

CITY OF OAKLAND



DALZIEL BUILDING . 250 FRANK H. OGAWA PLAZA . SUITE 4314 . OAKLAND . CALIFORNIA . 94612
Oakland Department of Transportation (OakDOT), Safe Streets Division

Bicyclist and Pedestrian Advisory Commission Special Meeting Agenda

Thursday, June 12, 2025; 6:00-8:00 pm

City Hall, Hearing Room 4

BPAC Home Page: www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission

Resources for Commissioners: <https://www.oaklandca.gov/resources/resources-for-bpac-members>

Commissioners

Priyanka Altman, Kirsten Flagg, Grey Gardner, Jimmy Jessup, Alexander Perry,
David Ralston (Chair), Patricia Schader, Nicholas Whipps (Vice Chair), Dianne Yee

PUBLIC WEBCASTING

This is an in-person meeting. People participating in the meeting must attend in person. People may be able to observe this meeting remotely via the following options:

- To view the meeting by video, click on this link to download Zoom and open the meeting on a computer or smart phone: <https://us06web.zoom.us/j/89515425905> at the noticed meeting time.
- To listen to the meeting by phone, dial at the noticed meeting time (for higher quality, dial a number based on your current location): US: +1 669 444 9171 or +1 669 900 6833. International numbers available: <https://us06web.zoom.us/j/89515425905>. **Webinar ID: 895 1542 5905**

Remote participation including public comment via teleconferencing is not currently available. All Commission meetings will include procedures to comply with the open meeting requirements of the City's [Sunshine Ordinance](#) and the State's [Brown Act](#).

PUBLIC PARTICIPATION

Enter City Hall at the entrance on 14th Street. After receiving a security screening, proceed forward and either to the right to the elevators, or to the stairs farthest from the 14th Street entrance, on the left. Hearing Room 4 is located on the 2nd floor of City Hall on the side of the building farthest from 14th Street. There will be a sign-in sheet and paper agenda packets for participants.

There is public bicycle parking in the [Dalziel Garage](#) and [throughout Frank H. Ogawa Plaza](#), including 12 [BikeLink](#) eLockers at [the corner of 14th Street and Broadway](#).

Vehicle parking in the Dalziel parking garage at [250 Frank H. Ogawa Plaza](#) will be validated. The zone is **65360** and the code for this meeting is: **BPACJUN** [Instructions are available here](#).

To request security escort services anywhere within Frank Ogawa Plaza and locations outside the Plaza within a two- to three-block radius, please visit the City Hall security station. The escort can assist visitors to the 12th Street BART Station stairway/elevator, the Dalziel Garage elevator inside 250 Frank Ogawa Plaza, the City Center West parking garage, and other public parking garages in the nearby area. Escort services are available until 11:30 pm every night and extended on nights coinciding with City Council meetings.

To access the Dalziel Garage elevators inside 250 Frank Ogawa Plaza, please visit the City Hall security station to request access to the gated wheelchair-accessible exit behind City Hall and exit through the gate across from the elevator entrance to the left of the front doors to 250 Frank Ogawa Plaza.

If you have any questions, please email Noel Pond-Danchik (NPond-Danchik@oaklandca.gov), staff liaison to the Commission.

Time # Topic

- 6:00 1 **Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes** *Attachment* (10 minutes) – Chair Ralston will take roll call, determine quorum, and facilitate introductions. He will lead the commission in an acknowledgement of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians; for more information visit: oaklandca.gov/topics/traffic-fatality-tracking.
- On May 19, 2025, around 4:14 pm, a 10-year-old Black male bicyclist was hit by a driver on Coolidge Ave north of Nicole Ave. At the time of the incident, he was in critical condition.
 - On May 28, 2025, around 7:40 pm, on E 21st St just east of I 2th Ave, a Black male pedestrian in his 40s was killed and a female pedestrian in her 40s was injured after being struck by a driver fleeing from California Highway Patrol.
- 6:10 2 **Open Forum / Public Comment / Announcements** *Attachment* (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 Liaisons track Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking.) The Liaisons review 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 oaklandca.gov/services/oak311.
- 6:20 3 **Approval of Meeting Minutes** *Attachment* (5 minutes) – Seek motion to adopt the May 2025 Special BPAC meeting minutes.
- 6:25 4 **Committee & Liaison Overviews and Report Backs** *Attachment* (20 minutes) – Committees and liaisons of the BPAC will provide brief updates to the Commission. A list of active committees is included in the agenda packet and at www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons.
- Infrastructure Committee: The committee last met on May 1, 2025, and discussed: A Neighborhood Bike Routes Paving Coordination Update, Bicycling and Pedestrian Infrastructure Design Details and Supplemental Guidance, and a MTC and AC Transit Comment Letter. More info at: www.oaklandca.gov/meeting/may-2025-bpac-infrastructure-committee. Their next meeting is scheduled for July 3, 2025, from 3:30-5:30.
 - Policy and Legislative Committee: The committee met last on May 5th. They discussed the Fire Code Approval Cycle and collaboration between the Oakland Fire Department and OakDOT. Sarah Fine, Paving Division Manager at OakDOT, led a discussion on multiple major policy proposals supportive of increasing pedestrian right-of-way construction. The committee will report back from the discussion on the policy proposals from Sarah Fine on four resolutions that Fine will be taking to City Council. The goal of the resolutions is to expedite pedestrian right of way improvements. A synopsis of the proposals is included as an attachment. The commission will consider a motion to write a letter of support for the resolutions. More info at: www.oaklandca.gov/meeting/may-2025-bpac-policy-and-legislative. Their next meeting is scheduled for Monday, July 28, 2025 at 6pm.
- 6:45 5 **Bay Wheels** *Attachment* (35 minutes) – Kerby Olsen, OakDOT Shared Mobility Coordinator, will provide an update on the BayWheels E-Bike Expansion, the E-Bike Lending Pilot, and E-bikes for Parking Enforcement.
- 7:20 6 **Vision 980** *Attachment* (25 minutes) – Caltrans will provide an update on the Vision 980 Study and upcoming summer outreach events.
- Caltrans is seeking public feedback on three potential scenarios for reimagining the I-980 corridor between I-880 and I-580.
 - Interested members of the public can sign up for email updates on the project website, where we will share our new public survey and details on in-person events during the month of June: <https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/vision-980>
- 7:45 7 **Agenda look-ahead, suggestions for meeting topics** *Attachment* (15 minutes)
-



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin, or Spanish interpreter, please email NPondDanchik@oaklandca.gov / PGerard@oaklandca.gov or call 711 (for Relay Service) at least five (5) working days before the meeting. Please refrain from wearing scented products to this meeting as a courtesy to attendees with chemical sensitivities.

Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete en español, Cantonese, Mandarin o de lenguaje de señas (ASL) por favor envíe un correo electrónico a NPond-Danchik@oaklandca.gov / PGerard@oaklandca.gov o llame al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

會場有適合輪椅出入設施。需要殘障輔助設施, 手語, 西班牙語, 粵語或國語翻譯服務, 請在會議前五個工作天電郵 NPond-Danchik@oaklandca.gov / PGerard@oaklandca.gov 或致電 711 (電話傳達服務)。請避免塗搽香氛產品, 參加者可能對化學成分敏感。請避免塗搽香氛產品, 參加者可能對化學成分敏感。

Địa điểm tổ chức cuộc họp có đường dành riêng cho xe lăn. 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 / PGerard@oaklandca.gov hoặc gọi đến số 711 (với Dịch vụ Tiếp âm) ít nhất năm (5) ngày làm việc trước khi cuộc họp diễn ra. Vui lòng không sử dụng các sản phẩm có mùi thơm khi tham gia cuộc họp này như một phép lịch sự đối với những người tham dự nhạy cảm đối với các chất hóa học.

- ☐ Chief of Police
- ☐ Assistant Chief
- ☐ D/C Investigations
- ☐ D/C Field Operations
- ☐ D/C Services

- ☐ Robbery
- ☐ Assault
- ☐ Property Crimes
- ☐ Homicide
- ☐ Patrol Desk

- ☐ Patrol Lieutenants
- ☐ Intelligence-Include Report
- ☐ Support Operations Division
- ☐ Youth & Family Services
- ☐ Other:

☒ For Public Release

☐ Not For Public

Traffic Case **Information**

For Additional Information:

Lt. Tim Dolan

Ext. 510-777-8707

RD # 25-022022

On May 19, 2025 at about 1616 hrs. the Oakland Police Department responded to the 3000 blk of Coolidge Ave to investigate a vehicle collision involving a bicyclist.

Officers arrived on scene and located a bicyclist laying in the 3000 blk of Coolidge Ave with a severe head injury from the collision. OFD and Falk medical personnel arrived on scene and provided first aid. Falck transported the bicyclist to Children's Hospital where he was listed in critical condition.

Based on the preliminary investigation, it appears that the bicyclist was traveling south bound in the 3000 blk of Coolidge Ave and collided with a Chevrolet Express Van who was also traveling south bound in the 3000 blk of Coolidge Ave.

The bicyclist was a 10 year old male Oakland Resident. The identification is being withheld pending notification of next of kin.

It is unknown if speed, alcohol, or drugs played a factor in this collision.

This incident is still under investigation. Anyone with information is asked to contact the Oakland Police Department Traffic Investigation Unit at (510) 777-8570.

Officer L. Griffin III (Primary)
Officer I. Harris (Secondary)
Traffic Enforcement Unit
Support Operations Division

- ☐ Chief of Police
- ☐ Assistant Chief
- ☐ D/C Investigations
- ☐ D/C Field Operations
- ☐ D/C Services

- ☐ Robbery
- ☐ Assault
- ☐ Property Crimes
- ☐ Homicide
- ☐ Patrol Desk

- ☐ Patrol Lieutenants
- ☐ Intelligence-Include Report
- ☐ Support Operations Division
- ☐ Youth & Family Services
- ☐ Other:

☒ For Public Release

☐ Not For Public

Traffic Case Information

For Additional Information:
Lieutenant Tim Dolan
510-777-8663

RD #25-023351

On May 28th, 2025, at around 1941 hours, a CHP air unit advised OPD Dispatch they were in pursuit of a vehicle in the City Of Oakland. CHP ground units briefly pursued the vehicle, however disengaged the pursuit a short time later.

The vehicle continued to flee and drive recklessly, even after the pursuit had ended. The vehicle traveled to 12th Ave and E. 21st St. where the driver lost control and struck two pedestrians on the sidewalk. The suspect fled on foot and was taken into custody by CHP.

Officers arrived on scene and located a male and female pedestrian lying on the ground with severe injuries. OFD and medical personnel arrived on scene and provided life saving measures.

Falck transported the female pedestrian to Highland Hospital where she was listed in stable condition.

The male pedestrian succumbed to his injuries and was pronounced deceased on scene.

Both pedestrians were in their 40's from Oakland. The identification is being withheld pending notification of next of kin.

It does not appear that alcohol or drugs played a factor in this collision.

This incident is still under investigation. Anyone with information is asked to contact the Oakland Police Department Traffic Investigation Unit at (510) 777-8570.

Officer Josh Dement (Primary)
Officer Tui Pollard
Traffic Investigations Unit
Oakland Police Department

Agenda Item 2. Announcements Attachment

Announcements

- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, or the Bike Oakland Newsletter, sign up at www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission
- **East Oakland Futures Fest & Bike Ride:** The East Oakland Futures Festival is a block party with an Afrofuturistic theme showcasing the best in East Oakland's food, arts, tech, and culture. It will be on Saturday, June 7th. For more info, see: www.eastoaklandfuturesfest.org/ The Scraper Bike Team is leading a bike ride to the festival. They will meet at 10 am at Arroyo Viejo Park. bikeeastbay.org/event/4th-annual-liberation-bike-ride/
- **Deadline Extended for Oakland General Plan and Pedestrian Plan Neighborhood Walking Tours Application:** To connect with residents in Oakland's Environmental Justice Communities and understand the opportunities, challenges, needs, and wants of different neighborhoods around the city, the Department of Transportation and Planning and Building Department are accepting applications to fund \$500 stipends per group for neighborhood walking tours. [Applications](#) are open now and the deadline to apply has been extended to June 15, 2025, 11:59pm.
- **Speed Camera Vendor Contract:** OakDOT is planning to award a contract to a speed camera vendor at the June 10, 2025, Public Works and Transportation Committee meeting and June 17, 2025, City Council meeting. As always BPAC interest and support for this program is welcome! Meeting info will become available at: <https://oakland.legistar.com/Calendar.aspx>
- **Vision 980:** CalTrans will be releasing a new public survey and holding events in June. To sign up for updates, see: <https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/vision-980>
- **Request a free bike rack:** Need public bike parking at your destination? Request a bike rack to be installed at no cost on City-owned property (like public sidewalks) at www.oaklandca.gov/services/request-a-bike-rack



CITY OF OAKLAND

City of Oakland, Bicyclist & Pedestrian Advisory Commission

DRAFT Minutes from the May 22, 2025 Meeting

81st Ave Library, 2nd Floor Community Room, 1021 81st Ave, Oakland, CA 94621

Meeting agenda at: www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings

Meeting called to order at 6:00 PM by BPAC Chair Ralston.

Item I. Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes

At roll call, quorum was established with 5 Commissioners present (X). 4 Commissioners were absent (-).

Commissioners	Present
Priyanka Altman	-
Kirsten Flagg	-
Grey Gardner	X
Jimmy Jessup	X
Alexander Perry	X
David Ralston (Chair)	X
Patricia Schader	-
Nick Whipps (Vice-Chair)	-
Dianne Yee	X

Introductions were made.

1. Oakland Department of Transportation (OakDOT) Staff: Jason Patton, Noel Pond-Danchik, Ruth Meza, Audrey Harris
2. Other attendees: Anthony Popernick (81st Ave Library), Anne Killebrew, Chris Hwang, Midori Tabata (Walk Oakland Bike Oakland), Robert Prinz (Bike East Bay), RB Burnette Jr. (81st Ave Library), Kevin Dalley (BPAC Policy and Legislative Committee Co-Chair)

Chair Ralston led the commission in an acknowledgement of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians; for more information visit: oaklandca.gov/topics/traffic-fatality-tracking.

Summary of Discussion:

- A child was struck while riding a bike on Coolidge Ave and Nicol Ave about week ago.

Speakers other than Commissioners: Robert Prinz

Item 2. Open Forum / Public Comment / Announcements

A list of announcements and attachments were included in the meeting's agenda packet. 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 Liaisons track Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking.) The Liaisons review 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 oaklandca.gov/services/oak311.

Summary of Discussion:

- Walking tours are expected to be scheduled this summer/fall. There are suggestions to conduct them in other languages.
- Considerations for a walking tour from 81st Ave Library to Coliseum BART to MLK Shoreline were proposed. Forwarding this to Higher Ground was requested.
- Meetings around the OUSD 2025 Facilities Master Plan, developed by Preston Thomas, are ongoing and an online survey is out. It was recommended that people incorporate street safety into the feedback.

Speakers other than commissioners: Anthony Popernick, Anne Killebrew, Chris Hwang

Item 3. Approval of Meeting Minutes

The draft meeting minutes from the April 2025 BPAC meeting were considered for adoption.

→ A motion to **adopt the Bicyclist & Pedestrian Advisory Commission April meeting minutes** was made (Jessup) and seconded (Perry) The motion was approved by unanimous voice vote.

Adopted minutes online at www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings

Speakers other than commissioners: none

Item 4. Embarcadero West Rail Safety and Access Improvements Update and Martin Luther King Jr. Way Streetscape Improvements ~~Attachment (30 minutes)~~ — OakDOT's Major Projects Division staff did not provide updates on the Embarcadero West Rail Safety and Access Improvements. Ruth Meza, OakDOT Transportation Planner, provided an overview of the final design and next steps for the Martin Luther King Jr. Way Streetscape Improvements project (www.oaklandca.gov/projects/martin-luther-king-jr-way-streetscape-improvements). Staff also request that BPAC commissioners review the MTC Complete Streets Checklist for the project provided in the agenda. The checklist is required for staff to request allocation of Regional Measure 3 Goods Movement and Mitigation funds for construction.

Summary of Discussion:

- The MLK Jr. Way Streetscape Improvements Project, from 2nd St to 14th St was last presented to the BPAC in October 2023.

- The project is funded through the Metropolitan Transportation Commission's Regional measure 3 (RM3) Grant. It's part of a packet of Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant projects but not funded through RAISE.
- This project should connect to the Oakland Alameda Access Project with protected bike lanes. It ends three blocks away at Washington St.
- There's a bikeway project on 8th Street that will provide the missing connection to Martin Luther King Jr. Way but only in one direction.
- There are some other projects that have been submitted to OakDOT's Capital Improvement Program to fill the gap.
- How will this project address Undercrossings?
- The bike lane will be at sidewalk level. Different pavement and bike racks will create visual separation.
- Shrubs could be planted to provide a barrier and prevent pollution. Some space must be reserved to create space for people exiting their vehicles.
- There are plans to plant a row of trees between the street and the bikeway, and the bikeway and the sidewalk. They may be reduced to shrubs or elevated planters to comply with an [underline-underground](#) utility line of PG&E.
- Bollards cannot be installed because they interfere with the push buttons.
- Pedestrian push buttons often run on a cycle but can also be manually activated.
- Bikes and pedestrians will have a protected cycle from vehicles.
- The BPAC worked on a policy on signal actuation a long time ago, though AC Transit wanted the push buttons anywhere an AC Transit bus goes. The Pedestrian Plan update could be a good opportunity to look into this more.
- There are Manual on Uniform Traffic Control Design (MUTCD) guidelines on the push buttons. All new and significantly changed traffic signals require push buttons per federal ADA laws.
- One of the trade-offs of having an automatic walk time is vehicle delay. They can be coded differently to comply with transit priority.
- The total project cost is \$50 million for design, outreach, construction, and inflation. The RM3 allocation is for \$29 million.
- As a grant requirement, this project will need Metropolitan Transportation Commission (MTC) and Alameda County Transportation Commission (ACTC) approval.
- This would be Oakland's largest sidewalk level protected bike. It is close to a mile long. There are smaller ones on Fruitvale Ave, and on Telegraph Ave in front of the Moxy Hotel.
- The last block of the project cannot be extended over the railroad tracks on Embarcadero due to feedback from Union Pacific Railroad.
- Maritime partners wanted the bikeway to end at 4th St. 2nd St was a compromise. A positive part of the rerouting is that it will connect the project to a future transit hub.
- Ongoing negotiations with partners would delay spending money by its grant deadline of 2030.

Speakers other than commissioners: Robert Prinz

The order of the agenda was changed so that Item 7 was heard next.

Item 7. Undercrossing Improvements

OakDOT's Major Projects Division staff provided updates on the Undercrossing Improvements Project. A copy of the presentation is included in these minutes.

Summary of Discussion:

- For the 7th Street undercrossing I-980 columns, painting colorful music notes that display a song was suggested.
- There were proposals to artistically honor what the land looked like before the freeway was built.
- There was a study on noise conducted at the Broadway and Washington location.
- Noise will be reduced on Broadway and Washington because the repaving will make the street smoother. Noise will further be reduced after the removal of the 6th Street offramp as part of the Oakland Alameda Access Project. Sound absorption techniques are being explored.
- While plant walls could help with air pollution and absorbing sound, the lack of natural light in the area would make it difficult for them to survive and it is unlikely that CalTrans would likely not approve the installation.
- Since pollutants will rise and get the paintings dirty, the City is planning on power washing them.
- The paintings are placed high up to deter graffiti.
- CalTrans is willing to approve lighting designs much more easily than art on their right of way.
- This project will be implemented around 2027 in coordination with the larger projects on these streets.
- There was a suggestion to paint the bollards. A uniform color would provide easier maintenance.
- More bollards between the path of travel for pedestrians and vehicles are preferred. Some of the bollards should be crash rated.
- The Oakland Police Department has been asked to discontinue parking on the sidewalk of 6th Street.
- Murals showing Oakland are preferred.
- Many people don't walk to Jack London because of the current conditions of the undercrossing. This project should alleviate that.
- Wayfinding should show icons and names.
- Painted patterns on painted bulb-outs are preferred.
- Appreciation was noted for including paint and post on red curbs. Consideration of ongoing maintenance for posts was suggested.
- On 5th and Washington and 5th at Broadway, the pillars create a poor sight line for pedestrians.
- Drainage inlets need addressing, though that is expensive.
- A similar project should be done to the two undercrossings at Lake Merritt BART. These will soon have more pedestrians because of the Transit Oriented Development being built there.
- There are about 80 undercrossings in Oakland. This project is a part of the Walk This Way Toolkit. Hopefully more can be done in the future.
- There were suggestions to reference San Jose's undercrossing with circle LEDs. However, CalTrans changed their policy and will no longer approve projects like that and require artists to give up their copyright to their art.

Speakers other than Commissioners: Anne Killebrew, Kevin Dalley, Robert Prinz

Item 5. Committee & Liaison Overviews and Report Backs

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

- Infrastructure Committee: The committee last met on May 1, 2025, and discussed: A Neighborhood Bike Routes Paving Coordination Update, Bicycling and Pedestrian Infrastructure Design Details and Supplemental Guidance, and a MTC and AC Transit Comment Letter. More info at: www.oaklandca.gov/meeting/may-2025-bpac-infrastructure-committee. Their next meeting is scheduled for July 3, 2025, from 3:30-5:30.
- Policy and Legislative Committee: The committee met last on May 5th. They had a presentation from the Paving Division of OakDOT on multiple major policy proposals supportive of increasing pedestrian right-of-way construction, and a discussion on the Fire Code Approval Cycle and OFD/OakDOT Collaboration. They reported back from the discussion led by Sarah Fine, Paving Division Manager on four resolutions that Fine will be taking to City Council. The goal of the resolutions is to expedite pedestrian right-of-way improvements. A synopsis of the proposals was included as an attachment to this meeting's agenda. The commission considered a motion to write a letter of support for the resolutions. More info at: www.oaklandca.gov/meeting/may-2025-bpac-policy-and-legislative Their next meeting is scheduled for Monday, July 28, 2025 at 6pm.

Summary of Discussion:

- It's unclear if the Oakland Fire Department did or did not approve Appendix D of the Fire Code which would require 26' feet of street clearance in front of buildings that are 30' high or higher.
- Whether or not the ADA lawsuit process is delayed, the BPAC could support the resolutions presented at the Policy and Legislative Committee to streamline the contracting process.
- The BPAC decided to wait to see a draft letter from Commissioner Whipps next month before voting.
- Most of the comments made at open forum are announcements, which do not require follow up.
- A letter of support for the Measure U Bond was sent.
- All Measure U funded projects are required to include bicyclist and pedestrian improvements.

Speakers other than Commissioners: Jason Patton

Item 6. Bike to Wherever Day Report Back

Chris Hwang from Walk Oakland Bike Oakland (WOBO) reported back on the May 2025 Bike to Wherever Day celebrations in Oakland. A copy of the presentation is attached to these minutes.

Summary of Discussion:

- The elected officials from near the 81st Ave Library didn't end up coming.
- WOBO and Bike East Bay were thanked for bringing this event back after the pandemic.
- District 3 Councilmember Carol Fife made a proclamation making Bike to Wherever Day official.

Speakers other than Commissioners: none

Item 8. Agenda look-ahead, suggestions for meeting topics

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

Suggestions for meeting topics:

- Draft letter on resolutions to expedite pedestrian right-of-way improvements
- Caltrans 580 Project Bike/Pedestrian Improvement Project – Ralston –
- Citywide Speed Survey
- Cyclovia
- Affordable Housing Sustainable Communities (AHSC) Grant Applications
- Speed Camera Program
- Safe Routes to School
- AC Transit Plans

| Speakers other than Commissioners: [None](#)

Meeting adjourned at 8:16 PM.

Minutes recorded by Noel Pond-Danchik, OakDOT Bicycle & Pedestrian Program Transportation Planner, emailed to meeting attendees for review on May 29, 2025 with comments requested by June 5, 2025, to npond-danchik@oaklandca.gov. Revised minutes will be attached to the May 2025 BPAC meeting agenda and considered for adoption at that meeting.

Agenda Item 4. Committee Report Backs Attachment

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

www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons

2025 Active BPAC Committees and Liaisons

Committee Name / Liaison Role	Date Created	Purpose	Commissioners	Community Members	Meeting Time	Agendas, Notes, and Minutes
Infrastructure Committee	2/16/17	Review and comment on the design of projects	Altman, Gardner, Schader, Yee	Robert Prinz	The first Thursday every other month on odd numbered months from 3:30 PM to 5:30 PM	Oakland BPAC infrastructure committee notes
Policy and Legislative Committee	6/21/18	Research and develop policy recommendations for consideration by the BPAC	Flagg, Jessup, Ralston, Whipps	Kevin Dalley	4th Monday in January, April, July, and October from 6:00 PM to 7:30 PM	
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	5/17/18	Monitor Committee activities and report back to the BPAC	[vacant]			
Liaison to Mayor's Commission on Persons with Disabilities	5/17/18	Monitor MCPD activities and report back to the BPAC	Schader			
Liaison to BPAC Open Forum	6/15/23	Review and analyze comments received during Open Forum	Jessup, Schader			BPAC Open Forum Tracking Form
Liaison to Oakland Planning Commission	6/15/23	be a resource to the Planning Commission and provide input on bicycle and pedestrian elements of proposed projects	Whipps			
Liaison to Oakland Police Department	6/15/23	TBD		Phoenix Mangrum		
Ad Hoc Committee on Fire Code Amendments	7/20/23	Review the updates to Appendix D of the City of Oakland's Fire Code that are currently in discussion. This Committee is ad-hoc and will be disbanded once updates to the Oakland Fire Code are complete.	Gardner	Kevin Dalley		

*Committee Chairs in **bold**

Agenda Item 4. Committee Report Backs Attachment

Summary of Resolutions to Expedite Pedestrian Right-Of-Way Improvements

Sarah Fine, Paving Division Manager presented on four resolutions at the 5/5/25 meeting of the Policy and Legislative Committee of the BPAC. These four resolutions would be presented to the Oakland Public Works and Transportation Committee, then to the full City Council.

- First resolution: Revise the sidewalk repair assistance policy to remove the \$50,000 funding cap designed to incentivize property owners to comply with notice to repair letters. If the City Council removes the \$50,000 cap, then OakDOT would be able to provide financial support up to the annually budgeted amount. OakDOT would also consider increasing the number of enforcement notices it issues each year.
- Second resolution: Contracting pre-authorization, to allow OakDOT to enter into paving contracts above a \$250,000 limit without needing to seek City Council approval, up to \$7.5 million each year, during the term of the consent decree. City Council approval typically adds over a month of delay on paving work.
- Third resolution: Waiver to existing contracting requirements for local and small local business enterprises to participate in paving contracts during the term of the consent decree. There are currently no small enterprises bidding on paving contracts, and only one local enterprise. Due to Oakland's contracting restrictions, the sole bidder is able to bid in the absence of other bidding competition, which may lead to increased contracting costs. Waiving the small and local business enterprise requirement may increase competition and lower project costs.
- Fourth resolution: Employee hiring and retention.

E-bike Programs

Kerby Olsen
New Mobility Supervisor
Parking and Mobility Division
Department of Transportation



**CITY OF
OAKLAND**



May 22nd, 2025 Bicyclist & Pedestrian Advisory Commission

E-bike Programs

1. BayWheels E-bike Expansion
2. E-bike Lending Pilot
3. E-bikes for Parking Enforcement



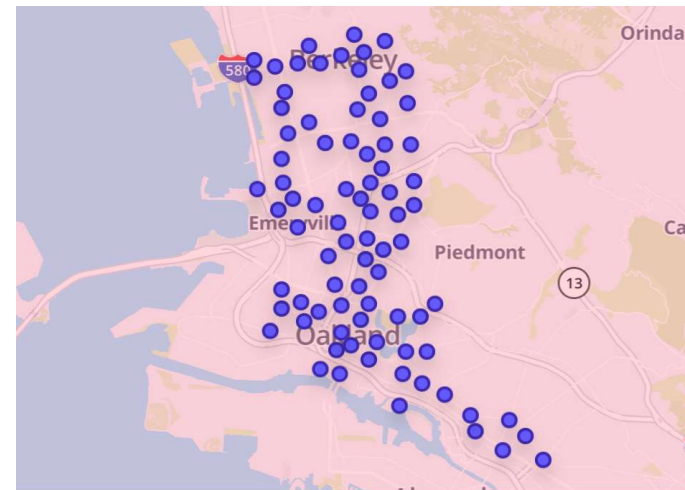
CITY OF
OAKLAND

What is BayWheels?



Bikes for short, one-way trips

- Single Ride (30 mins): \$3.99
- Membership (unlimited 30 min rides): \$150 / year
- Bikeshare for All (unlimited 30 min rides): \$5 / year



Pick-up/Drop-off at any of 550 stations

Oakland: 85
Berkeley: 37
Emeryville: 12
San Francisco: 335
San Jose: 81

BayWheels

About the E-bike Expansion:

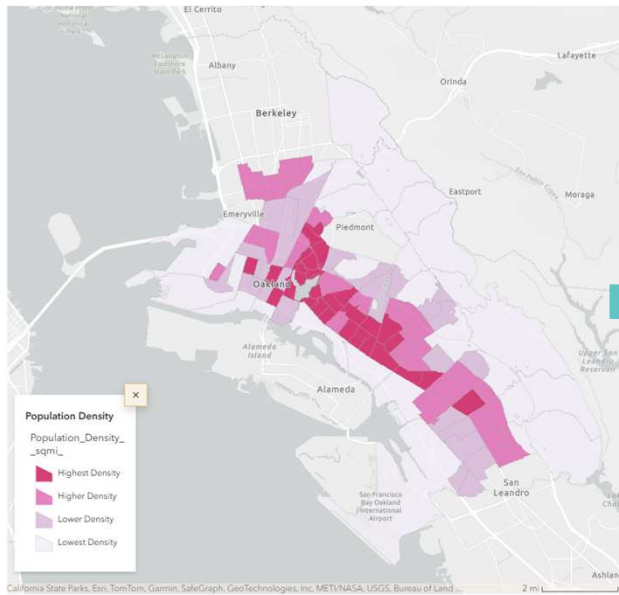
- The Metropolitan Transportation Commission (MTC) and Lyft are funding 19 new BayWheels stations in Oakland, to support their East Bay expansion

Public Outreach:

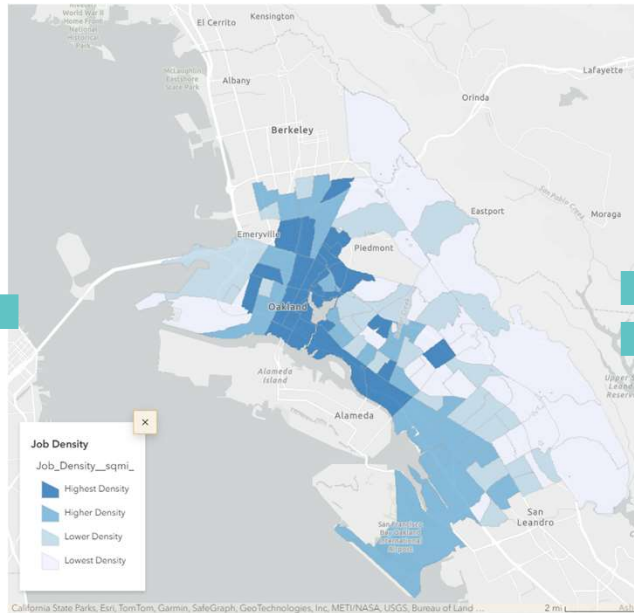
- OakDOT published a StoryMap with surveys embedded in order to gather public feedback on where the stations should go, while sharing key factors that make a station location successful



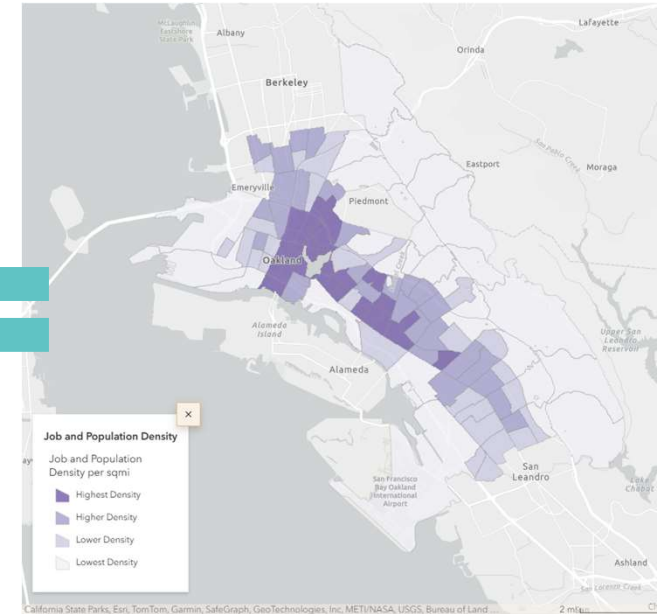
Key Factors to Consider



Population Density

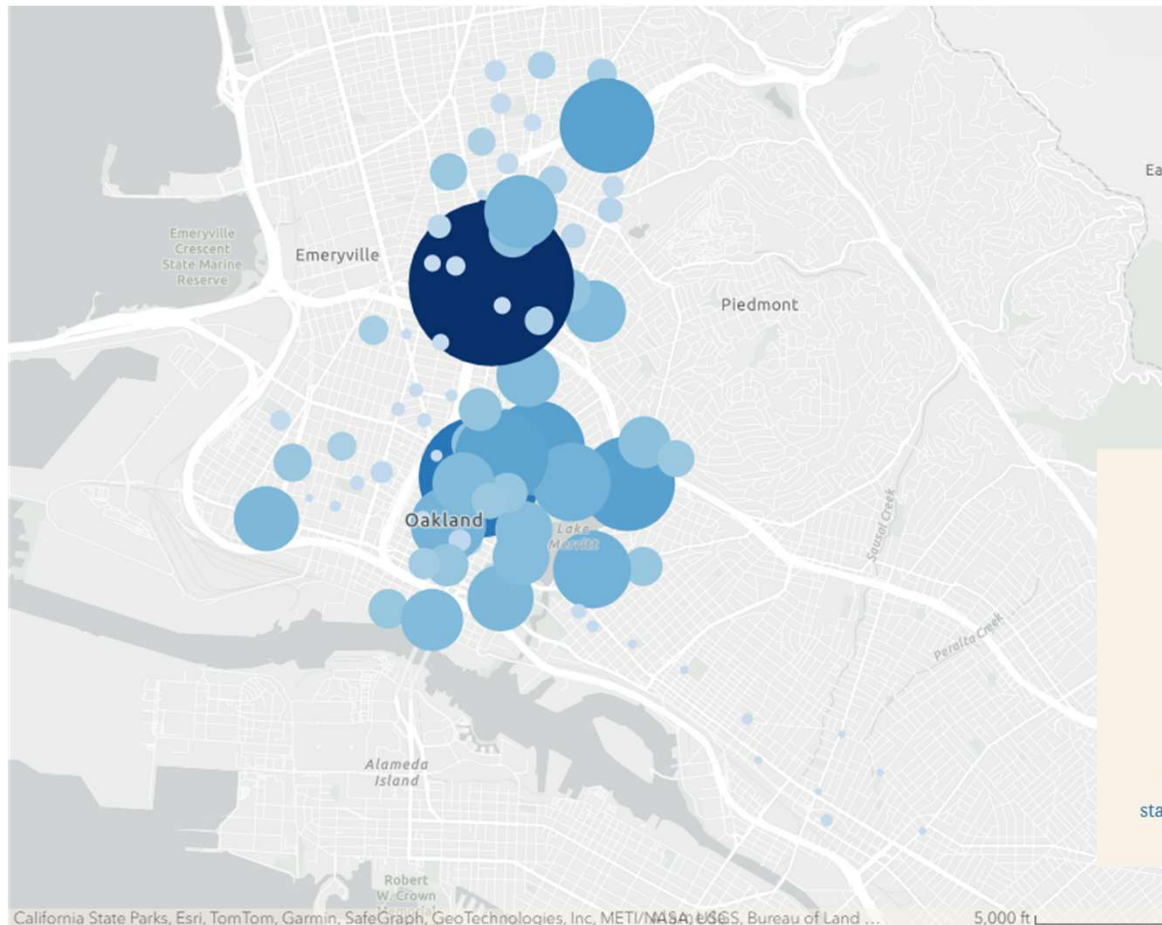


Job Density



Job and Population Density

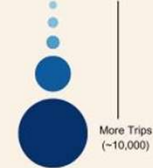
Key Factors to Consider



Ridership

Number of Trips Started or
Ended at a Station in a Year

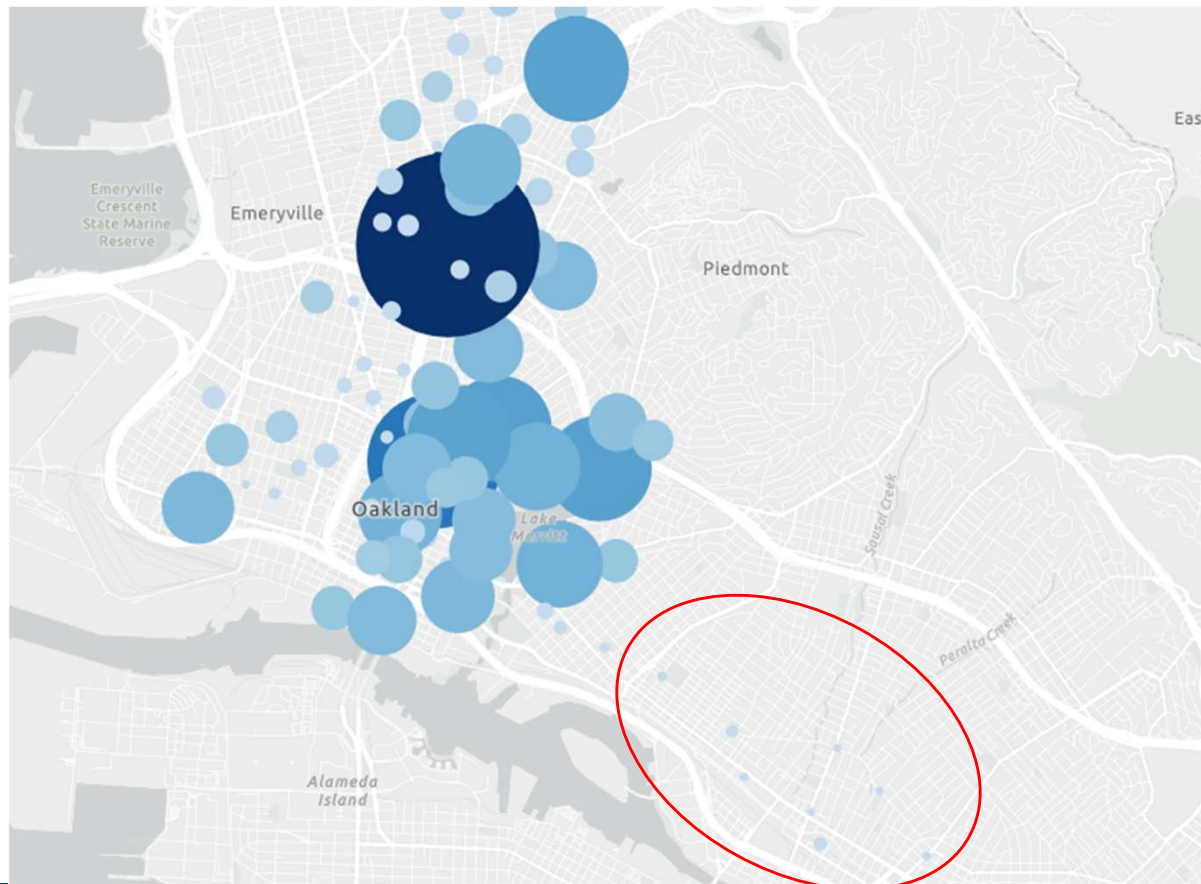
Less Trips (~100)



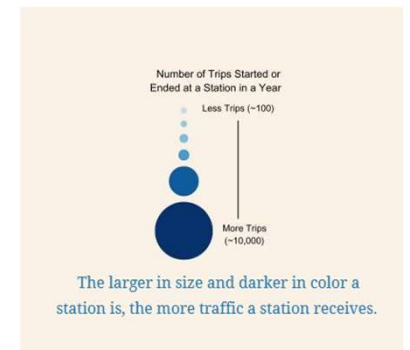
More Trips
(~10,000)

The larger in size and darker in color a
station is, the more traffic a station receives.

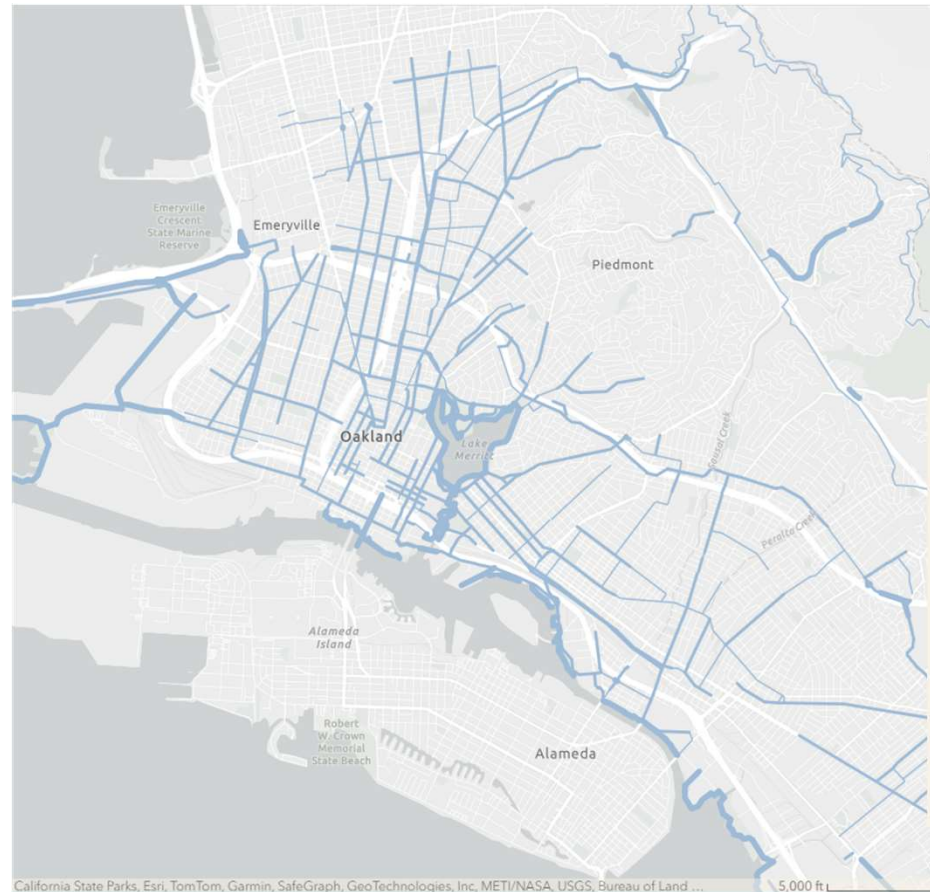
Key Factors to Consider



Very little
ridership east
of 14th Ave.
Possibly due to
low station
density



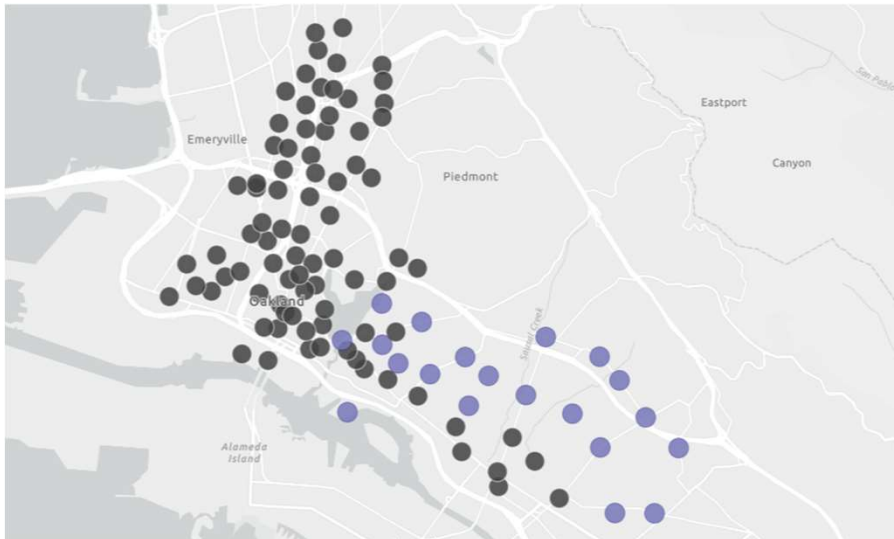
Key Factors to Consider



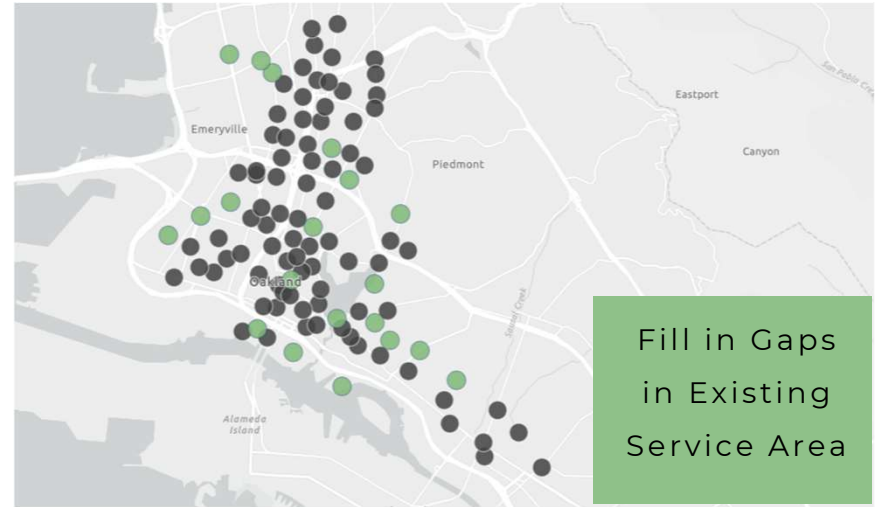
Existing bikeways make it easier for BayWheels users to ride.

-  **Shared Use Path**, separate from motor vehicle traffic (most comfortable for riders of all ages and abilities)
-  **Protected Bike Lane** (ex: separated by a median)
-  **Bike Lane** (ex: separated by a painted buffer)
-  **Bike Route**, bikeway sharing the road with motor vehicles (most comfortable for experienced cyclists)

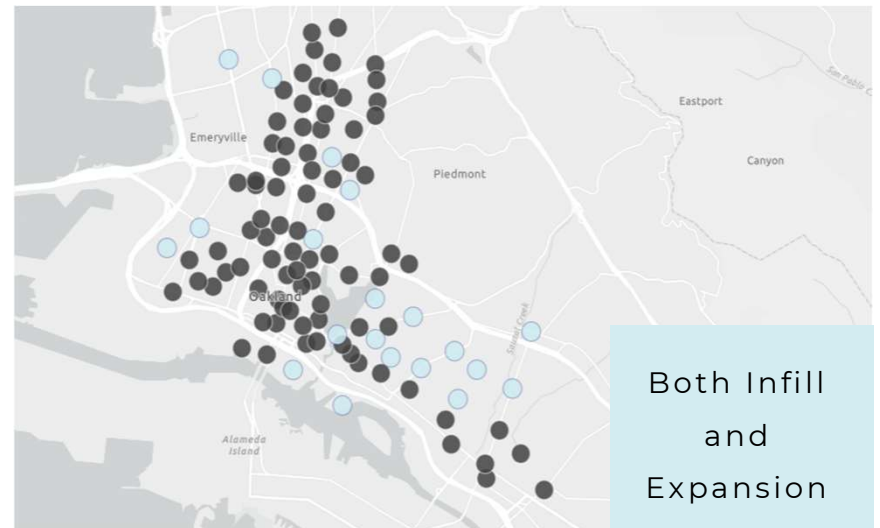
Scenario Options



Focus on Expanding East
of Lake Merritt



Fill in Gaps
in Existing
Service Area

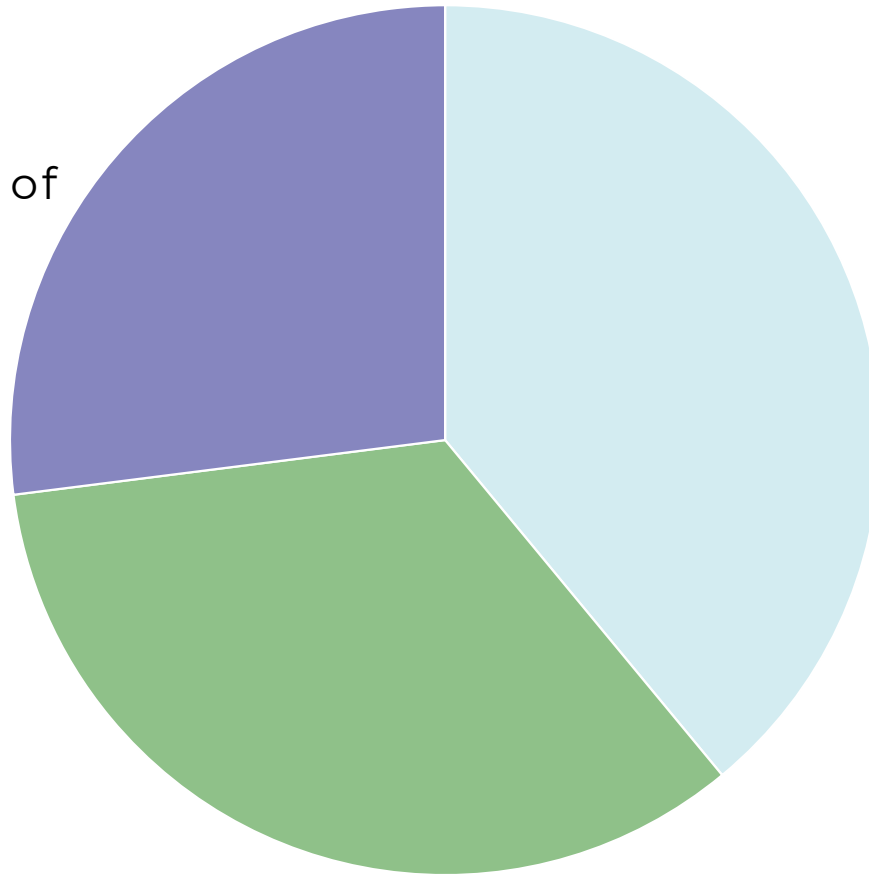


Both Infill
and
Expansion

Results



27% Expand East of
Lake Merritt



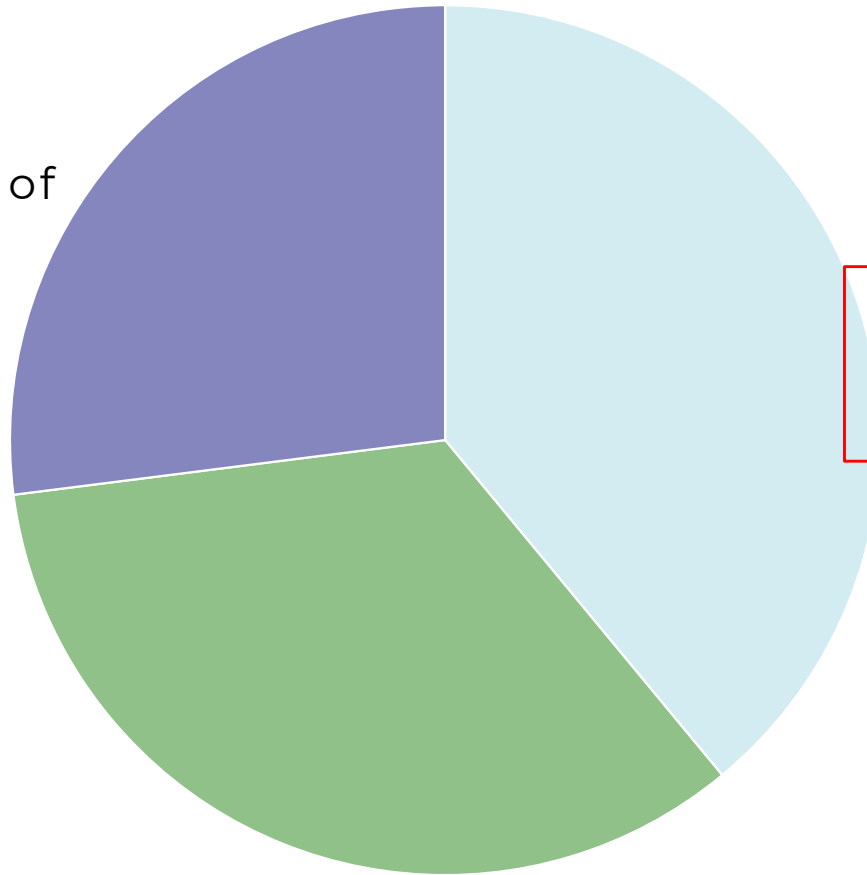
39% Both Infill
and Expansion

34% Fill in Gaps in Existing Service Area

Results



27% Expand East of
Lake Merritt

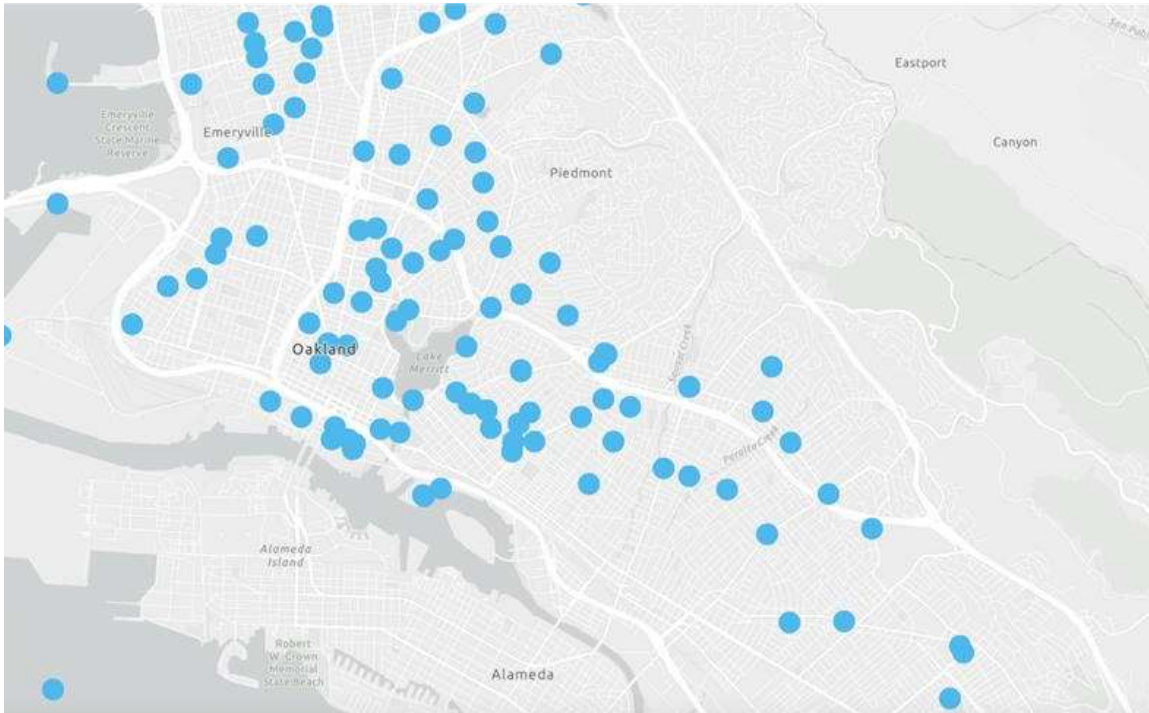


39% Both Infill
and Expansion

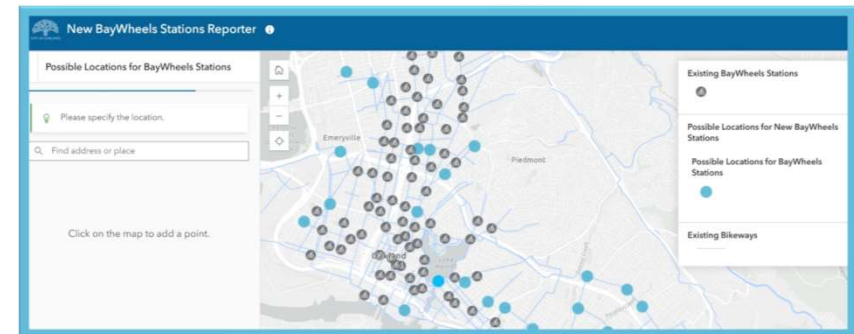
253 responses total

34% Fill in Gaps in Existing Service Area

Interactive Map



- Users were able to vote on pre-populated stations, & drop a dot on to the map to represent where they want a station to be
- 91 station suggestions were left on the map



Results (Top-Voted Stations)

Ranking	Name/Intersections	Number of Votes	Geographic Equity Priority
1	Laurel District (35 th and MacArthur)	64	Low
2	W MacArthur at Piedmont (Kaiser/Lower Piedmont)	49	Low
3	Brooklyn Basin	42	High
4	Grand at Safeway	42	Lowest
5	Lakeshore Ave Cul-De-Sac (1200 Lakeshore)	40	Medium

Station Location Decisions



1) Public Feedback:

- We started with the top voted stations on the online map and expansion scenario survey

2) Geographic Equity Priority Areas:

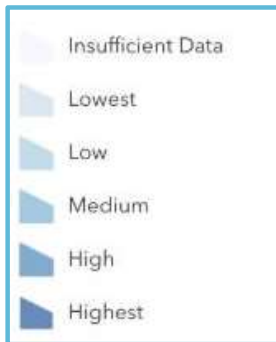
- We then adjusted place at least 35% of the new stations in a “High” or “Highest” geographic equity priority area.

3) Land Use and Viability:

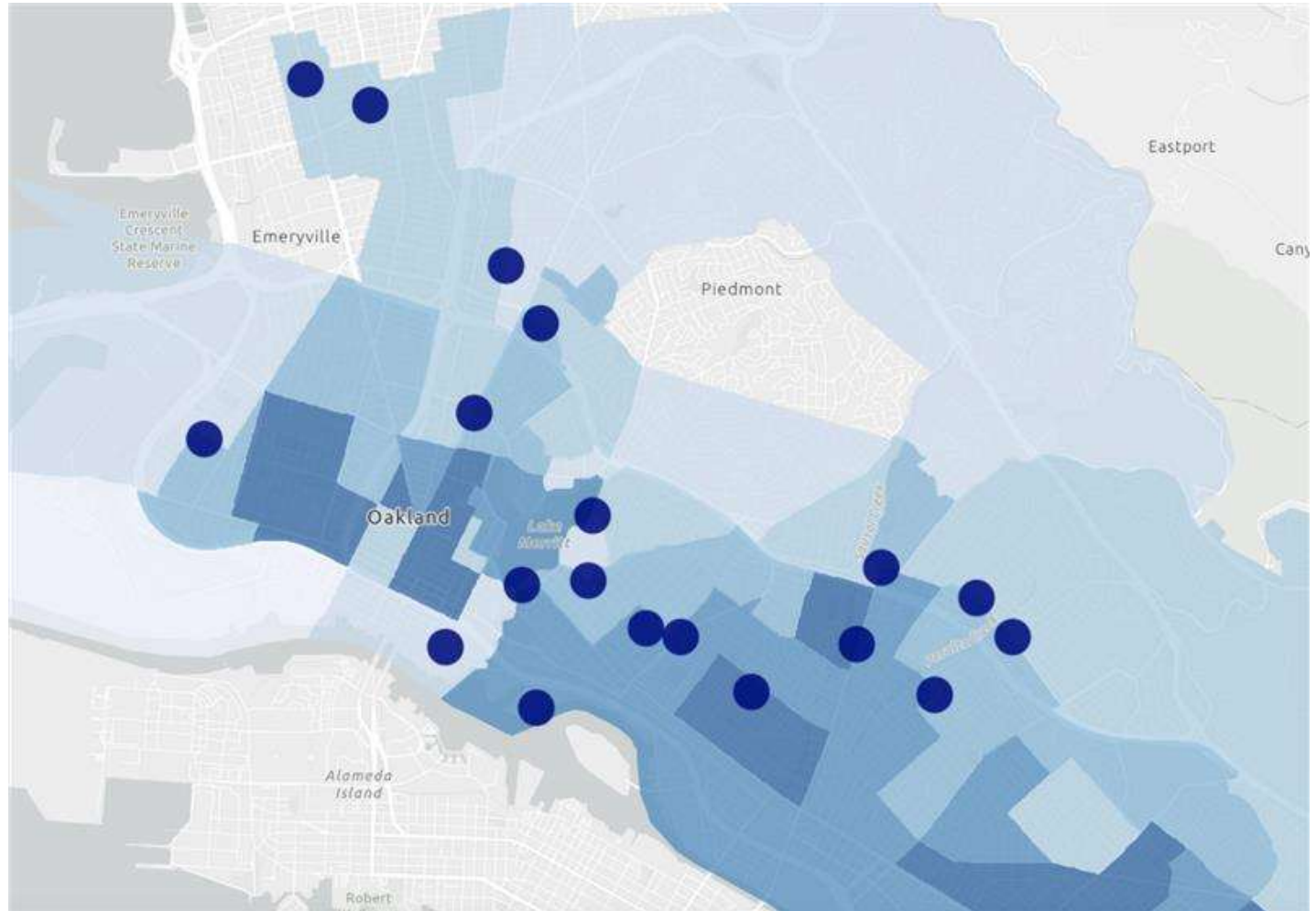
- Stations with high job/population density prioritized
- We eliminated locations more than 1/2 mile away from an existing station. Those locations will be considered for future expansion

Proposed New Stations

Geographic Equity
Priority:

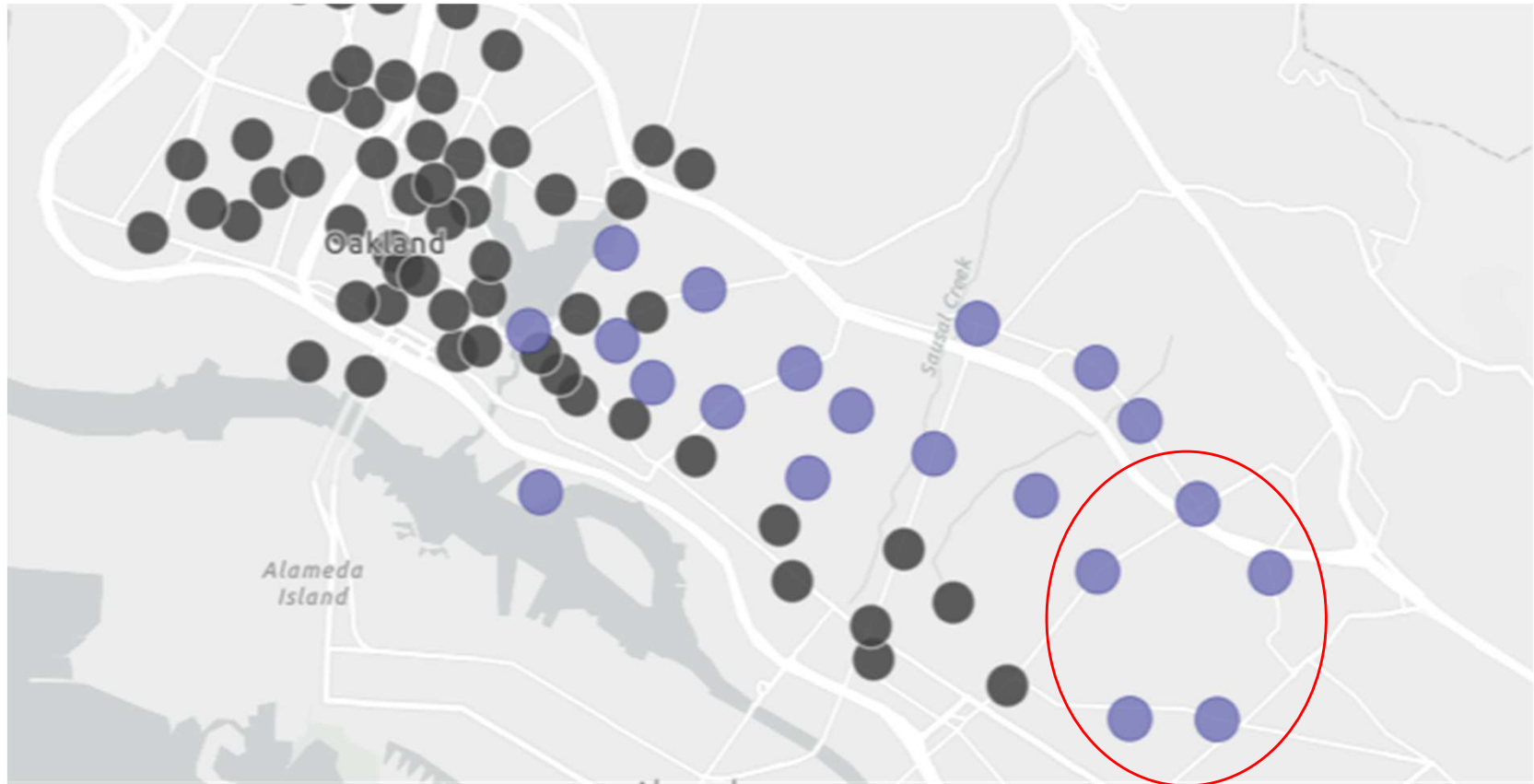


CITY OF
OAKLAND



Future Expansion

Looking to
apply for
grant
funding in
late 2025



3 New Stations have been installed



Mandela Parkway
(in front of Pacific Pipe)



Raimondi Park

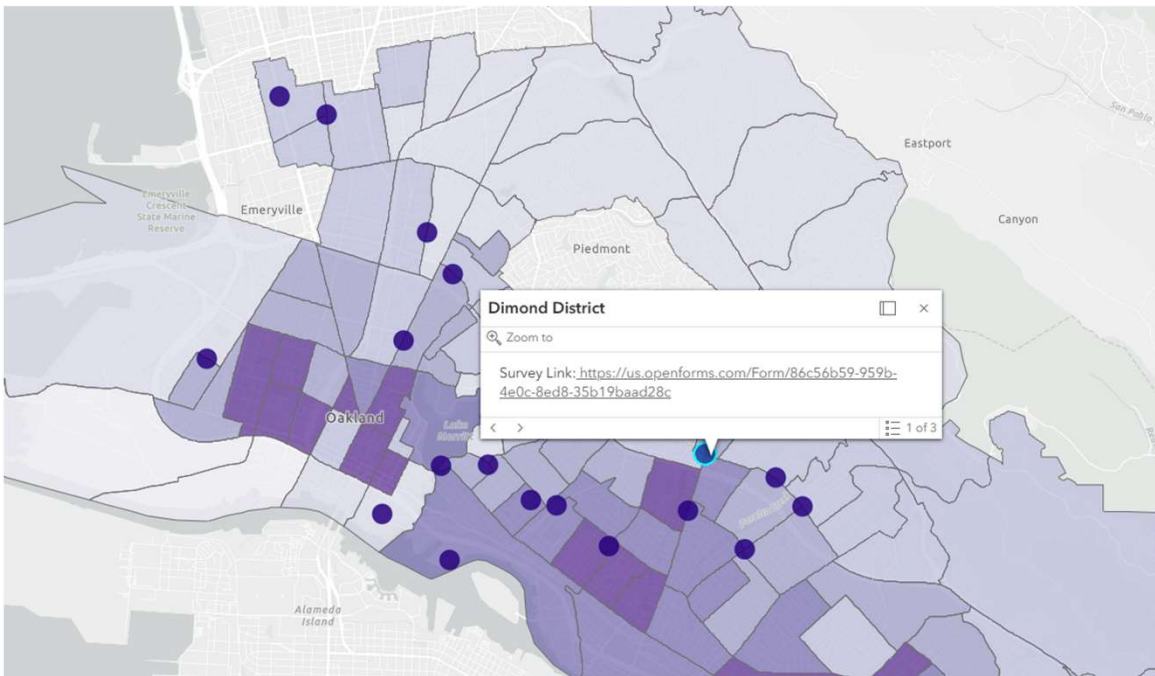


Brooklyn Basin

Community Engagement Pt. 2

Help select the exact location:

- tinyurl.com/NewBayWheelsStations




Preliminary Survey Results

All data gathered from the surveys is compiled into a sheet, in order to determine which specific location is the most popular

Ex: Willow Park


Willow Park BayWheels Station Location

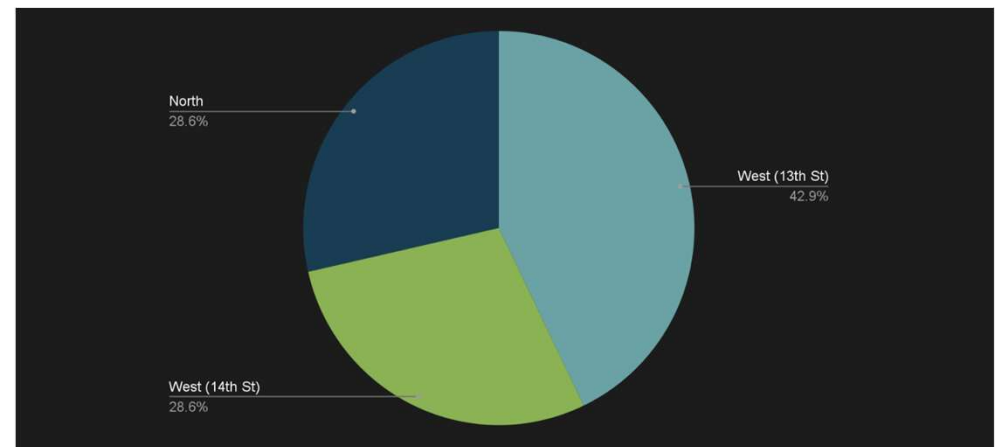


Willow Park

A new BayWheels station is coming to your neighborhood! Please vote on the following locations in order to share your input with the City of Oakland.

West side of the park (south)





Try BayWheels for free



- Scan to sign up for a free month membership plus \$10 e-bike credits

LEARN MORE

For questions regarding this report, please contact Kerby Olsen, New Mobility Supervisor at kolsen@oaklandca.gov.

[OAKLANDCA.GOV/resources/bikeshare](https://oaklandca.gov/resources/bikeshare)

E-bike Lending Pilot Program

Program Goals

- Provide an alternative to traditional bike share
- Allow participants to have medium term (3-4 week) experience of e-bike ownership, encouraging them to buy their own
- Focus on serving Oakland communities impacted by economic and environmental injustices: West Oakland, Fruitvale, Chinatown and East Oakland

E-bike Lending Program

Program Overview

- Inspired by Lets Bike Oakland! 2019 Bike Plan
- Funded by the Clean Mobility Options Voucher Program: \$1.5 million
- 50 Bikes
- Issued Request For Proposals for program operator in 2023. One response received.
 - Operator will be Fruitvale Bikehub
- Soft-launch anticipated June 2025, full launch later in Summer '25

E-bike Lending Program

The Bike: Gazelle Medeo T-9 City

Why we chose it

- Comfortable, upright riding posture (highest rated of 15+ bikes tested)
- Front shock absorbers
- Well-known, reliable manufacturer
- Mid-drive Bosch motor
- Integrated lights
- Internally routed cables
- Chain guard, rear rack, rain guards
- Low, step-through design
- Adjustable stem and handlebars
- Four size options fit riders 4'9" - 6'4"
- Price is right (about \$2,000)



E-bike Lending Program

The location: Fruitvale BART Bike Hub

Why we chose them

- Experienced operator of bike valet / repair / retail
- Extensive record of successful collaboration with government agencies (BART, Oakland, Berkeley, Caltrain)
- Located in Fruitvale, one of the target neighborhoods. Also a "High" equity priority neighborhood according to OakDOT Geographic Equity Toolbox



E-bike Lending Program

The location: Fruitvale BART Bike Hub

Why we chose them

- Storage, staffing capacity, skills
- Co-located with BART, BayWheels, Tempo



E-bike Lending Program

Program Design

- Online reservation system
- 4 week rentals
- \$5 / week low-income, \$25 / week standard
 - \$20 / \$100 total
- \$300 deposit
- Late fee: \$10 per weekday.
- Available 12-4PM, Mon-Friday initially
- Bikes equipped with lock, helmet and GPS tracker
- Oakland residents only
- Repairs available at Fruitvale or Uptown bike stations.

E-bike Lending Program

Challenges

- Space will not fit non-standard bikes (cargo bikes, adaptive bikes, etc.)
- Staffing only available mid-day, to start
- Price is so far below competitors that we may see large demand from visitors and non-Oaklanders
- Other unforeseen challenges may arise

Approach

- Start with a soft launch (10-15 bikes), learn and iterate
- Expand hours if staffing allows
- Continue looking for a second partner or location that can handle cargo / adaptive bikes
- Limit to Oakland residents

Why isn't it free / a giveaway?

Challenges

- Grant funding is insufficient. Program revenues are needed to sustain operations
- When something is free, it is often not perceived to have value. This may result in no-shows and people signing up that don't really plan to use it.
- Giveaways benefit an exponentially smaller number of people than the lending model. Each bike in a giveaway benefits 1 person. Each bike in a lending model benefits 12 people per year or 48 over the four-year period.

Approach

- Provide service at a highly subsidized cost, but not free
- Provide even lower cost for low-income riders
- Continue to work on a model for free rentals that will ensure the bikes are returned

Why is a deposit needed?

- We have a responsibility to ensure that the bikes can benefit Oaklanders over the four years of this program. Every stolen bike prevents 12 people per year from receiving that benefit.
- Deposits are a proven way to deter theft
- Other approaches (holding ID or valuables) are not practical or safe for staff

Approach

- Pilot a trust-based approach with a limited number of bikes

How does the cost compare to similar services?

- Private E-bike rentals: \$230 / month
- Oakland Lake Merritt boat rental: \$15 - \$25 / hr
- Single AC Transit bus trip with Clipper START: \$1.25

75% of low-income survey respondents were willing to pay more than \$5 per week

SB RENTALS

Electric Bikes

Day	\$75	Weekend	\$115
Week	\$150	Month	\$230
6-Month	\$450		

RENTAL



- Proposed rates are 43% (regular rate) and 87% (low-income rate) below retail cost

LEARN MORE

For questions regarding this report, please contact Kerby Olsen, New Mobility Supervisor at kolsen@oaklandca.gov.

[OAKLANDCA.GOV/projects/electric-bike-lending](https://oaklandca.gov/projects/electric-bike-lending)

E-bikes For Parking Enforcement

Program Goals

- Contribute to the City's climate action plan by reducing emissions from Parking Enforcement vehicles.
- Model alternative means of getting around Oakland.
- Allow for easier and safer access to parking violations by eliminating the need to park enforcement vehicles, which often compete with other vehicles and bikes.
- Eliminate fuel costs
- Providing parking enforcement staff with the opportunity to engage in active transportation, contributing to improved physical and mental health outcomes.

E-bikes For Parking Enforcement

Program Objectives

- Procure three (3) e-bikes that meet the identified specifications.
- Ensure compliance with safety and quality standards.
- Support the City's Parking Enforcement operational needs.

E-bikes For Parking Enforcement

Progress

- Met with representatives from Oakland Police Department and San Francisco MUNI bike details
- Held demo rides with interested Parking Enforcement staff
- Drafted and released Request for Proposals to qualified vendors



E-bikes For Parking Enforcement

Next steps

- Evaluate RFP responses
- Purchase E-bikes
- Establish E-bike detail



LEARN MORE

For questions regarding this report, please contact Kerby Olsen, New Mobility Supervisor at kolsen@oaklandca.gov.

[OAKLANDCA.GOV/parking](https://oaklandca.gov/parking)

Vision 980 Scenarios Presentation

Summer 2025



Reconnecting Communities

Phase 1

Identify a new concept and vision for transportation and land use along the entire I-980 corridor.

Spring 2024 – Fall 2025

Phase 2

Perform a more detailed feasibility and technical analysis of the concept/vision

Early 2026 – Late 2027

Develop an evaluation framework to ensure the vision meets equity performance measures or benchmarks.

Vision 980 Study Goals



1. Create community-informed transportation+ project concepts that improve all aspects of quality of life in Oakland



2. Develop equity outcomes that directly benefit West Oakland residents



3. Foster a more sustainable West Oakland neighborhood



4. Identify public policies to achieve anti-displacement and anti-gentrification project concepts



5. Engage the community with humility to earn a meaningful and long-lasting relationship

Project Area Sector Boundaries

West of San Pablo

- **Primarily depressed below grade**
- On/off ramps are barrier to connectivity
- All but one overpass is West of San Pablo
- Oakland's Central Business District

East of San Pablo

- **Primarily elevated above grade**
- All but one underpass is East of San Pablo
- Elevated BART tracks fully East of San Pablo
- Uptown Entertainment District and Alta Bates Summit Medical Center Campus





Scenarios & Strategies to Reconnect

Enhance

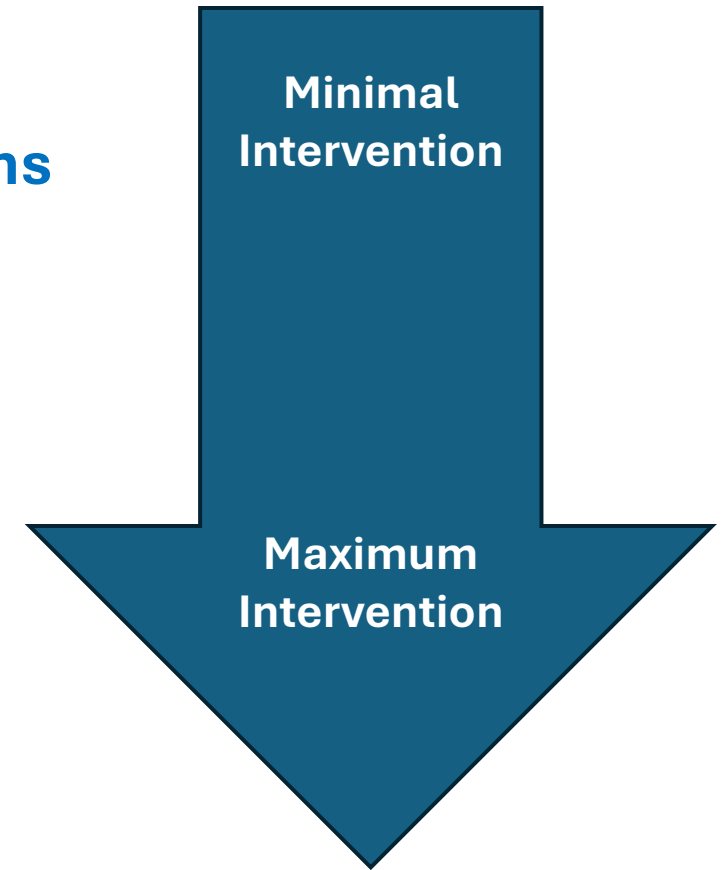
1. Planned Investments
2. Improve Over/Under Pass Conditions

Cover

3. Cap/Deck Over Travel Lanes

Remove

4. Remove On/Off Ramps
5. Narrow Roadway
6. Reconnect Street Grid
7. Demolish and Remove the Freeway
8. New At-Grade Boulevard
9. Reconfigure Freeway Interchanges

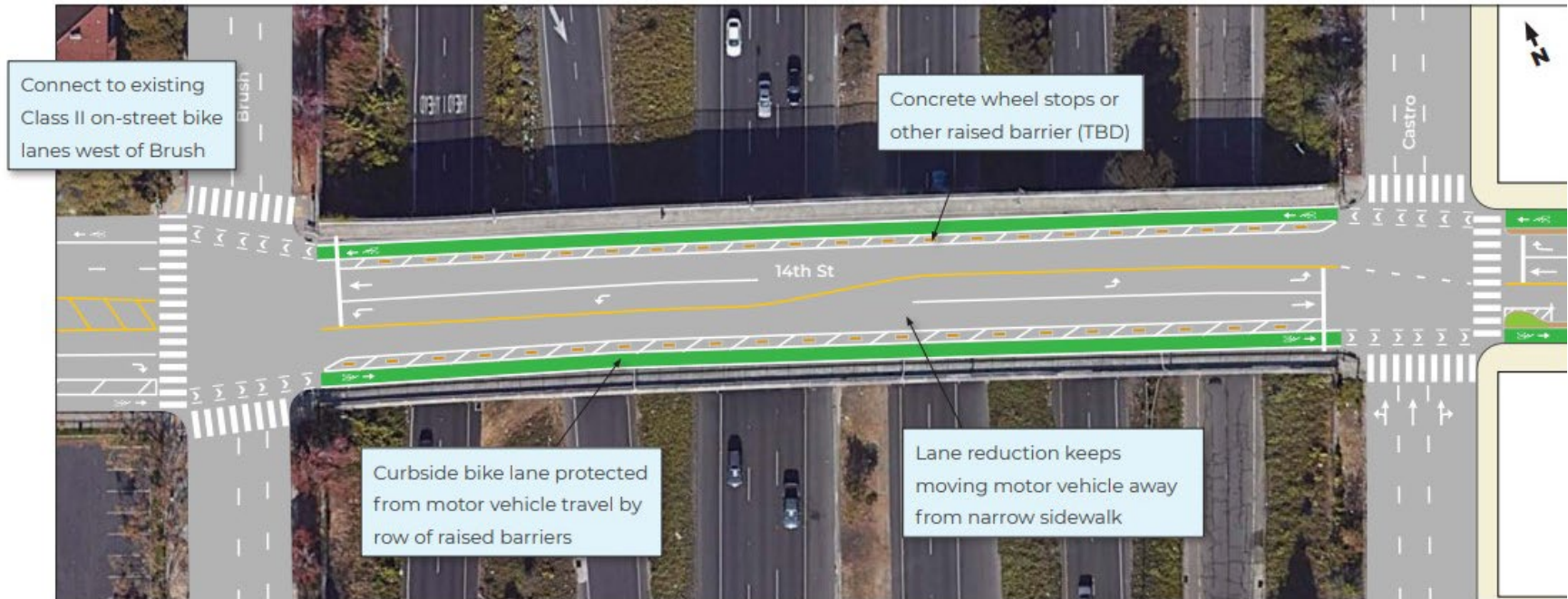


Enhance Corridor Scenario

- Planned Investments
- Improved Over/Under Pass Conditions
- Enhances bicycle/pedestrian safety and experience
- Does not create any additional crossings
- No additional land for new development
- Full freeway infrastructure remains in place
- Lowest intervention and cost/time/construction impacts



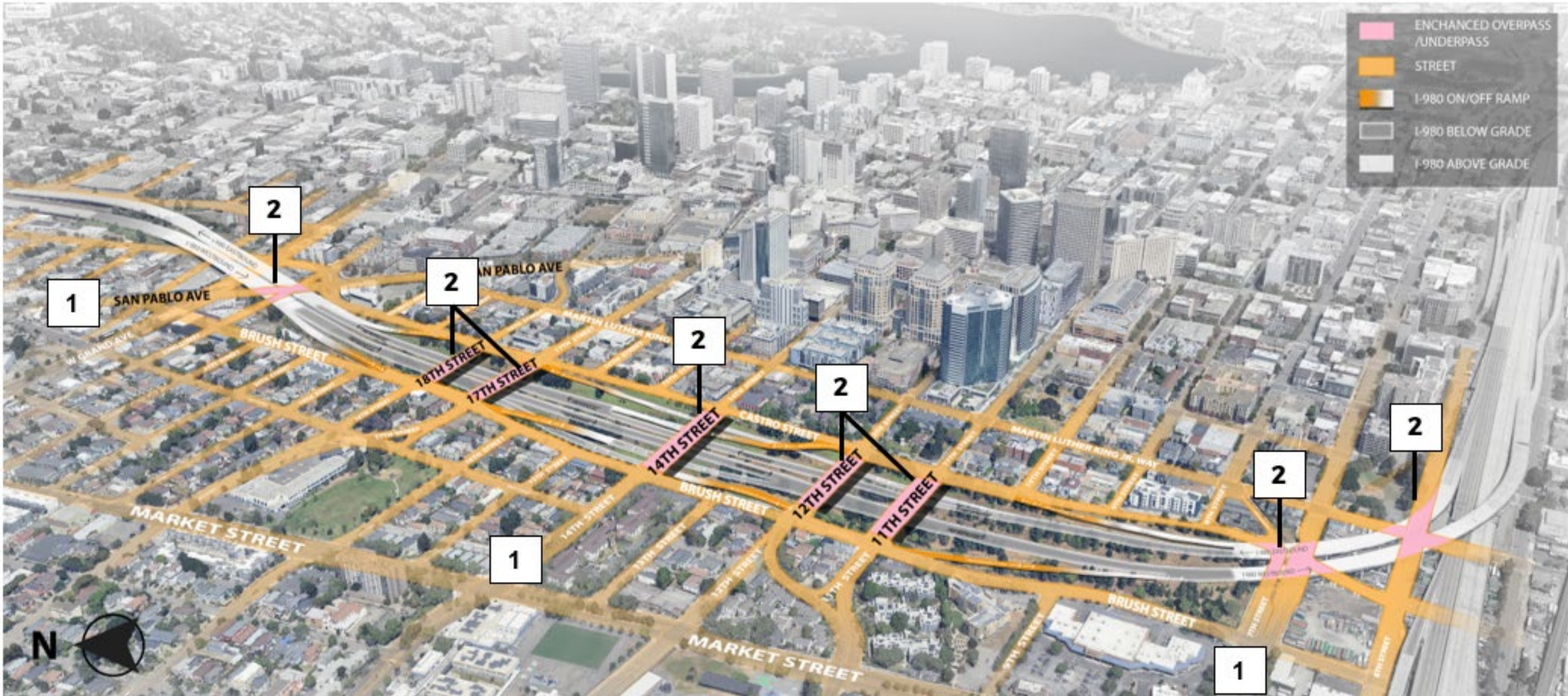
Enhance Corridor Scenario (West and East of San Pablo Avenue)



City of Oakland Proposed
14th Street Improvements



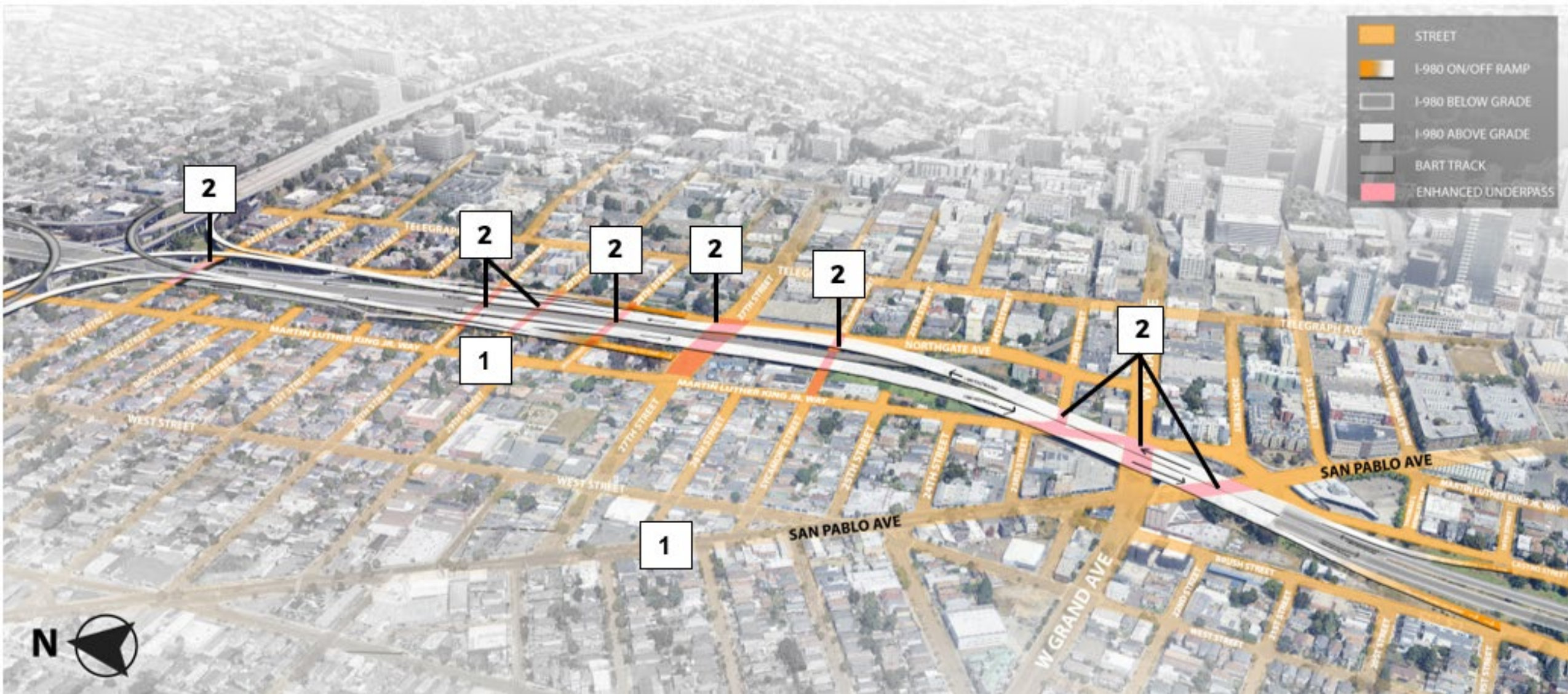
Potential to improve I-980 undercrossing at 30th Street



Enhance Corridor Scenario (West of San Pablo Avenue)

Strategies to Reconnect

1. Planned City Improvements
2. Improve Over/Underpass Conditions



Enhance Corridor Scenario (East of San Pablo Avenue)

Strategies to Reconnect

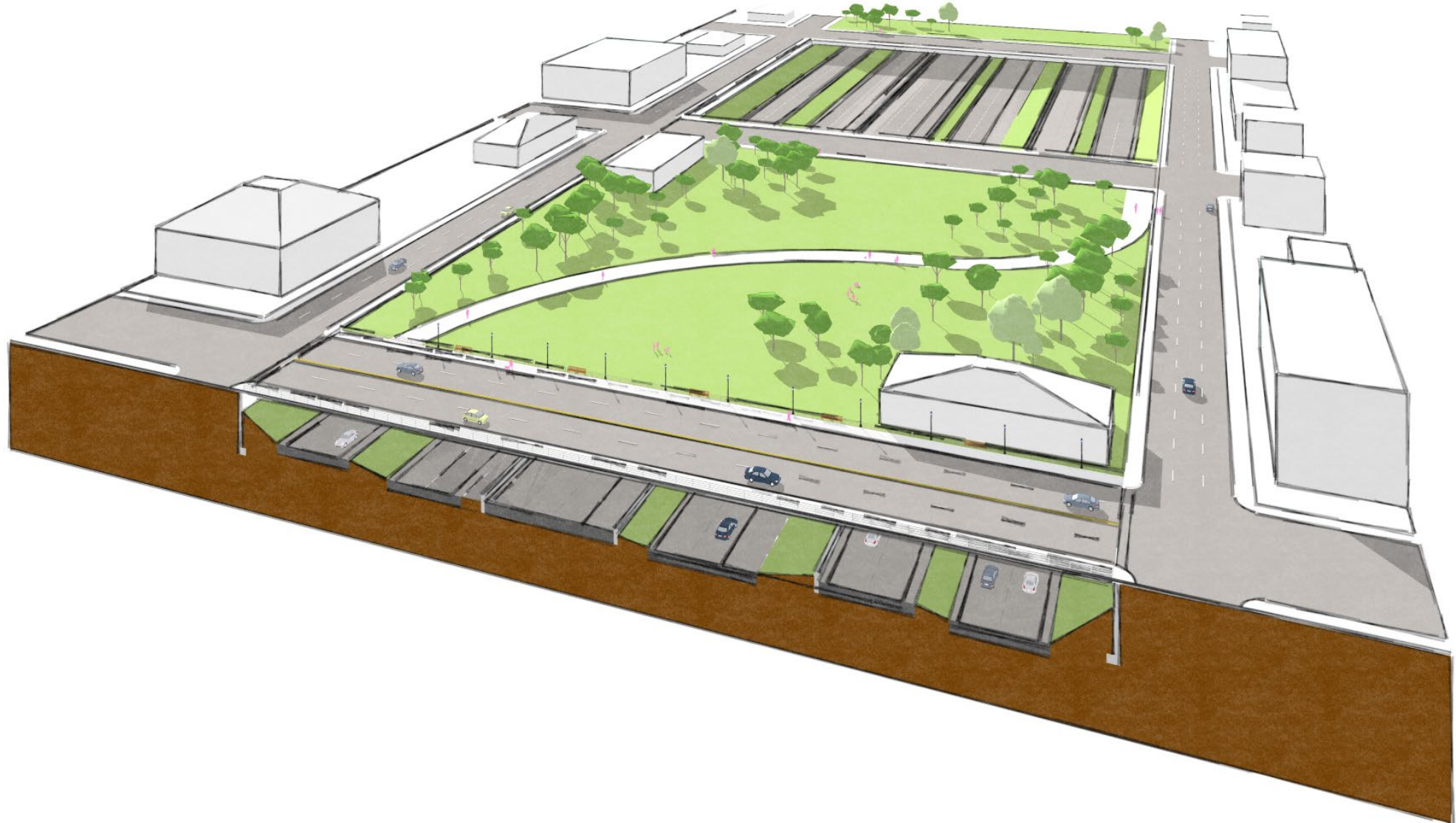
1. Planned City Improvements
2. Improve Over/Underpass Conditions

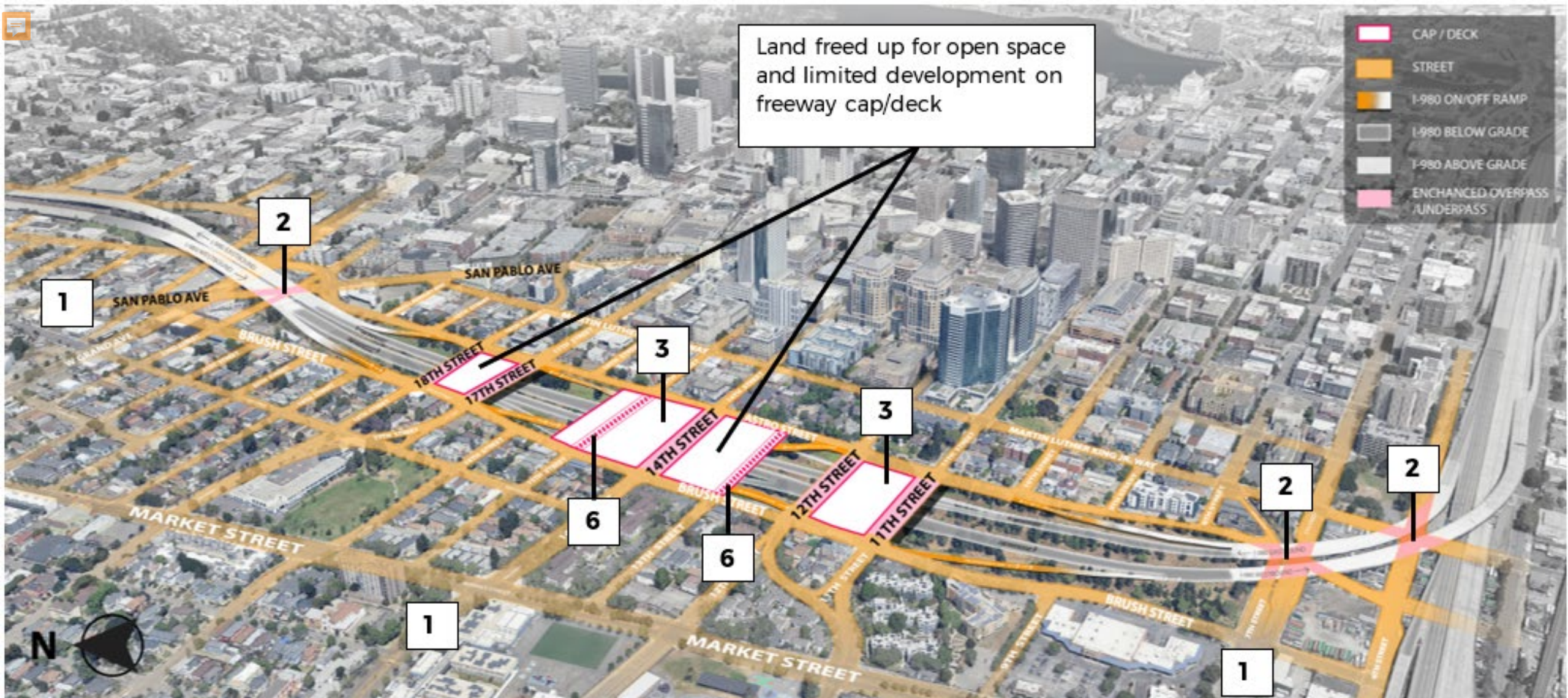
Cover Corridor Scenario

- Includes the Enhance corridor scenario improvements plus:
 - Cap/decks over the depressed freeway west of San Pablo Avenue and between 34th Street & I-580
 - Reconnects some street crossings west of San Pablo
- Frees up to 14 acres of land for new open space, parks and limited development based on community priorities
- Moderate intervention and cost/time/construction impacts



**Cover
Corridor
Scenario
(West of San
Pablo
Avenue)**

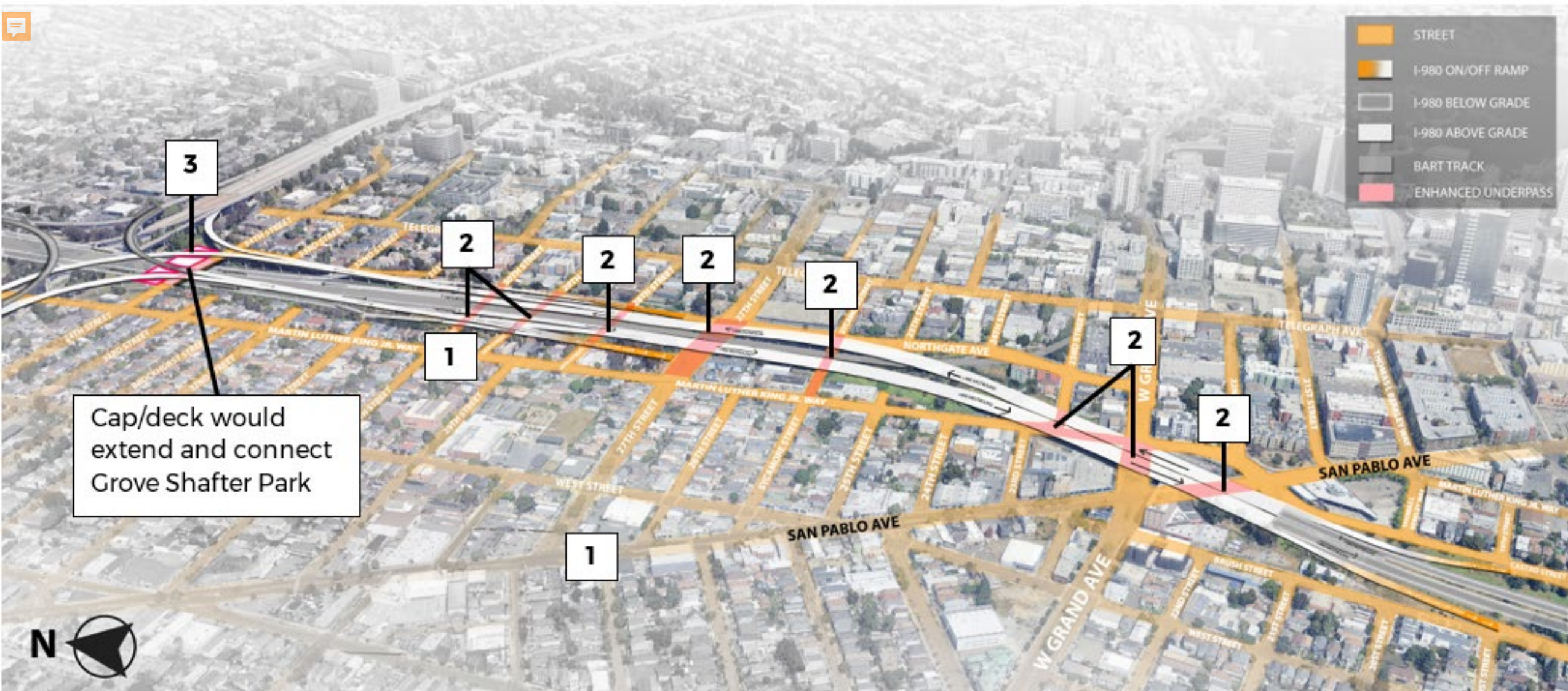




Cover Corridor Scenario (West of San Pablo Avenue)

Strategies to Reconnect

1. Planned City Improvements
2. Improve Over/Underpass Conditions
3. Cap/Deck Over Travel Lanes
6. Reconnect Street Grid



Cover Corridor Scenario (East of San Pablo Avenue)

Strategies to Reconnect

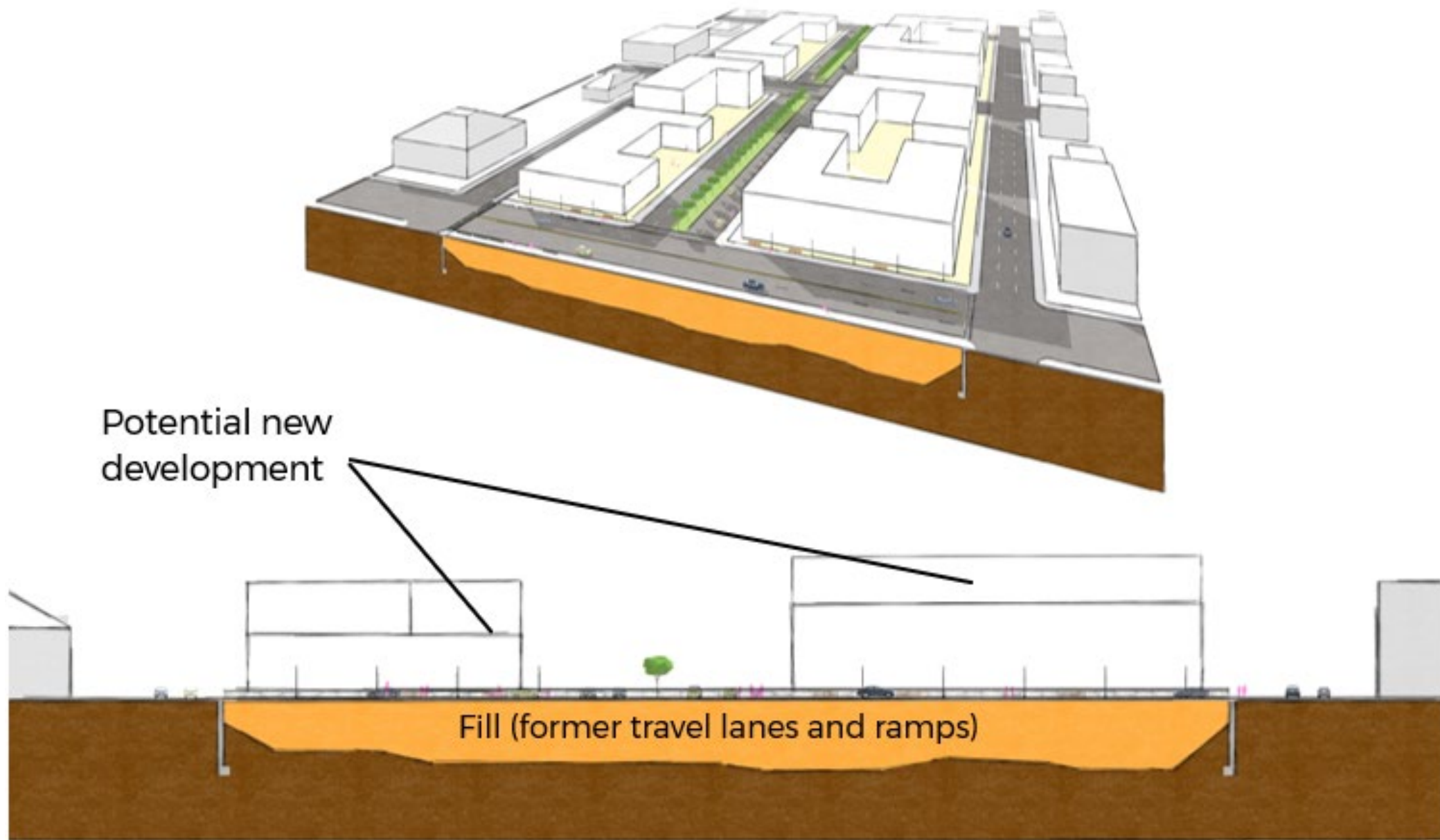
1. Planned City Improvements
2. Improve Over/Underpass Conditions
3. Cap/Deck Over Travel Lanes

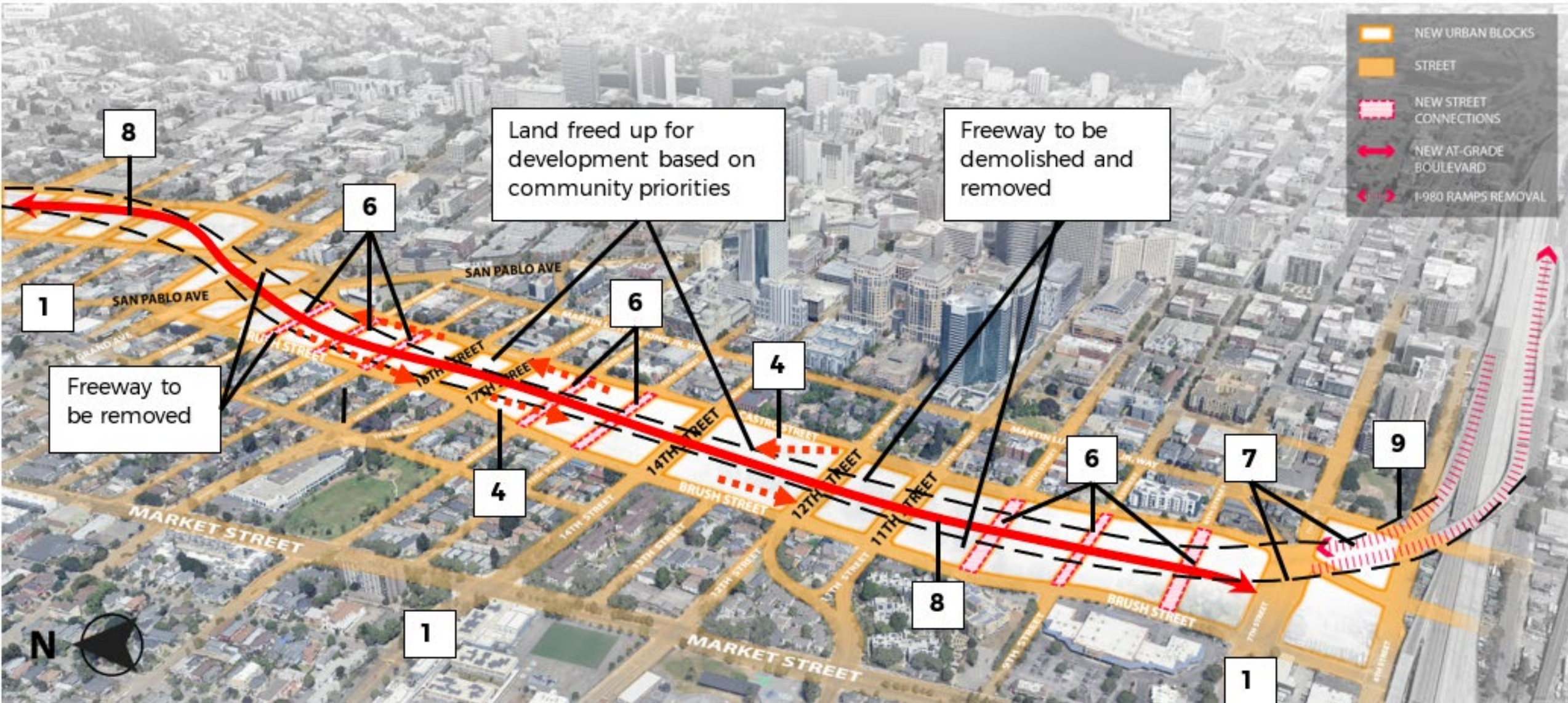
Remove Corridor Scenario

- Includes the Enhance corridor scenario improvements plus:
 - Removes Interstate 980 and redirects traffic to new boulevard
 - Reconnects the street grid that existed before I-980
 - Reconfigures I-880 and I-580 interchanges to new Blvd.
- Frees up to 67 acres of land for new development based on community priorities for the full length of the freeway
- Highest intervention and cost/time/construction impacts



Remove Corridor Scenario (West of San Pablo Avenue)

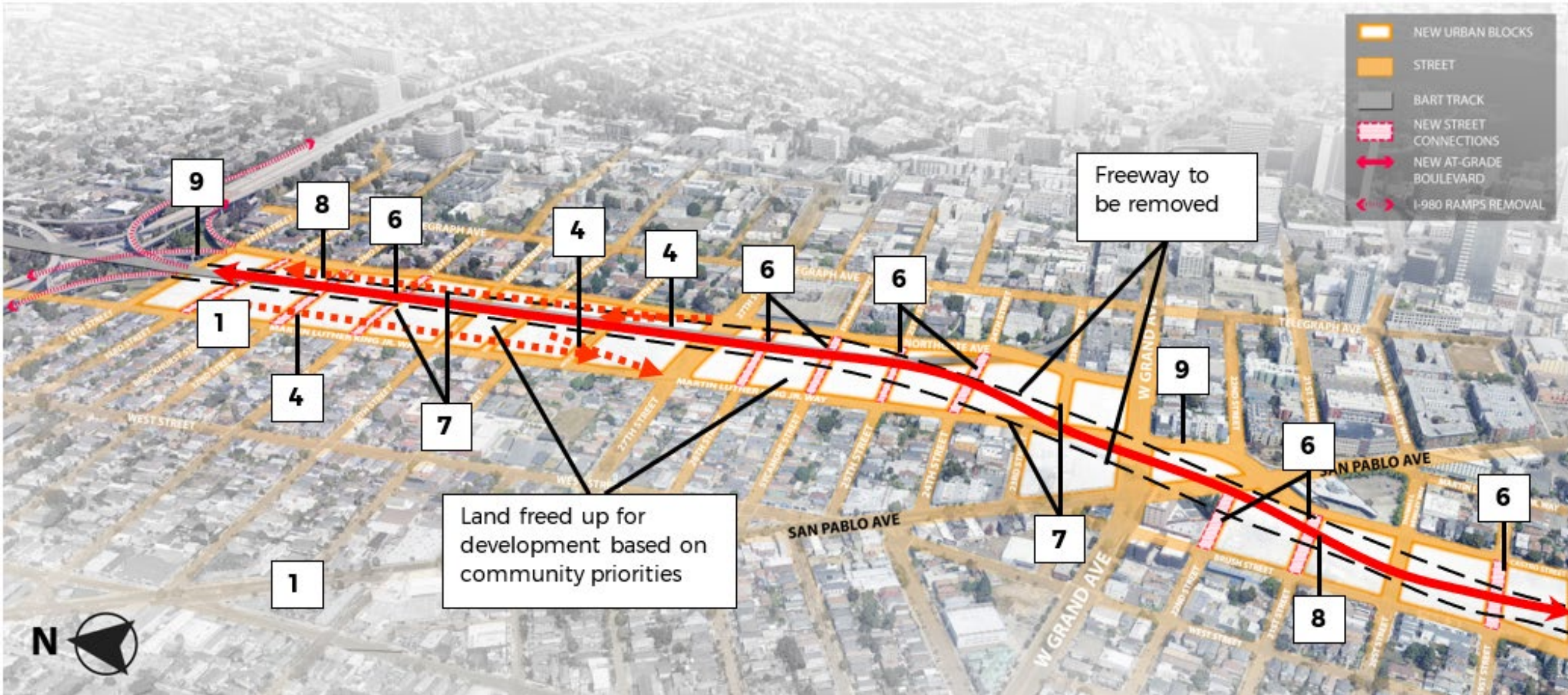




Remove Corridor Scenario (West of San Pablo Avenue)

Strategies to Reconnect


1. Planned City Improvements
4. Remove On/Off Ramps
6. Reconnect Street Grid
7. Demolish and Remove the Freeway
8. New At-Grade Boulevard
9. Reconfigure Freeway Interchanges



Remove Corridor Scenario (East of San Pablo Avenue)

Strategies to Reconnect

- | | |
|------------------------------|-------------------------------------|
| 1. Planned City Improvements | 7. Demolish and Remove the Freeway |
| 4. Remove On/Off Ramps | 8. New At-Grade Boulevard |
| 6. Reconnect Street Grid | 9. Reconfigure Freeway Interchanges |

<div>  <div>Equity-Based Performance Measure</div> </div>	Enhance	Cover	Remove
Connectivity	<ul style="list-style-type: none"> Enhances existing crossings Does not create any additional crossings 	<ul style="list-style-type: none"> Some new crossings on cap/decks West of San Pablo Avenue One cap/deck near I-580 East of San Pablo Avenue 	<ul style="list-style-type: none"> Reconnection of the street network that existed before I-980 More direct walking, biking, and driving connections
Neighborhood Character	<ul style="list-style-type: none"> The full freeway remains in place Some neighborhood character opportunities 	<ul style="list-style-type: none"> Potential new public open spaces over freeway, and Limited development on cap/decks 	<ul style="list-style-type: none"> Allows for potential new neighborhood development, and Potential for new public open spaces

Equity-Based Performance Measure	Enhance	Cover	Remove
Community Benefits	<p>Does not free up any additional land for open space or development.</p> <p>Benefits may include:</p> <ul style="list-style-type: none"> • improved safety • community character 	<p>Creates new open space options based on community priorities.</p> <p>Benefits from Enhance plus:</p> <ul style="list-style-type: none"> • open space/parks • cultural & community facilities • events/activation 	<p>Frees up land for new development based on community priorities.</p> <p>Benefits from Enhance and Cover plus:</p> <ul style="list-style-type: none"> • housing • commercial space • job and economic opportunities
Land Use Opportunities	0 acres	up to 14 acres for open space	42 to 67 acres for development
Cost, Time, Construction Impact	Low	Moderate	High

Summer 2025 Public Outreach Events

- **Mobile Workshop 1:** Thursday, June 19th from 5:00-9:00 PM at the Prescott Night Market (1620 18th St.)
- **Mobile Workshop 2:** Saturday, June 21st from 11:00 AM-6:00 PM at West Oakland Juneteenth celebration (3233 Market St.)
- **Public Meeting:** Wednesday, June 25th from 6:00-8:00 PM at The Center-OUSD Central Kitchen (2850 West St.)
- **Public Survey:** mid-June through mid-July
- **Pop-in to meetings/events hosted by others:** May/June

Thank you!

Visit our website for more info:

www.vision980.org

Contact Info:

Becky Frank,
Community Planning Branch Chief
Caltrans District 4 (Bay Area)
Vision980@dot.ca.gov

Randolph Belle
Outreach Lead, RBA Creative
randolph@rbacreative.com



Reconnecting Communities

Agenda Item 7. Agenda look-ahead, suggestions for meeting topics Attachment

3 Month Look Ahead Tentative Agenda Items

- BPAC Commissioner Outreach
- Chinatown Compete Streets (www.oaklandca.gov/projects/chinatown-complete-streets-plan)
- General Plan and Land Use and Transportation Element Update (www.oaklandca.gov/topics/oakland-2045-general-plan-update-land-use-and-transportation-element-lute-2)
- Major Development Projects Bike/Pedestrian Aspects
- OakDOT Director Update
- Annual Paving Update
- Slow Streets Network Update
- Caltrans District 4 Bike Plan

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

City of Oakland Bicyclist & Pedestrian Advisory Commission Strategic Plan

April 2023

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

Task	Task Description	Next Steps
I.1	Support interagency street safety efforts, including more quick-build/rapid response traffic calming and long-term street safety efforts.	Consider developing BPAC principles and guidelines for street safety.
I.2	Review grant applications to support pedestrian and bicyclist projects and programs that meet BPAC's goals.	Request funding presentations at BPAC meetings and consider taking position of support.
I.3	Continue review of fatal and serious injury crashes involving cyclists and pedestrians at monthly meetings. Continue to seek timely release of collision data. Explore challenges of reckless and dangerous driver behavior.	Keep as standing item with Commissioner Schader leading discussion. Collaborate with other groups such as WOBO and Bike East Bay to develop responses and determine what active role BPAC can play.
I.4	Support staff hiring to work on bicyclist and pedestrian projects.	Raise the issues of staffing and street safety to elected officials.
I.5	Support Slow Streets and safe spaces for community activities.	Continue discussion with staff on Slow Streets/Neighborhood Bike Route Implementation.

Goal 2: Be a two-way conduit for information on bicycle and pedestrian projects.

Task	Task Description	Next Steps
2.1	Invite project managers to present on projects at key milestones. Request invitations to outreach activities.	Schedule review of projects at BPAC meetings. Ask staff to send BPAC contact info to project managers.
2.2	Get status update on Bike Plan and Pedestrian Plan every six to twelve months.	Request staff presentations in conjunction with the bi-annual We Bike Oakland newsletter, including the "By the Numbers" updates.
2.3	Highlight committee activities.	Request written reports from each committee monthly.
2.4	Get periodic updates on Major Development Projects from Department of Planning and highlight the most bike/ped relevant projects for BPAC or Infrastructure Committee to review and provide comments.	Schedule at BPAC meeting once per year.

Goal 3: Encourage equity-driven investments and policies and increase community involvement in high-injury and historically underserved areas.

Task	Task Description	Next Steps
3.1	Advocate for equity driven bike/ped priorities in the General Plan (Environmental Justice Element, Land Use, and Transportation Element).	Review the General Plan and develop comments.
3.2	Prioritize transportation safety projects and support pursuing funding opportunities in East Oakland.	Schedule relevant items at BPAC meetings and advocate during planning discussions. Request staff to provide a status list of East Oakland transportation projects.
3.3	Advocate for the expansion of the Town for All project and waterfront connections to East Oakland.	Request follow-up on relevant projects.
3.4	Use BPAC Blog, Open Forum and community meetings to create open communication between BPAC, community members, and OakDOT.	Chair Yee leads BPAC Blog. Open Forum facilitated by Open Forum Committee. All commissioners engage in other community outreach.
3.5	Advocate for community groups and Neighborhood Councils in low-income high-injury areas 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. Request the Dept of Race and Equity to present about outreach procedures at BPAC.
3.6	Organize bike ride with BPAC Commissioners, community members, and the Oakland Police Department to create trust and develop ongoing relationships.	Police Relations Committee organizing.
3.7	Convene meeting on racially-biased bicycle stops with the Oakland Police Department, Department of Race and Equity, BPAC Police Relations Committee, and community partners per 2019 Bike Plan.	Police Relations Committee organizing.

Goal 4: Build relationships with policymakers and provide feedback on policies that affect walking and bicycling in Oakland.

Task	Task Description	Next Steps
4.1	Present BPAC Chair's Report to Public Works Committee.	Use the report as an opportunity to raise priorities with City Council.
4.2	Establish connections with active transportation committees at regional agencies such as Caltrans, MTC, Bay Area Regional Collaborative on bicyclist and pedestrian investments and plans.	Ask staff to request regional agencies present relevant projects at BPAC meetings.
4.3	Meet with each Councilmember and their staff at least once per year to introduce BPAC and our goals.	Each Commissioner is expected to reach out to their Councilmember to promote BPAC.
4.4	Reach out to City Councilmembers concerning current bike/ped issues.	Each Commissioner is expected to reach out to their Councilmember on hot topics needing their support.
4.5	Introduce BPAC to Neighborhood Councils.	Each Commissioner is 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.