

# CITY OF OAKLAND



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Department of Transportation  
Safe Streets Division

## **Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda** **Thursday, July 21, 2022; 6:00-8:00 pm** **Teleconference**

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

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### **Commissioners**

Andrew Campbell, Alexander Frank, Grey Gardner, Michael Lok, Phoenix Mangrum,  
David Ralston, Patricia Schader (Chair), Nicholas Whipps, Dianne Yee (Vice-Chair)

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Pursuant to [California Government Code section 54953\(e\)](#), Oakland Bicyclist and Pedestrian Advisory Commissioners, as well as City staff, will participate via phone/video conference, and no physical 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/98311507451> 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/u/aAoRlVRr9> **Webinar ID: 983 1150 7451**

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](mailto:npond-danchik@oaklandca.gov).

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<b>Time</b>	<b>#</b>	<b>Topic</b>
6:00	1	<b>Teleconference Protocol/Roll Call/Determination of Quorum/Introductions</b> (10 minutes)
6:10	2	<b>Open Forum / Public Comment</b> (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 <a href="http://tinyurl.com/Oakland-BPAC-OpenForumTracking">tinyurl.com/Oakland-BPAC-OpenForumTracking</a> .) 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 <a href="http://www.oaklandca.gov/services/oak311">www.oaklandca.gov/services/oak311</a> .
6:20	3	<b>Approval of meeting minutes Attachment</b> (5 minutes) – Seek motion to adopt the June 2022 BPAC meeting minutes,

- 6:25 4 **Renewal of Resolution to Continue Teleconference Meetings Attachment** (5 minutes) – The Commission will consider renewing a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its committees would present imminent risks to attendees’ health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of Assembly Bill 361 (AB-361).
- 6:30 5 **Recent Bicyclist and Pedestrian Fatal Traffic Crashes** (5 minutes) –Chair Schader ([patricias.oakland@gmail.com](mailto:patricias.oakland@gmail.com)) will lead the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.
- On Thursday, 06/16/2022 at 8:21 pm, a 42-year-old white male bicyclist was fatally struck by a driver in a hit-and-run at 14th St and Jefferson St.
  - On Saturday, 06/26/2022 at 1:51 am, a 29-year-old black male pedestrian was fatally struck by a driver at International Blvd and 64th Ave.
- 6:35 6 **Oakland Electric Bike Library Attachment** (25 minutes) OakDOT Transportation Planner Michael Randolph ([mrandolph@oaklandca.gov](mailto:mrandolph@oaklandca.gov)) and GRID Alternatives Micromobility Program Manager Edgar Arellano ([earellano@gridalternatives.org](mailto:earellano@gridalternatives.org)) will provide an update on the Oakland Electric Bike Library (<https://www.oaklandca.gov/projects/electric-bike-library>). This project will provide communities with access to affordable medium and long-term rentals with approximately 500 e-bikes, cargo bikes, and adaptive bikes, while supporting community-run bike shops to perform maintenance and educate users. Staff are seeking input on bike types, rental periods, and other program aspects. This five-year project is funded by \$1,000,000, grant from the Clean Mobility Options Voucher (CMO) program (<https://cleanmobilityoptions.org/>).
- 7:00 7 **Active Transportation Program (ATP) Cycle 6 Grant Attachment** (35 minutes) – Manuel Corona ([mcorona@oaklandca.gov](mailto:mcorona@oaklandca.gov)), OakDOT Transportation Planner, will present on two projects, the Bancroft Avenue Greenway project and the 73rd Avenue Active Routes to Transit project. These projects were heard at the February BPAC meeting and have been submitted as Active Transportation Program Grant applications for the June 15th deadline. Staff is requesting the commission review the Metropolitan Transportation Commission (MTC) Complete Streets Checklists attached to this agenda for each project and share comments back to Manuel Corona by July 28th, 2022.
- The Bancroft Ave Greenway project (<https://www.oaklandca.gov/projects/bancroft-avenue-greenway>) seeks to provide a low-stress Class I multi-use path on the existing Bancroft Avenue median from 73rd Avenue to 103rd Avenue. This will involve dedicated bicycle signals at all intersections and new pedestrian-scale lighting. In addition, this project will install new wayfinding signage, benches, landscaping and spaces for people to meet or picnic. This project is a result of community engagement for multiple planning efforts and was previously submitted to the ATP Cycle 5 grant.
  - The 73rd Ave Active Routes to Transit project (<https://www.oaklandca.gov/projects/73rd-avenue-active-routes-to-transit>) will connect three transit hubs by upgrading existing Class II bike lanes to Class II Buffered bike lanes. This will provide more separation from motor vehicles. This project will also install two concrete protected intersections at International Blvd and Bancroft to provide spaces for bicyclist and pedestrians to wait and shorten their crossing distance. In addition, there will be a new direct connection to Coliseum BART by linking the bikes lanes to a Neighborhood Bike route south of International Blvd.
- 7:35 8 **BPAC Commissioner Recruitment Outreach Attachment** (10 minutes) – BPAC Chair Patricia Schader ([sahanni@gmail.com](mailto:sahanni@gmail.com)) will provide an overview of the BPAC recruitment process for 2023, lead a discussion on outreach, and seek volunteers and a motion to create a recruitment committee. A document detailing the status of current commissioners’ terms and the recruitment process is attached.
- 7:45 9 **Committee Report Back Attachment** (10 minutes) – Committees of the BPAC will provide brief updates to the Commission. A list of active committees are included in the agenda packet and at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.



To request disability-related accommodations or to request an ASL, Cantonese, Mandarin or Spanish interpreter, please email [npond-danchik@oaklandca.gov](mailto:npond-danchik@oaklandca.gov) or call (510) 238-4753 or 711 (for Relay Service) at least five (5) working days before the meeting.

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](mailto: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.

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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](mailto: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 June 16<sup>th</sup>, 2022 meeting**  
**Teleconference**

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/June-2022-BPAC-Meeting-Agenda.pdf>.

Meeting called to order at 6:00 pm by BPAC Chair Patricia Schader.

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

At roll call, quorum was established with eight Commissioners present (X). One Commissioner arrived shortly after roll call (x).

Commissioners	Present
Andrew Campbell	X
Alex Frank	X
Grey Gardner	X
Mike Lok	x
Phoenix Mangrum	X
David Ralston	X
Patricia Schader (Chair)	X
Nick Whipps	X
Dianne Yee (Vice Chair)	X

Introductions were made.

- Other attendees: Mike Alston, Dave Campbell, Bryan Culberston, Jose Feroso, Hans Chavez Ferreyra, Danielle Dynes, Tom Holub, Chris Hwang, Deepak Jagannath, Jimmy Jessup, Jason Liao, Mona Messier, Adrian Napolitano, Robert Prinz, Midori Tabata, Patrick Traughber, Brian 104, David P., Jeff, Kevin, Max D
- Staff: Maya Amichai, Celina Chan, Nicole Ferrara, Sean Fleming, Ofurhe Igbiniedion, Jason Patton, David Pene, Noel Pond-Danchik, Charlie Ream, Ryan Russo, KTOP

**Item 2. Open Forum / Public Comment**

- Patrick Traughber commented on two issues: the lack of progress on implementing the protected bike lane proposals in the 2019 Bike Plan; and that the protected bike lanes under design for 14<sup>th</sup> St were narrowed due to Fire Department clearance requirements.
- Tom Holub announced the East Oakland Futures Festival this weekend, Saturday, June 18<sup>th</sup>, which includes a rideout starting at 11:00am from The Shed at the Martin Luther King Jr Branch Library and a ribbon-cutting for the 90<sup>th</sup> Ave Scraper Bikeway. See [www.eastoaklandfuturesfest.org](http://www.eastoaklandfuturesfest.org).
- Adrian Napolitano echoed Patrick Traughber's comment on the lack of progress implementing protected bike lanes. He also expressed his concern with public spaces around Lake Merritt being fenced off.
- Bryan Culbertson, a West Oakland resident, commented on the pedestrian "beg buttons" at traffic signals. Oakland should have walk phases come up with every cycle of the traffic signals.



- Chair Schader announced that OakDOT is hiring crossing guards. Please share this opportunity with potential applicants.

### Item 3. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from May 19<sup>th</sup>, 2022** was made (Whipps), seconded (Frank), and approved with Commissioners Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee voting in favor, and Commissioner Campbell abstaining. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

### Item 4. Renewal of Resolution to Continue Teleconference Meetings

The Commission considered renewing a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of Assembly Bill 361 (AB-361).

- The Commission **adopted a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its Committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361.** The motion was made (Mangrum), seconded (Ralston), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously).

The resolution is attached to these meeting minutes.

Speakers other than Commissioners: None

### Item 5. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

Chair Schader led the Commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.

- On Sunday, 5/21/22 at 10:33pm, a 63-year-old Black female Oakland resident was struck by multiple vehicle drivers and on Bancroft Ave between 62nd Ave and 63rd Ave.
- On Friday, 5/27/22 at 10:38pm, Jonathan Waters, a 60-year-old male, was struck and killed by a vehicle driver at while bicycling at Shattuck Ave and 55th St.
- On Tuesday, 5/31/22 at 5:33pm, Emelia Martinez, a 78-year-old Hispanic female pedestrian was struck and killed while crossing the street in a marked crosswalk by a driver at 16th Ave and International Blvd. The vehicle driver fled the scene.

Summary of Discussion:

- At 55<sup>th</sup> St and Shattuck Ave, there are no protected left turns and overtaking drivers often pass turning drivers in the bike lanes. Barriers should be installed to keep drivers out of the bike lanes and protected left turn lanes should be installed.

- At 16<sup>th</sup> Ave/International Blvd, drivers are using the bus lanes as travel lanes and making illegal left turns from them. This should be prevented with physical barricades, and the walk signal should always be enabled.
- BPAC should request from OPD the speed of the vehicle involved in the Shattuck Ave/55<sup>th</sup> St crash.
- There was speculation regarding the traffic signal timing at Shattuck Ave/55<sup>th</sup> St, and that oncoming directions of traffic may get red and green lights at different times.

Speakers other than Commissioners: Bryan Culberston, Kevin, Lieutenant Sean Fleming, Patrick Traugher

### **Item 6. Remarks from OakDOT Director Ryan Russo**

Outgoing OakDOT Director Ryan Russo shared about his experience at OakDOT and with the BPAC. Ryan noted that he was honored to help launch OakDOT, build the team, and lead the new department through its first five years. He noted this new report, OakDOT’s Strategic Plan – June 2022 Update, that compiles five years of accomplishments: [www.oaklandca.gov/resources/department-of-transportation-a-strategic-plan](http://www.oaklandca.gov/resources/department-of-transportation-a-strategic-plan). Ryan thanked the BPAC for their advocacy and the Commissioners for their commitments to traffic safety, data-driven decisions, and equity.

Summary of Discussion:

- Commissioners thanked Director Russo for his service to Oakland and his commitment to equity-driven transportation improvements. They thanked him for his involvement in the BPAC, for leading OakDOT staff, and for taking constructive feedback in the spirit of collaboration to advance traffic safety.

Speakers other than Commissioners: None

### **Item 7. Bike to Wherever Day Report Back**

Chris Hwang from Walk Oakland Bike Oakland (WOBO) reported on the outcomes of the May 20, 2022 Bike To Wherever Day celebrations in Oakland. Chris shared a slideshow with highlights from the day. A full gallery of photos of the event by Malcolm Wallace can be found here: <https://malcolmwallacephotography.pixieset.com/biketowhereverday2022/>.

Speakers other than Commissioners: None

### **Item 8. One Bay Area Grant (OBAG) Grant Application Projects**

OakDOT Transportation Planners Charlie Ream and Celina Chan presented on two projects, the 66th Ave Coliseum BART to Bay Trail project and the Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) – Phase 2 project. These projects and the 27th St Bay PI Project – which was heard at the May BPAC meeting – are being submitted as One Bay Area Grant (OBAG) applications for the June 30, 2022 deadline. The Commission reviewed the Complete Streets Checklists for these three projects. Additional comments may be sent to Charlie Ream ([cream@oaklandca.gov](mailto:cream@oaklandca.gov)) by June 23, 2022.

- The 66th Avenue Coliseum BART to Bay Trail project (<https://www.oaklandca.gov/projects/66th-ave>) seeks to re-establish the connection between East Oakland and the San Leandro Bay waterfront by installing a Class 1 off-street multi-use pathway along 66th Avenue between San

Leandro Street and Oakport Street. This will involve realignment of the freeway on and off-ramps on both sides of the I-880 freeway to allow for a continuous Class I pathway on the south side of 66th Avenue, with full signal separation at all intersection crossings. This project will tie directly into the upcoming East Bay Greenway Phase 2 pathway being constructed on San Leandro Street.

- The Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) – Phase 2 project (<https://www.oaklandca.gov/projects/lammeps2project>) will build on a community-based transportation planning effort, LAMMPS Phase 1, which resulted in several transportation improvements along MacArthur Boulevard, including an off-street shared-use pathway from Green Acre Road to Richards Road. The LAMMPS Phase 2 project proposes to extend this off-street shared-use pathway on MacArthur Boulevard from Richards Road to Seminary Avenue. There will also be other safety improvements, including upgraded transit stops, pedestrian refuge islands, and closure of the slip lanes at 55th Avenue and Seminary Avenue.

The presentations for the 66th Ave Coliseum BART to Bay Trail project and the LAMMPS Phase 2 project were included in the meeting's agenda packet. The Complete Streets Checklists for these two projects plus the Checklist for the 27th St/Bay PI Project were also included in the meeting's agenda packet.

Summary of Discussion:

#### *LAMMPS Phase 2*

- MacArthur Blvd along Mills College is a challenging area and the neighbors' traffic safety concerns are well-founded. See if additional traffic calming measures can be implemented to reduce speeds and reduce red light running.
- Consider using the Complete Streets Checklist for all projects, not just grant-funded projects.
- The concrete pedestrian safety islands are good but consider doing posts and other "rapid response" style treatments at more intersections.
- Commissioner Ralston, in his past capacity as City of Oakland staff, was instrumental in the early community organizing and in writing the Caltrans grant application that resulted in the LAMMPS Community-based Transportation Plan. This groundwork led to the successful completion of the first phase of the LAMMPS project.
- Consider quick build treatments along MacArthur Blvd as this location was previously identified as an opportunity area for quick build separated bike lanes because of the existing buffered bike lanes and no curbside parking.
- At MacArthur Blvd/Seminary Ave, closure of the slip turn is a good idea. Consider a protected intersection instead of a diagonal bicyclist crossing.
- These kinds of projects do take a long time to deliver, and the Phase 1 project has provided significant benefits to these neighborhoods. Please support the Phase 2 application.
- The results of the application process should be available in early 2023. If the grant is awarded, the timeframe for design and construction is anticipated to be around five years.

#### *66<sup>th</sup> Avenue BART to Bay Trail*

- The grant application is for the design phase only given the complexity of the design and the needed coordination with Caltrans and the Union Pacific Railroad. If the grant is awarded, the project would be funded to 100% design.
- This is a hard project, and it is a very important project. OakDOT and advocates should continue to push and advance a high-quality solution for this needed connection.
- There has to be something that can be done sooner – like on a two-year timeframe – instead of on an eight-year timeframe.

- Commissioner Frank noted that he leads rides for homeless youth along 66<sup>th</sup> Ave because it is the only way to get to the waterfront. The vision is very good, and a solution is needed much sooner.
- A motion **for BPAC to write letters of support for the LAMMPS Phase 2 and the 66<sup>th</sup> Avenue BART to Bay Trail** was made (Ralston), seconded (Frank), and approved with Commissioners Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee voting in favor (unanimous).
- Caltrans has plans to replace two pedestrian overcrossings over I-580. The BPAC and advocates could raise this with Caltrans as an equity concern, as Deep East Oakland has tremendous need for pedestrian overcrossings over I-880.

Speakers other than Commissioners: Jason Patton, Robert Prinz, Midori Tabata, Bryan Culberston, Dave Campbell

- A motion to **extend the meeting to 9:00pm** was made (Gardner), seconded (Yee), and approved unanimously by voice vote.

### Item 9. Safe Oakland Streets Initiative Update including AB 43 Implementation

OakDOT Policy & Intergovernmental Affairs Advisor Nicole Ferrara presented updates on the Safe Oakland Streets (SOS) Initiative (<https://www.oaklandca.gov/topics/safe-oakland-streets>). SOS was launched in 2021 with the primary goal of preventing severe and fatal crashes and related disparities impacting Black, Indigenous, and People of Color (BIPOC) communities, persons with disabilities, seniors, children, and low-income populations. This presentation provided an overview of the initiative, progress made in 2021, and focal points for work in 2022 and beyond. The presentation was included the meeting's agenda packet.

#### Summary of Discussion:

- The inter-departmental approach is commendable, as is the urgency the Safe Oakland Streets Initiative brings to approaching fatal and severe traffic crashes as an emergency.
- Quick build projects are a part of the overall Initiative. An appendix to the forthcoming City Council agenda report lists the safety projects that have been constructed and includes the quick build projects that were implemented through traffic safety service requests, rapid responses, and sideshow prevention efforts.
- It would be helpful to have more crash data being made available in real-time. The challenge is the volume of that data and the staffing needed to get it out in a format that is accessible to the public. OakDOT and OPD are working on making information on fatal traffic crashes publicly available in a timely and understandable format.
- The reduction in traffic stops is dramatic – roughly an 85% reduction from 2017 to 2021. Consider how this reduction in enforcement is impacting traffic safety. Engineering is important, but it is also time-consuming and expensive.
- The High Injury Network tends to look back in time because it is based on past crashes. The Safe Oakland Streets Initiative should look for ways to be more predictive, for example, by identifying the street design factors of where crashes have occurred in the past and then identifying where those factors exist throughout Oakland.
- Consider if speed limits could be set by the average speed of drivers, as some number of drivers are going back-and-forth between accelerating to high speeds and breaking to a stop. In comparison, a

driver moving at a consistent and lower speed may travel the corridor in a similar amount of time. Unfortunately, speed limits generally need to be set based on the “free flow” speed of drivers.

- Extreme speeding is becoming increasingly common. It’s scary. This behavior is hard to prevent when, for example, people are willing to drive on the wrong side of the road. Pedestrian safety islands can help keep people on the right side of the road, but people may still go around those on the wrong side of the road. OPD is doing targeted speed enforcement on the High Injury Network, but OPD’s capacity for these operations is limited.
- We need to radically reimagine street safety if we are going to get to zero deaths in twenty years. We lost Slow Streets. We have three-lane streets in downtown. There are lots of solutions to these problems, and slight changes to speed limits will not get us to zero deaths.

Speakers other than Commissioners: Bryan Culbertson

### **Item 10. Commissioner Outreach Report Backs**

Chair Schader led a discussion on BPAC Commissioners outreach to each other, getting to know each other in-person to help recover from the isolation of the pandemic. Commissioners shared anecdotes of getting to know each other through Bike to Wherever Day and from rides with Rails-to-Trails and Bike East Bay. With some Commissioners just recently meeting in person for the first time, they noted that some Commissioners were taller or shorter than expected, and that some Commissioners are fast and fashionable cyclists.

Speakers other than Commissioners: None

### **Item 11. Committee Report Back**

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

Summary of Discussion:

- Legislative Committee: Commissioner Gardner noted the Committee met on June 6 to develop its agenda. They discussed crash data and the benefit of having more data and having it in a timely manner. They also discussed opportunities for traffic calming legislation. This committee meets the first Monday of the month at 5:00pm.

Speakers other than Commissioners: None

### **Item 12. Three-month look-ahead, suggestions for meeting topics, announcements**

A Three-month look-ahead was included in the meeting agenda packet.

*Suggestions for meeting topics*

- Commissioner Gardner requested one item on both OPD’s traffic crash investigations and OakDOT’s rapid response investigations.

- Commissioner Lok requested an update on the A's Howard Terminal project and its impact on pedestrians and bicyclists.

#### *Announcements*

- Commissioner Gardner noted the City Council will hear another supplemental report on traffic calming at its meeting on June 21.
- OakDOT staff Noel Pond-Danchik noted upcoming road closures at Lake Merritt for Juneteenth, and at Lake Merritt and on Grizzly Peak Blvd for 4<sup>th</sup> of July: <https://www.oaklandca.gov/news/2022/city-of-oakland-prepares-to-support-large-crowds-visiting-lake-merritt-for-juneteenth-fourth-of-july-weekends>.
- OakDOT staff Noel Pond-Danchik noted an upcoming planning meeting on June 29 for the West Oakland Link that would create a bicyclist/pedestrian connection from Mandela Pkwy to the Bay Bridge: <https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility/west-oakland-link>.
- Vice-Chair Yee noted that National Night Out is coming up on August 2 ([www.oaklandca.gov/topics/national-night-out-2022](http://www.oaklandca.gov/topics/national-night-out-2022)) and that the Acorn/Oak Center Neighborhood Council will have a planning meeting for National Night Out on June 22, 6:00pm.

Meeting adjourned at 9:00 pm.

#### **Attachments** *(to be appended to adopted minutes)*

- Resolution to Continue Teleconference Meetings

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on June 21, 2022 with comments requested by 5pm, July 5, 2022 to [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov). Revised minutes will be attached to the July 2022 meeting agenda and considered for adoption at that meeting.

# OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

## Meeting of July 21, 2022, Item #4

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**ADOPT A RESOLUTION DETERMINING THAT CONDUCTING IN-PERSON MEETINGS OF THE BICYCLIST & PEDESTRIAN ADVISORY COMMISSION AND ITS COMMITTEES WOULD PRESENT IMMINENT RISKS TO ATTENDEES' HEALTH, AND ELECTING TO CONTINUE CONDUCTING MEETINGS USING TELECONFERENCING IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 54953(e), A PROVISION OF AB-361.**

**WHEREAS**, on March 4, 2020, Governor Gavin Newsom declared a state of emergency related to COVID-19, pursuant to Government Code Section 8625, and such declaration has not been lifted or rescinded. See <https://www.gov.ca.gov/wp-content/uploads/2020/03/3.4.20-Coronavirus-SOE-Proclamation.pdf>; and

**WHEREAS**, on March 9, 2020, the City Administrator in their capacity as the Director of the Emergency Operations Center (EOC), issued a proclamation of local emergency due to the spread of COVID-19 in Oakland, and on March 12, 2020, the City Council passed Resolution No. 88075 C.M.S. ratifying the proclamation of local emergency pursuant to Oakland Municipal Code (O.M.C.) section 8.50.050(C); and

**WHEREAS**, City Council Resolution No. 88075 remains in full force and effect to date; and

**WHEREAS**, the Centers for Disease Control (CDC) recommends physical distancing of at least six (6) feet whenever possible, avoiding crowds, and avoiding spaces that do not offer fresh air from the outdoors, particularly for people who are not fully vaccinated or who are at higher risk of getting very sick from COVID-19. See <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>; and

**WHEREAS**, the CDC recommends that people who live with unvaccinated people avoid activities that make physical distancing hard. See <https://www.cdc.gov/coronavirus/2019-ncov/your-health/about-covid-19/caring-for-children/families.html>; and

**WHEREAS**, the CDC recommends that older adults limit in-person interactions as much as possible, particularly when indoors. See <https://www.cdc.gov/aging/covid19/covid19-older-adults.html>; and



**WHEREAS**, the CDC, the California Department of Public Health, and the Alameda County Public Health Department all recommend that people experiencing COVID-19 symptoms stay home. See <https://www.cdc.gov/coronavirus/2019-ncov/if-you-are-sick/steps-when-sick.html>; and

**WHEREAS**, persons without symptoms may be able to spread the COVID-19 virus. See <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>; and

**WHEREAS**, fully vaccinated persons who become infected with the COVID-19 Delta variant can spread the virus to others. See <https://www.cdc.gov/coronavirus/2019-ncov/vaccines/fully-vaccinated.html>; and

**WHEREAS**, the City's public-meeting facilities are indoor facilities that do not ensure circulation of fresh / outdoor air, particularly during periods of cold and/or rainy weather, and were not designed to ensure that attendees can remain six (6) feet apart; and

**WHEREAS**, holding in-person meetings would encourage community members to come to City facilities to participate in local government, and some of them would be at high risk of getting very sick from COVID-19 and/or would live with someone who is at high risk; and

**WHEREAS**, in-person meetings would tempt community members who are experiencing COVID-19 symptoms to leave their homes in order to come to City facilities and participate in local government; and

**WHEREAS**, attendees would use ride-share services and/or public transit to travel to in-person meetings, thereby putting them in close and prolonged contact with additional people outside of their households; and

**WHEREAS**, on October 21, 2021 the Bicyclist & Pedestrian Advisory Commission adopted a resolution determining that conducting in-person meetings would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361; now therefore be it:

**RESOLVED:** that the Bicyclist & Pedestrian Advisory Commission finds and determines that the foregoing recitals are true and correct and hereby adopts and incorporates them into this resolution; and be it

**FURTHER RESOLVED:** that, based on these determinations and consistent with federal, state and local health guidance, the Bicyclist & Pedestrian Advisory Commission renews its determination that conducting in-person meetings would pose imminent risks to the health of attendees; and be it

**FURTHER RESOLVED:** that the Bicyclist & Pedestrian Advisory Commission firmly believes that the community's health and safety and the community's right to participate in local government, are both critically important, and is committed to balancing the two by continuing to

use teleconferencing to conduct public meetings, in accordance with California Government Code Section 54953(e), a provision of AB-361; and be it

**FURTHER RESOLVED:** that the Bicyclist & Pedestrian Advisory Commission will renew these (or similar) findings at least every thirty (30) days in accordance with California Government Code section 54953(e) until the state of emergency related to COVID-19 has been lifted, or the Bicyclist & Pedestrian Advisory Commission finds that in-person meetings no longer pose imminent risks to the health of attendees, whichever occurs first.



# City of Oakland e-Bike Library Program

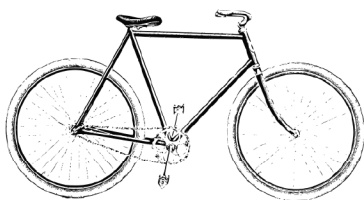
Edgar Arellano  
Summer 2022



## Agenda

### What we'll go over:

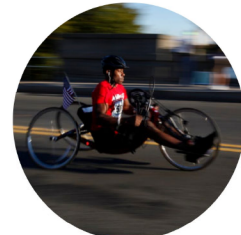
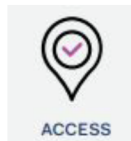
- Program overview
- Current progress
- Proposed program timeline - Winter launch
- Discussion
- Survey collection



# Program overview

## Uplifting goals in Let's Bike Oakland Plan

### City of Oakland e-Bike Library



### Storefronts

Focus on serving East Oakland, West Oakland, San Antonio, Chinatown, Fruitvale and other Oakland economic and environmental justice communities

# Current progress

## Current progress

### **Connecting, Collaborating and Strengthening**

- Engaging Let's Bike Oakland stakeholders
- Sharing community engagement resources
- Exploring opportunities for focus groups
- Establishing support structures
- Establishing operations and maintenance plans



Photo: Clane Gessel Photography



# Tentative program timeline

## Tentative Timeline

*engagement*

Kickoff  
June 2022

Survey  
Release

Focus Groups  
August 2022

Data  
Analysis

Winter 22/23  
Program  
Launch

Begin  
Procurement  
process

Storefront  
info  
meeting

Receive and  
assemble  
e-bikes Oct.  
2022

*procurement*

# Discussion

## Community feedback

### Goal to understand Oakland e-bike

- Use cases
- Interest
- Hesitations





# Program Design

- **What types of e-bikes should we ensure we have available?**
- **How long should a rental or “lend” period be?**
- **How much should it cost to “rent” a bike? What should we consider when structuring the cost?**

Survey collection

# Survey collection



## Oakland E-Bike Library Survey

We expect this survey to take 8 minutes to complete. We really appreciate your time and look forward to getting these e-bike libraries in your communities!

The City of Oakland is creating electric bike libraries for our communities! In these libraries, Oakland residents will be able to borrow e-bikes at low prices. We'd love your feedback so we can make this program useful and affordable for you.

The City of Oakland's e-Bike Library program is part of California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment – particularly in disadvantaged communities. GRID Alternatives is carrying out this program and will incorporate information on [accesscleanca.org](https://www.accesscleanca.org) to increase community benefits with further incentives.

## The survey is open to all Oakland residents

- Cross promotion with Let's Bike Oakland stakeholders
- Find it on City of Oakland website
- Sign up for updates
- Focus groups being coordinated

# Take the survey!



[bit.ly/ebikelibrarysurvey](https://bit.ly/ebikelibrarysurvey)



# Thank You

Contact for questions: [earellano@gridalternatives.org](mailto:earellano@gridalternatives.org), 510-731-0975

*Go to [accesscleanca.org](http://accesscleanca.org) for other clean energy incentives*

The e-Bike Library Program is part of California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment — particularly in disadvantaged communities.

**Active Transportation Program Grant:**

Bancroft Ave Greenway  
73<sup>rd</sup> Avenue Active Routes to Transit



City of Oakland  
Department of Transportation



## Outline

- MTC Complete Streets Checklist
- Bancroft Greenway ATP Application
  - Review Design
  - Questions/Comments
- 73<sup>rd</sup> Ave Active Routes to Transit ATP Application
  - Review Design
  - Questions/Comments

Application  
Due  
**June 15,  
2022**

MTC  
Checklist  
**July 2022**

Award  
Notification  
Statewide:  
**Dec 2022;**  
MPO: **June  
2023**

Project Start  
Date (if  
awarded):  
**March/June  
2023**

Project  
Construction  
Complete (if  
awarded):  
**March 2029**

# Complete Streets Checklist

MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

1. Bicycle, Pedestrian and Transit Planning
2. Active Transportation Network
3. Safety and Comfort
4. Transit Coordination
5. Design
6. Equity
7. BPACP Review

## Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Topic	CS Policy Consideration	YES	NO	Required Description	Description
6. Equity	Will Project improve active transportation in an Equity Priority Community?			Please list EPC(s) affected.	Census tracts 4084 ("Higher"), 4085 ("Highest"), 4086 ("Highest"), 4088 ("Highest"), and 4089 ("Highest").
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?			Please provide meeting date(s) and a summary of comments, if any.	City of Oakland BPAC to review this checklist at the July 21, 2022 BPAC meeting.

MTC Administrative Guidance and form download: [mtc.ca.gov/planning/transportation/complete-streets](https://mtc.ca.gov/planning/transportation/complete-streets).

# Bancroft Avenue Greenway

Project Extent: 73<sup>rd</sup> to 103<sup>rd</sup> Avenue

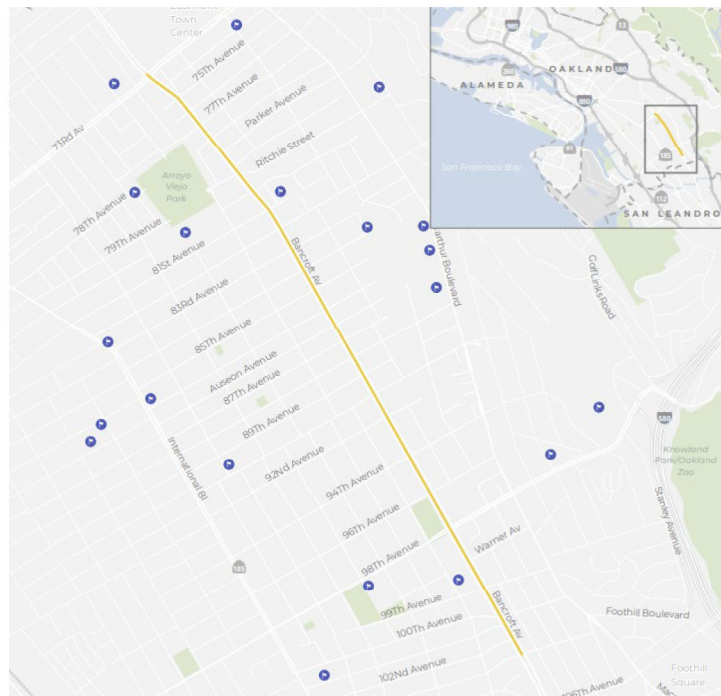
## Background

- Let's Bike Oakland
- East Oakland Neighborhoods Initiative
- East Oakland Mobility Action Plan
- High Injury Network for all motor vehicles and pedestrians

## Scope

- Multi-use trail in existing median
- Pedestrian and bicycle crossing improvements
- Additional street trees and landscaping
- Lighting
- Spaces to meet, picnic, and BBQ
- Coordinating with upcoming HSIP and paving projects

Total ATP Funding Request: **\$29M**



Website: <https://www.oaklandca.gov/projects/bancroft-avenue-greenway>



# Bancroft Greenway

Bancroft Avenue at Ritchie Street



Existing



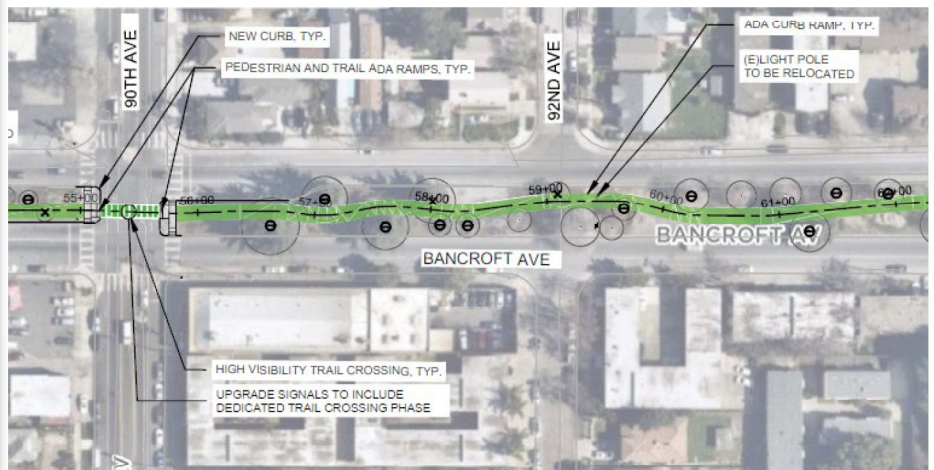
Source: East Oakland Community Transportation Plan

Proposed

## Design Concepts

Project Extent: 73<sup>rd</sup> Avenue to 103<sup>rd</sup> Avenue

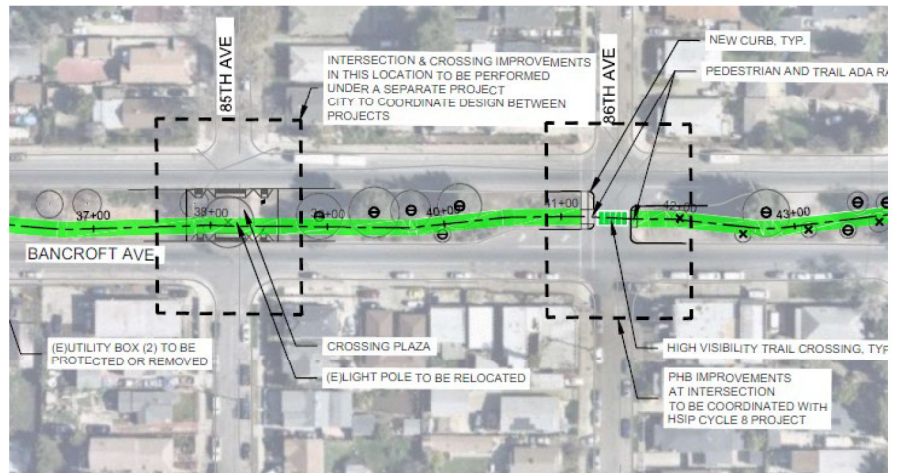
- **Pedestrian scale lighting**, will be installed to create a safe environment where pedestrians and bicyclist are visible to motor vehicles
- **Wayfinding Signage** to local and regional destinations to help pedestrians and bicyclists navigate
- **High-visibility crosswalk** markings at all intersections
- **Benches and spaces to meet, picnic and BBQ** throughout the median for pedestrians to stop and rest and enjoy the open space



# Design Concepts

Project Extent: 73<sup>rd</sup> Avenue to 103<sup>rd</sup> Avenue

- **A Multi-use Class I bicycle path** to provide a truly low-stress bikeway for all ages and abilities
- **Dedicated signal phasing** at controlled intersections to allow pedestrians and bicyclist a crossing phase free of cars
- **Landscaping, trees and irrigation** will be added to create a welcoming, park experience for all users
- **Pedestrian and bike ADA ramps** will be installed at all intersections to facilitate access for all.



*Any questions?*



# 73<sup>rd</sup> Ave Active Routes to Transit

Project Extent: 73<sup>rd</sup> Avenue to 103<sup>rd</sup> Avenue

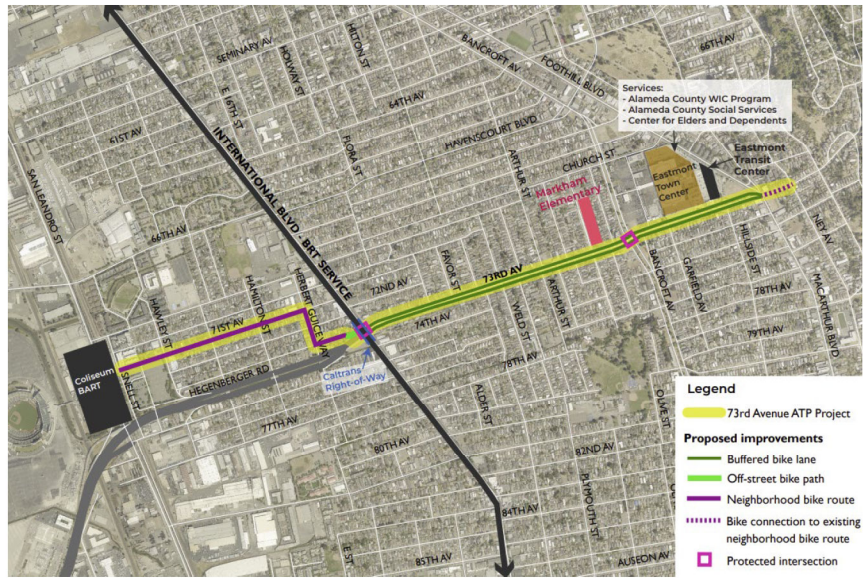
## Background

- Let's Bike Oakland
- East Oakland Neighborhoods Initiative
- East Oakland Mobility Action Plan
- High Injury Network for all modes, motor vehicles, and pedestrians

## Scope

- Pedestrian crossing improvements
- Bus boarding islands
- Restriping buffered/bike lanes
- Vehicle lane width reductions

Total ATP Funding Request: **\$24M**



Website <https://www.oaklandca.gov/projects/73rd-avenue-active-routes-to-transit>

# 73<sup>rd</sup> Avenue Active Routes to Transit Greenway

73<sup>rd</sup> Avenue at Bancroft Avenue



Existing



Proposed

Source: Kittleson and Associates, Inc.

## Design Concepts

Project Extent: Eastmont Transit Center to Coliseum BART

- **Buffered bicycle lanes**, closing a gap in the network and creating more separation from motorized vehicles
- **Two protected intersections** for bicyclists and to help shorten pedestrian crossings
- **High-visibility crosswalk** markings at all intersections
- **A new pedestrian/bicycle crossing** across 73rd to provide direct access to Eastmont Transit village

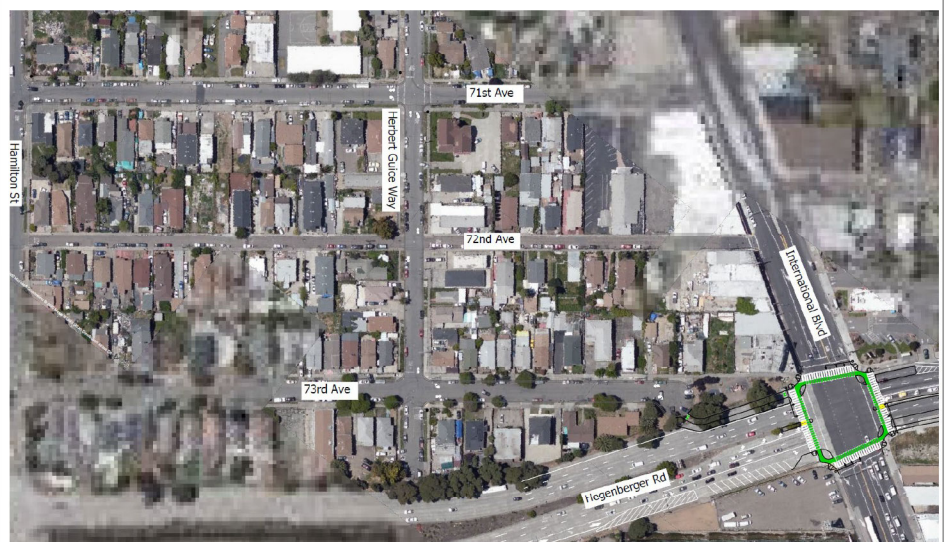


<https://www.oaklandca.gov/projects/73rd-avenue-active-routes-to-transit>


## Design Concepts

Project Extent: Eastmont Transit Center to Coliseum BART


- **Bus boarding islands** to improve bus operations and give transit riders more visibility
- **Extended medians** to provide a pedestrian refuge in center of street and to reduce turning speeds
- **Dedicated bicycle connection** to Coliseum BART at International Blvd







*Any questions?*



Thank you!

Please email comments by July 28<sup>th</sup>

Manuel Corona, OakDOT  
[mcorona@Oaklandca.gov](mailto:mcorona@Oaklandca.gov)

**Complete Streets Checklist**  
**Implementation of MTC’s Complete Streets Policy, Resolution 4493, Adopted 3/25/22**

**Background**

Since 2006, MTC’s Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC’s OBAG 2 requirements.)

**Requirements**

MTC’s CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC - must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the **MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493** at [mtc.ca.gov/planning/transportation/complete-streets](http://mtc.ca.gov/planning/transportation/complete-streets).

This form may be downloaded at [mtc.ca.gov/planning/transportation/complete-streets](http://mtc.ca.gov/planning/transportation/complete-streets).

**Submittal**

Completed Checklists must be emailed to [completestreets@bayareametro.gov](mailto:completestreets@bayareametro.gov).

<b>PROJECT INFORMATION</b>
<b>Project Name/Title:</b> Bancroft Avenue Greenway
<b>Project Area/Location(s):</b>  Bancroft Ave (73rd Ave to 107 <sup>th</sup> Ave)

**PROJECT DESCRIPTION: (300-word limit)**

The Bancroft Avenue Greenway project will provide a two mile, low-stress, separated multi-use path that connects people to schools, parks, transit, and essential services at the Eastmont Town Center, which will significantly increase pedestrian and biking trips. According to survey data collected for the 2019 Bike Plan, 79% of Oaklanders find aggressive driving to be the main barrier to biking, a finding confirmed in corridor-specific engagement efforts. The project will utilize the existing Bancroft Avenue median and install new street trees, lighting, benches, and places to meet—key elements requested repeatedly by the surrounding community. This application would fund design and construction to realize all the access, place-keeping and safety goals articulated for this corridor in the East Oakland Neighborhood Initiative and East Oakland Mobility Action Plan. This proposed Class I Path was conceived by and benefits existing disadvantaged community (DAC) residents, connects to key destinations and will become a destination in of itself, addresses deficiencies in the active transportation network, and meets an important community need.

**Please indicate project phase** (Planning, PE, ENV, ROW, CON, O&M)

May attach additional project documents, cross sections, plan view, or other supporting materials.

**CONTACT INFORMATION**

<b>Contact Name &amp; Title:</b>	<b>Contact Email:</b>	<b>Contact Phone:</b>
Craig Raphael, Senior Transportation Planner	craphael@oaklandca.gov	510-239-7520

**Agency:** City of Oakland, Department of Transportation

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. <b>Bicycle, Pedestrian and Transit Planning</b>	<p>Does Project implement relevant Plans, or other locally adopted recommendations?</p> <p>Plan examples include:</p> <ul style="list-style-type: none"> <li>• City/County General + Area Plans</li> <li>• Bicycle, Pedestrian &amp; Transit Plan</li> <li>• Community-Based Transportation Plan</li> <li>• ADA Transition Plan</li> <li>• Station Access Plan</li> <li>• Short-Range Transit Plan</li> <li>• Vision Zero/Systematic Safety Plan</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date.</p> <p>If Project is inconsistent with adopted Plans, please provide explanation.</p>	<p><a href="#">Let's Bike Oakland 2019 Bicycle Plan</a>, adopted 7/9/2019, recommended that Bancroft Avenue between Havenscourt Blvd and 107<sup>th</sup> Ave install a Class 1 Pathway. This project is consistent with this recommendation by creating a Class 1 Pathway within the recommended segment (although not the entire segment) between 73<sup>rd</sup> Ave and 103<sup>rd</sup> Ave.</p>
2. <b>Active Transportation Network</b>	<p>Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the <a href="#">MTC Complete Streets webpage</a>.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.</p>	<p>This project adheres to the NACTO All Ages and Abilities design principles by installing a bike path on a roadway that has traffic speeds greater than 26 mph and ADT greater than 6,000.</p>

Topic	CS Policy Consideration	YES	NO	Required Description	Description
2. <b>Active Transportation Network (Cont.)</b>					
3. <b>Safety and Comfort</b>	<p>A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Please summarize the traffic safety conditions and describe Project's traffic safety measures. The <a href="#">Bay Area Vision Zero System</a> may be a resource.</p>	<p>A portion of the project corridor, Bancroft (73<sup>rd</sup> Ave to Auseon Ave) is on Oakland's Pedestrian High Injury Network, which is the 4% of Oakland Streets that see 69% of all severe and fatal crashes. It is also on the Regional High Injury Network (73<sup>rd</sup> Ave to 90<sup>th</sup> Ave). This project will provide a separated pathway for pedestrians and bicyclists, protecting them from the corridor's high-speed traffic, with a crash reduction factor</p>

					(CRF) of 45%. It will also include pedestrian scale lighting to improve visibility at night (CRF of 35%) that will address the half of pedestrian collisions that occurred at night, including two out of the three severe injury pedestrian collisions that occurred in recent years. Both controlled and uncontrolled intersections will include signage alerting vehicles to the trail crossing and signage alerting trail users to stop. Signalized intersections will include a dedicated trail phase. The designs include median extensions and tighter curb radii to slow left turning and U-turn vehicles, reducing the risk of collision with and injury to pedestrians and bicyclists.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's <a href="#">LTS</a> .	The proposed Class I facility will maximize comfort with a Level of Traffic Stress score of 1 and provide a truly all ages and abilities path, while the existing bikeway next to 35 MPH traffic receives an LTS 3.
<b>4. Transit Coordination</b>	A. Are there existing public transit facilities (stop or station) in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	List transit facilities (stop, station, or route) and all affected agencies.	Although AC Transit Line 40 runs along Bancroft Avenue, the project does not affect the route as the project's improvements take place on the median.
	B. Have all potentially affected transit agencies had the opportunity to review this project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please attach confirmation email from transit operator(s) to email.	



Topic	CS Policy Consideration	YES	NO	Required Description	Description
	C. Is there a MTC <a href="#">Mobility Hub</a> within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	N/A
<b>5. Design</b>	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please provide Class designation for bikeways. Cite design standards used.	Shared use paths are the recognized best practice solution with these roadway characteristics based on the FHWA Bikeway Selection Guide and will therefore encourage more biking trips. The path meets and exceeds Caltrans HOM Class I path standards (10' path, 2' decomposed granite shoulders, 5' landscaped buffer from the street with includes barriers such as landscape boulders) and will create a signature urban path project in the region. Pre-funded RRFBs and PHBs will enhance crosswalks at nine unsignalized intersections (HSIP Cycle 8) and is the recognized best solution to enhance uncontrolled crosswalks at this speed and traffic volume (35 MPH, >15k ADT) according to the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations.
<b>6. Equity</b>	Will Project improve active transportation in an Equity Priority Community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please list EPC(s) affected.	Census tracts 4084 ("Higher"), 4097 ("Highest"), and 4102 ("Highest").

<p><b>7. BPAC Review</b></p>	<p>Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p>Please provide meeting date(s) and a summary of comments, if any.</p>	<p>City of Oakland BPAC to review this checklist at the July 21, 2022 BPAC meeting.</p>
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Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202.)	■

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES	Provide Documentation or Explanation	Documentation Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	<input type="checkbox"/>	If yes, please cite language and agency citing prohibited use.	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	<input type="checkbox"/>	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	<input type="checkbox"/>	Describe Alternative Plan/Project	
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	<input type="checkbox"/>	Describe condition(s) that prohibit implementation of CS policy requirements	

## **SIGNATURES / NOTIFICATIONS**

### **TRANSIT**

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

### **DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS**

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below :

**Full Name:**

**Title:**

**Date:**

**Signature:**

## **All Ages and Abilities and Design Guidelines**

### **All Ages and Abilities**

#### **[Designing for All Ages & Abilities. Contextual Guidance for High-Comfort Bicycle Facilities. National Association of Transportation Officials. December 2017](#)**

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts <sup>†</sup>	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000			Protected Bicycle Lane
Greater than 26 mph <sup>†</sup>	≤ 6,000	Multiple lanes per direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Single lane each direction	Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed	
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

## Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets*, *Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.

**Complete Streets Checklist**  
**Implementation of MTC’s Complete Streets Policy, Resolution 4493, Adopted 3/25/22**

**Background**

Since 2006, MTC’s Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC’s OBAG 2 requirements.)

**Requirements**

MTC’s CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC - must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the **MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493** at [mtc.ca.gov/planning/transportation/complete-streets](http://mtc.ca.gov/planning/transportation/complete-streets).

This form may be downloaded at [mtc.ca.gov/planning/transportation/complete-streets](http://mtc.ca.gov/planning/transportation/complete-streets).

**Submittal**

Completed Checklists must be emailed to [completestreets@bayareametro.gov](mailto:completestreets@bayareametro.gov).

<b>PROJECT INFORMATION</b>
<b>Project Name/Title:</b> 73 <sup>rd</sup> Avenue Active Routes to Transit
<b>Project Area/Location(s):</b> 73 <sup>rd</sup> Avenue from Eastmont Transit (MacArthur Blvd) to Coliseum BART (Snell Dr)  Attach map if available.

**PROJECT DESCRIPTION: (300-word limit)**

73<sup>rd</sup> Avenue from Eastmont Transit Center to Coliseum BART station, presents challenges for people who want to walk, roll and bike to access transit and essential places. Intersecting collectors and gaps in the bicycle network pose barriers to pedestrians and bicyclists, as 73<sup>rd</sup> Ave is a wide multi-lane road with painted bike lanes that drop off north of Bancroft Ave and do not provide separation from speeding cars. 73<sup>rd</sup> Avenue Active Routes to Transit will create a continuous bicycle facility connecting three transit hubs (Coliseum BART, International Boulevard BRT, and Eastmont Transit Center) while providing intersection improvements to make crossing collectors safer and more comfortable.

The 73<sup>rd</sup> Avenue Active Routes to Transit project is divided in three segments: 1) Eastmont Transit Center to Bancroft, 2) Bancroft to International, and 3) International to Coliseum BART, with each segment providing context sensitive upgrades. From Eastmont Transit Center to Bancroft, this project will install Class IIB buffered bike lanes, a new pedestrian/bicycle crossing at Hillside St with a Rectangular Rapid Flashing Beacon (RRFB), and high-visibility crosswalks. The intersection with MacArthur Blvd will be realigned to improve pedestrian crossings to Eastmont Transit Center. From Bancroft Ave to International Blvd, this project will build two fully protected intersections, first of their kind in East Oakland, providing bicyclists and pedestrians a safer, shorter crossing distance. In addition, bus boarding islands will be installed to reduce bus-bicycle interaction, improve bus service, and provide visibility for transit riders. Lastly, from International Blvd to Coliseum BART, this project will build a new bicycle connection to 73<sup>rd</sup> Ave at International, providing connectivity to Coliseum BART, Amtrak, and the Oakland International Airport. From there, transitioning to a Neighborhood Bicycle Route with sharrows and speed humps along Herbet Guice Way and 71<sup>st</sup> Ave to keep people who are walking, biking, or rolling safe.

**Please indicate project phase** (Planning, PE, ENV, ROW, CON, O&M)

May attach additional project documents, cross sections, plan view, or other supporting materials.

**CONTACT INFORMATION**

<b>Contact Name &amp; Title:</b> Craig Raphael, Senior Transportation Planner	<b>Contact Email:</b> craphael@oaklandca.gov	<b>Contact Phone:</b> 510-239-7520
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**Agency:** City of Oakland, Department of Transportation

Topic	CS Policy Consideration	YES	NO	Required Description	Description
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<p><b>1. Bicycle, Pedestrian and Transit Planning</b></p>	<p>Does Project implement relevant Plans, or other locally adopted recommendations?</p> <p>Plan examples include:</p> <ul style="list-style-type: none"> <li>• City/County General + Area Plans</li> <li>• Bicycle, Pedestrian &amp; Transit Plan</li> <li>• Community-Based Transportation Plan</li> <li>• ADA Transition Plan</li> <li>• Station Access Plan</li> <li>• Short-Range Transit Plan</li> <li>• Vision Zero/Systematic Safety Plan</li> </ul>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p>Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date.</p> <p>If Project is inconsistent with adopted Plans, please provide explanation.</p>	<p><a href="#">Let's Bike Oakland 2019 Bicycle Plan</a>, adopted <a href="#">7/9/2019</a>, recommended that 73<sup>rd</sup> Avenue between MacArthur Blvd and International Blvd install a Class IIB Buffered Bicycle Lanes. This project is consistent with this recommended segment.</p>
<p><b>2. Active Transportation Network</b></p>	<p>Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the <a href="#">MTC Complete Streets webpage</a>.</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p>If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities Design Guidelines</i> below.</p>	<p>This project adheres to the NACTO All Ages and Abilities design principles by installing 2 fully protected intersections and a bike path connection on intersections that have traffic speeds greater than 26 mph and ADT great than 6,000.</p>
<p><b>Topic</b></p>	<p><b>CS Policy Consideration</b></p>	<p><b>YES</b></p>	<p><b>NO</b></p>	<p><b>Required Description</b></p>	<p><b>Description</b></p>
<p><b>2. Active Transportation Network (Cont.)</b></p>					

<p><b>3. Safety and Comfort</b></p>	<p>A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p>Please summarize the traffic safety conditions and describe Project's traffic safety measures. The <a href="#">Bay Area Vision Zero System</a> may be a resource.</p>	<p>A portion of the project corridor, 73<sup>rd</sup> Ave (from Weld St to Garfield Ave) is on Oakland's Pedestrian High Injury Network, which is the 4% of Oakland Streets that see 69% of all severe and fatal crashes. Oakland's Motor Vehicle High Injury Network (Orral St to MacArthur), which is 2% of Oakland Streets that see 43% of all severe and fatal crashes. It is also on the Regional High Injury Network (MacArthur Blvd to International Blvd.). This project will provide a Class IIB Buffered Bike lanes for bicyclists, giving them separation from the corridor's high-speed traffic.<sup>2</sup> It will also include 2 fully protected collector intersections, providing a shorter, safer and more comfortable crossing distance for both bicyclist and pedestrians. Bus boarding islands will be added to reduce bus-bike interaction and more pedestrian visibility. Both controlled and uncontrolled intersections will include high visibility crosswalk markings and signage alerting vehicles to pedestrian crossing. The designs include median extensions and tighter curb radii to slow left turning and U-turn vehicles, reducing the risk of collision with and injury to pedestrians and bicyclists.</p>
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	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's <a href="#">LTS</a> .	The proposed Class I bicycle connection at International Blvd. will provide a connection to Neighborhood Bike Route (Bicycle Blvd) on a local street. Making an all-ages ability connection and facility to Coliseum BART.
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	List transit facilities (stop, station, or route) and all affected agencies.	AC Transit line 73 runs along 73 <sup>rd</sup> Ave. This project will be enhancing bus service by installing bus boarding islands at all stops along the corridor.
	B. Have all potentially affected transit agencies had the opportunity to review this project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please attach confirmation email from transit operator(s) to email.	
<b>Topic</b>	<b>CS Policy Consideration</b>	<b>YES</b>	<b>NO</b>	<b>Required Description</b>	<b>Description</b>
	C. Is there a MTC <a href="#">Mobility Hub</a> within the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	Coordination with be done with Car Share to improve last mile connections

<p><b>5. Design</b></p>	<p>Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Please provide Class designation for bikeways. Cite design standards used.</p>	<p>Class IIB Buffered Bicycle Lanes are recognized best practice solution with these roadway characteristics based on the NACTO Bikeway Selection Guide and will therefore encourage more biking trips. The bike lanes will have symbol and arrow markings (MUTCD Figure 9C-3) to define bike lane and follow Standard guidance for right-hand side preferential lane buffer configuration (MUTCD 3D.02 o3-D). Project will install 2 fully protected intersections at collectors providing Corner islands to separate bicyclists from motorist and create space for both pedestrian islands and bike queue area for pedestrians and bicyclist to wat to cross the street and signalized intersections. RRFBs will enhance crosswalks at two unsignalized intersections and is the recognized best solution to enhance uncontrolled crosswalks at this speed and traffic volume (35 MPH, &gt;15k ADT) according to the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations.</p>
<p><b>6. Equity</b></p>	<p>Will Project improve active transportation in an Equity Priority Community?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Please list EPC(s) affected.</p>	<p>Census tracts 4084 (“Higher”), 4085 (“Highest”), 4086 (“Highest”), 4088 (“Highest”), and 4089 (“Highest”).</p>

<p><b>7. BPAC Review</b></p>	<p>Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p>Please provide meeting date(s) and a summary of comments, if any.</p>	<p>City of Oakland BPAC to review this checklist at the July 21, 2022 BPAC meeting.</p>
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Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202.)	■

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES	Provide Documentation or Explanation	Documentation Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	<input type="checkbox"/>	If yes, please cite language and agency citing prohibited use.	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	<input type="checkbox"/>	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	<input type="checkbox"/>	Describe Alternative Plan/Project	
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	<input type="checkbox"/>	Describe condition(s) that prohibit implementation of CS policy requirements	

## **SIGNATURES / NOTIFICATIONS**

### **TRANSIT**

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

### **DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS**

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below :

**Full Name:**

**Title:**

**Date:**

**Signature:**

## **All Ages and Abilities and Design Guidelines**

### **All Ages and Abilities**

#### **[Designing for All Ages & Abilities. Contextual Guidance for High-Comfort Bicycle Facilities. National Association of Transportation Officials. December 2017](#)**

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.



Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts <sup>†</sup>	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000	Multiple lanes per direction		
Greater than 26 mph <sup>†</sup>	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction	Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed	
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

## Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets*, *Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.

July 2022 BPAC Item 8. New Commissioner Recruitment

Status of Current Commissioners

Name	Term	Current Term End Date
Dianne Yee	1	Dec 31, 2022
Patricia Schrader	1	Dec 31, 2022
Grey Gardner	1	Dec 31, 2022
Andrew Campbell	2	Dec 31, 2023
David Ralston	1	Dec 31, 2023
Michael Lok	1	Dec 31, 2023
Phoenix Mangrum	2	Dec 31, 2024
Nick Whipps	1	Dec 31, 2024
Alex Frank	1	Dec 31, 2024

BPAC Appointment Process

1. July BPAC Meeting – Recruitment process begins. Process and recruitment is discussed with the BPAC. A Recruitment Committee is formed to organize outreach, evaluate applications and make advisory recommendations for the Mayor’s office.
2. July BPAC Meeting through one week before September BPAC Meeting. Applicants apply through <https://oakland.granicus.com/boards/w/8552f8c4c0e15460/boards/6669>
3. One week before September BPAC Meeting, Application Due Date – Applications are due by this date to be considered as part of BPAC’s review for this year’s application cycle. Staff retrieves applications from the Mayor’s office; staff compiles a table of applicants’ council district of residence and the nearest major intersection to their residence.
4. September BPAC Meeting – Staff provides the packet of applications to the Review Committee, allowing for a three-week review period.
5. October BPAC Meeting Agenda Packet – Staff redacts personal contact information from the applications so applications can be included in BPAC’s October agenda packet. If available, the Recruitment Committee’s recommendation is included in the agenda packet.
6. October BPAC Meeting – Recruitment Committee makes a recommendation to the Commission and the Commission adopts a recommendation.
7. After October BPAC Meeting – Staff submits the BPAC’s recommendation to the Mayor’s Office.
8. Sometime in November or December – The Mayor recommends candidates to City Council and City Council appoints the candidates by resolution.
9. January – The new commissioners are sworn in and take office.

## July 2022 BPAC Agenda Item 9. Committee Report Backs 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>

### 2022 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	Ralston, Schader, Yee	George Naylor, <b>Robert Prinz</b> , Midori Tabata, Brendan Pittman, RB Burnette Jr
Legislative Committee	6/21/18	Research and develop policy recommendations for consideration by the BPAC	Frank, <b>Gardner</b> , Lok, Whipps	Kenya Wheeler
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	5/17/18	Monitor Committee activities and report back to the BPAC	Ralston	
Liaison to Mayor's Commission on Persons with Disabilities	5/17/18	Monitor MCPD activities and report back to the BPAC	Schader	
Open Forum Committee	3/17/16	Review and analyze comments received during Open Forum	Schader	<b>Midori Tabata</b> , Jimmy Jessup
Bicyclist Pedestrian Police Relations Committee	9/20/18	Rectify inequitable policing and racial profiling through analysis, dialog, and recommendations	Campbell, Frank, <b>Mangrum</b>	Tom Holub, George Naylor, Zachary Norris, Kenya Wheeler
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	Schader	George Naylor, Kenya Wheeler, RB Burnette Jr
Strategic Plan Taskforce	1/30/2020	Draft and track the BPAC's Strategic Plans	Campbell, Schader	

\*Committee Chairs in **bold**

## July 2022 BPAC Agenda Item I0. Three-month agenda look-ahead, suggestions for meeting topics, announcements

### Three-month agenda look-ahead

#### August

- Sidewalk Blocking, Kerby Olsen
- West Oakland LINK, Gavin Lohry (tentative)
- Commission on Aging (tentative)

#### September

- School Safety Crossing Guards, Paul Cirolia (tentative)
- Strategic Planning Projects Update (tentative)

#### October

- BPAC Commissioner Appointment Recommendations
- Rapid Responses to Fatal Traffic Crashes (tentative)
- Paving Plan Update (tentative)
- Major Development Projects Update (tentative)

For the full list of requested items and other details on upcoming meeting planning, see the BPAC Scheduler at [https://docs.google.com/spreadsheets/d/1PmvGuKNg3lBspg7WwnqB7\\_MaQumB6BCpA\\_7Sbvuf8Q8/edit?usp=sharing](https://docs.google.com/spreadsheets/d/1PmvGuKNg3lBspg7WwnqB7_MaQumB6BCpA_7Sbvuf8Q8/edit?usp=sharing)

## Announcements

- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, sign up at <https://oaklandca19202.activehosted.com/f/20>.
- **Paint the Town:** The Paint the Town Program recently completed one mural and has two upcoming mural painting events.
  - Oakland Trybe, the District 2 Council Office, and Roosevelt Middle School organized a mural painting event at the intersection of 18th Ave and E 19th St on June 21-24, 2022.
  - Greenleaf Elementary School and Safe Passages plan to paint a mural in front of the school at 6328 E 17th St on July 14th.
  - Keisha Henderson is organizing with neighbors to paint the town on Scoville St at 55<sup>th</sup> Ave on July 23<sup>rd</sup>.

OakDOT Bicycle and Pedestrian Program staff facilitate the mural events in coordination with partner organizations EastSide Arts Alliance and Safe Passages, the OakDOT Permit Counter, and the OakDOT Traffic Maintenance Section. For more information on the Paint the Town program, please refer to the map at: [www.google.com/maps/d/u/0/viewer?mid=1QwVVA2S\\_6-TrFrCbIxM0qRxIjceFT6ZZH&ll=37.79765446934255%2C-122.22637454999993&z=13](http://www.google.com/maps/d/u/0/viewer?mid=1QwVVA2S_6-TrFrCbIxM0qRxIjceFT6ZZH&ll=37.79765446934255%2C-122.22637454999993&z=13) or the project webpage at [www.oaklandca.gov/projects/paint-the-town](http://www.oaklandca.gov/projects/paint-the-town).

- **Measure KK Update - Transportation Funding and Expenditures as of June 2022:**

<b>PROGRAM</b>	<b>Allocated Funding (1st, 2nd and 3rd Issuance)</b>	<b>Total Spent to Date (5330, 5332, 5335)</b>	<b>Currently Under Contract (Encumbered)</b>	<b>Percent spent and encumbered (from allocated)</b>
Paving Program	\$ 221,499,500	\$ 126,670,734	\$ 8,044,346	61%
Complete Streets Capital	\$ 47,730,000	\$ 11,621,082	\$ 4,767,701	34%
ADA Curb Ramps	\$ 13,600,000	\$ 7,378,399	\$ 238,608	56%
Sidewalk Repairs	\$ 8,000,000	\$ 6,288,004	\$ 1,090,093	92%
Neighborhood Traffic Safety/Safe Routes To School	\$ 6,500,000	\$ 3,111,834	\$ 280,241	52%
<b>Subtotal</b>	<b>\$ 297,329,500</b>	<b>\$ 155,070,053</b>	<b>\$ 14,420,989</b>	
<b>Remaining Bonds (not yet issued)</b>	<b>\$ 52,670,500</b>			
<b>Total</b>	<b>\$ 350,000,000</b>			

- In November 2016, Oakland voters approved Measure KK, providing \$600 million in bond funding for street improvements (\$350M), public facilities (\$250M), and affordable housing projects (\$100M).
- The City of Oakland is planning a ballot measure for November 2022 to provide new funding to continue the progress of all three programs. Currently, the planned amount for the new bond is as follows: Affordable Housing Preservation Projects - \$350M; Transportation Projects - \$290M; Citywide Facility Preservation and Improvement Projects - \$210M, for a total of \$850M.
- For more information on the planned ballot measure, visit <https://oakland.legistar.com/View.ashx?M=F&ID=11018296&GUID=821955DA-EB64-4D81-857E-601D788D32E5>
- For more information on Measure KK, visit <https://www.oaklandca.gov/topics/measure-kk-at-work>

# City of Oakland Bicyclist and Pedestrian Advisory Commission Strategic Plan Goals for 2022

April 2022

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

Task	Task Description	Next Steps
1.1	Advocate for Safe Oakland Streets effort, including more quick fix/rapid response traffic calming and AB 43 implementation.	Receive staff presentation at BPAC meeting. Legislative Committee discuss other ways to pursue. Commissioner Gardner leading.
1.2	Support state and federal funding for pedestrian and bike projects and programs.	Request funding presentations at BPAC meetings and consider taking position of support.
1.3	Continue review of fatal and serious injury crashes involving cyclists and pedestrians at monthly meetings.	Keep as standing item with Chair Schader leading discussion.
1.4	Organize bike ride with BPAC commissioners, community members and police department to create trust and develop ongoing relationships.	Police Relations Committee organizing.
1.5	Convene meeting on racially-biased bicycle stops with the Oakland Police Department, Department of Race and Equity, BPAC policing subcommittee, and community partners per 2019 Bike Plan.	Police Relations Committee organizing.
1.6	Explore challenges of reckless and dangerous driver behavior.	Collaborate with other groups such as WOBO and Bike East Bay to develop responses and determine what active role BPAC can play.

## Goal 2: Be a conduit for information on bicycle and pedestrian projects.

Task	Task Description	Next Steps
2.1	Invite project managers to present on projects post-construction to evaluate what worked and what did not.	Schedule review of projects at BPAC meetings.
2.2	Get status update on Bike Plan every six months. Support hiring of staff necessary to track Pedestrian Plan progress.	Request staff presentations in conjunction with the bi-annual We Bike Oakland newsletter, including the "By the Numbers" updates. Raise pedestrian staffing needs with DOT leadership and council.
2.3	Highlight subcommittee activities.	Request written reports from each committee monthly.
2.4	Get periodic updates on Major Development Project from Department of Planning and highlight the most bike/ped relevant projects for Infrastructure Committee to review and provide comments.	Schedule at BPAC meeting once per year.



**Goal 3: Encourage equity driven investments and policies and advocate for the bicycle and pedestrian community.**

Task	Task Description	Next Steps
3.1	Advocate for equity driven bike/ped priorities in the General Plan, Environmental Justice Element.	Commissioner Ralston to identify next steps.
3.2	Prioritize safety needs in East Oakland.	Schedule relevant items at BPAC meetings and advocate during planning discussions.
3.3	Use BPAC Blog, Open Forum and community meetings to create open communication between BPAC, community members and DOT.	Vice Chair Yee leads BPAC Blog. Open Forum facilitated by Open Forum Committee. All commissioners engage in other community outreach.
3.4	Advocate for community groups, including Neighborhood Councils, to be integrated into OakDOT program and community outreach work (in a paid capacity wherever possible).	Advocate in the context of presentations at BPAC meetings.

**Goal 4: Build relationships with policymakers and provide feedback on pedestrian and bicycle policy.**

Task	Task Description	Next Steps
4.1	Present BPAC Chair's Report to Public Works Committee.	2022 report schedule for 4/26/22. Use as an opportunity to raise priorities with council.
4.2	Establish ongoing coordination with Caltrans, MTC, Bay Area Regional Collaborative on bicycle and pedestrian investments and plans.	Commissioner Ralston to pursue next steps.
4.3	Meet with each Councilmember and their staff at least once per year to introduce BPAC and our goals.	Each commissioner expect to reach out to their councilmember.
4.4	Reach out to councilmembers concerning current bike/ped issue.	Each commissioner expect to reach out to their councilmember on hot topics needing their support.
4.5	Introduce BPAC to neighborhood councils	Each commissioner expected to reach out to one or more neighborhood councils/NCPCs in their areas to introduce the BPAC and support neighborhood efforts on bike/ped safety.