

CITY OF OAKLAND



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Department of Transportation
Safe Streets Division

Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, June 16, 2022; 6:00-8:10 pm** **Teleconference**

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

Commissioners

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

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/j/98311507451> **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.

Time	#	Topic
6:00	1	Teleconference Protocol/Roll Call/Determination of Quorum/Introductions (10 minutes)
6:10	2	Open Forum / Public Comment (10 minutes) – Members of the public may comment on any issue within BPAC’s subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. The BPAC’s Open Forum Committee tracks Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking .) The Committee reviews the public comments on a periodic basis to identify policy issues for discussion by the Commission. To request City services, please contact the City of Oakland Call Center; information at www.oaklandca.gov/services/oak311 .
6:20	3	Approval of meeting minutes Attachment (5 minutes) – Seek motion to adopt the May 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) will lead 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, a 60-year-old male bicyclist was struck and killed by a vehicle driver at Shattuck Ave and 55th St.
 - On Tuesday, 5/31/22 at 5:33pm, 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.
- 6:35 6 **Remarks from OakDOT Director Ryan Russo** (10 minutes) Outgoing OakDOT Director Ryan Russo (rrusso@oaklandca.gov) will share about his experience in OakDOT and with the BPAC.
- 6:45 7 **Bike to Wherever Day Report Back** (10 minutes) Chris Hwang from Walk Oakland Bike Oakland (WOBO) will report on the outcome of the May 20, 2022 Bike To Wherever Day celebrations in Oakland. A full gallery of photos of the event by Malcolm Wallace can be found here: <https://malcolmwallacephotography.pixieset.com/biketowhereverday2022/>
- 6:55 8 **One Bay Area Grant (OBAG) Grant Application Projects Attachment** (30 minutes) – OakDOT Transportation Planners Charlie Ream (cream@oaklandca.gov) and Celina Chan (cchan@oaklandca.gov) will present 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. Staff is requesting the commission review the checklists attached to this agenda for each of the three projects and share comments back to Charlie Ream 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 I 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 I880 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 I, 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.
- 7:25 9 **Safe Oakland Streets Initiative Update including AB 43 Implementation Attachment** (25 minutes) – OakDOT Policy & Intergovernmental Affairs Advisor Nicole Ferrara (nferrara@oaklandca.gov) will present 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 will provide an overview of the initiative, progress made in 2021, and focal points for work in 2022 and beyond.

- 7:50 10 **Commissioner Outreach Report Backs** (5 minutes) – BPAC Chair Schader (sahannl@gmail.com) will lead a discussion on BPAC commissioner outreach to date.
- 7:55 11 **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>.
- 8:05 12 **Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment** (5 minutes)
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To request disability-related accommodations or to request an ASL, Cantonese, Mandarin or Spanish interpreter, please email npond-danchik@oaklandca.gov or call (510) 238-4753 or 711 (for Relay Service) at least five (5) working days before the meeting.

Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete en español, Cantones, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a npond-danchik@oaklandca.gov o llame al (510) 238-4753 o al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. 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 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 May 19th, 2022 meeting
Teleconference

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/May-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 was excused (-) (provided notice of absence as specified in by-laws).

Commissioners	Present
Andrew Campbell	-
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, Hans ChavezFerreya, Bryan Culbertson, Max Davis, Jack DeQuavius, Dani Dynes, Mark Fisher, Scott Forman, Will Freyman, Alex Ghenis, Jimmy Jessup, Cathy Leonard, Don Morey, Scott Owades, Robert Prinz, Justin Rex, Derek Sagehorn, George Spies, Midori Tabata, Mana Tominaga, James W, Adam, Anish, Dvorit, Jon, Jw, Max, Scott
- Staff: Josie Ahrens, Jesse Boudart, Celina Chan, Emily Ehlers, Ofurhe Igbiniedion, Jason Patton, David Pené, Colin Piethe, Noel Pond-Danchik, Charlie Ream, KTOP

Item 2. Open Forum / Public Comment

- Mark Fisher noted that Lodestar School, a charter school at 105th Ave and Edes Ave, has no school zone designations, despite there being recent crashes, including crashes involving students. He is seeking to have this issue rectified.
- Robert Prinz provided an update on a previous Open Forum item regarding a bus stop on Broadway at 7th St. The bus stop had been blocked (and closed) due to barricades at the Police Department headquarters building. He announced the barricades have been moved and the bus stop is now open.
- Midori Tabata spoke to Mark Fisher's comment above, encouraging the Commission to follow up on this concern.

Item 3. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from April 21st, 2022** was made (Whipps), seconded (Frank), and approved by roll call vote with the following Commissioners voting in favor: Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously). Adopted minutes online at 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 (Frank), seconded (Mangrum), and adopted by roll call vote with the following Commissioners voting in favor: Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously).

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.

- Around 7:00 am on Friday, April 22, 2022, a 91-year-old, male, Asian, Oakland resident was fatally struck by a vehicle while crossing 20th St at Telegraph Ave in a marked crosswalk. The vehicle driver was turning left from Telegraph Ave onto 20th St.

Summary of Discussion:

- The driver was traveling north on Telegraph Ave and turning left onto westbound 20th St. At this signalized intersection, southbound Telegraph Ave has a protected left turn phase while northbound Telegraph Ave does not.
- The southbound protected left turn may have been installed as a transit improvement to facilitate AC Transit buses accessing the 20th St Transit Center, including the AC Transit Line 1R (a precursor to the Bus Rapid Transit project).
- Protected left turn phasing can be a significant pedestrian safety improvement by separating turning drivers from crossing pedestrians. However, it can be technically complicated and costly when upgrading an existing traffic signal.

Speakers other than commissioners: Dave Campbell, Jason Patton

Item 6. Grand Avenue Complete Streets Paving Project

OakDOT Transportation Planners Charlie Ream and Josie Ahrens presented on the Grand Avenue Complete Streets Paving Project (www.oaklandca.gov/projects/grand), OakDOT's next step towards realizing the vision laid out in the Grand Avenue Mobility Plan (www.oaklandca.gov/projects/grand-avenue-mobility-plan). Grand Avenue from Broadway to Elwood Avenue is on the City's 5-year Paving Plan. Along with this planned repaving, OakDOT is conducting community outreach and design related to safety improvements and mobility enhancements for people walking, biking, and taking the bus on this important connection. The presentation is included as an attachment to these meeting minutes.

Summary of Discussion:

- On eastbound Grand Ave approaching El Embarcadero, this corner can get busy with drivers turning, pedestrians crossing, and bicyclists trying to get through. As the project progresses, intersections like these will receive more detailed design work.
- There should be two-way separated bike lanes on the lake-side of Grand Ave as part of continuous two-way separated bike lanes around Lake Merritt.
- Consider raised elements on the roadway centerline to deter illegal behavior.
- The projects on tonight's agenda are proposing separated bike lanes on three streets in the greater downtown/Lake Merritt area. This same effort needs to be put into East Oakland streets like 73rd Ave. Examples of separated bikeway projects currently under development in East Oakland include the LAMMPS Phase 2 project (MacArthur Blvd along Mills) and 66th Ave (to connect Coliseum BART to the Martin Luther King Jr Shoreline).
- Some amount of the double parking is for loading at the businesses, particularly along the north side of Grand Ave. This double parking would likely continue with the installation of separated bike lanes, and this will mean consideration of loading zones to balance these needs.
- On International Blvd, there are drivers in private vehicles using the transit-only lane. These drivers tend to go fast, jeopardizing pedestrians accessing the bus stations. Lessons learned from International Blvd can be applied to Grand Ave.
- The AC Transit lines NL and 12 would benefit greatly from transit lanes on Grand Ave.
- The project should separate bicyclists from double parked vehicles, improve pedestrian crossings, and lower driver speeds.
- A traffic study and the conceptual design process are currently underway. The center median area includes pedestrian safety islands, left turn pockets, and unused areas. The traffic study is addressing the complex question of which of these elements should stay and which could be removed.
- Keep in mind the many kids use Grand Ave, both at Children's Fairyland and at St Paul's Episcopal School.
- Consider the intersections that are missing crosswalks and how the project could add those crosswalks.
- The topic of the missing crosswalk at Grand Ave and Bellevue Ave (west leg at Children's Fairyland) was raised as part of the project that rebuilt the entrance to Lakeside Park. The crosswalk was not added at that time.
- Consider closing El Embarcadero between Grand Ave and Lakeshore Ave to expand the park.

Speakers other than commissioners: Dave Campbell, Derek Sagehorn, George Spies, Scott Owades, Max Davis, Robert Prinz

Item 7. 27th and Lakeside Streets Project & Martin Luther King Jr Way Paving Project

OakDOT Transportation Planner Colin Piethe presented on two upcoming streetscape projects: the 27th and Lakeside Streets Project (www.oaklandca.gov/projects/lakeside-family-streets) and the Martin Luther King Jr Way Paving Project (www.oaklandca.gov/projects/mlk-paving). The presentations are included as attachments to these meeting minutes.

Summary of Discussion:

General Comments

- For both projects consider vertical elements to slow drivers, including bulbouts and centerline treatments.
- ~~These projects can be discussed again in the future when more project details are available and when insights from the community input process are available.~~
- ~~Less consideration should be given to the "feasibility" of transportation projects. The primary goal should be making streets safe.~~
- Caltrans is working at the state-level to reform its procedures for making streets safe for bicyclists and pedestrians. Local jurisdictions including Oakland should push Caltrans in this reform and hold Caltrans accountable to their complete streets policies.
- It would be helpful for projects like these to: (1) evaluate and improve pedestrian wait times at traffic signals; and (2) lower the posted speed limits.

Lakeside Streets Project Comments

- Multiple commenters suggested a roundabout be evaluated for the intersection of 27th St/Bay Pl/Harrison St/24th St.
- Consider increasing the pedestrian crossing times, especially for these very wide streets.
- ~~The project previously known as "Lakeside Family Streets" is now included in the 27th and Lakeside Streets Project. Specifically, Lakeside Family Streets includes the protected intersection at Harrison St/Grand Ave, Harrison St from Grand Ave to 27th St, and Grand Ave from Harrison St to Bay Pl.~~

Martin Luther King Jr Way Paving Project Comments

- Regarding Martin Luther King Jr Wy, bicyclists and pedestrians in the area may be going to destinations in Berkeley, including the Lorin commercial district on Adeline St, Ashby BART, and Berkeley Bowl. Coordinate with the City of Berkeley's plans to make these connections. Berkeley has an extensive plan for Adeline St that includes separated bike lanes.
- The businesses on Martin Luther King Jr Wy may benefit from a slower street that is accessible by more modes. At least one business has had multiple drivers crash into its building.
- ~~These projects can be discussed again in the future when more project details are available and when insights from the community input process are available.~~
- ~~Consider increasing the pedestrian crossing times, especially for these very wide streets.~~
- ~~The project previously known as "Lakeside Family Streets" is now included in the 27th and Lakeside Streets Project. Specifically, Lakeside Family Streets includes the protected intersection at Harrison St/Grand Ave, Harrison St from Grand Ave to 27th St, and Grand Ave from Harrison St to Bay Pl.~~
- 52nd St is a very important link to reconnect the neighborhoods divided by Highway 24. Children's Hospital and Caltrans are important stakeholders in helping to complete this connection.

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- On Martin Luther King Jr Wy, the project needs to address speeding, crashes, and pedestrian safety irrespective of whether the project includes a bikeway.
- For Martin Luther King Jr Wy, consider providing bicyclist access on parallel routes – Genoa St and Dover St – but improve these parallel routes, including their crossings of 55th St.
- ~~Less consideration should be given to the “feasibility” of transportation projects. The primary goal should be making streets safe.~~
- ~~Caltrans is working at the state level to reform its procedures for making streets safe for bicyclists and pedestrians. Local jurisdictions including Oakland should push Caltrans in this reform and hold Caltrans accountable to their complete streets policies.~~
- There was a fatal crash on Martin Luther King Jr Wy at 55th St in January 2021 which was not included in this project’s crash analysis. The analysis is based on 2020 and prior years. Because of the lag time in traffic crash records, the 2021 calendar year was not used in the crash analysis.
- Genoa St is challenging as a parallel route because drivers do not stop at the stop signs on cross streets.
- Regarding Martin Luther King Jr Wy, it is very difficult to cross and it is in fact the widest street in District 1.
- Trees are causing the sidewalk to buckle making it difficult for seniors and people with strollers.
- There is no crosswalk along Martin Luther King Jr Wy for crossing West St.
- Narrow the street and add bulbouts to slow drivers and make pedestrians more visible.

It would be helpful for projects like these to: (1) evaluate and improve pedestrian wait times at traffic signals; and (2) lower the posted speed limits.

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- A motion to **extend the meeting by 20 minutes** was made (Ralston), seconded (Mangrum), and approved unanimously (Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee).

- ~~Genoa St is challenging as a parallel route because drivers do not stop at the stop signs on cross streets.~~
- ~~Regarding Martin Luther King Jr Wy, it is very difficult to cross and it is in fact the widest street in District 1.~~
- ~~Trees are causing the sidewalk to buckle making it difficult for seniors and people with strollers.~~
- ~~There is no crosswalk along Martin Luther King Jr Wy for crossing West St.~~
- ~~Narrow the street and add bulbouts to slow drivers and make pedestrians more visible.~~

- A motion to **support OakDOT’s grant application to the One Bay Area Grant (OBAG) Program to obtain construction funding for the 27th St/Bay Pl Project and have the project development process include protected bike lanes and traffic calming throughout the project and investigate a roundabout at the intersection of 27th St/Bay Pl/Harrison St** was made (Frank), seconded (Gardner), and approved by roll call vote with the following Commissioners voting in favor: Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously).

Speakers other than commissioners: Robert Prinz, Scott Forman, George Spies, Dave Campbell, Scott Owades, James Jessup, Cathy Leonard, Don Morey

- A motion to **extend the meeting by 10 minutes** was made (Whipps), seconded (Gardner), and approved unanimously (Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee).

Item 8. Commissioner Outreach Report Backs

This item was deferred for a future meeting.

Item 9. Committee Report Back

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

Summary of Discussion:

- Infrastructure Committee: Commissioner Yee noted the committee met on May 5 with presentations on parklet design guidelines, utility projects and striping restoration, and coordination for neighborhood bike routes and paving projects. The next meeting will be July 7, likely continuing the discussions on utility projects and on neighborhood bike routes.
- Legislative Committee: Commissioner Gardner announced the committee met recently to brainstorm upcoming discussion items. The committee now has a regular meeting date on the first Monday of the month, 5:00pm. Contact Commissioner Gardner at greybpac@gmail.com to participate. Commissioner Gardner spoke at the Privacy Commission on AB 2336 (speed enforcement cameras) and at the 5/17 City Council on an informational report regarding traffic calming.
- Bicyclist Pedestrian Police Relations Committee: Commissioner Mangrum is working to set up two meetings with the Oakland Police Department to advance the dialog on race and equity.

Speakers other than commissioners: None

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

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

Suggestions for meeting topics

- Traffic crash data, including data collection and the Reimagining Public Safety Task Force recommendation to move traffic crash investigations from OPD to OakDOT (suggested by Dave Campbell and Commissioner Gardner)
- OakDOT's policy on pedestrian push buttons (suggested by Commissioner Frank for the Legislative Committee and then the full Commission)

Announcements

- Turn out for Bike to Wherever Day tomorrow – on Friday, May 19.

Meeting adjourned at 8:37 pm.

Attachments (*to be appended to adopted minutes*)

- Resolution to Continue Teleconference Meetings
- Item 6. Grand Avenue Complete Streets Paving Project Presentation
- Item 7. 27th and Lakeside Streets Project Presentation
- Item 7. Martin Luther King Jr Way Paving Project Presentation

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on May 23, 2022 with comments requested by 5pm, June 6, 2022 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the June 2022 meeting agenda and considered for adoption at that meeting.

OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

Meeting of June 16, 2022, Item #4

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.

66th Avenue BART to Bay Trail

Connecting East Oakland to the MLK Jr Regional Shoreline and the Bay Trail



City of
Oakland

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ABOUT THE PROJECT

The Martin Luther King Jr Regional Shoreline is an important regional recreational destination located on the Oakland coastline of the San Leandro Bay. This little-known destination is home to miles of biking and walking trails, a section of the San Francisco Bay Trail, a boathouse, club house, and a peaceful waterfront atmosphere that stands in stark contrast to the industrial lands that border this area.

Residents of East Oakland currently have no way to access the Shoreline by foot or on bike. This green space is totally cut off from the low-income neighborhoods of East Oakland by the 880 Freeway, various railroad tracks, and wide swaths of industrial land. The nearest bicycle connection to the Oakland shoreline is on Fruitvale Avenue, and in the 4.2 miles between Fruitvale Avenue and the San Leandro City border, there is one pedestrian/bicycle bridge over the 880, close to 98th Avenue.

This project seeks to finally create a connection from East Oakland to the Shoreline for people walking and biking - on 66th Avenue between San Leandro Street and Oakport Street. The roadway today is a maze of freeway on and off-ramps and is not fit for people biking. **OakDOT is working towards applying for ENVIRONMENTAL REVIEW AND DESIGN Funding from the One Bay Area Grant (OBAG) Cycle 3, due on June 30, 2022.**

PROJECT GOALS

- Create an off-street biking and walking pathway connecting the East Bay Greenway (San Leandro Street) with the MLK Jr Regional Shoreline
- Realign Caltrans freeway ramps to create space for pathway
- Work with Union Pacific Railroad on safe crossing treatments
- Add AC Transit bus stops to the Dil Damon Slough trailhead



Contact: Charlie Ream - CReam@oaklandca.gov • Website: <https://www.oaklandca.gov/projects/66th-ave> • Updated: 6/7/22 1

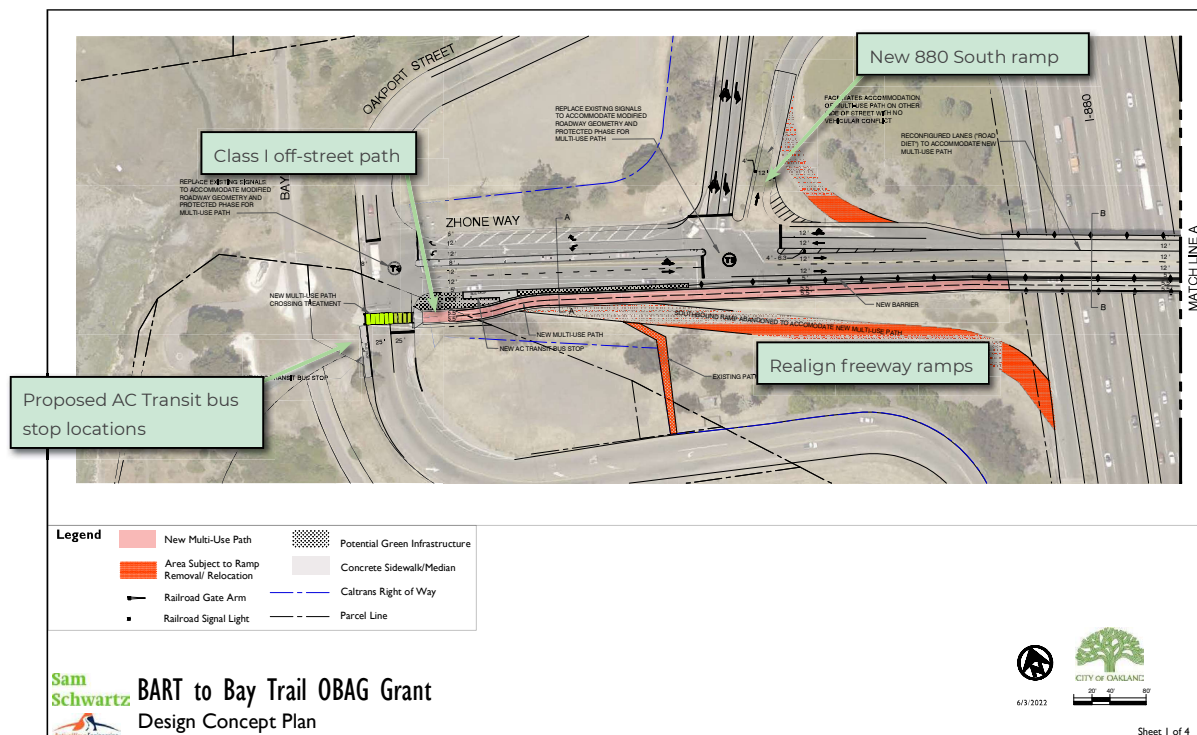
66th Avenue BART to Bay Trail

Connecting East Oakland to the MLK Jr Regional Shoreline and the Bay Trail



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Contact: Charlie Ream - CReam@oaklandca.gov • Website: <https://www.oaklandca.gov/projects/66th-ave> • Updated: 6/7/22 2

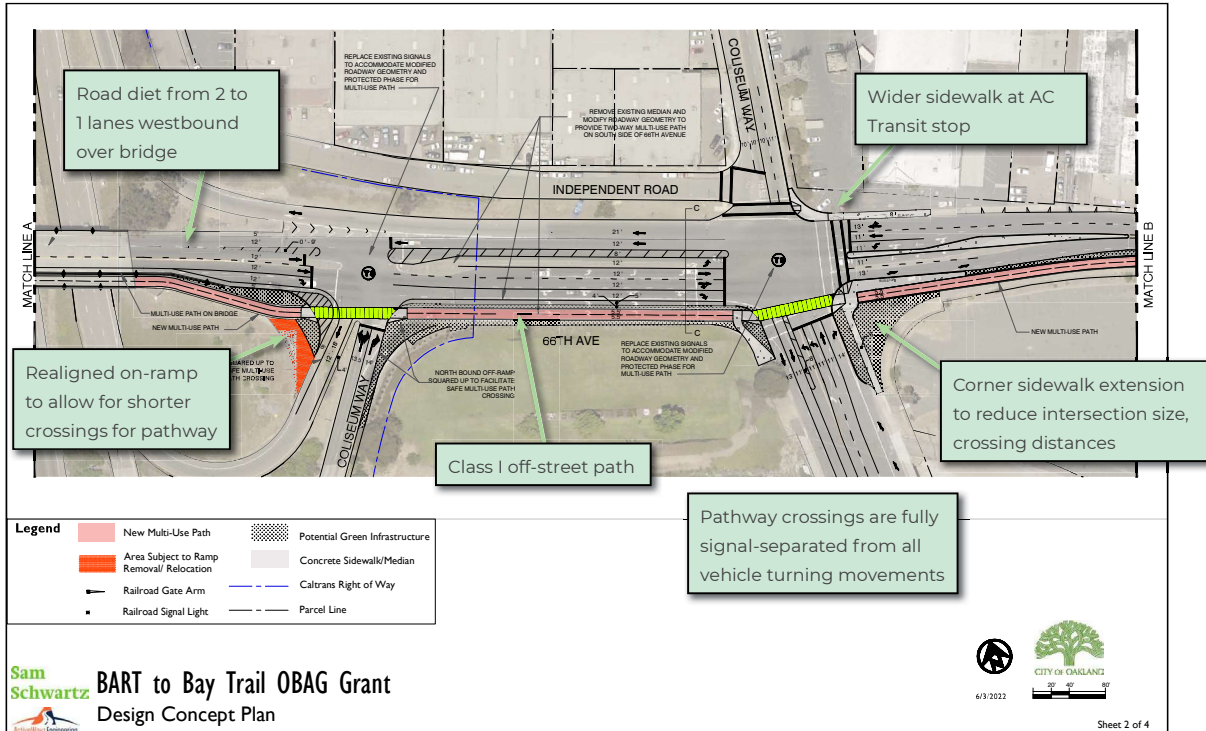
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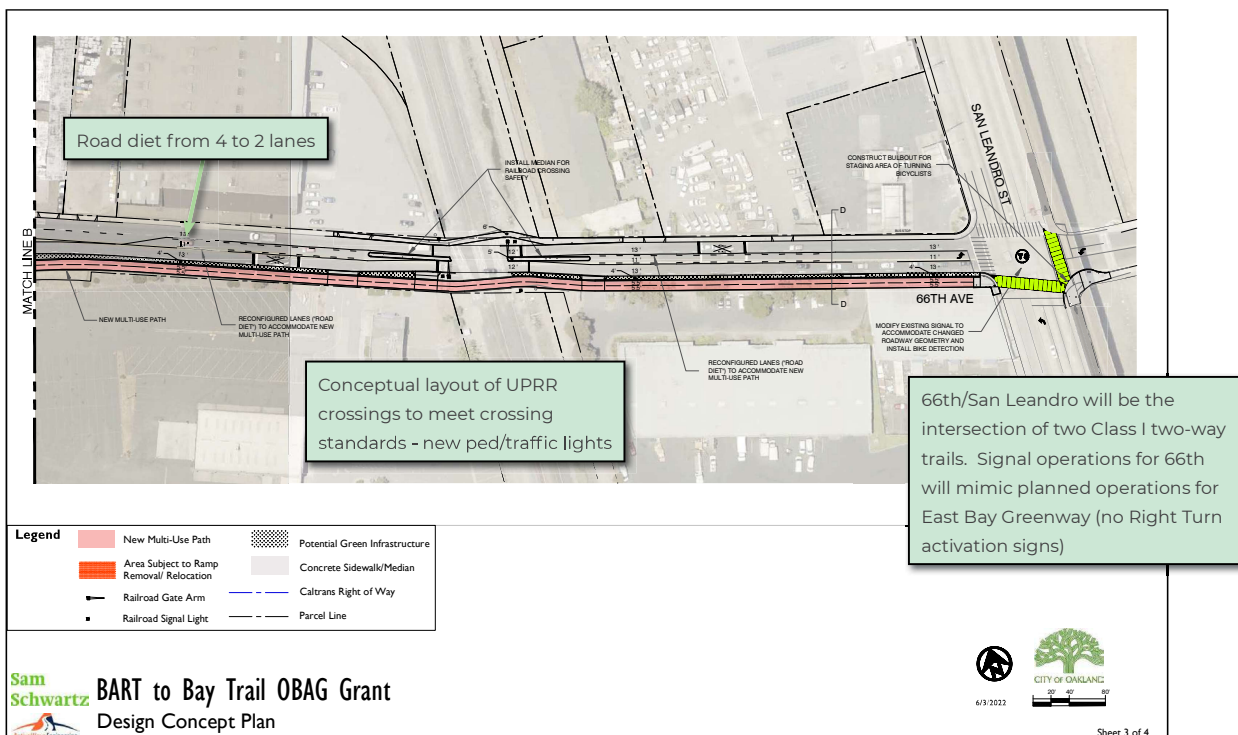
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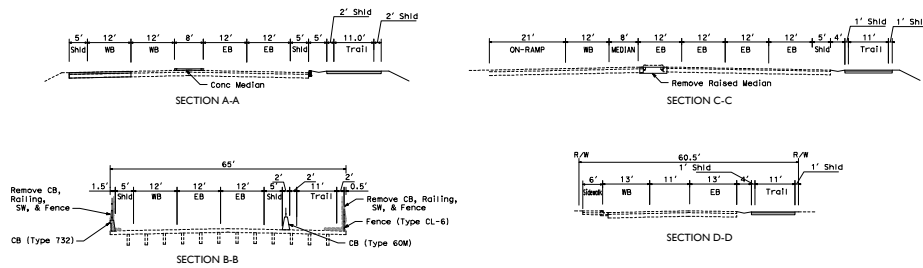


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Contact: Charlie Ream - CReam@oaklandca.gov • Website: <https://www.oaklandca.gov/projects/66th-ave> • Updated: 6/7/22 4



BART to Bay Trail OBAG Grant
Design Concept Plan



6/3/2022



Sheet 4 of 4



SCHEDULE/NEXT STEPS

- » **Now: Updating 2018 Design**
 - Meetings with Caltrans
 - Planning for UPRR permitting
- » **June 30, 2022: One Bay Area Grant (OBAG) Application**
 - ONLY ENVIRONMENTAL (NEPA), DESIGN (w/ Caltrans and UPRR coordination), and ROW phases
 - High-level Construction cost estimate: \$20-30M (previous estimate for ATP Cycle 4: \$16.5M)
 - Design at 20%: \$4-6M
- » **Early 2023: Grant Award Notifications**
- » **Summer 2023: Council Appropriates Funds**
- » **Fall 2023 - Spring 2024: RFP for Consultant Support for Design + Outreach**
- » **Spring 2024: Begin Detailed Design and Environmental Review**
 - Caltrans Coordination.
 - UPRR Coordination/Negotiation
- » **Final Grant Obligation Deadline: January 31, 2027**
- » **Seek Construction Funding**

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.

This form may be downloaded at mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists must be emailed to completestreets@bayareametro.gov.

PROJECT INFORMATION	
Project Name/Title:	66th Avenue BART to Bay Trail
Project Area/Location(s):	66th Avenue between San Leandro Street and Oakport Street
Attach map if available.	

PROJECT DESCRIPTION: (300-word limit)

The San Leandro Bay is an ecologically diverse area of water, wetlands, wildlife, quiet trails, and other recreational opportunities that lies less than a mile away from some of the lowest income, most polluted, and underserved neighborhoods in the Bay Area. The segment of the SF Bay Trail, the Tidewater Boating Center, and the MLK Jr Regional Shoreline all should be accessible peaceful green spaces but these resources are totally cut off from East Oakland's residential neighborhoods by the 1880 freeway, Union Pacific Railroad tracks, BART overhead trackway, and wide swaths of industrial land.

The 66th Avenue BART to Bay Trail project 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 1880 freeway to allow for a continuous Class I pathway on the south side of 66th Avenue, with full signal separation at all major roadway crossings. This pathway will also require upgraded railway crossing infrastructure at the Union Pacific Railroad crossing east of Coliseum Way. Additionally, this project will install two new accessible bus stops at the Damon Slough trailhead at 66th Ave/Zhane Way and Oakport Street, and will upgrade the AC Transit bus stops at Coliseum Way with accessible loading area that will facilitate in-lane stops for faster service. Finally, this project will upgrade the intersection of 66th Avenue/San Leandro Street to connect this project to the upcoming Class I pathway on the East side of San Leandro Street.

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

Contact Name & Title:
Charlie Ream

Contact Email:

CReam@oaklandca.gov

Contact Phone:

510-368-3596

Agency:

City of Oakland Department of Transportation

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	<p>Does Project implement relevant Plans, or other locally adopted recommendations?</p> <p>Plan examples include:</p> <ul style="list-style-type: none"> City/County General + Area Plans Bicycle, Pedestrian & Transit Plan Community-Based Transportation Plan ADA Transition Plan Station Access Plan Short-Range Transit Plan Vision Zero/Systematic Safety Plan 	<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>This project was recommended in the 2019 Let's Bike Oakland Bike Plan Update, which was adopted by the Oakland City Council on July 9, 2019.</p> <p>This project is also the first priority project identified in the East Oakland Mobility Action Plan, a community-based transportation plan centered on improving equitable mobility options for East Oaklanders.</p>
2. Active Transportation Network	<p>Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage.</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 Design Guidelines</i> below.</p>	<p>Yes, this project is on the Regional AT Network. 66th Avenue is an industrial roadway with a large amount of truck traffic. It is also the main gateway to the Coliseum complex at Coliseum Way/66th Avenue, which handles exceptional traffic volumes during large events. 66th Avenue also crosses the Union Pacific Railroad (UPRR) right-of-way west of San Leandro Street and crosses the Caltrans 1880 freeway via the 66th Avenue bridge. For this reason, the only facility that truly allows for all ages and abilities access is a Class 1, off-street multi-use pathway, which this project will deliver. Crossing movements for this pathway across all intersections and on/off ramps will be fully separated from all turning movements, including right-turns via special signage/detection and/or No Right Turn on Red restrictions. Finally, this project will fully upgrade the UPRR crossing with new lights to signalize railroad crossings for people walking and biking. Once complete, people walking and biking will be able to travel from the East Bay Greenway Class I pathway on San Leandro to the SF Bay Trail/Damon Slough trailhead without once mixing with vehicle traffic.</p>

Topic	CS Policy Consideration	YES	NO	Required Description	Description
2. Active Transportation Network (Cont.)					
3. Safety and Comfort	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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	No, this project is not identified on either the Bicycle, Pedestrian, or multi-modal High Injury Networks for the City of Oakland. However, that is to be expected because the current nature of the roadway, with numerous uncontrolled freeway on/off ramps, busy 6-7 lane crossings, lack of bicycle or pedestrian infrastructure, and industrial land uses largely prohibit people from using this corridor as a bike/walk connection to the SF Bay Trail and MLK Jr Regional Shoreline. This project is meant to close a gap in the bike/ped network in Oakland - a vital gap that in this case that has been a barrier to active mobility and access to green spaces for East Oakland since the construction of the 880 freeway.
	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 LTS .	The current stress level for 66th Avenue for both bike and pedestrians is at the highest possible level. Bikes coming from San Leandro Street traveling west would have to take a full lane, crossing railroad tracks and the large Coliseum Way intersection before navigating several uncontrolled freeway on/off ramps while merging through industrial truck traffic over the 880 freeway. For pedestrians, the route would take them across several imposing intersections/freeway ramps before forcing them to cross the bridge on a 5-foot wide pathway directly adjacent to a travel lane. This project will fully transform this route into a LTS 1, where people walking and biking will have a fully off-street Class I multi-use pathway that will be fully separated from all turning movements at intersections and freeway ramps. People will be able to walk or bike between the East Bay Greenway and the SF Bay Trail without ever interacting with a motor vehicle.
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.	The Line 98 AC Transit bus line, which services the Eastmont Transit Center and Coliseum BART Stations by way of 98th Avenue, stops on 66th Avenue at Coliseum Way. This project will also add a new accessible bus stop in either direction at the intersection of Oakport Street and 66th Avenue which will allow AC Transit riders to access the Dil Damon Slough trailhead of the SF Bay Trail via a direct transit connection.
	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 Mobility Hub 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.	
5. Design	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.	The bike/ped pathway will be a Class 1 multi-use trail, entirely off-street and separated from turning movement at intersections by separate signal phases. The proposed path is a Class I multi-use path developed in accordance with the Caltrans Highway Design Manual (HDM) requirements for the class designation. The path will also be designed to meet current Americans with Disabilities Act (ADA) standards for accessibility.
6. Equity	Will Project improve active transportation in an Equity Priority Community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please list EPC(s) affected.	The 880 freeway (and the inhospitable design of the various freeway overcrossings of the freeway) largely cut off bicycle and pedestrian access between East Oakland and the San Leandro Bay Shoreline including sections of the SF Bay Trail, the Arrowhead Marsh, the MLK Jr Regional Shoreline, and Tidewater Boating Center. This project seeks to address that historic inequity by reconfiguring both Avenue with a Class 1 pathway to allow for access to these regional recreational destinations by foot or on bike. The project is located within census tracts 409000 and 407300 which are both Higher Equity Priority Communities (EPCs) with a total population of 6,344. However, the impact and benefit of this new trail connection will be felt by a much wider swath of Oakland, including census tracts 408800 and 408900 which lie directly adjacent to the eastern terminus of the trail and are both Highest EPCs with a total population of 10,169. In reality, the catchment area for this trail access is hard to measure but likely extends out at least 1 mile from the eastern terminus at San Leandro Street which encompasses a large area of EPC communities in East Oakland.
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please provide meeting date(s) and a summary of comments, if any.	This project was presented to the Bicycle Pedestrian Advisory Commission of the City of Oakland on June 16, 2022.

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.)	<input checked="" type="checkbox"/>

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 [†]	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			
	Greater than 6,000			Protected Bicycle Lane
Greater than 26 mph [†]	≤ 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*.

66th Avenue BART to Bay Trail

Connecting East Oakland to the MLK Jr Regional Shoreline and the Bay Trail



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- 66th Ave Project Area
- SF Bay Trail
- Class I Path
- Class II Bike Lanes
- Coliseum BART Station

Contact: Charlie Ream - CReam@oaklandca.gov • Website: <https://www.oaklandca.gov/projects/66th-ave> • Updated: 5/24/22

AC Transit Acknowledgement/Coordination email

Ream, Charlie

From: Owen Goetze <ogoetze@actransit.org>
Sent: Tuesday, May 24, 2022 9:14 AM
To: Ream, Charlie
Cc: Chan, Celina; Mika Miyasato; Robert Del Rosario; Jim Cunradi
Subject: 66th Ave BART to Bay Trail -- MTC Complete Streets checklist - transit coordination email

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL] This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

Hi Charlie,

AC Transit can confirm coordination between OakDOT and AC Transit on the 66th Ave BART to Bay Trail project. We are excited to support this project that will deliver new transit connections, better bus stops, and improve roadway operations and safety for all users.

Thank you,

Owen Goetze
Transportation Planner
AC Transit
He/him
510-499-8191 (cell)

From: Ream, Charlie <CREam@oaklandca.gov>
Sent: Monday, May 23, 2022 10:15 AM
To: Jim Cunradi <JCunradi@actransit.org>; Owen Goetze <ogoetze@actransit.org>
Cc: Chan, Celina <CChan@oaklandca.gov>
Subject: [EXTERNAL] MTC Complete Streets checklist - transit coordination email

Hi Jim and Owen, this is regarding OakDOT's two upcoming OBAG Grants for transit streets in Oakland – the LAMMPS 2 Project and the 66th Avenue BART to Bay Trail Project.

MTC's new Complete Streets Checklist requires that for projects that touch transit route streets, we document our coordination with AC Transit:

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.

When you have a moment, could you please send over an email confirming acknowledgement of these projects, and that OakDOT is coordinating with you agency on these designs? A quick summary for each project below, and we'll continue to work with AC Transit through the detailed design phase if we're successful with both of these grants.

- 66th Avenue
 - Investigating adding a NB and SB stop at the Damon Slough parking lot/trailhead
 - Incorporating bus bulbs for in-lane stops at Coliseum Way
- LAMMPS 2
 - Coordinating on design of 55th/MacArthur – bus stop placement, crosswalks, turn dimensions
 - Coordinating on design of MacArthur/Seminary – stop relocations, etc

Thank you,

Charlie Ream

Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Phase 2 project

Continuing to make MacArthur Boulevard safer for all users

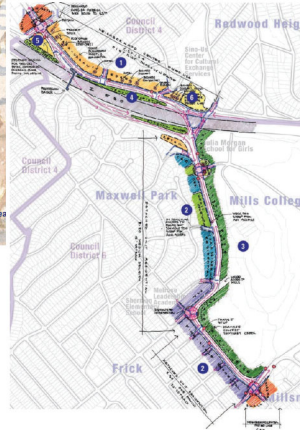
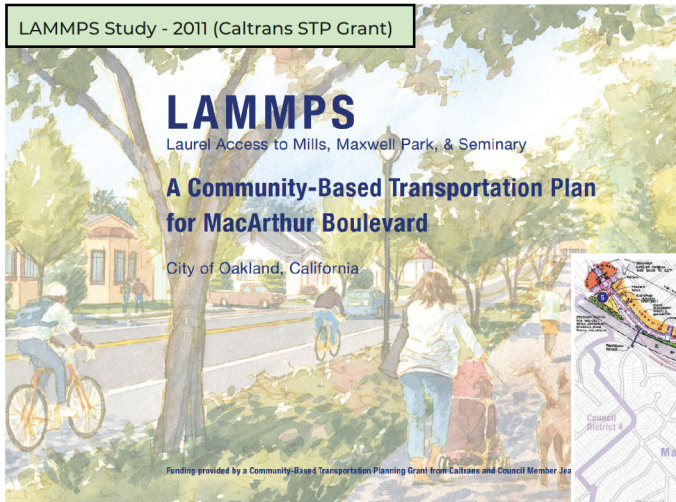
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LAMMPS Study - 2011 (Caltrans STP Grant)



CONDITIONS BEFORE LAMMPS 1



AFTER LAMMPS 1 UPGRADES



Contact: Charlie Ream - CReam@oaklandca.gov · Website: <https://www.oaklandca.gov/projects/lammips2> · Updated: 6/6/22

1

Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Phase 2 project

Continuing to make MacArthur Boulevard safer for all users

DRAFT



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ABOUT THE PROJECT

MacArthur Boulevard is an important east-west corridor that connects a multitude of neighborhoods within Oakland. This project is focused on improving safety and bicyclist, pedestrian, and transit access between the Laurel, Millsmont, and Maxwell Park neighborhoods.

Laurel Access to Mills, Maxwell Park, and Seminary (LAMMPS) Phase 1 was a community-based transportation planning process that identified safety improvements on MacArthur Boulevard between High Street and Richards Road. From that planning process, the City of Oakland implemented several improvements, and the most notable was the off-street shared-use path that provides a safe bicycle and pedestrian connection between the Laurel District and Mills College.

OakDOT is now working on LAMMPS Phase 2, which is focused on MacArthur Boulevard between Richards Road and Seminary Avenue. The main goal is to extend the off-street bike/walking path and to implement safety improvements.

OakDOT is conducting outreach to neighborhood residents and stakeholders to understand their needs and priorities, which will inform the recommendations for this corridor.

PROJECT GOALS

- Extend the off-street biking and walking path to Seminary Avenue to provide a safe bicycling and walking connection between Millsmont/Frick and the Laurel
- Slow vehicle speeds and curb unsafe driving
- Reduce vehicle collisions
- Improve safety and comfort for people walking and biking, especially crossing at major intersections



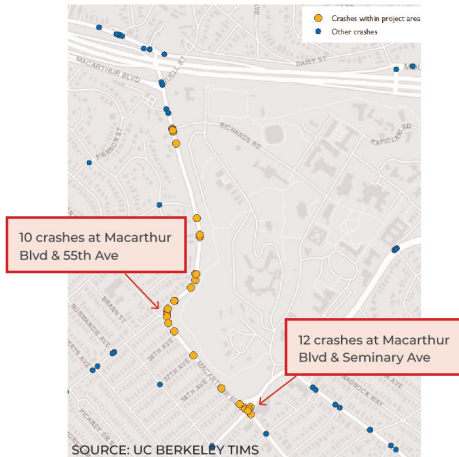
Contact: Charlie Ream - CReam@oaklandca.gov · Website: <https://www.oaklandca.gov/projects/lammips2> · Updated: 6/6/22

2

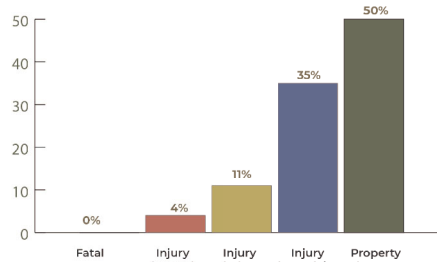
TRAFFIC SAFETY

- » **There were 85 collisions on MacArthur Boulevard from Richards Road to Seminary Avenue in the five-year period between 2016 and 2020. 42 collisions resulted in injuries and 43 collisions were property damage only.**
- » Traffic collision data from 2016-2020 shows that the most common cause of collisions is improper turning (29% of crashes along that corridor), with unsafe speed as the second most common cause of collisions (26% of crashes).

TRAFFIC COLLISIONS THAT RESULTED IN INJURIES



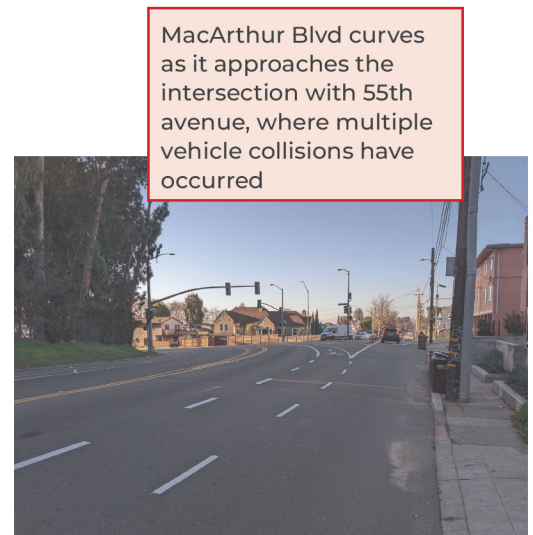
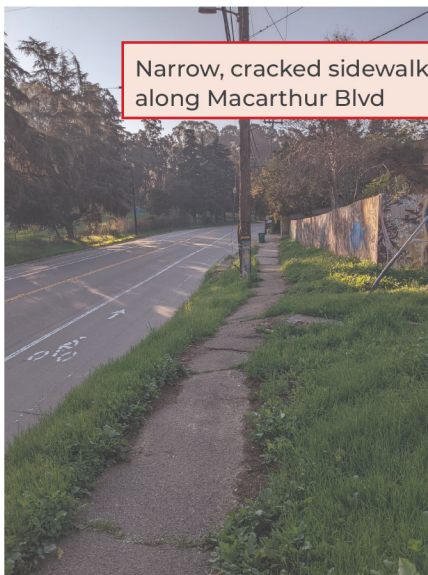
CRASH SEVERITY



TOP CAUSES OF COLLISIONS:

- #1: IMPROPER TURNING (29%)
- #2: UNSAFE SPEED (26%)
- #3: WRONG SIDE OF ROAD (17%)
- #4: TRAFFIC SIGNALS AND SIGNS (12%)
- #5: IMPROPER PASSING (5%)

SITE PHOTOS



Photos taken by OakDOT staff, January 2022

Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Phase 2 project

Continuing to make Macarthur Boulevard safer for all users

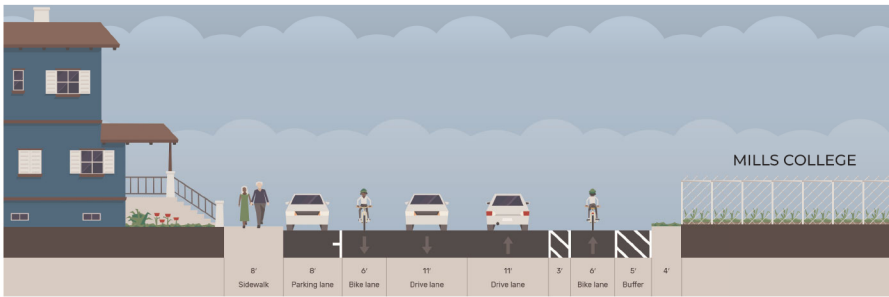
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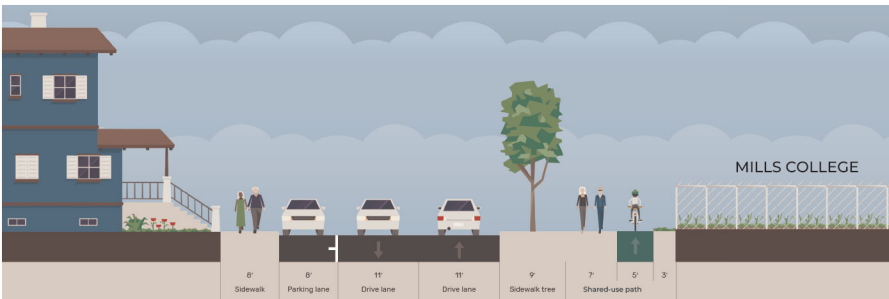
Department of
Transportation

EXISTING CONDITIONS BETWEEN RICHARDS ROAD AND 55TH AVENUE



- Bike lane going eastbound on Macarthur Boulevard does not have separation from parking lane and travel lanes
- Buffered bike lane going westbound on Macarthur Boulevard
- Narrow, not well-maintained sidewalk on westbound side adjacent to Mills College
- No left-turn lanes except at major intersections
- Two 11' drive lanes, one in each direction

PROPOSED IMPROVEMENTS



- Shared-use path on the westbound side of Macarthur Blvd with dedicated space for pedestrians and bicyclists
- Shared-use path would be separated from the roadway
- Parking lane would be maintained on eastbound side
- Bike lane on eastbound side would be removed

Contact: Charlie Ream - CReam@oaklandca.gov • Website: <https://www.oaklandca.gov/projects/lammeps2> • Updated: 6/6/22

5

Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Phase 2 project

Continuing to make Macarthur Boulevard safer for all users

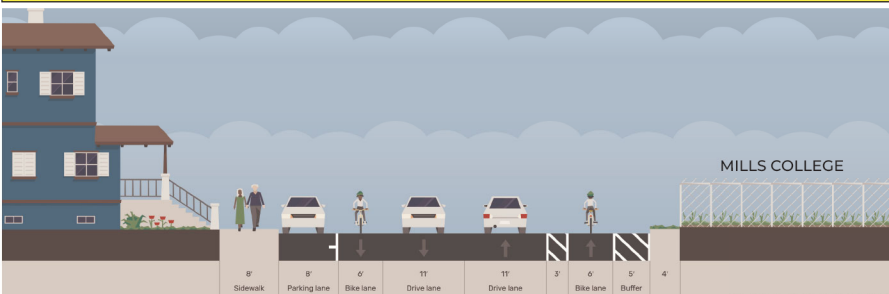
DRAFT



City of
Oakland

Department of
Transportation

EXISTING CONDITIONS BETWEEN 55TH AVENUE AND SEMINARY AVENUE



- Lack of a usable sidewalk on the westbound side adjacent to Mills College; overgrown vegetation contributes to an uncomfortable pedestrian experience
- Buffered bike lane in the westbound direction
- Bike lane in the eastbound direction does not have separation from vehicles in the drive lane
- Two 11' drive lanes, one in each direction

PROPOSED IMPROVEMENTS



- Shared-use path on the westbound side of Macarthur Blvd with dedicated space for pedestrians and bicyclists
- Shared-use path would be separated from the roadway
- Bike lane going eastbound would be adjacent to the sidewalk and would be separated from traffic by the parking lane

Contact: Charlie Ream - CReam@oaklandca.gov • Website: <https://www.oaklandca.gov/projects/lammeps2> • Updated: 6/6/22

6

Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Phase 2 project

Continuing to make Macarthur Boulevard safer for all users

DRAFT

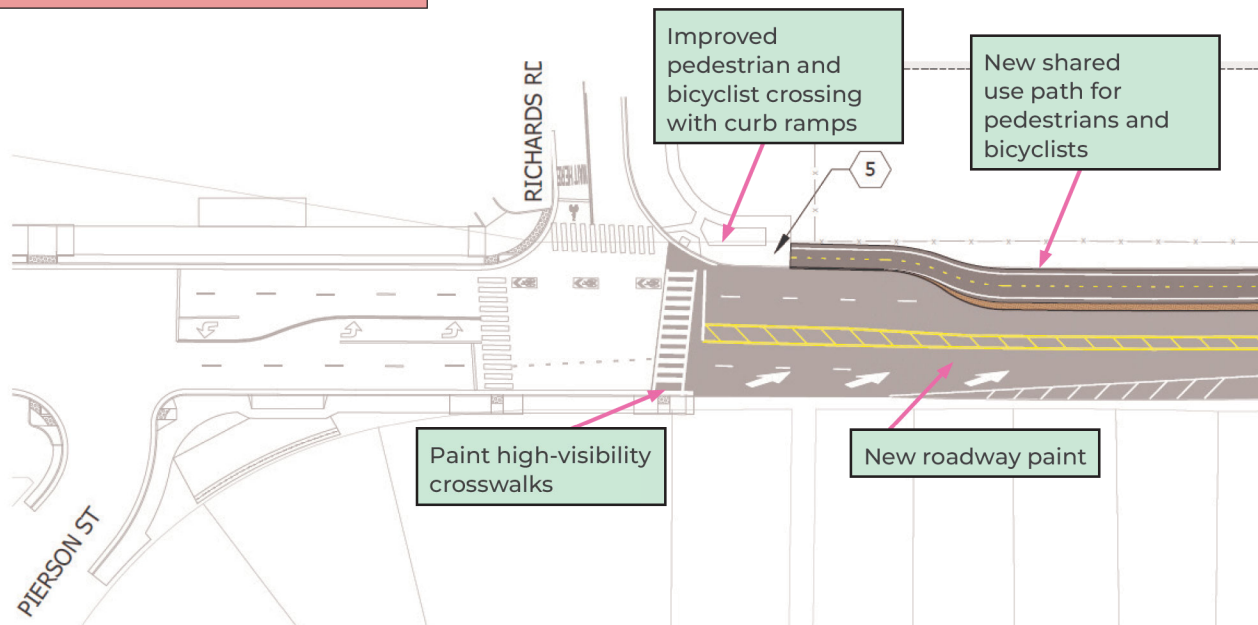


City of
Oakland

Department of
Transportation

PROPOSED IMPROVEMENTS

MACARTHUR BLVD & RICHARDS ROAD



Contact: Charlie Ream - CReam@oaklandca.gov · Website: <https://www.oaklandca.gov/projects/lammeps2> · Updated: 6/6/22

7

Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Phase 2 project

Continuing to make Macarthur Boulevard safer for all users

DRAFT

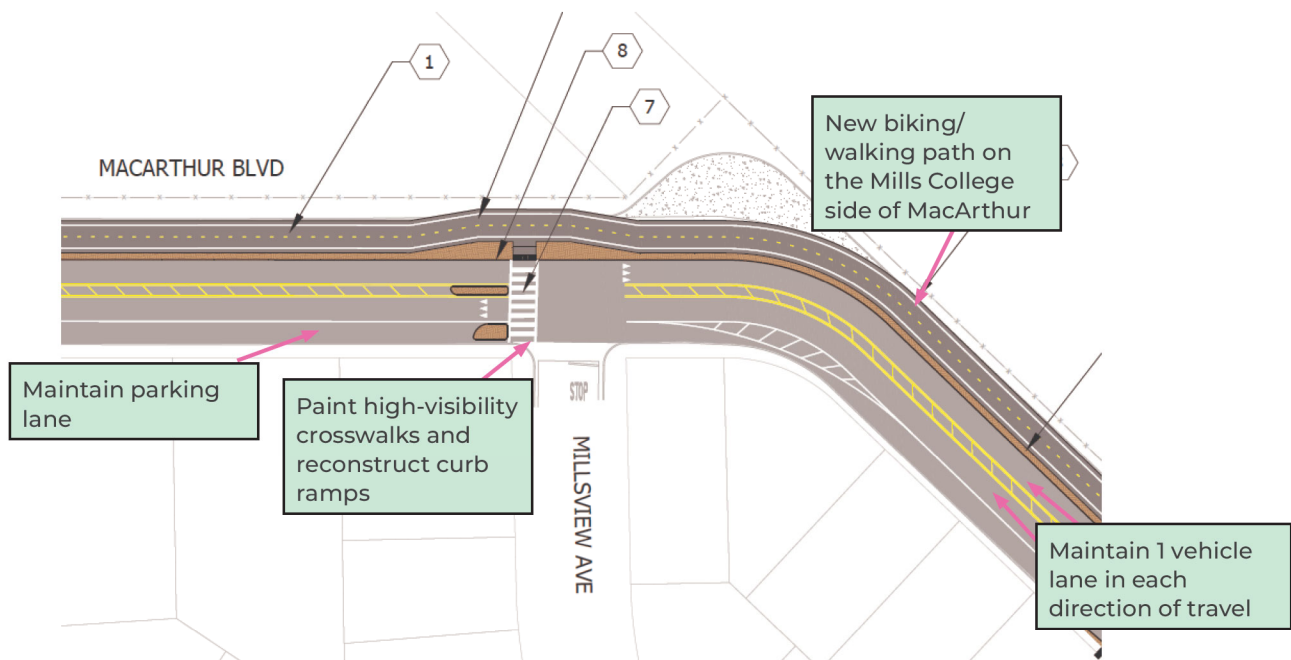


City of
Oakland

Department of
Transportation

PROPOSED IMPROVEMENTS

MACARTHUR BLVD & MILLSVIEW AVENUE



Contact: Charlie Ream - CReam@oaklandca.gov · Website: <https://www.oaklandca.gov/projects/lammeps2> · Updated: 6/6/22

8

Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Phase 2 project

Continuing to make Macarthur Boulevard safer for all users

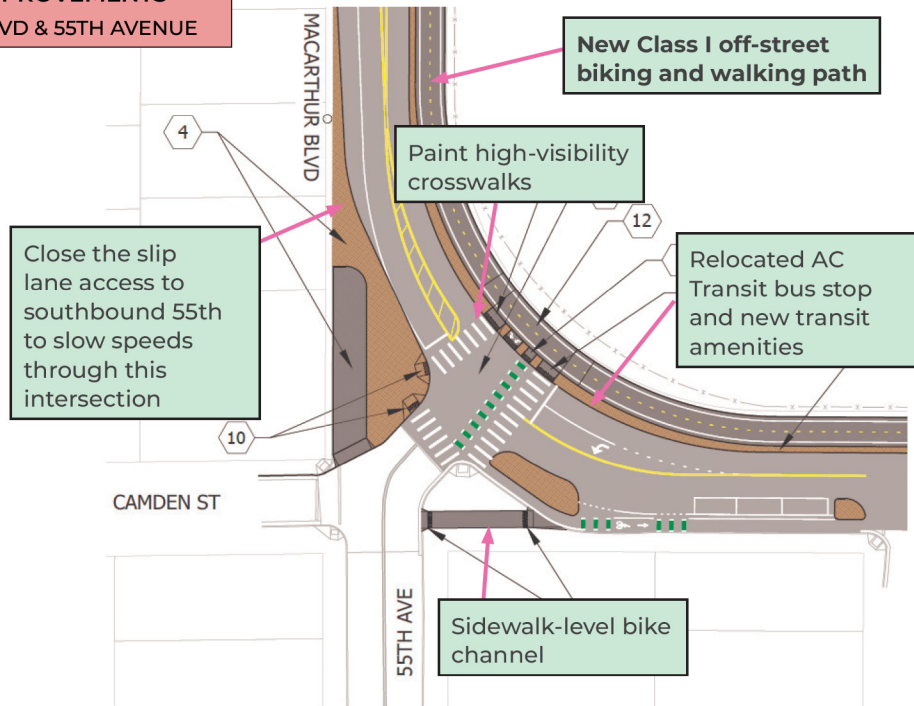
DRAFT



City of
Oakland

Department of
Transportation

PROPOSED IMPROVEMENTS MACARTHUR BLVD & 55TH AVENUE



Contact: Charlie Ream - CReam@oaklandca.gov · Website: <https://www.oaklandca.gov/projects/lammeps2> · Updated: 6/6/22

9

Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) Phase 2 project

Continuing to make Macarthur Boulevard safer for all users

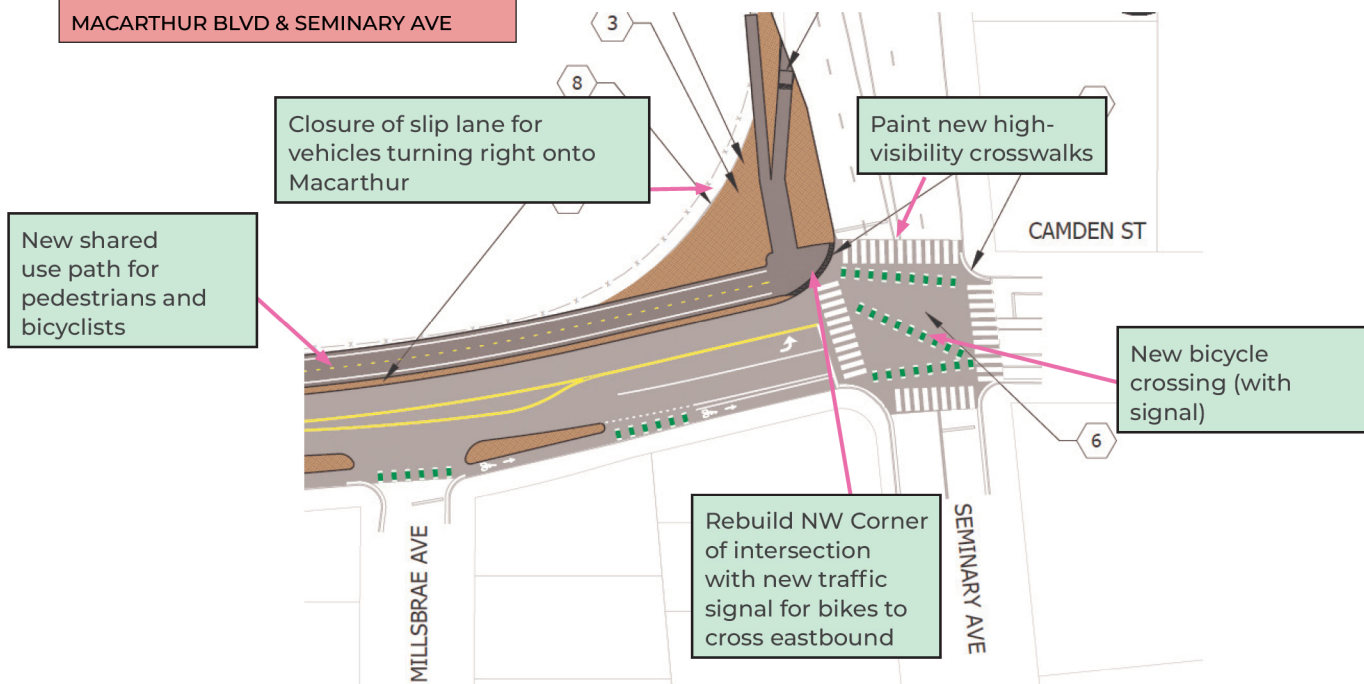
DRAFT



City of
Oakland

Department of
Transportation

PROPOSED IMPROVEMENTS MACARTHUR BLVD & SEMINARY AVE



Contact: Charlie Ream - CReam@oaklandca.gov · Website: <https://www.oaklandca.gov/projects/lammeps2> · Updated: 6/6/22

10



» **COMPLETED PUBLIC OUTREACH**

- May 4, 2022: Meeting with Mills College staff
- May 10, 2022: Meeting with Millsview Avenue neighbors
- May 25, 2022: Millsmont/Evergreen/ Millbrae Neighborhood Council meeting
- May 25, 2022: Briefing with Councilmember Taylor's office
- June 8, 2022: Laurel/ Redwood Heights Neighborhood Council meeting

SUMMARY OF PUBLIC INPUT RECEIVED TO-DATE

SAFETY CONCERNS

- Traffic violations by drivers, including dangerous speeds, running red lights at intersections, and using bike lanes or parking lanes as passing lanes
- High number of crashes, especially property damage-only crashes

VEHICLE TRAFFIC

- During commute hours, traffic is backed up at the intersections of Macarthur blvd and 55th Avenue and macarthur boulevard & seminary avenue

DESIGN TREATMENTS

- Physical barriers and concrete are needed to slow the speed of cars
- Ensure that there are safety improvements for pedestrians
- Shared-use pathway next to Mills College would be major improvement for bicyclists



SCHEDULE AND NEXT STEPS

» **Upcoming public outreach**

- June 16, 2022: Oakland Bicyclist and Pedestrian Advisory Commission (BPAC) meeting
- July 13, 2022: Maxwell Park Neighborhood Council Meeting
- » **Summer 2022:** Apply for funding through the One Bay Area Grant program. Deadline is June 30, 2022
- » **Early 2023:** Grant award notification (project implementation is dependent on successfully securing funding)
- » **Summer 2023:** If successful, begin detailed design and community outreach

PLEASE VISIT THE PROJECT WEBSITE TO VIEW DETAILED DRAFT CONCEPT PLANS (WHICH ARE FOR DISCUSSION PURPOSES ONLY): [WWW.OAKLANDCA.GOV/PROJECTS/LAMMPS2](https://www.oaklandca.gov/projects/lammeps2)

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.

This form may be downloaded at mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists must be emailed to completestreets@bayareametro.gov.

PROJECT INFORMATION	
Project Name/Title:	
Project Area/Location(s):	MacArthur Boulevard between Richards Road and Seminary Avenue
Attach map if available.	

PROJECT DESCRIPTION: (300-word limit) 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		
Contact Name & Title:	Contact Email:	Contact Phone:
Agency:		

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: <ul style="list-style-type: none"> • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan 	<input type="checkbox"/>	<input type="checkbox"/>	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage .	<input type="checkbox"/>	<input type="checkbox"/>	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.	

Topic	CS Policy Consideration	YES	NO	Required Description	Description
2. Active Transportation Network (Cont.)					
3. Safety and Comfort	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?	<input type="checkbox"/>	<input type="checkbox"/>	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	
	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 type="checkbox"/>	<input type="checkbox"/>	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS .	
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	List transit facilities (stop, station, or route) and all affected agencies.	
	B. Have all potentially affected transit agencies had the opportunity to review this project?	<input 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 Mobility Hub within the project area?	<input type="checkbox"/>	<input type="checkbox"/>	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	Please provide Class designation for bikeways. Cite design standards used.	
6. Equity	Will Project improve active transportation in an Equity Priority Community?	<input type="checkbox"/>	<input type="checkbox"/>	Please list EPC(s) affected.	
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	<input type="checkbox"/>	<input type="checkbox"/>	Please provide meeting date(s) and a summary of comments, if any.	

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.)	<input type="checkbox"/>

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](#)

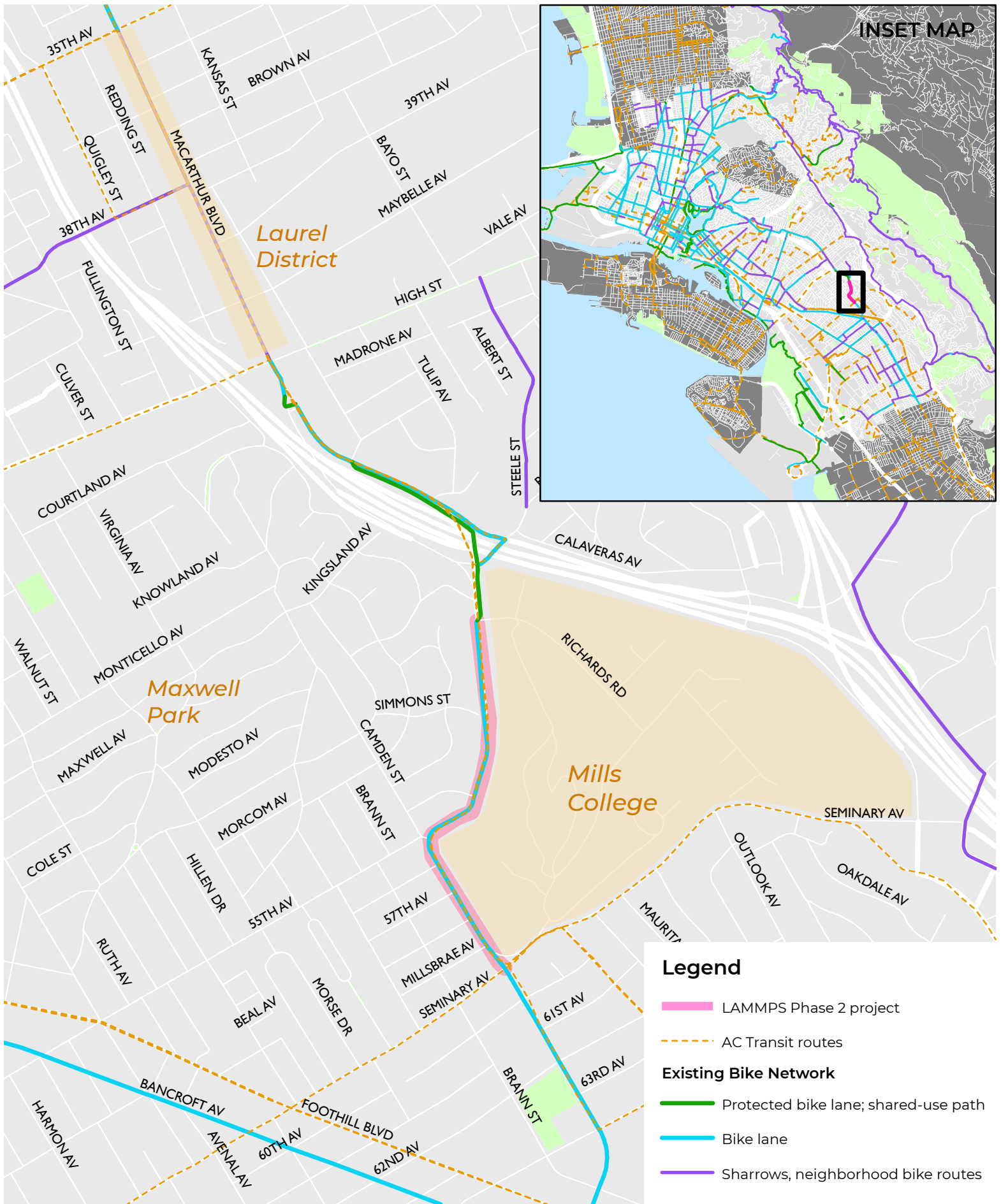
Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and 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†	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			
	Greater than 6,000			Protected Bicycle Lane
Greater than 26 mph†	≤ 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*.



Laurel Access to Maxwell Park, Mills, and Seminary (LAMMPS) Phase 2 Project Area

Ream, Charlie

From: Owen Goetze <ogoetze@actransit.org>
Sent: Thursday, May 26, 2022 2:28 PM
To: Ream, Charlie
Cc: Chan, Celina; Jim Cunradi; Mika Miyasato; Robert Del Rosario; Ehlers, Emily
Subject: RE: LAMMPS 2 - MTC Complete Streets checklist - transit coordination email

Hi Charlie,

Thank you for adding these into the list of additional items to investigate. We understand the tension between bus speeds and traffic calming and appreciate your looking into creative options to keep the bus reliable in the area while improving safety for cars, bikes, and pedestrians. I heard the community loud and clear last night at the NCPC 29X meeting and know that this is a lot to juggle for your team.

If there are additional ways AC Transit can work to support the LAMMPS 2 project and design going forward please let me know.

Thank you,

Owen Goetze
Transportation Planner
AC Transit
He/him
510-499-8191 (cell)

From: Ream, Charlie <CREam@oaklandca.gov>
Sent: Thursday, May 26, 2022 10:18 AM
To: Owen Goetze <ogoetze@actransit.org>
Cc: Chan, Celina <CChan@oaklandca.gov>; Jim Cunradi <JCunradi@actransit.org>; Mika Miyasato <mmyasato@actransit.org>; Robert Del Rosario <RDelRosa@actransit.org>; Ehlers, Emily <EEhlers@oaklandca.gov>
Subject: [EXTERNAL] Re: LAMMPS 2 - MTC Complete Streets checklist - transit coordination email

Hi Owen, thanks for the email and for always pushing for our projects to consider more transit improvements.

There's always a tension between bus speeds and traffic calming with a street like this, where the wide-open roadway has led to some serious and ongoing safety issues with racing/constant speeding/cars crashing into homes. But, there are always more design options to consider and I'm definitely open to including the three items that you list below in our grant scope for investigation during the detailed design phase.

The Seminary intersection, in particular, would be getting a new signal with this project so it seems like a queue jump would be feasible and not add too much cost. Moving forward, if this grant app is successful, we'd involve AC Transit in every step of our detailed design process so that we can continue to fine-tune this design.

Thank you,

Charlie

From: Owen Goetze <ogoetze@actransit.org>
Sent: Tuesday, May 24, 2022 9:15 AM
To: Ream, Charlie <CReam@oaklandca.gov>
Cc: Chan, Celina <CChan@oaklandca.gov>; Jim Cunradi <JCunradi@actransit.org>; Mika Miyasato <mmiyasato@actransit.org>; Robert Del Rosario <RDelRosa@actransit.org>
Subject: LAMMPS 2 - MTC Complete Streets checklist - transit coordination email

[EXTERNAL] This email originated outside of the City of Oakland. Please do not click links or open attachments unless you recognize the sender and expect the message.

Hi Charlie,

I've broken up the MTC checklist email by project. In regards to coordination on LAMMPS 2, AC Transit would like to see concrete speed and reliability improvements incorporated into the project design. With the current designs between 55th Ave and Seminary, the proposal would prevent the installation of transit priority improvements identified in AC Transit's Major Corridors plan and is a missed opportunity to reduce travel times and improve transit connections for East Oakland to local and regional destinations and for the 5,000 daily riders we see today on our service. In August we are returning to our pre-covid service levels in the area with a bus every 8 minutes all day. So while we can appreciate being included in the concept design meetings and can confirm coordination on stop length and turn templates, I think we'd like to see a stronger commitment by the City on helping bus transit as part of the project. Could the City commit to investigating additional improvements such as these?: 1) Queue Jump designs for the Westbound bus stop at Seminary on Camden, 2) 10'' curbs for the stop pair at 55th/MacArthur 3) Paratransit loading zones at each block where there are fronting addresses along the southern bike lane.

Thank you and happy to talk more offline if you'd prefer,

Owen Goetze
Transportation Planner
AC Transit
He/him
510-499-8191 (cell)

From: Ream, Charlie <CReam@oaklandca.gov>
Sent: Monday, May 23, 2022 10:15 AM
To: Jim Cunradi <JCunradi@actransit.org>; Owen Goetze <ogoetze@actransit.org>
Cc: Chan, Celina <CChan@oaklandca.gov>
Subject: [EXTERNAL] MTC Complete Streets checklist - transit coordination email

Hi Jim and Owen, this is regarding OakDOT's two upcoming OBAG Grants for transit streets in Oakland – the LAMMPS 2 Project and the 66th Avenue BART to Bay Trail Project.

MTC's new Complete Streets Checklist requires that for projects that touch transit route streets, we document our coordination with AC Transit:

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.

When you have a moment, could you please send over an email confirming acknowledgement of these projects, and that OakDOT is coordinating with you agency on these designs? A quick summary for each project below, and we'll continue to work with AC Transit through the detailed design phase if we're successful with both of these grants.

- 66th Avenue
 - Investigating adding a NB and SB stop at the Damon Slough parking lot/trailhead
 - Incorporating bus bulbs for in-lane stops at Coliseum Way
- LAMMPS 2
 - Coordinating on design of 55th/MacArthur – bus stop placement, crosswalks, turn dimensions
 - Coordinating on design of MacArthur/Seminary – stop relocations, etc

Thank you,

Charlie Ream

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.

This form may be downloaded at mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists must be emailed to completestreets@bayareametro.gov.

PROJECT INFORMATION	
Project Name/Title:	27th Street and Bay Place Project
Project Area/Location(s):	27th Street between Telegraph Avenue and Harrison Street, Bay Place between Harrison Street and Grand Avenue
Attach map if available.	

PROJECT DESCRIPTION: (300-word limit)

The 27th and Lakeside Streets Project will install protected bike lanes on 27th Street between Telegraph Avenue and Bay Place, and buffered bike lanes on Bay Place between 27th Street and Grand Avenue. The Project will simplify the intersection of 27th Street, Harrison Street, and Bay Place into a protected 4-way intersection.

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

Contact Name & Title:

Colin Piethe, Transportation Planner II

Contact Email:

cpiethe@oaklandca.gov

Contact Phone:

510-238-6109

Agency:

City of Oakland Department of Transportation

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	<p>Does Project implement relevant Plans, or other locally adopted recommendations?</p> <p>Plan examples include:</p> <ul style="list-style-type: none"> • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan 	<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>	The Project will implement the 2019 Let's Bike Oakland Bike Plan Update recommendation for protected bike lanes on 27th Street between Telegraph and Broadway, and implements the City's 2017 Pedestrian Plan recommendation to close free right turn lanes at 27th Street and Harrison Street, and at Bay Place and Grand Avenue.
2. Active Transportation Network	<p>Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage.</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>	Yes, 27th Street and Bay Place are included in the AT network. The project adheres to NACTO All Ages and Abilities Guidelines by proposing protected bike lanes on 27th Street between Telegraph Avenue and Harrison Street which has greater than 6,000 ADT (criteria on pg 4 of guidelines).

Topic	CS Policy Consideration	YES	NO	Required Description	Description
2. Active Transportation Network (Cont.)					
3. Safety and Comfort	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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	27th Street between Telegraph Avenue and Harrison Street, and Grand Avenue (connects to end of Bay Place segment) are on the City's multimodal HIN.
	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 LTS .	The project seeks to improve bicycle and pedestrian safety on 27th Street and Bay Place. Staff did not conduct an LTS analysis, but anticipates LTS 1 on 27th Street and LTS 2 on Bay Place.
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	List transit facilities (stop, station, or route) and all affected agencies.	There are no transit stops on 27th Street or Bay Place within the project area. OakDOT will work with AC Transit during design regarding any stops on intersecting streets.
	B. Have all potentially affected transit agencies had the opportunity to review this project?	<input 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 Mobility Hub 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.	
5. Design	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.	Both the Class IV on 27th Street between Telegraph Avenue and Bay Place, and the Class IIB buffered on Bay Place between Harrison Street and Grand Avenue, meet NACTO and Caltrans design guidelines.
6. Equity	Will Project improve active transportation in an Equity Priority Community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please list EPC(s) affected.	401300 (Higher EPC) and 403501 (High EPC)
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Please provide meeting date(s) and a summary of comments, if any.	City of Oakland BPAC 5/19/2022 meeting - commissioners support the Project's improvements, and requested that OakDOT examine feasibility of a roundabout at the intersection of 27th Street, Harrison Street, and Bay Place.

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.)	<input checked="" type="checkbox"/>

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.

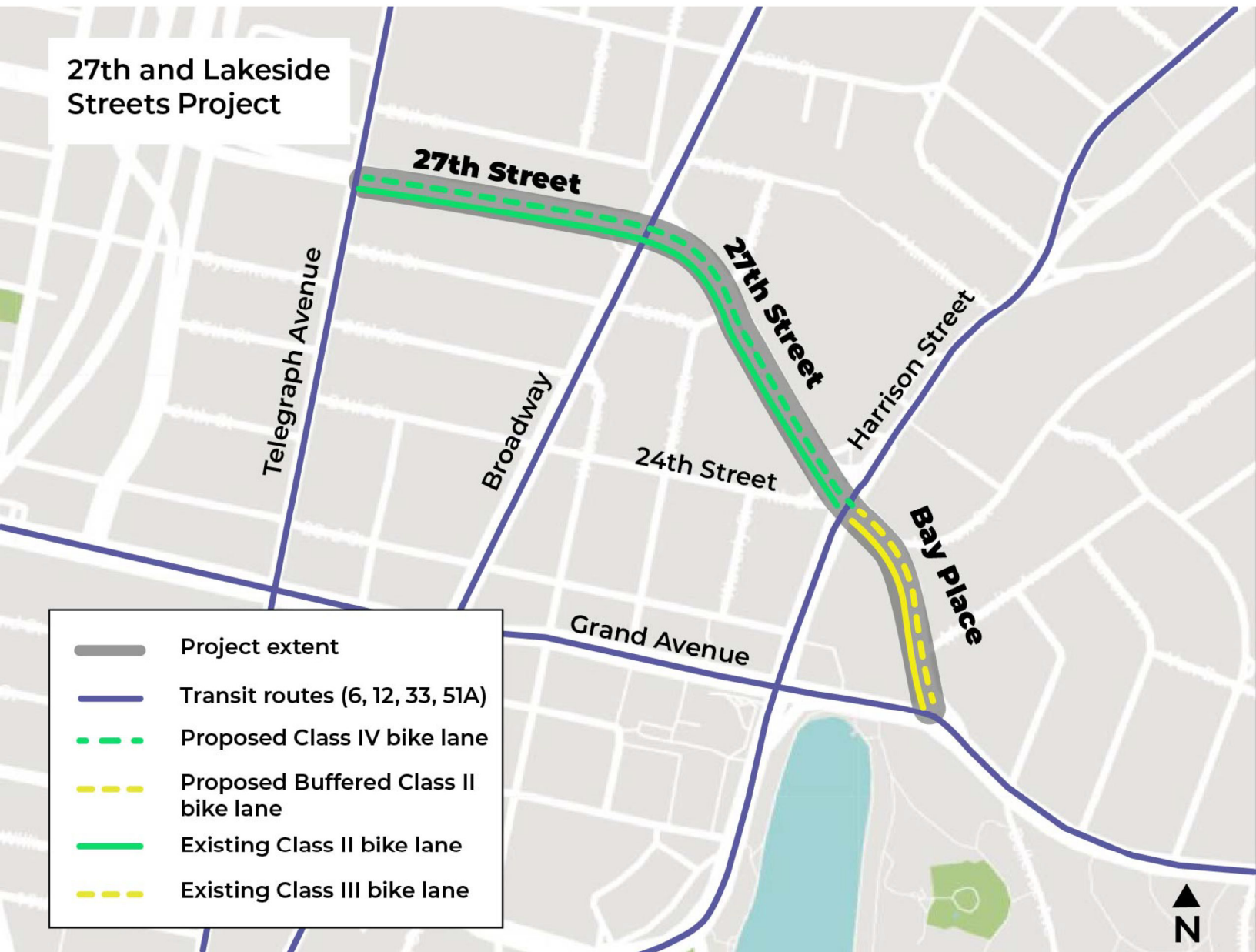
Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility 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 [†]	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			
	Greater than 6,000			Protected Bicycle Lane
Greater than 26 mph [†]	≤ 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*.

27th and Lakeside Streets Project



Safe Oakland Streets



Year-One Report on the Safe Oakland Streets Initiative

Agenda

I. Background

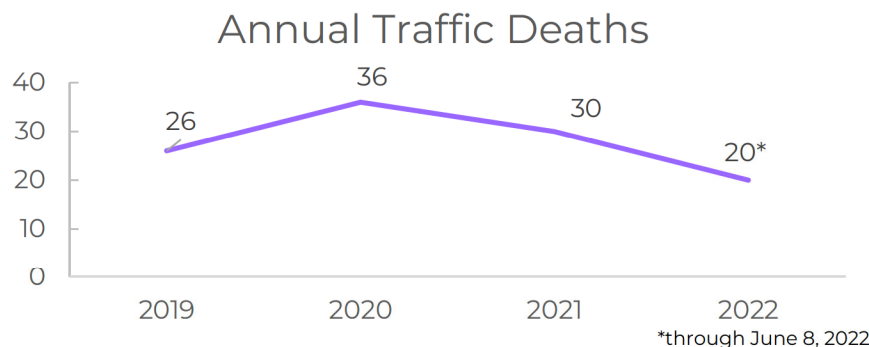
II. Strategy Updates

1. Coordination and Collaboration
2. Engineering
3. Policy
4. Planning and Evaluation
5. Engagement, Education and Programs
6. Enforcement

III. Stay Engaged

Too Many People are Dying

Approximately **two life-changing or life-ending** traffic crashes happen **each week**



Oakland deaths peaked in 2020 and are increasing YTD in 2022.

Nationally, traffic deaths reached a 16 year high in 2021.



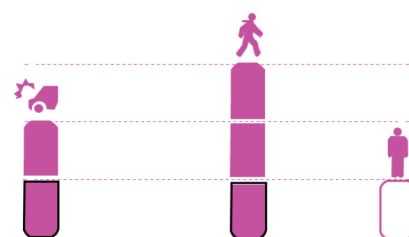
3

Severe and Fatal Crashes Disproportionately Impact Black Oaklanders and Seniors

Older Oaklanders
(65+)



2x more likely to be killed in a crash compared to all other Oaklanders



Black Oaklanders are 2 times as likely to be killed or severely injured in a crash (all modes)

Older Oaklanders are 3 times as likely to be killed or severely injured while walking compared to all other Oaklanders

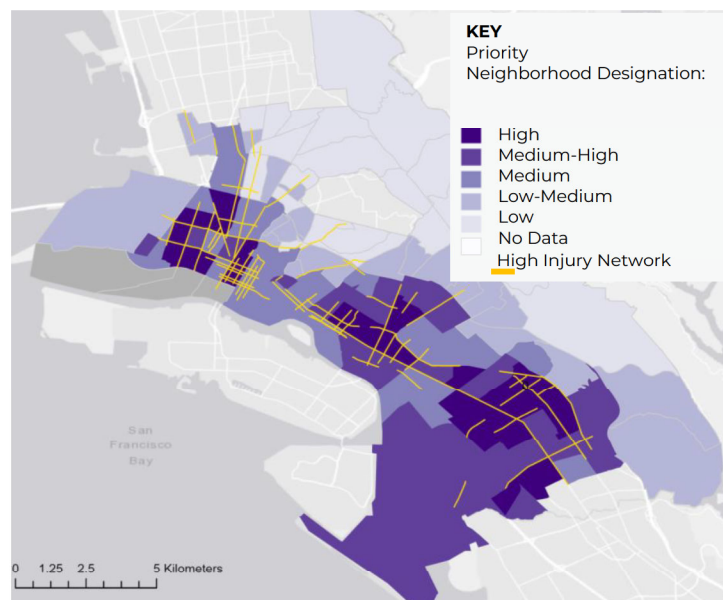
Source: Oakland Crash Analysis, 2018.

4

High Injury Network (HIN)

HIN = 6% of Oakland's Streets
that account for
60% of severe and fatal crashes

**95% of the HIN is in Medium
to High Priority Equity
Neighborhoods**








Source: High Injury Network: 2012-2016 Data from SWITRS (Statewide Integrated Traffic Records System) prepared by Fehr & Peers.

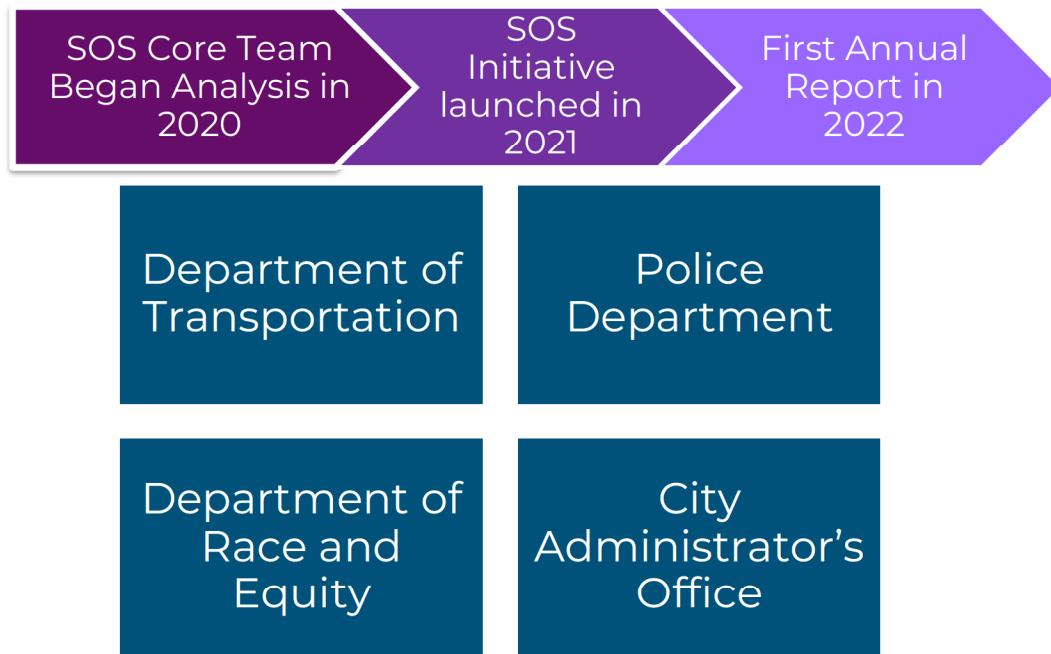
5

Most Dangerous Driving Behaviors

These Factors Account for 70% of Severe and Fatal Crashes

Crash Causes (Primary Collision Factors)	Crashes Resulting in Severe and Fatal Injuries (70%)
 Failure to yield	18%
 Unsafe speed	17%
 Unsafe Turning (especially left turns)	14%
 Impaired Driving	13%
 Disobeying Traffic Signals and Signs	8%

Safe Oakland Streets History



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Safe Oakland Streets Goals

1. **Prevent severe and fatal crashes** and related disparities impacting Black, Indigenous, and People of Color (BIPOC) communities, seniors, people with disabilities and low-income populations
2. **Eliminate severe and fatal injury inequities** including racial disparities impacting BIPOC communities that exist today in Oakland
3. **Inform effective and equitable safety strategies** that prevent injury and injury inequities, and do not have adverse equity impacts on BIPOC communities, seniors, people with disabilities and low-income populations
4. **The overarching goal is zero traffic deaths in 20 years** and our SOS work will continue until that goal is reached

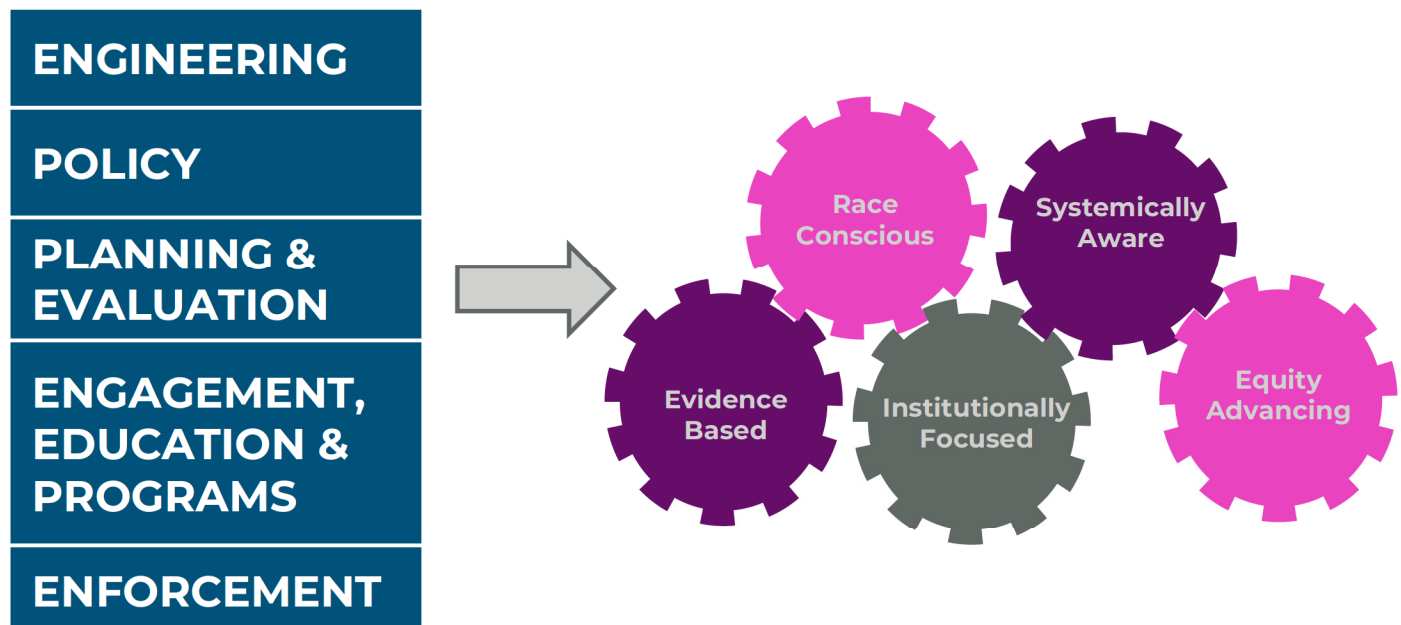


Safe Oakland Streets Approach

Traditional Approach		Safe Oakland Streets (SOS) Approach
Focus on all crashes	➔	Focus on <i>fatal and severe injury</i> crashes, and <i>eliminating inequities</i>
Individual responsibility	➔	A <i>Safe System</i> that <i>Protects the Most Vulnerable</i>
Perfecting human behavior	➔	Anticipate that <i>people make mistakes</i> and have a <i>range of abilities</i>
Agencies working in silos	➔	Interdepartmental coordination is a <i>valuable asset</i>
Community engagement is too time consuming	➔	We <i>must engage</i> with <i>communities most impacted</i>
Complaint-driven improvements	➔	<i>Strategic investments</i> where severe injuries are concentrated, in areas of historic under-investment

9

Efficacy and Equity Assessment



10

Strategies Summarized

ENGINEERING	Most critical element, prioritize this with strong engagement
POLICY	Focus on speed-related policies
PLANNING & EVALUATION	Build more robust and transparent injury data; update HIN
ENGAGEMENT, EDUCATION & PROGRAMS	Engage communities in strategies, partner w/ CBOs on programs, and seek opportunities for collaboration
COLLABORATION	Coordinate across departments & public; report to Council annually
ENFORCEMENT	Use new traffic enforcement strategies, improve data & guidance to reduce disparities

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Agenda

I. Background

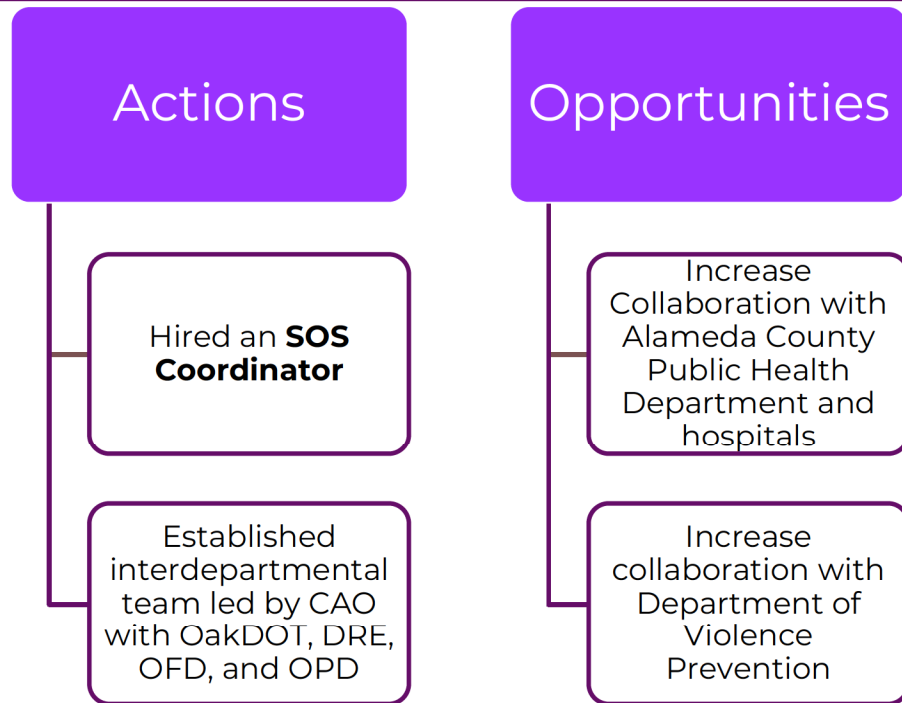
II. Strategy Updates

1. Coordination and Collaboration
2. Engineering
3. Policy
4. Planning and Evaluation
5. Engagement, Education and Programs
6. Enforcement

III. Stay Engaged

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Strategy 1. Coordination & Collaboration



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Strategy 2. Engineering

Safety Improvements Delivered

- **238** Safety Improvements in 2021 (Including 132 Traffic Safety Service Requests)
- **181** Safety Improvements in 2022 (Not including Traffic Safety Service Requests and emerging near-term Improvements)
- **Total of 419 Safety Improvements (and counting)**

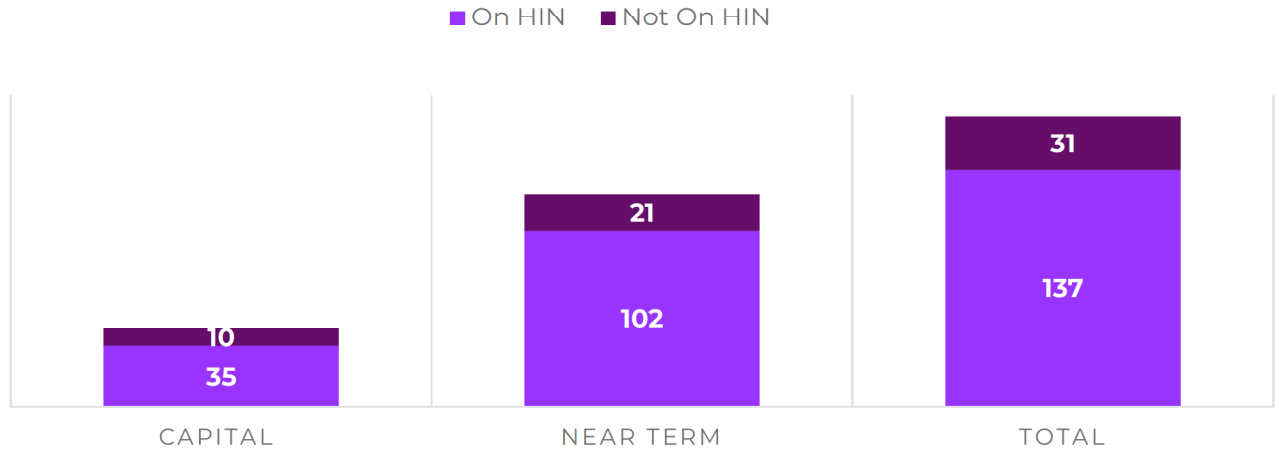


LAAMPS Project at MacArthur Blvd & Richards Road (completed 2021)

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Strategy 2. Engineering

82% of 2021 & 2022 Mapped Improvements on HIN



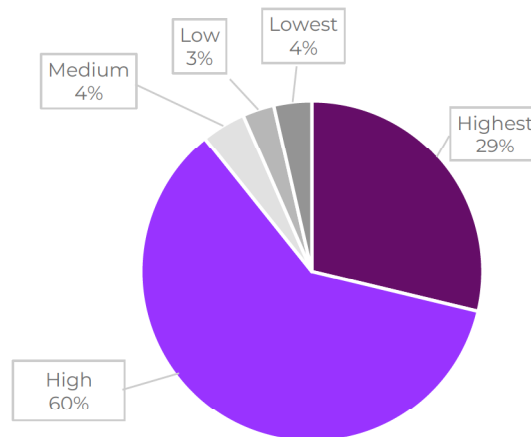
*Total number of mapped improvements = 168 out of 419. Speed bumps, traffic safety service requests, and 2022 speed limit reduction locations are not represented.

**Some projects extend beyond the HIN; all projects included are at least 50% on the HIN.

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Strategy 2. Engineering

89% of Mapped Improvements in High/Highest Priority Equity Communities



*Total number of mapped improvements = 168 out of 419. Speed bumps, traffic safety service requests, and 2022 speed limit reduction locations are not represented.

**Some projects extend beyond one priority community.

16

Strategy 2. Engineering

Safety Improvement Projects



Foothill and Mitchell (Completed 2021)



Strategy 2. Engineering

Safety Improvements Delivered Via Paving



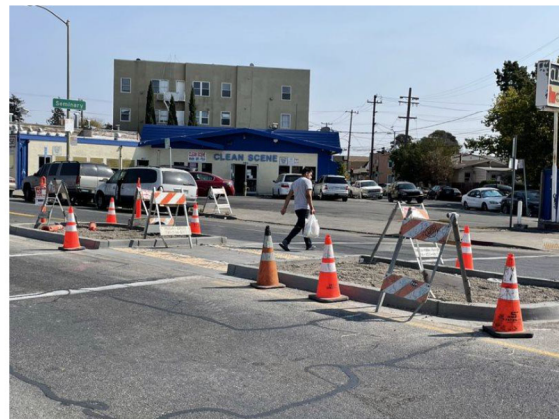
MacArthur Blvd (73rd Ave to 82nd) - completed 2021



Strategy 2. Engineering

Opportunities:

1. Focus on projects that merit improvements through established **data-driven prioritization processes** focusing resources on the HIN and in High Priority Equity Communities
2. Address City of Oakland **recruitment and retention issues**
3. Streamline and improve the **contracting process** with Community Based Organizations



Pedestrian Island Construction on Bancroft and Avenal (2021)

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Strategy 3. Policy

Automated Enforcement Actions and Opportunities

Actions

Oakland is part of a coalition of CA cities advocating for Automated Speed Enforcement (ASE)

Pursued ASE to implement the Reimagining Public Safety goal of moving traffic enforcement to OakDOT

Opportunities

Re-introduce a Red Light Camera Program

Continue to advocate for automated speed enforcement in 2023; secure City Council support early.



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Strategy 3. Policy

Lower Speed Limits

15 MPH School Zones

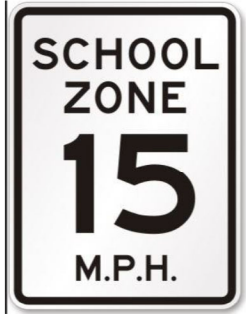
- 10 schools completed summer 2022
- 10 more schools by the end of 2022
- Continued implementation in 2023

Lowering Speeds in Commercial Districts

- 5 slow zones (20-25 mph) in 2022
- 5 more in 2023

Additional Implementation

- 60% of Speed Surveys will be active in 2022
- Speeds won't have to increase
- Gateway Speed Limit Signs



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Strategy 4. Planning and Evaluation

Actions

Monthly traffic fatalities reporting

OPD provides public access to stop data

Opportunities

Public-facing webpage, with map, showing traffic fatalities

Update the High Injury Network by Winter 2023

Assess crash patterns among people with disabilities

Police → Resources → 2022 Stop Data and Reports

2022 Stop Data and Reports

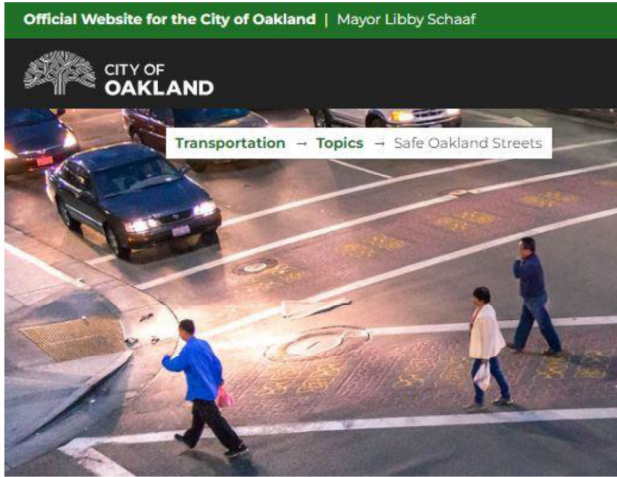
Date Posted: June 3rd, 2022 @ 10:17 AM
Last Updated: June 3rd, 2022 @ 10:55 AM

[Stop Data Report Q1 2022](#)

[Q1 2022 Stop Data](#)

22

Strategy 5. Engagement, Education & Programs



Actions

Coordinated with DVP, OPW AND NEST to address urgent safety needs and the intersection with traffic safety

Created an SOS Webpage with resources High Injury Network map and the Geographic Equity Toolbox

Opportunities

Learn from and apply restorative justice lessons

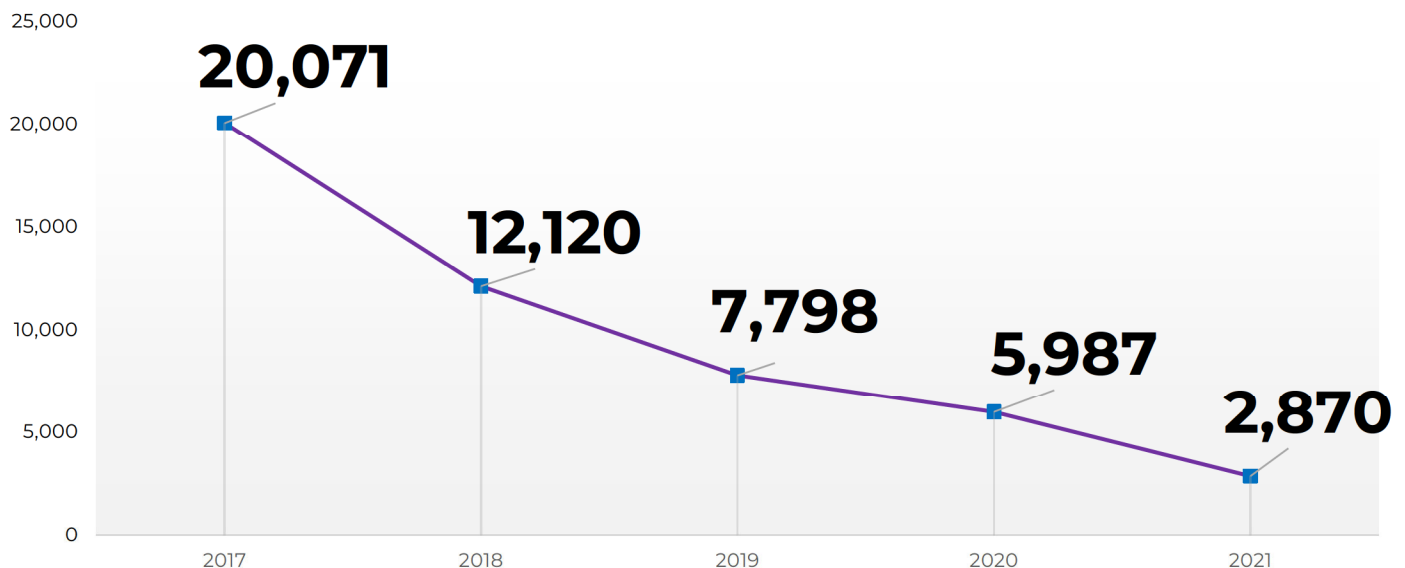
Build on info sharing with NSCs, and through website, social media accounts, and news outlets

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Strategy 6. Enforcement

Traffic Stops have Notably Decreased

Non-Dispatch Non-Intelligence Led Traffic Stops



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Strategy 6. Enforcement

Traffic Stops Increasingly Focused on Moving Violations

	2019	2020	2021
Moving Violation	80% (7,280)	88% (5,279)	93% (2,661)
Equipment Violation	13% (1,212)	8% (456)	4% (113)
Non-Moving Violation, Including Registration	7% (627)	4% (251)	3% (96)
Null	0% (1)	0% (1)	0% (0)
Grand Total	100% (9,120)	100% (5,987)	100% (2,870)

Non-Dispatch, Non-Intelligence-Led Traffic Stops, 2019-2021, OPD ²⁵

Strategy 6. Enforcement

Traffic Stops Focused on HIN in 2021

- Over 50% of traffic stops were on the HIN and in Priority Equity Neighborhood
- 68% of the HIN is in High Priority Equity Neighborhoods
- 71% of traffic stops were on the HIN

	Occurred in Priority Equity Neighborhoods**	Occurred Outside Priority Equity Neighborhood
Occurred on High Injury* Network	[1777] 52%	[646] 19%
Occurred outside of High Injury Network	[523] 15%	[461] 14%

* Within 500 ft of HIN

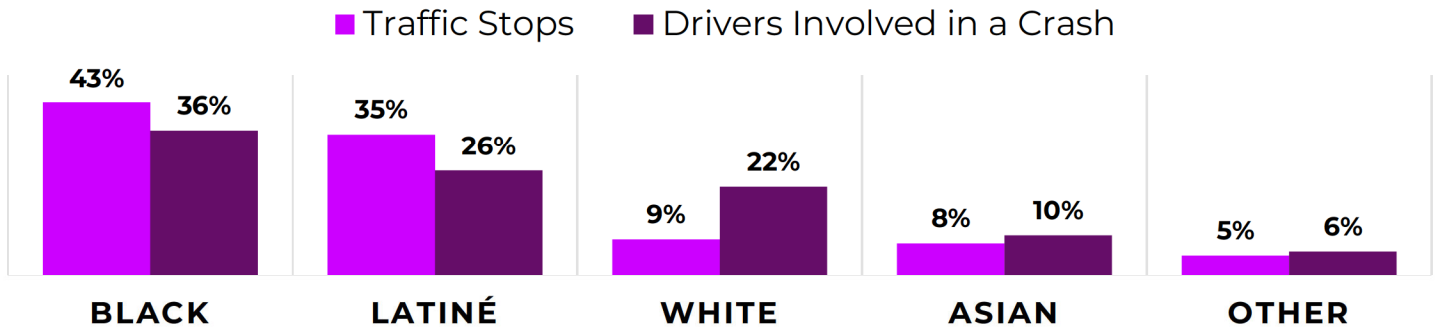
**Defined as High and Highest Priority Equity Neighborhoods

Non-Dispatch Traffic Stops, 2021, OPD ²⁶

Strategy 6. Enforcement

Racial Disparities in Traffic Stops

- **OPD has reduced racial disparities in stops** since 2016
- **Still, more stops are conducted on Black and Latiné Drivers** than crashes involving Black and Latiné drivers (*our best proxy for who is driving on local streets*)



Non-Dispatch, Non-Intelligence-Led Stops, 2021 OPD
SWITRS 2020

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Agenda

I. Background

II. Strategy Updates

1. Coordination and Collaboration
2. Engineering
3. Policy
4. Planning and Evaluation
5. Engagement, Education and Programs
6. Enforcement

III. Stay Engaged

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Stay Engaged:

- Safe Oakland Streets: [City of Oakland | Safe Oakland Streets \(oaklandca.gov\)](https://www.oaklandca.gov/safe-oakland-streets)
- OakDOT Major Projects Map: <https://www.oaklandca.gov/resources/active-major-improvements-project>
- 5-Year Paving Plan: [City of Oakland | Paving \(oaklandca.gov\)](https://www.oaklandca.gov/paving)
- OPD Stop Data: [City of Oakland | Oakland Police Department Stop Data \(oaklandca.gov\)](https://www.oaklandca.gov/police-department-stop-data)
- Sideshow Prevention: <https://www.oaklandca.gov/topics/sideshow-prevention-efforts>
- Geographic Equity Toolbox: <https://www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox>
- Speed Bump Application: <https://www.oaklandca.gov/services/apply-for-a-speed-bump>
- 2021-2023 Traffic Safety Earmarks: <https://www.oaklandca.gov/projects/2021-2023-traffic-safety-earmarks>

June 2022 BPAC Agenda Item 11. 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, Robert Prinz , Midori Tabata, Brendan Pittman, RB Burnette Jr
Legislative Committee	6/21/18	Research and develop policy recommendations for consideration by the BPAC	Frank, Gardner , 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	Midori Tabata , Jimmy Jessup
Bicyclist Pedestrian Police Relations Committee	9/20/18	Rectify inequitable policing and racial profiling through analysis, dialog, and recommendations	Campbell, Frank, Mangrum	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**

Committee Updates

- Legislative Committee:
 - The Legislative Committee met on June 6, 2022. Committee members discussed several committee projects, including how to facilitate regular reporting to BPAC of detailed and comprehensive collision data in real time, investigating policies related to the use of pedestrian "beg buttons," and gathering additional information about traffic calming techniques.
 - The City Council will again consider issues relating to Traffic Calming during the upcoming meeting of the City Council on June 21st (meeting beginning at 1pm.) The item is scheduled as a continuation of the discussions held on April 19th and May 17th. Reports provided at past hearings are available here: <https://oakland.legistar.com/LegislationDetail.aspx?ID=5473308&GUID=8FCB73DF-C113-4819-994B-90CA4ADA7383&Options=&Search=>
 - The committee meets on the first Monday of each month at 5pm. For additional information, contact Grey Gardner at greybpac@gmail.com.

June 2022 BPAC Agenda Item 12. Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment

Three-month agenda look-ahead

July

- BPAC 2023 New Commissioner Outreach & Outreach Process Updates
- 73rd Ave Project Active Transportation Program (ATP) Grant Application, Manuel Corona, Charlie Ream)
- Bancroft Ave Project Active Transportation Program (ATP) Grant Application, Manuel Corona, Julieth Ortiz
- School Safety Crossing Guards, Paul Cirolia (tentative)
- BART's One Bay Area Grant (OBAG) applications for Transit-oriented Development at the West Oakland and Lake Merritt Stations (tentative)

August

- Mayor & Transportation Advisor to the Mayor (tentative)
- Commission on Aging (tentative)
- Major Development Projects Update (tentative)

September

- BPAC Commissioner Appointment Recommendations
- Strategic Planning Projects Update (tentative)
- Paving Plan 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

Announcements

- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, sign up at <https://oaklandca19202.activehosted.com/f/20>.
- **Bike Safety Education Videos Feature Oakland Bikeways:** Check out the 13 short videos on basic bicyclist safety education topics such as the [ABC Quick Check](#), [common crash types](#), [dooring and the Dutch Reach](#), [lane positioning](#), [signaling and scanning](#), and more made by the League of American Bicyclists (LAB) in November 2021. The videos are under 4 minutes each, include English and Spanish versions, and were filmed using bikeways around Lake Merritt and in downtown. They were filmed in coordination with Bike East Bay, DoorDash, and the City's Film Office. Please see the LAB blog post at <https://bikeleague.org/content/league-and-doordash-release-13-new-dual-language-smart-cycling-videos> and a direct link to all the videos at <https://www.youtube.com/c/BikeLeague/videos>.
- **Park Blvd Rapid Response** – Starting June 8th, OakDOT staff began reducing lanes between Dolores Ave and Wellington Street. The result will be one travel lane per direction on Park Blvd at its intersections with Everett and El Centro avenues where there is a concentration of pedestrian crossings.
- **Closure of El Embarcadero during Lake Merritt Events:** The Lake Merritt Working Group is working to close El Embarcadero for crowd control and to assist with public vending. El Embarcadero between Grand and Lakeshore avenues will be closed during all events the Lake Merritt Working Group designates necessary to maintain public safety. Locking, foldable signs have been designed and manufactured that can be opened during times El Embarcadero is closed to through traffic.
- **California Assembly Bill 43:** Speed Limit Setting is a bill passed in 2021 that allows cities to lower speed limits in several technical ways.
- **East Oakland Futures Festival:** OakDOT will be providing \$12,500 to sponsor the inaugural East Oakland Futures Festival on 90th Ave led by Walk Oakland Bike Oakland. The event is scheduled for the weekend of Juneteenth.
- **Paint the Town:** The Paint the Town Program recently completed three murals and has three upcoming mural painting events.

- KIPP Bridge Academy Elementary School organized with neighbors to paint a mural honoring Black history from coast to coast on 17th St at West St on May 13-15, 2022.
- Esperanza at Stonehurst Charter Elementary School painted a mural at the entrance to the school at 10315 E St on May 17 -18, 2022.
- Laurel Elementary School and Safe Passages painted a mural in front of the entrance to the school at 3750 Brown Ave on June 3-5, 2022.
- Oakland Trybe, the District 2 Council Office, and Roosevelt Middle School plan to paint a mural at the intersection of 18th Ave and E 19th St on June 21-24, 2022.
- Keisha Henderson is organizing with neighbors to paint the town on Scoville St at 55th Ave on June 23, 2022.
- Greenleaf Elementary School and Safe Passages plan to paint a mural in front of the school at 6328 E 17th St on July 13-15.

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=IQwWA2S_6-TrFrCbIxM0qRxIjceFT6ZZH&ll=37.79765446934255%2C-122.22637454999993&z=13 or the project webpage at www.oaklandca.gov/projects/paint-the-town.

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.