

CITY OF OAKLAND



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Department of Transportation
Safe Streets Division

Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, March 17, 2022; 6:00-8:00 pm** **Teleconference**

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

Commissioners

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/u/aAoRIVRr9> **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 February 2022

- 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.
- Around 2:15 am on Saturday, March 5, 2022, a 61-year-old, female pedestrian was struck and killed by a vehicle driver while crossing International Blvd between 98th Ave and 99th Ave. The vehicle driver fled the scene.
- 6:35 6 **2022 Bike to W(herever) Day Planning** (10 minutes) – Chris Hwang (chris@wobo.org), Walk Oakland Bike Oakland (WOBO) Board President, will present on the May 20th, 2022 Bike to Wherever Day and ways to get involved. WOBO invites partners who can and are interested in sharing resources that help Oaklanders experience the city by bicycle to email info@wobo.org if they'd like to participate in programming or to sponsor the event. Please stay tuned for additional details, go to <https://bayareabiketowork.com/> and follow @walkoakbikeoak on social media for announcements and how to get involved.
- 6:45 7 **Parking Enforcement Update & Proposal to Add Parking Meters to Commercial Loading Zones Attachment** (30 minutes) – City of Oakland Department of Transportation (OakDOT) Transportation Planner Quinn Wallace (Qwallace@oaklandca.gov) will provide an update on parking enforcement activities and policies at OakDOT in relation to bicycling and walking in the city. OakDOT New Mobility Supervisor Kerby Olsen (kolsen@oaklandca.gov), will seek support from the commission to add parking meters to commercial loading zones with the goal of reducing instances of commercial delivery drivers parking illegally in bike lanes and bus stops by making yellow loading zones more available to delivery drivers.
- 7:15 8 **San Pablo Ave Corridor Plan Attachment** (20 minutes) – Alameda County Transportation Commission planner Colin Dentel-Post (cdentel-post@alamedactc.org) will present on the San Pablo Avenue Corridor Project. The project has completed a long-term visioning phase and has now embarked on a near-term implementation phase aiming to improve safety, transit efficiency, and placemaking along the corridor within 3-5 years. The proposed project concept in Oakland, Emeryville, and South Berkeley includes pedestrian safety enhancements, conversion of one traffic lane in each direction to a dedicated bus lane, and conversion of each curbside parking lane to a protected bike lane. The project concept will go to the Public Works Committee and City Council later this spring for action. For more information, see www.alamedactc.org/sanpablo
- 7:35 9 **Committee Report Back Attachment** (10 minutes) – Committees of the BPAC will provide brief updates to the Commission. A list of active committees is included in the agenda packet and at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.
- 7:45 10 **Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment** (10 minutes)



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, Cantonés, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a npond-danchik@oaklandca.gov o llame

al (510) 238-4753 o al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. Gracias.

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danchik@oaklandca.gov 或致電 (510) 238-4753 或 711 (電話傳達服務). 請避免塗搽香氛產品, 參加者可能對化學成分敏感.

Để yêu cầu các phương tiện hỗ trợ phục vụ người khuyết tật hoặc yêu cầu thông dịch viên ASL, tiếng Quảng Đông, tiếng Quan Thoại hoặc tiếng Tây Ban Nha, vui lòng gửi email đến địa chỉ npond-danchik@oaklandca.gov hoặc gọi đến số 711 (với Dịch vụ Tiếp âm) ít nhất năm (5) ngày làm việc trước khi cuộc họp diễn ra.



City of Oakland, Bicyclist & Pedestrian Advisory Commission
DRAFT Minutes from the February 17th, 2022 meeting
Teleconference

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

Meeting called to order at 6:01 pm by BPAC Chair Patricia Schader.

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

At roll call, quorum was established with nine commissioners present (X).

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

Introductions were made.

- Other attendees: Ben Fields, Danielle Dynes, Jose Feroso, Hancel Ferreyra, Ann Killebrew, Peter Merholz, George Naylor, Robert Prinz, George Spies, Midori Tabata, Patrick Traughber, Jean Walshie, Ernesto, Jessica, Joan
- Staff: Chris Diano, Ofurhe Igbiniedion, Si Lau, Julieth Ortiz, Jason Patton, David Pené, Noel Pond-Danchik, Craig Raphael, Charlie Ream, KTOP

Item 2. Open Forum / Public Comment

- Hancel Ferreyra noted the bike lanes around the Lake Merritt BART Station are often blocked by the BART Police.
- Patrick Traughber is interested in seeing the 2019 Bike Plan completed. While the Plan calls for many miles of protected bike lanes to be built, very few miles have been built. This is despite OakDOT having paved many miles of streets during the same time period.
- Ben Fields spoke to Calaveras Ave which functions as a kind of frontage road along I-580 between Redwood Heights and Mountain Blvd. There is an issue with illegal parking and abandoned vehicles. He would like to see protected bike lanes in this location to dislocate the illegal parking and the abandoned vehicles.
- George Spies echoed Patrick Traughber's comment regarding the importance of increasing the rate at which protected bike lanes are being built. He wants to know when projects will get built, and why projects are not getting built more quickly.

- Ernesto addressed Mountain Blvd between Park Blvd and Montclair Village. He is concerned that there is not enough space for bicyclists and that drivers go too fast. He suggested removing the on-street parking to make space for bicyclists.
- Jessica echoed the comments by Ben Fields regarding Calaveras Ave.
- Commissioner Campbell passed on a comment from Silvio Carrillo regarding Franklin Elementary School and issued under discussion by the Bella Vista Neighborhood Council. A recent paving project removed travel lanes and installed bike lanes on both Foothill Blvd and E 15th St between Lake Merritt and 14th Ave. This is creating some conflict with pick-up/drop-off at the school.
- Ernesto commented on his disappointment at the removal of the temporary Slow Streets barricades.

Item 3. Approval of meeting minutes

Commissioner Whipps noted that he recused himself from the vote on the Slow Streets motion at the January 20th BPAC meeting and that this addition should be made to the minutes.

- A motion to ***adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from January 20th, 2022*** – with the correction noted above by Commissioner Whipps – was made (Whipps), seconded (Mangrum), and approved 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 (Campbell), seconded (Mangrum), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee.

The resolution is attached to these meeting minutes.

Speakers other than commissioners: None

Item 5. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

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

- Around 8pm on Friday, January 21, 2022, a 31-year-old, male pedestrian was struck and killed by a driver while crossing Bancroft Ave midblock on the 6100 block of Bancroft Ave. His name was Demarco Vierra.

Summary of Discussion:

- This past Monday a pedestrian walking on I-580 near Park Blvd was struck and killed by two drivers.
- A bicyclist was recently hit near the intersection of Grand Ave and Harrison St.
- An individual was hit by a driver at Market St and 21st St.
- Wayne Marshall Jr. was riding an e-scooter when he was struck by a driver in the 8500 block of International Blvd in October 2, 2021. This crash was previously discussed by the BPAC. On February 13, 2022, he passed away due to the injuries related to the crash.

Speakers other than commissioners: Robert Prinz

Item 6. 14th Street Safety Project

OakDOT Transportation Planner Charlie Ream (cream@oaklandca.gov) presented on the 14th Street Safety Project. The project is proceeding toward 100% design in early 2022, with construction potentially beginning in early 2023. This roadway safety project will install protected bike lanes on 14th Street from Brush Street to Oak Street, take 14th Street from 4 to 2 vehicle lanes, shorten pedestrian crossings, and install new landscaping and sidewalk lighting. OakDOT is tentatively scheduled to bring the project to the City Council's Public Works Committee on 3/22/22. The presentation was included in the meeting's agenda packet.

Summary of Discussion:

- With one lane per direction, double parking may be a more significant concern. The project is paying close attention to existing loading needs and working to provide designated loading zones. In the single lane configuration, there will be more social pressure not to block the through lane.
- 13th St will be repaved from Franklin St to Oak St and this will include the addition of diagonal parking. In developing the design, consider back-in diagonal parking.
- The project has been evaluating the possibility of adding ramps up onto the sidewalks at the BART portals. Current thinking is that it may be more appropriate to have bicyclists use corner curb ramps.
- Consider adding mid-block crosswalks on long blocks to connect the businesses on both sides of the street.
- The project is seeking to improve the existing crosswalks given their presence at each intersecting street plus the mid-block crosswalk along Frank Ogawa Plaza where Washington St used to intersect 14th St.
- The conflict between right-turning drivers and through bicyclists is complicated. Consider having a merge area in advance of the intersection (i.e., a mixing zone design approach) instead of putting the conflict point in the intersection (i.e., a protected intersection design approach).
- Be sure the project addresses bicycle parking along 14th St.
- Consider adding posts or bollards on top of the concrete islands to make them more visible. Considerations include emergency vehicle access (i.e., authorized vehicles may drive over islands if they do not have bollards) and the maintenance needs of vertical elements that may over time get bent or knocked down.

- Consider takeaways from the 14th St project that could be applied to other projects to get more roadway narrowing and more traffic calming elsewhere in Oakland.
- The project should include “leading pedestrian interval” (LPI) traffic signal timing so pedestrians get the walk signal before right-turning drivers get the green.
- The project was presented at the February 3rd meeting of the BPAC’s Infrastructure Committee and this may be the project’s last presentation to the BPAC prior to construction. The project team will continue working through the comments received from the Committee and the Commission.
- Information on the Infrastructure Committee’s discussion of the project plus the project’s 65% plans are available in the Committee’s notes available at www.oaklandbpac.org.
- Oakland’s Bike Plan proposes buffered bike lanes on 13th St. Currently the buffered bike lanes are not included in the paving project under development for 13th St.

Speakers other than commissioners: Robert Prinz

[Item 9 and Item 8 were heard before Item 7.]

Item 7. Committee Overviews, Report Backs, and New Assignments

Committees of the BPAC provided brief overviews and updates to the Commission. All commissioners had the opportunity to volunteer for, switch, or remove themselves from the Commission’s committees and liaison positions. A list of active committees is included in the agenda packet and at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.

Summary of Discussion:

- Infrastructure Committee: Commissioner Yee explained the committee meets the first Thursday of every other month, 3:30-5:30pm. Commissioner Yee co-chairs the committee with Robert Prinz.
- Legislative Committee: Commissioner Gardner noted the Committee has been meeting on an as-needed basis and is interested in establishing a regular meeting date.
- Liaison to Mayor’s Commission on Persons with Disabilities: Chair Schader has been following the meetings of this Commission.
- Open Forum Committee: Chair Schader explained that she and Midori Tabata serve on this Committee to follow up on Open Forum items brought to the Commission.
- Bicyclist Pedestrian Police Relations Committee: Commissioner Mangrum noted the Committee meets every second Thursday of the month from 6:00-8:00pm. They are working to develop social rides with the Oakland Police Department and community-based organizations. They are also working to establish an annual conversation with the Police Department, OakDOT, and the Department of Race & Equity on the racial profiling of bicyclists and pedestrians in policing.
- Planning Commission Review Committee: Commissioner Campbell explained the Committee’s purpose is to interface with the Planning Department on its work affecting pedestrians and bicyclists. The Committee was most active in 2019 and the Commission could consider disbanding this Committee.
- Commissioner Whipps would like to join the Legislative Committee. Commissioner Whipps will speak with Commissioner Campbell regarding the future of the Planning Commission Review Committee.
- Commissioner Frank would like to join the Legislative Committee and the Bicyclist Pedestrian Police Relations Committee.

- Commissioners are welcome to contact the Commission's staff with additional Committee changes.
- Members of the public are welcome and encouraged to participate as members of the BPAC's committees.

Speakers other than commissioners: None

Item 8. Transportation Development Act (TDA) Article 3 Grant Application

[Item 8 was heard after Item 9 and before Item 7.]

- A motion to ***extend the meeting to 8:45pm (by 15 minutes)*** was made (Schader), seconded (Whipps), and approved unanimously.

Julieth Ortiz (jortiz@oaklandca.gov), DOT Transportation Planner, presented an overview of existing Transportation Development Act (TDA) Article 3 projects and a draft project list for fiscal year 2022-23. This year's recommendation is to use funding for existing programs/projects, including the bicycle parking program, bike signage and the stairs and path program. They are seeking BPAC approval for this TDA cycle. Allocations for this fiscal year have not been received yet. **The presentation is attached to these minutes.**

- A motion to ***extend the meeting to 9:00pm (by 15 minutes)*** was made (Mangrum), seconded (Gardner), and approved unanimously.

Summary of Discussion:

- If the Metropolitan Transportation Commission (MTA) considers expanding the scope of TDA eligible projects, OakDOT should advocate for a broader range of safety improvements, as well as neighborhood stewardship of improvements.
- For the bicycle guide sign program, prioritize signage in Deep East Oakland.
- Consider a funding allocation to retrofit recently paved neighborhood bike routes to bring them up to the guidelines in the recently adopted Neighborhood Bike Route Implementation Guide.
- Consider a funding allocation for rapid response projects addressing the locations of fatal and severe traffic crashes involving bicyclists and pedestrians.

Speakers other than commissioners: Robert Prinz

Item 9. Active Transportation Program (ATP) Cycle 6 Grant Application

[Item 9 was heard before Item 7 and Item 8.]

Julieth Ortiz (jortiz@oaklandca.gov), DOT Transportation Planner, presented on the proposed transportation projects for the Active Transportation Program (ATP) Cycle 6 and provided an update on the status of projects from previous ATP awards. ATP is a biannual competitive funding opportunity for projects that encourage increased bicycling and walking. The ATP is a state-administered program that distributes both state and federal funds. Applications for this year are due in June. The projects currently under consideration are:

- 1) Bancroft Ave Greenway, Design (previously submitted, ATP Cycle 5)
- 2) 73rd Ave - Active Connections to Transit, Construction

- 3) Coliseum Bay Trail Connector (66th Ave), Design & Construction (previously submitted, ATP Cycle 4)
- 4) LAMMPS Phase 2, Design & Construction
- 5) 27th Street Complete Streets, Construction
- 6) Market Street Pedestrian Improvements

The presentation is attached to these minutes.

→ A motion to **extend the meeting by 30 minutes (to 8:30pm)** was made (Schader), seconded (Whipps), and approved unanimously.

Summary of Discussion:

- For the Bancroft Ave project, the path in the median would be a multi-use path for pedestrians and bicyclists.
- The Commission is very interested in improving connections from East Oakland to the waterfront. Currently the Coliseum BART to Bay Trail Connector project is not as ready for a grant application as OakDOT would like it to be. A consultant is being brought on board to develop the proposed project more fully. This more fully developed project may be ready later in 2022 for MTC's One Bay Area Grants (OBAG).
- Regarding the Bancroft Ave project, at one time there was a homeless encampment in the Bancroft Ave median. Maintenance remains a challenge for the City of Oakland with current resources.
- For Bancroft Ave, consider moving all of the vehicular traffic to one side of the street and make a combined green space out of the other side of the street plus the median.
- The Coliseum BART to Bay Trail Connector project has been around for a very long time. It is disappointing that it hasn't received more attention while other projects, including the RAISE grant, more recently have been initiated and advanced. While additional improvements are important for Market St, for example, the Coliseum BART to Bay Trail Connector project is a higher priority.
- ATP has a four-year timeframe for delivery which makes project readiness and staff capacity key considerations in selecting which projects to submit for funding.
- Put more effort into 66th Ave and connecting Deep East Oakland to the Martin Luther King Jr Shoreline.

Speakers other than commissioners: Robert Prinz, Ernesto

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

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

Suggestions for meeting topics

- OUSD school closures and safe access to the schools that will be welcoming the students from the schools that are closing (Commissioner Campbell)
- Accommodating pedestrians and bicyclists in construction zones – which could be discussed at the Legislative Committee (Commissioner Frank)
- Grand Ave Mobility Plan – the draft plan just released (Vice Chair Yee)

Announcements

- Commissioner Ralston noted that the BPAC received a letter from OakDOT Director Ryan Russo responding to the motion BPAC passed at its January 2022 meeting urging OakDOT to continue the Slow Streets – Essential Place Program and undertake additional community outreach in

determining the program's future. The Commission should consider two suggestions in Director Russo's letter: that the Infrastructure Committee and the Legislative Committee work collaboratively with OakDOT staff in developing next steps for Slow Streets.

Meeting adjourned at 9:02 pm.

Attachments *(to be appended to adopted minutes)*

- Resolution to Continue Teleconference Meetings
- Active Transportation Program (ATP) Cycle 6 Grant Application – Presentation
- Transportation Development Act (TDA) Article 3 Grant Application - Presentation

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on Friday, February 18, 2022 with comments requested by 5pm, Friday, March 4, 2022 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the March 2022 meeting agenda and considered for adoption at that meeting.

OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

Meeting of March 17, 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

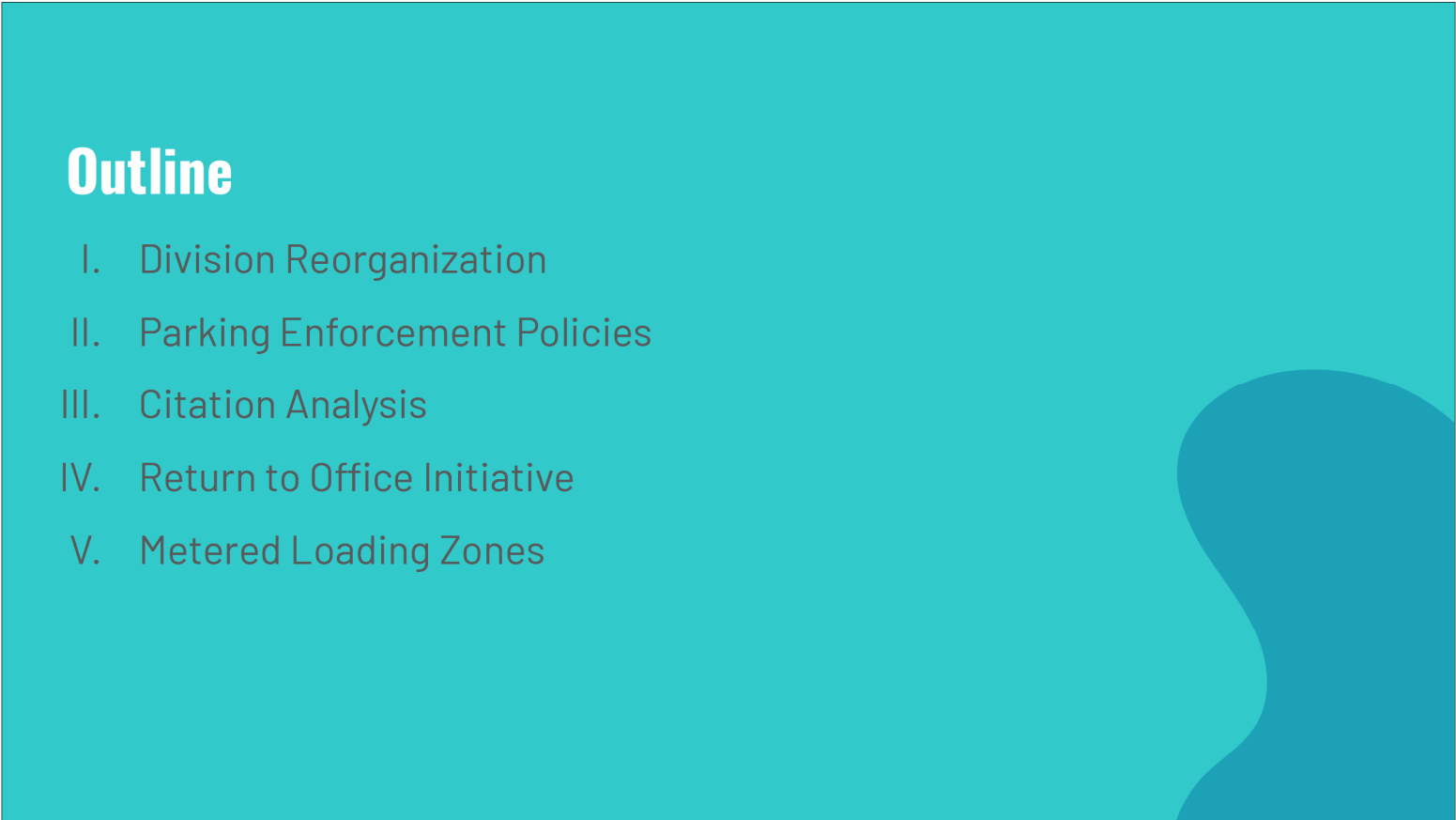
FURTHER RESOLVED: that the Bicyclist & Pedestrian Advisory Commission will renew these (or similar) findings at least every thirty (30) days in accordance with California Government Code section 54953(e) until the state of emergency related to COVID-19 has been lifted, or the Bicyclist & Pedestrian Advisory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



Parking & Mobility Update

Mobility Management Team
Parking & Mobility Division
March 16, 2022

Outline

- I. Division Reorganization
 - II. Parking Enforcement Policies
 - III. Citation Analysis
 - IV. Return to Office Initiative
 - V. Metered Loading Zones
- 

Abandoned Auto is coming to OakDOT!



Within the unit, critical issues include:

- Job Classifications & work with unions
- Vacancies, recruiting, training
- Facilities, vehicles, equipment, supplies and contracted services
- Necessary legal authorities
- Workflow within & between details
- KPIs aligned with policy priorities

Parking & Mobility Services: Toward a One-Stop Shop



Community-centered priorities include:

- Defining and systematically addressing community needs
- Informing and educating community, sharing OakDOT expertise
- Creating and enhancing ways for community to partner with us
- Delivering on the promise of civilianizing Abandoned Auto
- Building capacity to provide comprehensive assistance for parking & mobility

Parking Enforcement

Measures in place to ensure safe parking practices:

- Parking Enforcement Unit Standard Operating Procedures (SOP) page #28
"Park Safely":
*You must never park in bus zones, disabled zones, blocking wheelchair ramps, **bike lane** or in such a manner as to create an unsafe condition.*
- "Way to Go" certificate for outstanding Parking Control Technician performance, as noted by supervisors and/or the public

Additional measures in process:

- Bike Detail Beats of 4 E-Bikes to enforce bike lanes areas
 - Highly received by staff

Citation Issuance by Week 2019 to Present



Citation Summary by Year

	2019	2020	2021	2022 (Jan, Feb)
Bike Lane Blocking Citations (21211.B)	228	228	206	35
Sidewalk Blocking Citations (22500.F)	333	330	365	56
Total	561	558	571	91

Return to Office Initiative

- In 2019, about 35% of City employees working in Downtown drove alone to work
- Goal: Reduce City employees' drive-alone commutes through information campaigns and financial incentives
 - AC Transit EasyPasses for Local 21 employees
 - Discounted Baywheels bikeshare passes (in process)
 - Discounted vanpool parking
 - New parking pass rates



***New online resources
for City employees***

New City Employee Parking Pass Rates

Pass Type	Previous Rate	New Rate	Change
Employee Carpool (3+ members)	\$130	\$120	- \$10
Employee Clean-Air Vehicle	\$130	\$150	+ \$20
Employee Non-Clean Air Vehicle, Drive-Alone	\$130	\$180	+ \$50
Parking Share	\$130	\$180	+ \$50
Reserved (general public)	\$350	\$350	na
Unreserved (general public)	\$250	\$250	na



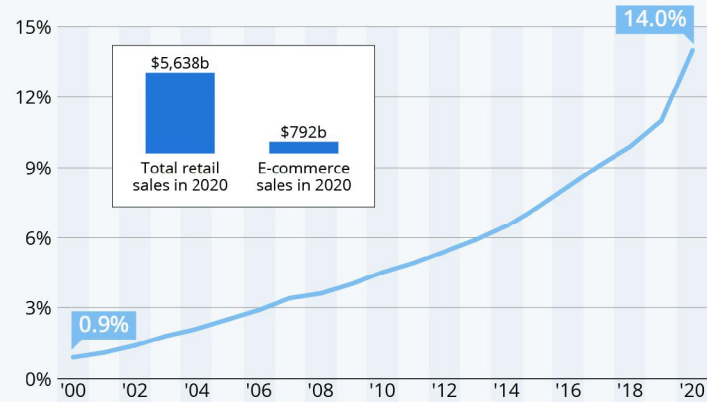
Modernizing Commercial Loading

COMMERCIAL LOADING

E-commerce and delivery are growing rapidly, but our curbs haven’t kept pace

Pandemic Accelerates Shift to Online Retail

E-Commerce sales as a percentage of total retail sales in the United States*

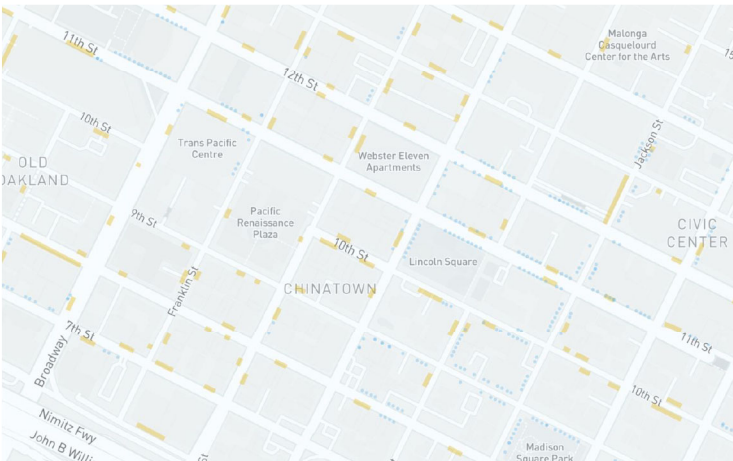


* not seasonally adjusted; excluding food services sales
Source: U.S. Census Bureau



COMMERCIAL LOADING

Loading zones in core areas are illegally occupied almost 50% of the time



Survey Results

Location	Legally parked	Illegally parked
Chinatown	100 (63%)	58 (37%)
Broadway/ Lower Telegraph	91 (49%)	96 (51%)
Average	55%	45%

COMMERCIAL LOADING

This causes problems....

- Delivery drivers can't access loading zones because they are occupied by regular parkers or don't exist where needed
- Delivery vehicles double park, block bike lanes and obstruct bus stops and bus lanes, causing safety issues

Also

- Yellow loading zones are difficult to enforce, installed by request and provide no revenue to the City



COMMERCIAL LOADING

But we also have new tools!

- GPS enabled phones and apps
- Industry-wide data standards to digitally communicate curb rules (Curb Data Standard or CDS)
- Software platforms that visualise parking and delivery data (Populus Curb Manager)
- Metered loading zones (yellow cap meters)
- Automated License Plate Readers (ALPR)



Curb Manager

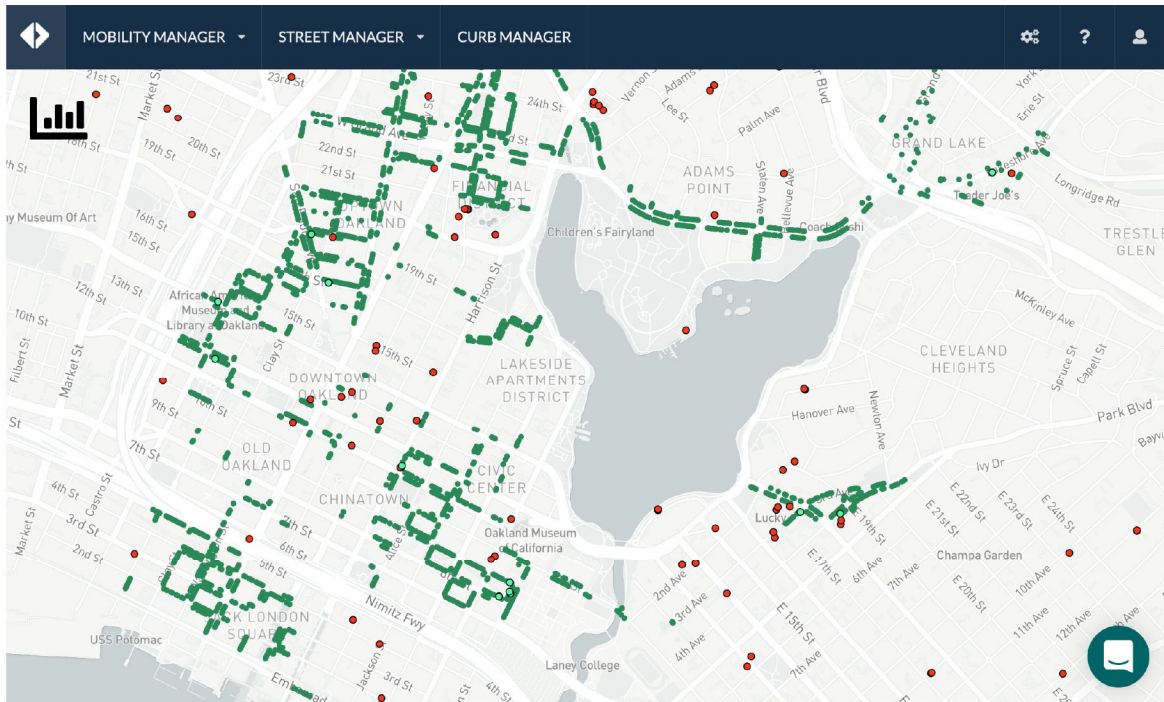


**OPEN
MOBILITY
FOUNDATION**



COMMERCIAL LOADING

Example: GIG Car Share parking fee validation



COMMERCIAL LOADING

Proposed solution

- Meter the yellow curbs in all meter zones to deter non-delivery drivers
- Create a permit to pay digitally for actual meter use (using GPS data)
- Use permittee data to determine where more yellow zones are needed
- Meters aid enforcement. Parking Control Technicians can check meter rather than waiting 5-30 mins



COMMERCIAL LOADING

Why would Operators participate?

- More access to Loading Zones improves operations and safety
- Their data will help inform Loading Zones
- Fewer citations, easier than paying at meter

Who is eligible to participate?

- TBD: Commercial vehicle license holders and possibly business license holders



COMMERCIAL LOADING

Loading Zone Proposal Summary

	Existing	Proposed
User fee	Free	Same as other meters in zone
Revenue	\$0	\$500k/year downtown (est.)
Enforcement	Slow	Fast
Zone installation	By request	Proactive
Data	None	Comprehensive

COMMERCIAL LOADING

What we've heard so far

- Concerns that delivery operators may pass parking fees on to businesses
- Some districts very excited to implement
- Some questions on who will obtain the permit (contractors vs. employers)
- Concerns that business owners will monopolize loading zones



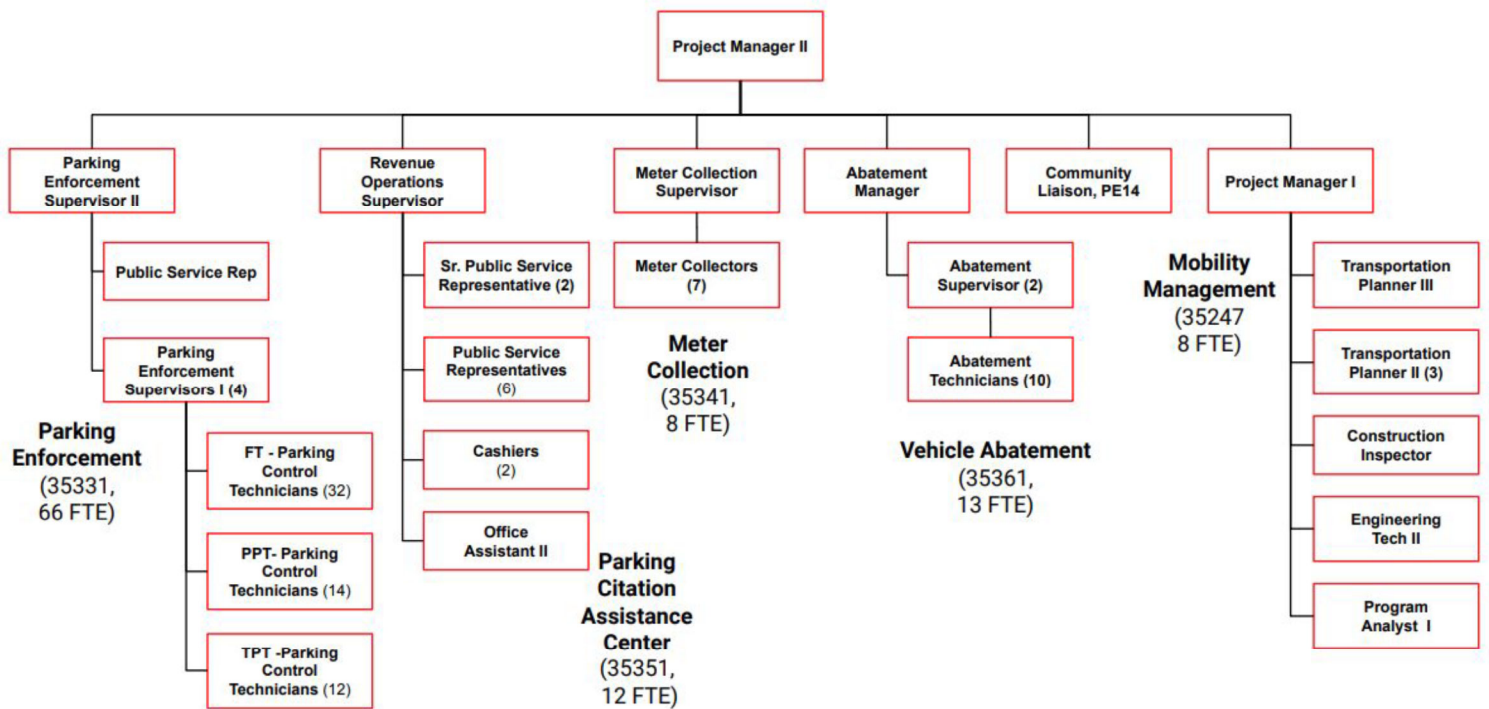
COMMERCIAL LOADING

Next steps

- Go to Council with this proposal in early Summer 2022
- Continue outreach
- Requesting a motion of support from BPAC

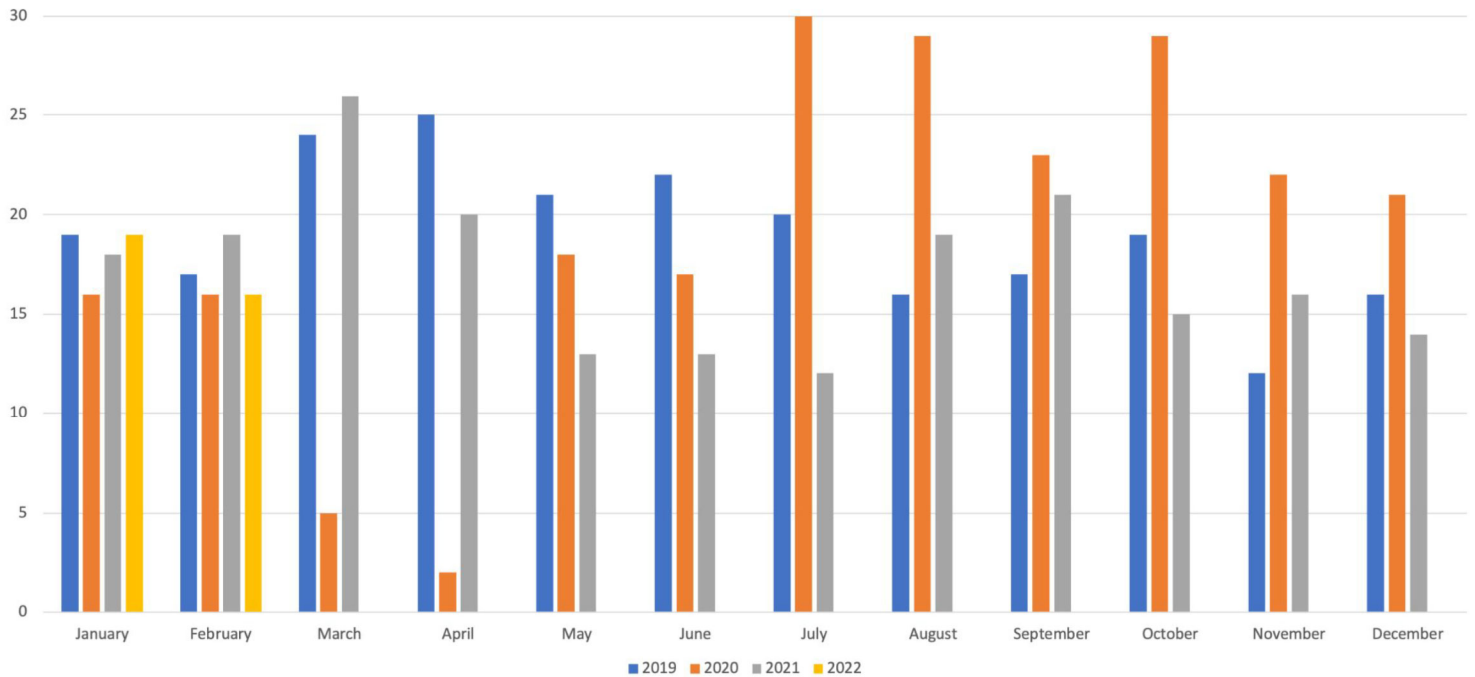


Thank You!

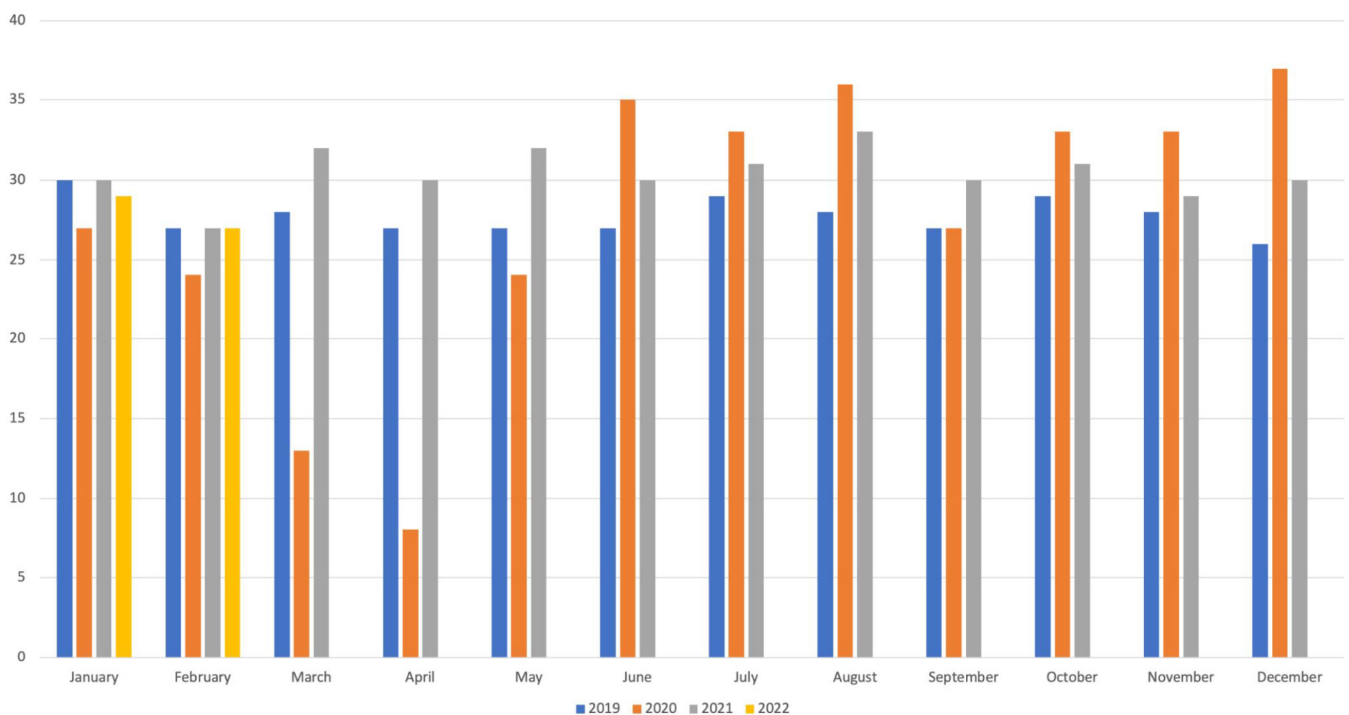


July 2022: 5 Units / 109 FTE

Bike Lane Blocking Citations



Sidewalk Blocking Citations





ALAMEDA COUNTY TRANSPORTATION COMMISSION

San Pablo Avenue Multimodal Corridor Project

Oakland Bicycle Pedestrian Advisory Committee

March 17, 2022

San Pablo Corridor Project



- Enhance **safety** for all travel modes
- Improve **comfort and quality** of trips for all users
- Support a **strong local economy** and efficiently accommodate **growth** along the corridor while respecting local contexts
- Promote **equitable** transportation and design solutions for diverse communities throughout corridor



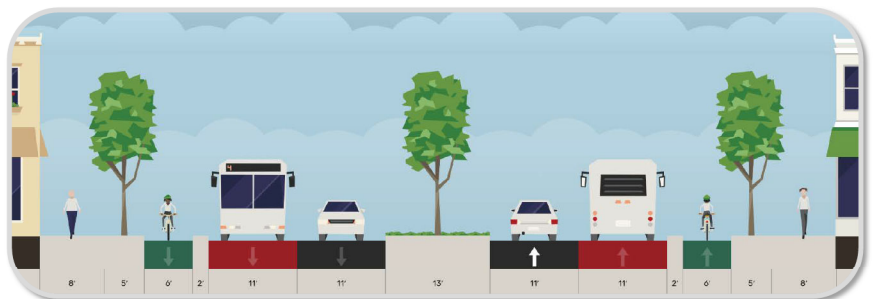
San Pablo Avenue Phase 2 Project Overview



San Pablo Avenue Corridor Project

Project Overview

- Convert outside traffic lane to **side-running dedicated bus lane** and parking lane to a **protected bike facility** in Oakland, Emeryville and southern Berkeley
 - Bike lanes 16th to Heinz Ave
 - Bus lanes 20th to Ashby Ave
- **Pedestrian safety enhancements** throughout
- Bus bulbs at Rapid stops in Berkeley and Albany



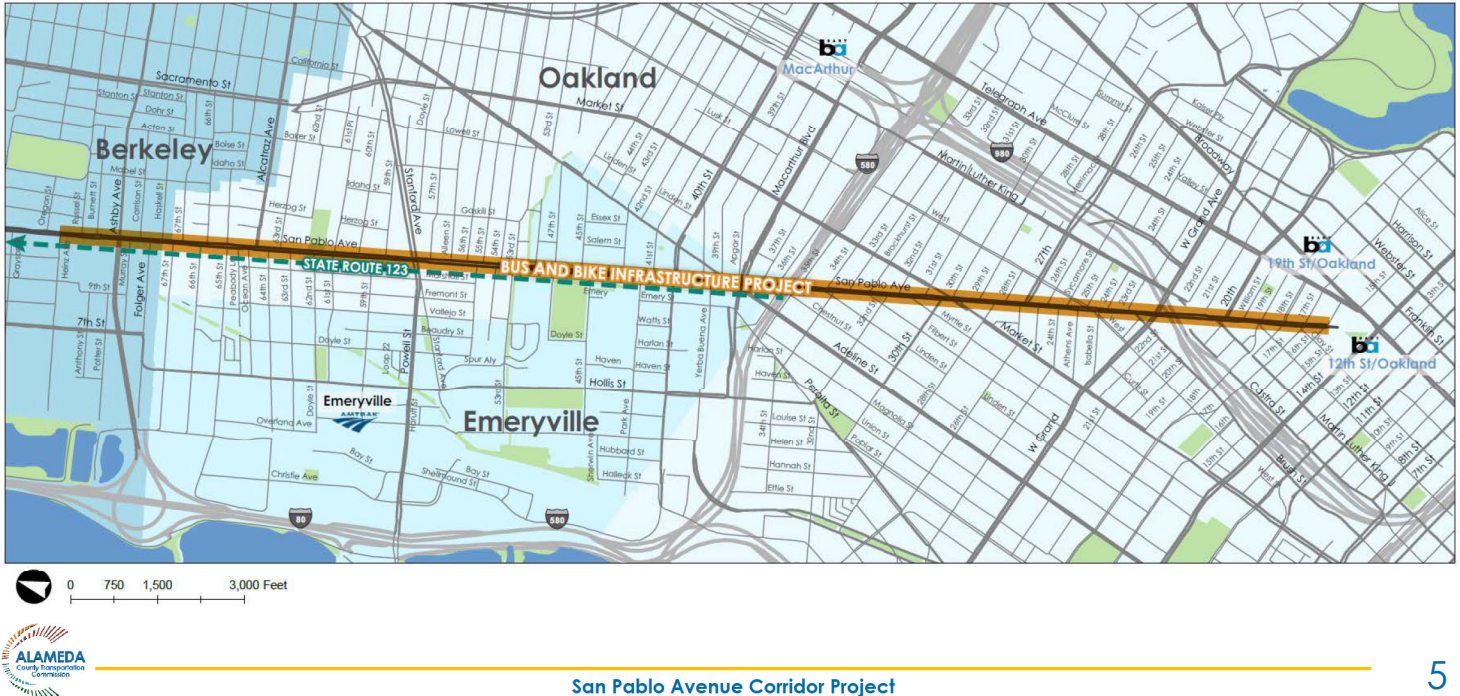
Proposed Typical Mid-Block Cross-section

For illustrative purposes only



San Pablo Avenue Corridor Project

Bus & Bike Lanes Project Map



5

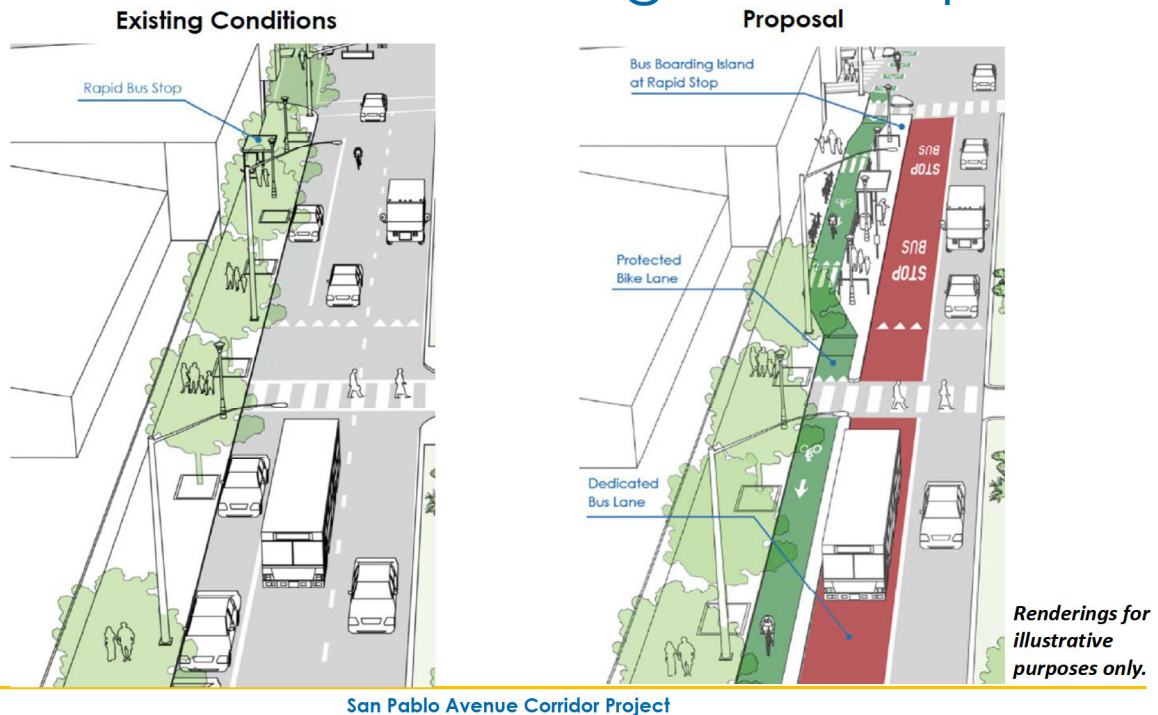
Near-Term Design Parameters

Goal: Expedite delivery to address safety, efficiency and placemaking in near-term (deliver in 3-5 years)

- Utilize a streamlined Caltrans review and approvals process
- Minimize curb, median and landscaping modifications
- Balance demands on right-of-way
 - Design the most protected bus and bicycle facilities possible on San Pablo
 - Accommodate storefront/residence access, including ADA accessibility
 - Meet corridor circulation needs, incl. truck circulation & minimizing diversions to other streets
- Evaluate project to inform future treatments

6

Near-Term Bus/Bike Design Concept



7

Benefits and Challenges

Benefits

- **Safety:** Project will calm traffic, bike lane and pedestrian safety enhancements will improve safety
- **Transit Speed and Reliability:** Bus lane will provide 10-20% travel time savings and 50% reliability improvement for Rapid
- **Economic Vitality and Growth:** Placemaking will support strong local economy and multimodal improvements will support growth

Challenges to be addressed during design

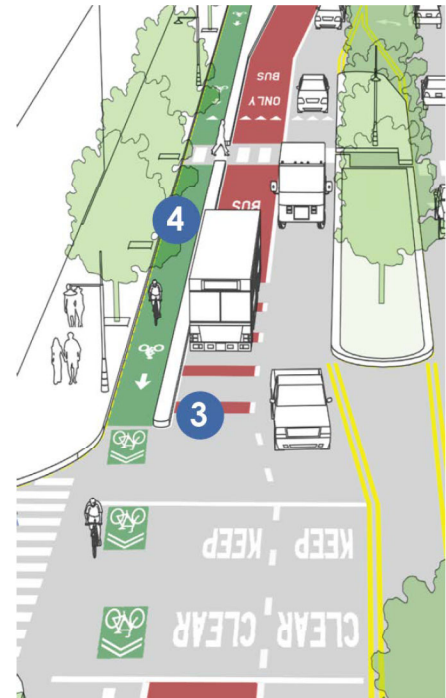
- **Constraints at intersections:** Right turns shared with buses; rights shared with bike lane at limited locations to preserve bus performance
- **Need for targeted, Limited-Location Loading Zones:** Bikes share with buses in most cases
- **Need to preserve Paratransit/ADA access**
- *Need to balance right-of-way demands with minimizing curb and median changes*

8

Near-Term Right Turn Design Concept

Typical Design

- Where possible autos will make right turns from bus lane
 - Should not degrade bus reliability in locations where turn volumes and ped volumes are medium/low
- In locations with high right turn volumes, need vehicles out of bus lane to preserve bus performance



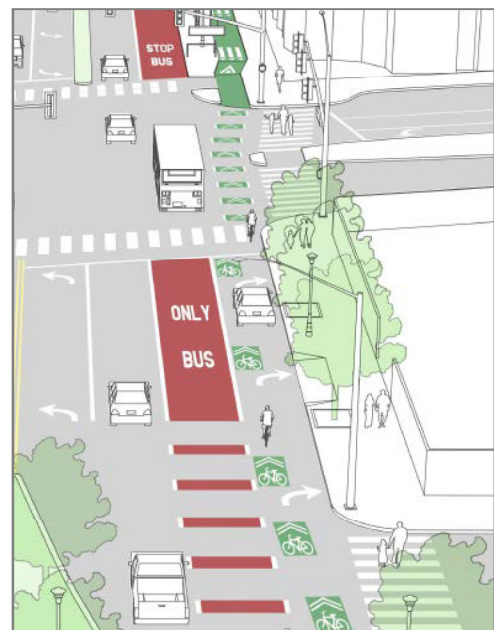
For illustrative purposes only



Near-Term Right Turn Design Concept

Alternative Treatments for Consideration

- Right turning vehicles share with bike
- Prohibit right turns with alternate routes
- Explored other ideas suggested by active transportation stakeholders, but all have major tradeoffs for transit, pedestrians, diversions, cost and schedule



For illustrative purposes only



Parking and Loading

- 571 spaces, occupancy fairly low (54% occupancy*), few loading spaces; most trucks double-park
- Vast majority of parcels front side-street and/or have off-street lot
- Conducted door-to-door outreach Dec-Jan; almost all locations surveyed (80+%) appear to have viable loading solution off SPA
- Large share of storefronts still have concerns, key challenges:
 - Distance/convenience for deliveries, likelihood that deliveries happen on SPA anyway
 - Safety, security, encampments, and residential parking on side streets
 - Potentially workable solutions have significant caveats, need to work out case-by-case

*weekday mid-day '21



Criteria for designating loading zones on San Pablo

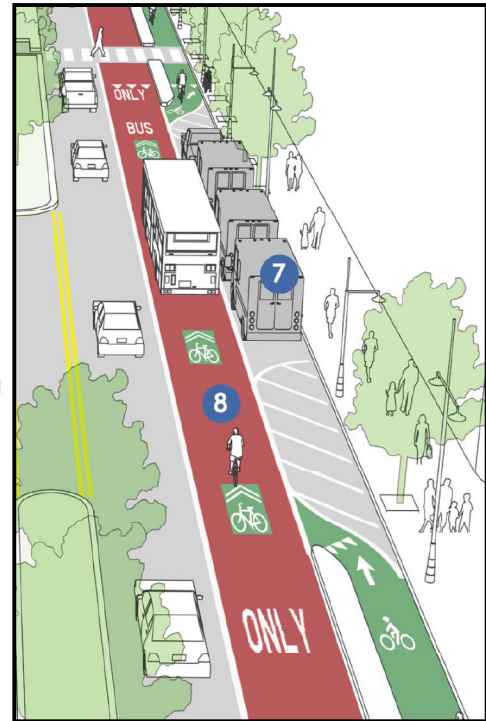
- **Proposed criteria: Mid-block commercial parcel, no off-street lot, >100' from side street**
- **Goal: ≤ 20% block faces with a loading zone on San Pablo**
- Final decisions on loading zones TBD during preliminary engineering, will consider factors including:
 - Side-street loading zone is too far away
 - Limitation on side street truck circulation due to truck type or street design/width
 - Off-street lot inadequate for loading activities
 - Personal safety and security concerns on side-streets



Near-Term Loading Zone Design Concept

- **For Consideration**

- Small segment shared bus/bike lane
- Working with active transportation stakeholders, AC Transit and Caltrans on alternative designs, but options limited
- Will explore other potential improvements, e.g. side-street lighting and improvements, parking/loading management, off-street parking facilities



For illustrative purposes only



Transit & Traffic: Preliminary Results

	AM Peak Period	PM Peak Period
Travel Time Comparison, Build vs No Build (%)		
72R	-10% to -20%	-15% to -20%
Auto	+3% to +5%	+5% to +10%
Diversion Percentage (with one left turn pocket at 40th Street)		
Albany/Berkeley	3%	3%
Oakland/Emeryville	15%-30%	20%-30%

- **Transit travel time reliability improves by over 50%**
- Increase in congestion/diversions greatest at 40th Street; systemwide impact
- Macarthur, Alcatraz also congestion hot spots



Racial Equity Analysis Underway

- AC Transit ridership is 75% people of color and 71% low income
- Diverse, low-income corridor, compared to rest of Oakland and Emeryville:
 - Residents use transit, walking, and biking more
 - Population is lower income and more transit reliant
- Proposed project improvements were developed in response to clear desire from community for safety and transit improvements
 - Extensive community engagement included diverse stakeholders with racial equity, transit rider, and disability-focused outreach



Phase 2 Project Engagement

- One-on-one storefront engagement
- Community organization presentations and partnerships
 - Golden Gate Neighborhood Association
 - West Oakland Neighbors
 - EBALDC combined Oakland/Emeryville residents
 - Chestnut Linden Court
 - Active Trans. Working Group
- City, AC Transit, EBP advisory committees
 - AC Transit Accessibility Advisory Committee
 - East Bay Paratransit Service Review Advisory Committee
 - City Transportation Commissions, BPACs, etc.
- Additional outreach during design, construction, evaluation



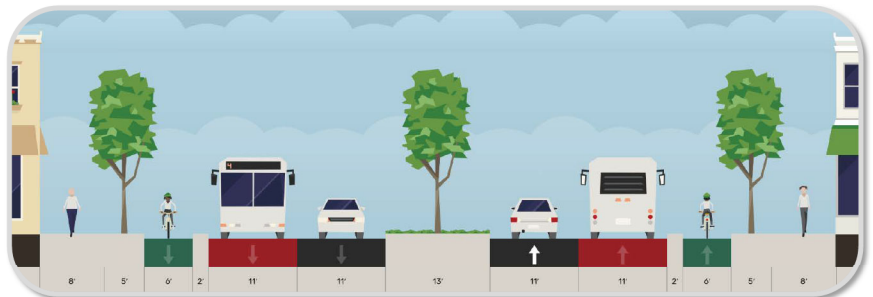
Next Steps: Project Roadmap

- **March 2022:** Recommend project to advance to ensure eligibility for funding opportunities
- **Spring/Summer 2022:** Apply for construction funding
- **Summer 2022:** Advance preliminary engineering including targeted outreach on design issues
- **2022-23:** Caltrans approvals, environmental review, final design
- **Goal:** Deliver project in 3-5 years (pending full funding)



Recommended Design Concept

- Convert outside traffic lane to **side-running dedicated bus lane** and parking lane to a **protected bike facility** in Oakland, Emeryville and southern Berkeley
 - Bike lanes 16th to Heinz Ave
 - Bus lanes 20th to Ashby Ave
- **Pedestrian safety enhancements** throughout
- Bus bulbs at Rapid stops in Berkeley and Albany



Proposed Typical Mid-Block Cross-section

For illustrative purposes only



Discussion

March 2022 BPAC Agenda Item 9. Committee Report Backs Attachment

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

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

2022 Active BPAC Committees/Task Forces/Liaisons

Committee Name / Liaison Role	Date Created	Purpose	Commissioners	Community Members
Infrastructure Committee	2/16/17	Review and comment on the design of projects	Ralston, Schader, Yee	George Naylor, 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
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**

March 2022 BPAC Agenda Item 10. Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment

Three-month agenda look-ahead

March 31 Special Meeting

- BPAC 2022 Strategic Planning
- BPAC Commissioner Expectations

April

- Safe Oakland Streets Initiative Update
- General Plan Update (tentative)
- BPAC 2022 Strategic Plan Approval
- One Bay Area Grant (OBAG) Grant Application (tentative)

May

- DOT Organizational Update (tentative)
- School Safety Crossing Guards (tentative)
- Meeting with the Mayor & Transportation Advisor to the Mayor (tentative)

June

- Bike to Wherever Day Report Back
- Commission on Aging (tentative)
- Annual Paving Update (tentative)
- Grand Ave Mobility Plan (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 sign up to receive these BPAC agendas by email when available, go to <https://oaklandca19202.activehosted.com/f/20>.
- **Form 700:** All BPAC Commissioners must file their 2021-2022 Form 700 before April 1, 2022. You may file online (preferred) at <https://netfile.com/filer> or by mail filling out the pdf attached/available at https://netfile.com/Filer/Content/SEI/docs/v2022/FPPC_700_2021-2022.pdf and printing, signing, and mailing it with a postmark no later than April 1, 2021 to the City of Oakland, Office of the City Clerk, I Frank H. Ogawa Plaza, Room 201, Oakland, CA 94612.
- **Clean CA International Pedestrian Lighting and Sidewalk Improvements Project:** The City is receiving \$9.9M in Clean California Funds from Caltrans for the construction of the International Pedestrian Lighting and Sidewalk Improvements Project to help deliver commitments made to the community during the International Bus Rapid Transit project development. The project will install pedestrian lights, conduits, pull boxes, and solar-powered trash compactors, and repair sidewalks on International Blvd between 45th and 107th Ave. The project will be delivered with another Affordable Housing Sustainable Communities (AHSC) grant project which extends the improvements to 36th Ave. To receive Clean CA funds, the project must be completed by June 30, 2023.
- **Bicycle Facilities Map Update:** OakDOT's bicycle facilities webmap (bikeway network, signage, parking and projects, has been updated. See www.oaklandbikes.info/maps.
- **Sideshow Prevention:** Go to <https://www.oaklandca.gov/topics/sideshow-prevention-efforts> to see how OakDOT has been addressing sideshow prevention.
- **Parking Revenue:** While on-street meter revenue continues a gradual recovery and citation revenues are at pre-pandemic levels, off-street revenues are slowly recovering but still at only 50% (annualized: \$6million instead \$12million gross revenues).
- **Rapid Response Update:** The quick-build project in response to the severe pedestrian injuries at 23rd Ave and E 27th St is now complete. OakDOT is currently working on four Rapid Responses—one for the two motorist fatalities on Frontage Rd and (in process bidding out for construction), one for a pedestrian fatality on Park Boulevard near East 38th Avenue (finalizing design for an expanded improvement), one for

a pedestrian fatality on MacArthur Blvd near Chetwood St (Installation pending repair of the OakDOT's maintenance thermoplastic applicator), and one for the pedestrian fatality at Bancroft Ave and 61st Ave (analysis is underway).

- **Grand Avenue Mobility Study:** The Grand Avenue Mobility Plan has been posted at <https://www.oaklandca.gov/projects/grand-avenue-mobility-plan>.
- **OakDOT Recruitment and Retention:** 93 out of 336 (27%) of OakDOT permanent positions are currently vacant. Multiple position hiring processes are underway.
- **BPAC 2021 Annual Report to Public Works Committee:** The 2021 BPAC Annual Report is scheduled to be heard at the April 26, 2022, 10:30 am Public Works Committee meeting. More info as it becomes available at: <https://oakland.legistar.com/Calendar.aspx>
- **BPAC Special Meeting:** There is a Special BPAC Meeting scheduled for Thursday, March 31, 2022 from 6-8pm to discuss the BBPAC strategic planning and BPAC commissioner expectations. For more information, see: <https://www.oaklandca.gov/meeting/bicyclist-pedestrian-advisory-commission-bpac-virtual-special-meeting>

City of Oakland Bicyclist and Pedestrian Advisory Commission

Strategic Plan Goals for 2021

February 2021

For the BPAC Strategic Plan 2021, the work of the BPAC was divided into four general goals, each with a corresponding set of tasks.

Goal 1: Be strong advocates for bicycle and pedestrian safety.

Task	Task Description	Committee Assigned	Commissioner Assigned	Progress	Issues/Barriers/Notes
Specific Tasks					
1.1	Finalize safety prioritization legislation for Council	Legislative			
1.2	Draft proposed legislation on school zone speed limit authority	Legislative			
1.3	Support the relaunch and rebrand OakDOT's Vision Zero focused on design and equity. Invite staff working on the initiative to present at BPAC on community and staff concerns.				
Ongoing Tasks					
1.a	Create standing item on BPAC agenda to get updates on bicycle and pedestrian safety from the last month (specifically accidents and fatalities involving cyclists and pedestrians).				
1.b	Advocate for permanent Slow Streets and Essential Places improvements.				
1.c	Provide input to the Reimagining Public Safety Task Force.				

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

Task	Task Description	Committee Assigned	Commissioner Assigned	Progress	Issues/Barriers/Notes
Specific Tasks					
2.1	Invite OakDOT to present on Performance Measures methodology associated with Complete Streets work, including the summary of the performance measures items outlined in the the 2013 Complete Streets Resolution, as well as a summary of the Equity Score criteria from OakDOT's Strategic Plan.				<p>Items from the Complete Streets Resolution in 2013:</p> <ol style="list-style-type: none"> 1) Establishing specific performance measures pertaining to Complete Streets 2) Collecting and updating data to evaluate measure on a regular basis 3) Making the results of Complete Street performance analyses available publicly as completed.

2.2	Invite project managers to present on projects post-construction evaluation. Select two projects to have a presentation on before June (potentially 90th Avenue and/or Foothill Avenue rapid response fix).				How is OakDOT evaluating? How has this impacted speeds? How has this impacted traffic volume? How has this impacted bike/ped users comfort level?
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Ongoing Tasks

2.a	Get status update on Bike Plan and Pedestrian Plan every three months.				
2.b	Highlight the Infrastructure Committee's review of projects during main BPAC meetings and promote their meeting summaries.				
2.c	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.			Department of Planning to present at February meeting	

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

Task	Task Description	Committee Assigned	Commissioner Assigned	Progress	Issues/Barriers/Notes
Specific Tasks					
3.1	Work with OakDOT, Sustainability Department, and Department of Planning to align bicycle and pedestrian equity goals and guidelines into the updated City General Plan (transportation network maps, and identifying equity gaps for funding) and Environmental Justice Element (transit and access to public facilities mandated sections). This involvement with BPAC will also help align the Bike Plan, the ECAP, and the General Plan policies and plans in regards to Bicycle and Pedestrian infrastructure.				
3.1	Parking - work on developing policy recommendation on parking is not a priority on Oakland streets.				
Ongoing Tasks					
3.a	Continue to use BPAC blog as a community engagement tool.				
3.b	Prioritize safety needs in East Oakland.				
3.c	Attract grants for pilot Bicycle and Pedestrian equity infrastructure projects in Oakland				
3.d	Advocate for community groups to be integrated into OakDOT program and				Ask that Bike Plan update presentations

	community outreach work (in a paid capacity wherever possible).				provide summary of program initiatives.
Goal 4: Build relationships with policymakers and provide feedback on pedestrian and bicycle policy.					
Task	Task Description	Committee Assigned	Commissioner Assigned	Progress	Issues/Barriers/Notes
Specific Tasks					
4.1	Prepare and present an "Introduction to BPAC" including a review of Strategic Goals to Public Works Committee				This is in the works. Andy, Patricia, and George will meet with Noel Gallo to present the chair's report.
4.2	Establish ongoing inter-agency bicycle and pedestrian infrastructure working advisory group with Caltrans (given their new focused Bicycle and Pedestrian investments and plans).				
4.3	Establish a regular regional policy meeting on Bicycle and Pedestrian infrastructure plans with MTC and the Bay Area Regional Collaborative				This will enable us to advocate and stay abreast of developments with Plan Bay Area 2050, upcoming National Infrastructure funding, transportation bills; and Statewide urban greening grants and so forth.
Ongoing Tasks					
4.a	Provide updates on specific BPAC efforts with Councilmembers.				