibility. Both the Mayor's Commission on Persons with Disabilities and the Infrastructure Bond Measure KK Oversight committee significantly reduced the number of meetings held in 2020, which limited BPAC liaison interactions. It is anticipated there will be more BPAC liaison activity in 2021.

December 2020 BPAC Agenda Item #7 Attachment

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

<https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>

Active BPAC Committees/Task Forces/Liaisons

Committee Name / Liaison Role	Date Created	Purpose	Commissioners	Community Members	Status
Infrastructure Committee	2/16/17	Review and comment on the design of projects	Burnette Jr, Mangrum, Parreiras (alternate: Schader), Yee	Robert Prinz, Midori Tabata, Brendan Pittman	ongoing
Legislative Committee	6/21/18	Research and develop policy recommendations for consideration by the BPAC	Gardner , Mangrum, Naylor, Parreiras	Kenya Wheeler	ongoing
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	5/17/18	Monitor Committee activities and report back to the BPAC	Naylor		ongoing
Liaison to Mayor's Commission on Persons with Disabilities	5/17/18	Monitor MCPD activities and report back to the BPAC	Parreiras; Schader (substitute)		ongoing
Open Forum Committee	3/17/16	Review and analyze comments received during Open Forum	Jones , Schader	Midori Tabata	ongoing
Bicyclist Pedestrian Police Relations Committee	9/20/18	Rectify inequitable policing and racial profiling through analysis, dialog, and recommendations	Burnette Jr, Gardner , Schader, Mangrum	Tom Holub, Zachary Norris, Kenya Wheeler	ongoing
Planning Commission Review Committee	1/17/2019	be a resource to the Planning Commission and provide input on bicycle and pedestrian elements of proposed projects	Campbell , Schader	Bradley Cleveland, John Minot, Kenya Wheeler	ongoing
2020 Strategic Plan Taskforce	1/30/2020	Draft and track the BPAC's 2020 Strategic Plan	Campbell, Gardner, Mangrum, Jones		ongoing

*Committee Chairs in **bold**

December 2020 BPAC Agenda Item #8 Attachment

For more details on upcoming meeting planning see the BPAC Scheduler at

https://docs.google.com/spreadsheets/d/1PmvGuKNg3lBspg7WwnqB7_MaQumB6BCpA_7Sbvuf8Q8/edit?usp=sharing

Three-month agenda look-ahead

January

- Affordable Housing Sustainable Communities Grant (AHSC) 2021 Applications
- Previous AHSC Grant Application Updates
- BPAC officer elections
- Oakland Annual Paving Update (tentative)

February

- BPAC 2021 Strategic Planning (tentative)
- Annual Strategic Planning Projects Update (tentative)
- Annual Major Development Projects Update (tentative)

March

- Transportation Development Act (TDA) Grant projects: possibilities (tentative)
- Bike to Work Day Planning (tentative)
- Meeting with the Mayor (tentative)

Announcements

- Oakland's E-scooter program will re-launch the week of December 15th with a new operator: LINK. SPIN and VeoRide are expected to follow in early 2021. E-scooters are now required to lock to a bike rack, in-street bike corral or City street sign when not in use. Companies may deploy no more than one scooter to a "U" style rack in order to maintain space for cyclists. Scooter permit fees will be used to install more racks in locations where they are needed or requested. Request a rack using this simple form: <https://www.oaklandca.gov/services/request-a-bike-rack> Learn more here about the 2020-2021 E-scooter program here: <https://www.oaklandca.gov/news/2020/city-of-oakland-announces-2021-e-scooter-service-providers-safety-improvements-to-overall-program>

City of Oakland Bicyclist and Pedestrian Advisory Commission Strategic Plan Goals for 2020

February 2020

For the BPAC Strategic Plan 2020, the work of the BPAC was divided into three general goals, each with a corresponding set of tasks and Commissioner Assignments, as follows:

Goal 1: Provide legislative and policy recommendations to City Council.

Task	Task Description	Committee Assigned	Commissioner Assigned	Progress	Issues/Barriers/Notes
Specific Tasks					
1.1	Review the 2021 Council Legislative agenda and determine items relevant to BPAC Review OakDOT specific legislative agenda that OakDOT Intergovernmental Affairs and Policy Director (Nicole Ferrara) is working on	Legislative			
1.2	Prepare and present an "Introduction to BPAC" including a review of Strategic Goals to Public Works Committee		Chair/Vice-Chair		
1.3	Finalize safety prioritization legislation for Council	Legislative			
1.4	Draft proposed legislation on school zone speed limit authority	Legislative			
1.5	Review and make recommendations regarding city schedule for parking and moving violations	Legislative			
1.6	Analyze stop and detention data involving cyclists and discuss with stakeholders such as OPD, Dept of Race and Equity and relevant community organizations.	Police Relations			
1.7	Advocate with OPD to use alternative parking rather than 90th Ave Scraper Bike path	Police Relations			
1.8	Draft proposed policy to include evaluation in project delivery for streets projects.	Legislative			This may move to Strategic Goal for 2021

Ongoing Tasks

1.a	Share BPAC Strategic Goals and provide updates on specific BPAC efforts with Councilmembers.		Parreiras - D1 Kalb/Public Works (PW) Gardner/Campbell - D2 Bas Yee- D3 McElhanev Naylor - D4 Thao/PW Mangrum - D5 Gallo/PW Burnette - D6 Taylor Shader -D7 Reid/PW Jones - At-large Kaplan		
1.b	Monitor statewide legislation and ballot measures impacting biking and walking and make recommendations for City support or opposition	Legislative			

Goal 2: Ensure meaningful input on OAKDOT project development with clear avenues for follow-up review and implementation evaluation.

Task	Task Description	Committee Assigned	Commissioner Assigned	Progress	Issues/Barriers
Specific Tasks					
2.1	BPAC Commissioners would like OAKDOT to create tools to evaluate the success of implemented projects as a means of gathering data to improve streetscape design and	2.1.a: Chair/Vice Chair to add to agenda			

	<p>communicate effectiveness to the public. To facilitate this, BPAC will:</p> <p>2.1.a: Invite project managers to present on projects post-construction. Select two projects to have a presentation on before June (potentially Telegraph Avenue, 90th Avenue and/or Foothill Avenue rapid response fix).</p> <p>2.1.b: Discuss the need for evaluation in conversation with OAKDOT staff.</p> <p>2.1.c: Infrastructure committee to add project tracking status updates to their meeting minutes to create a method for following a project's status over time. This may help to alleviate some issues with turnover at OAKDOT and new project managers not having previous input.</p>	2.1.b: NEEDS ASSIGNMENT			
2.2	Follow up with project manager for each OAKDOT project that is presented to BPAC within 3 months of presentation to determined if feedback was incorporated.		This could be a rotating assignment		Examples, Market & Adeline, 20th St downtown
2.3	Prioritize safety needs in East Oakland.		Burnette & Shader		
2.4	Develop guidelines for building out bike plan.	Infrastructure Committee		Jason Patton is lead. Infrastructure Committee will play role of task force for project. Process at February 6 meeting.	
2.5	Follow up with Planning staff and Planning Commission on BPAC Downtown Specific Plan input.	Planning Commission Review Committee			

Ongoing Tasks

2.a	Get status update on Bike Plan and Pedestrian Plan every three months.		Chair/Vice-Chair		
2.b	Work with OakDOT staff and other departments for BPAC to have opportunity to review and provide input to key projects before they are 35% designed.	Infrastructure Committee			Key projects not brought to BPAC, staff does not accept input, even when provided.
2.c	Create a chart of projects including grant funded projects.		Naylor		
2.d	Invite outside agencies with expertise in transportation project implementation to BPAC meetings.		Chair/Vice-Chair		
2.e	BPAC as a whole prioritize policy and programmatic discussions. Infrastructure Committee focus on project input and project delivery.		Chair/Vice-Chair		
2.f	Get periodic updates on Major Development Project from Planning and highlight the most bike/ped relevant projects for Infrastructure Committee to review and provide comments.	Planning Commission Review Committee			

Goal 3: Prioritize community engagement and BPAC's role as a liaison between the public and the City.

Task	Task Description	Committee Assigned	Commissioner Assigned	Progress	Issues/Barriers/Notes
Specific Tasks					

3.1	Review community engagement protocols used by OakDOT and other transportation agencies.	Legislative			
3.2	Schedule bike ride(s) with OPD and other city of Oakland officials and residents to spotlight biking and walking is valued in Oakland along with safe riding practices.	Police Relations			
3.3	Hold at least one BPAC meeting outside of City Hall.		Chair/Vice Chair	Once BRT is operating look at MLK Library.	
Ongoing Tasks					
3.a	Every commissioner will attend a minimum of two community events (such as bicycle tours, public safety event related to a specific issue or location, neighborhood councils), one in their district, one outside of their district, to promote BPAC or discuss topics related to bicycle and pedestrian issues.		All Commissioners		
3.b	Attend public event for specific project or planning effort related to bicycle and pedestrian issue. At event, initiate conversations with stakeholders and and report back to larger Commission or OAKDOT if topic is presented at BPAC meeting.		All Commissioners		
3.c	Monitor OakDOT progress in making information available to the public on current project information and community engagement opportunities / events.	Legislative / Infrastructure			