

## **BPAC Policy and Legislative Committee Meeting Minutes**

The meeting agenda can be found at: <https://www.oaklandca.gov/meeting/august-2024-bicyclist-pedestrian-advisory-commission-bpac-policy-and-legislative-committee-meeting>

City Hall Hearing Room 2  
1 Frank Ogawa Plaza, Oakland CA 94612

Monday, August 12, 2024  
5:30 PM – 7:00 PM

### **Attendance:**

- Commissioners: Alex Frank (Chair), Nick Whipps (Co-Chair), David Ralston (BPAC)
- Members of the public: Kevin Dalley, Andre Sandford, George Spies
- Staff: Jason Patton, Pierre Gerard

### **Acronyms:**

- BPAC = Bicyclist and Pedestrian Advisory Commission, a city-appointed volunteer group that meets monthly to discuss and advise staff on bike/walk projects, policy, and funding
- OakDOT = Oakland Department of Transportation
- SWITRS: Statewide Integrated Traffic Records System
- TIMS: Transportation Injury Mapping System

### **1. Introductions and Updates on Previous Agenda Items**

- Alex Frank announced his decision to step back as Committee Chair due to bandwidth limitations.
- Nick Whipps will continue to support the committee in a leadership role as interim Co-Chair until further elections.
- Updates reaffirmed the committee's focus on actionable city policies, including traffic calming, light timing, and data improvements.

### **2. Public Comment**

- No public comments were made during this session.

### **3. Committee Organization & Discussion/Election of Committee Chair and Vice-Chair**

- Alex Frank reiterated his decision to step back as Committee Chair, citing bandwidth challenges.
- The committee held a discussion on leadership roles and the importance of maintaining active and engaged leadership.
- Kevin Dalley was unanimously selected as a new Co-Chair.
- Nick Whipps was affirmed to continue as interim Co-Chair, with discussions to revisit the role in the future as additional leadership candidates emerge.

### **4. Bicyclist and Pedestrian Severe Injury and Fatality Crash Reporting**

- The committee discussed challenges with the completeness and accuracy of current crash data, which is largely sourced from SWITRS/TIMS based on police reports.

- Suggestions were made to incorporate additional data sources, such as Fire Department records and coroner's reports, to provide a more comprehensive picture of crash severity and locations.
- Issues with data jurisdiction and underreporting of delayed fatalities were highlighted, emphasizing the need for improved data coordination across agencies.
- Participants discussed forming a working group to address data integration, aiming to refine methodologies and prioritize interventions based on enhanced datasets.

## **5. Service Requests**

- The committee briefly reviewed the Oak311/SeeClickFix service request process, focusing on its effectiveness for addressing pothole-related issues.
- Recommendations included streamlining the request process to ensure timely responses and improved transparency for residents.
- Discussions emphasized the importance of integrating feedback from community members to refine service delivery and align with safety goals.

## **6. Oakland General Plan Land Use and Transportation Element Update Discussion**

- The committee discussed the upcoming second phase of the General Plan update and its implications for bicyclist and pedestrian infrastructure.
- Commissioners highlighted the importance of ensuring the Land Use and Transportation Element (LUTE) reflects citywide bike and pedestrian goals, such as connected Class I bikeways and improved neighborhood accessibility.
- Members expressed interest in providing input on design standards, network classifications, and integration of bike/pedestrian goals with other plan elements like infrastructure and recreation.
- Commissioner Ralston volunteered to lead an ad-hoc working group focused on the General Plan update, with plans to collaborate with OakDOT staff and stakeholders over the next 18 months.

## **7. Future Agenda Items**

The committee identified several topics for future meetings, including:

- Updates on the integration of additional crash data sources (e.g., Fire Department and coroner data).
- Presentation from OakDOT Traffic Engineering on walk button policies and implementation.
- Updates on curb parking policy changes and their impact on bike/pedestrian infrastructure.
- Further discussion of Oakland's General Plan Land Use and Transportation Element updates.
- Development of a "Driving Code of Conduct" to promote shared accountability among all road users.
- Exploration of expanding bike and pedestrian safety content in California's standard driving test.
- Ad hoc working groups were encouraged to report progress at each meeting, with timelines set for recommendations and sunset dates.