

CITY OF OAKLAND



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

Bicyclist and Pedestrian Advisory Commission Meeting Agenda **Thursday, November 21, 2024; 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, Alexander Frank, Grey Gardner (Chair), Jimmy Jessup, Phoenix Mangrum,
David Ralston (Vice Chair), Patricia Schader, Nicholas Whipps, 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 available at this time. 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](#).

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	<p>Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes <i>Attachment</i> (15 minutes) – Chair Gardner 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.</p> <ul style="list-style-type: none"> At around 5pm on October 28, 2024, Oakland Police responded to a fatal solo-bicycle crash involving a 44-year-old Emeryville resident near 3555 Dwight Way in Berkeley. The report is attached.
6:15	2	<p>Open Forum / Public Comment / Announcements <i>Attachment</i> (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.</p>
6:25	3	<p>Approval of Meeting Minutes <i>Attachment</i> (5 minutes) – Seek motion to adopt the October 2024 BPAC meeting minutes.</p>
6:30	4	<p>Committee Report Backs <i>Attachment</i> (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 oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons.</p> <ul style="list-style-type: none"> Infrastructure Committee: The committee met on November 7, 2024. They heard presentations on The Upper Telegraph Ave Complete Streets Design and Curbside Bike Lane Separation Opportunities. More info at: oaklandca.gov/meeting/november-2024-bicyclist-pedestrian-advisory-commission-bpac-infrastructure-committee-meeting Their next meeting is rescheduled from January 2, 2025 to Thursday, January 9, 2025, from 3:30-5:30 PM at 250 Frank Ogawa Plaza in the Broadway Conference Room, Suite 4304. Policy and Legislative Committee: The committee met on November 12th, 2024. They discussed committee goals and heard presentations on the Oakland General Plan Update and the Pedestrian Plan Update. More info at: oaklandca.gov/meeting/november-2024-bicyclist-pedestrian-advisory-commission-bpac-policy-and-legislative-committee-meeting Their next meeting is planned for February 10, 2025 at 5:30PM.
6:40	5	<p>Traffic Engineering Section Overview (30 minutes) – Brian Sukkar and Joe Wang from the Traffic Engineering Section, Safe Streets Division of OakDOT will provide an overview of their section's work programs including:</p> <ul style="list-style-type: none"> Rapid Response Sideshow Prevention (oaklandca.gov/topics/sideshow-prevention-efforts) Traffic Safety 311 Requests (oaklandca.gov/topics/traffic-safety-requests) Speed Bumps (oaklandca.gov/services/apply-for-a-speed-bump) School Traffic Safety (oaklandca.gov/topics/school-traffic-safety-in-oakland) City Council Earmark and Discretionary Projects (oaklandca.gov/projects/status-of-city-councils-traffic-safety-earmark-discretionary-projects)
7:10	6	<p>City of Oakland Budget and Policy Priorities <i>Attachment</i> (25 minutes) – BPAC Chair Gardner will lead the commission in a discussion of policy and budget recommendations for the next budget cycle. See this presentation from 2023 for reference: oaklandbpac.org/2023/06/13/oakdot-budget-and-organizational-update/</p>
7:35	7	<p>BPAC By-Laws Update <i>Attachment</i> (15 minutes) – Jason Patton, OakDOT staff to the commission, will ask the Commission to adopt a proposed change to the by-laws (cao-94612.s3.us-west-2.amazonaws.com/documents/BPAC-By-Laws.pdf) that would allow community members or commissioners, as opposed to only commissioners, to act as liaisons of the BPAC to another body including committees, task forces, boards, and commissions.</p>
7:50	8	<p>Agenda look-ahead, suggestions for meeting topics <i>Attachment</i> (10 minutes)</p>



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, Cantonés, Mandarín 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 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:
A/Lt. T Dolan
Ext. 510-777-8663

RD# 24-053652

On October 28th, 2024, at approx. 4:52 PM, the Oakland Police Department was dispatched to the 3500 blk of Dwight Wy to investigate a report of a serious injury collision involving a solo bicyclist verses a guard rail. Upon arrival, officers located an injured adult male on the ground. Emergency medical personnel responded to the scene. Unfortunately, the adult male succumbed to his injuries.

The adult male's (44-year-old Emeryville resident) identification is being withheld pending notification to his next of kin.

Based upon witness statements, it appears the solo bicyclist was traveling downhill (westbound) when he collided into the guard rail. The collision caused the bicyclist to be ejected from his bicycle. The bicyclist was not wearing a helmet at the time of the collision and was pronounced on scene.

It is unknown if alcohol or drugs are 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 Hiep Pham (primary)
Officer Brenton Lowe
Traffic Investigations Unit
Support Operations Division

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 share.hsforms.com/1P5XTjDGyS7q6luFu76CgNQch6is
- **BayWheels Bike Share Expansion:** Where would you like to see more BayWheels bike share stations in Oakland? Eighteen new BayWheels stations are on their way, with funding from the Metropolitan Transportation Commission. We need your help to determine where the new stations should be located. Bike share works best when connecting people from where they live to where they work, shop, and play. The StoryMap (oaklandca.gov/BayWheelsExpansion) shows several important factors to consider when expanding upon the existing BayWheels network. After exploring these maps and considering what makes a station effective, scroll to the bottom of the page to enter another map that allows you to drag a pin on the map to show where you want to see a station.
- **Oakland Alameda Estuary Sea Level Rise workshop:** The Oakland Alameda Adaptation Committee (OAAC) Projects Partners are hosting a virtual workshop focusing on the Oakland Alameda Estuary on Thursday, December 5th from 5:30-7:30. For more info, see: eventbrite.com/e/oakland-alameda-estuary-sea-level-rise-workshop-tickets-105388889579
- **BPAC Year End Gathering:** Hold the date! The BPAC is considering adjourning to a nearby bar after the next BPAC meeting on Thursday, December 19, 2024, around 8pm for a year-end gathering. More info to come.
- **[Embarcadero West Rail Safety and Access Improvements](#) Community Engagement Report now available:** A heartfelt thank you to everyone who connected with the OakDOT project team. Between May and October 2024, we gathered over 800 insightful comments from community. This report dives into our engagement process, detailing who and how people were engaged and informed of the project. It also summarizes community input and how it shaped the project. To view the report, visit oaklandca.gov/EmbarcaderoWest
- **[Undercrossing Improvements Project:](#)** Streets that pass under freeways are called undercrossings. In many places in Oakland, undercrossings are dark, loud, and feel unsafe. The goal of this project is to improve undercrossings for people walking, biking, and rolling. Four locations were chosen because there will be new improvements along the same streets.
 - Broadway at I-880
 - Washington St at I-880
 - MLK Jr Way at I-880
 - 7th St at I-980

We want to hear from you! We'll be at upcoming events to gather feedback and answer questions about the project. We'll also have project fact sheets in English, Spanish, and Chinese. You can find us at the following events:

- Sunday, November 17 at the West Oakland Farmers Market
- Friday, December 6 at the Old Oakland Farmers Market
- Sunday, December 8 at the West Oakland Farmers Market

The Undercrossing Improvements build on the "[Walk this Way](#)" design toolkit. This tool kit provides design strategies to make Oakland's undercrossings safer and more inviting to travel through. For more information visit: oaklandca.gov/projects/walk-this-way Please email mpd@oaklandca.gov if you have questions or comments about the project or visit: oaklandca.gov/Undercrossings



City of Oakland, Bicyclist & Pedestrian Advisory Commission
DRAFT Minutes from the October 17 Meeting
City Hall, 2nd Floor, Sergeant Daniel Sakai Hearing Room (A.K.A. Hearing Room 4)

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

Meeting called to order at 6:04 PM by BPAC Chair Gardner.

Item 1. Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes

At roll call, quorum was established with seven Commissioners present (X).

Commissioners	Present
Priyanka Altman	X
Alex Frank	
Grey Gardner (Chair)	X
Jimmy Jessup	X
Phoenix Mangrum	
David Ralston (Vice-Chair)	X
Patricia Schader	X
Nick Whipps	X
Dianne Yee	X

Introductions were made.

1. Oakland Department of Transportation (OakDOT) Staff: Jason Patton, Noel Pond-Danchik, Yvonne Chan, Sarah Fine, Jamie Parks, Megan Weir, Rachel Strangeway
2. Other attendees: Kevin Dalley (BPAC Policy and Legislative Committee), George Spies (Traffic Violence Rapid Response), Anwar Baroudi (Mayor’s Commission on People with Disabilities), Robert Prinz (Bike East Bay), Kathryn Vo (AC Transit), Maria Henderson (AC Transit), Bryan Culbertson, Drew Martin, Fernando Rodriguez Perez, Kirsten Flagg

Chair Gardner 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:

<https://www.oaklandca.gov/topics/traffic-fatality-tracking>.

Summary of Discussion:

- On October 5th, 2024, a bicyclist riding down Skyline Blvd hit a pothole resulting in a concussion

Speakers other than Commissioners: none

Item 2. Open Forum / Public Comment / Announcements

A list of announcements and attachments were included in the meeting’s agenda packet. There is a liaison to Open Forum who follows up with members of the public and tracks Open Forum comments at docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/html

- The California State Fire Code is up for review and comments are due by midnight, October 18th, 2024. Kevin Dalley wrote a letter that asks to include traffic safety (which includes narrower street widths) as a consideration in addition to emergency response times in their review. A copy of the letter is available at docs.google.com/document/d/1WDnUPU7RdUVdqs5WvGA91bFfpBoIID8Tfa3KuFVCRpo/ and attached to these minutes.
- Transport Oakland is hosting Candidate Forums at the West Oakland Melrose Branch Library on October 22nd and 23rd in advance of the upcoming elections. They will be hosting local political candidates with platforms centering safer transportation.
- OakDOT submitted a fourth grant application to Metropolitan Transportation Commission (MTC)'s Safe Routes to Bay Trail Bay Trail Gap Closure Grant for \$5 million for construction for phases 3 and 4 of the Brooklyn Basin/Bay Trail bike lanes. The project would be on the currently undeveloped west parcel of Brooklyn Basin and constructed by the developer. A map and the MTC Complete Streets Checklist was provided as a handout at the meeting.
- Between 2011 and 2020, a Bike East Bay volunteer would review potholes submitted to 311/SeeClickFix with keywords related to bicycling and prioritize 10 potholes every month. OakDOT would in turn prioritize patching those potholes. In 2020, that volunteer stopped, but Bike East Bay recently started submitting lists again this September or October. For more info, or to become the next volunteer, reach out to Robert Prinz.

Speakers other than Commissioners: Kevin Dalley, Anwar Baroudi, Jamie Parks, Robert Prinz

Item 3. Approval of Meeting Minutes

The draft meeting minutes from the September 2024 BPAC special meeting were considered for adoption. Commissioners shared positive sentiments about meeting in Deep East Oakland and specifically at the 81st Ave Library. They thanked the Oakland Public Library for sharing about the bike programming at the library and thanked OakDOT staff and meeting attendees for attending.

→ A motion to adopt the Bicyclist & Pedestrian Advisory Commission September 2024 special meeting minutes was made (Ralston) and seconded (Yee). Commissioner Schader abstained. The motion was approved by voice vote.

Adopted minutes online at www.oaklandbikes.info/BPAC

Speakers other than commissioners: Jason Patton

Item 4. Committee Report Backs

Everyone is encouraged to attend committee meetings. A list of existing committees was provided in the agenda packet for this meeting. More information on committees at:

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

- Infrastructure Committee (Leads – Commissioner Dianne Yee and Robert Prinz): The committee last met on September 5, 2024. They discussed the Regional Measure 3 (RM3) Safe Routes to Transit & Bay Trail (SR2TBT) grant applications, the Alameda County Transportation Commission (ACTC) Countywide Comprehensive Investment Plan (CIP) status of ongoing CIP projects and application review, and the Caltrans Doolittle Paving Project. Notes at: docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA/. Their

next meeting is planned for Thursday, November 7, 2024, from 3:30-5:30 PM at 250 Frank Ogawa Plaza in the Broadway Conference Room, Suite 4304. More info will be available at: www.oaklandca.gov/meeting/november-2024-bicyclist-pedestrian-advisory-commission-bpac-infrastructure-committee-meeting

- Policy and Legislative Committee (Leads – Commissioner Nick Whipps and Kevin Dalley): The committee last met on August 12, 2024. They discussed items on 311 Service Requests and fatality/injury related bicyclist or pedestrian related crash data. Their next meeting is planned for Tuesday, November 12, 2024, from 5:30-7:00 PM in City Hall Hearing Room 4. More info will be available at: www.oaklandca.gov/meeting/november-2024-bicyclist-pedestrian-advisory-commission-bpac-policy-and-legislative-committee-meeting
- Ad Hoc 2024 Recruitment Committee: The committee will bring a recommendation for three-year BPAC commissioner terms beginning in January 2025 for the Mayor’s Office for review by the Commission later on in this meeting.

Speakers other than Commissioners: none

Item 5. 2022 5-Year Paving Plan Update

Sarah Fine (sfine@oaklandca.gov), OakDOT Paving Program Manager, provided a status report on the adopted 2022 5-Year Paving Plan (5YP). Additional information about the 2022 5YP, including a map of streets and schedule, is available at: www.oaklandca.gov/projects/20225yp. A copy of the presentation was included in the agenda packet. OakDOT is paving drastically higher miles of streets especially local streets since the passing of Measure KK. 5% of paving funds are reserved for paving Neighborhood Bike Routes with particularly low-quality pavement in addition to the Neighborhood Bike Routes already on the paving plan. OakDOT paved 47 miles of streets in Fiscal Year (FY) 2024, more than any other year because of full staffing and resolved contracting issues. When a street is paved, ADA compliant curb ramps and high visibility crosswalks are also installed, and the sidewalk is repaired along the length of the street.

Summary of Discussion:

- Adoption of the 2022 Five Year Paving Plan did not appropriate funding. It is unclear whether the paving funding will continue and whether the bonds allowed by the passing of Measure U will be issued. Questions regarding funding should be forwarded to the Finance Department.
- It’s great that the vacancies were filled.
- Paving projects have a faster timeline and lower budget than other major projects, limiting the ability to add additional safety treatments to the design.
- The Paving team is working on standardizing certain treatments like red curb daylighting to make pedestrians more visible on all streets being paved.
- The Paving team is working with the Bicyclist and Pedestrian team to institutionalize implementing some treatments recommended in the Neighborhood Bike Route Implementation Guide as part of paving projects. The guide (https://cao-94612.s3.amazonaws.com/documents/OaDOT_NBR_Guidance.pdf) was reviewed by the BPAC Infrastructure Committee. This includes installing speed bumps and sharrows on Neighborhood Bike Routes. 50 miles of Neighborhood Bike Routes are on the Paving Plan. The Bike and Pedestrian Team has located at least one speed hump (as feasible) on each block of those 50 miles and are working on getting agreement with the Oakland Fire Department (OFD) and reaching out to adjacent residents in advance of installing those speed humps.

- All local streets being paved should get speed bumps rather than speed bumps needing to be approved by resident petitions which is an inequitable process. Currently, speed bumps are not automatically installed because they require staff time for staff to get approval from OFD and to reach out to every adjacent resident in case of ADA or other reasonable concerns.
- Centerline hardening should be standardized as part of paving projects.
- Design for paving of local streets is reviewed internally at OakDOT, including by the Bicyclist and Pedestrian and Traffic Engineering teams, who may add certain additional traffic safety treatments including striping. They cannot typically recommend treatments that would affect the grade of the street.
- Design for paving of major streets can be expanded beyond just repaving to include additional safety treatments if the Paving team partners with other teams in OakDOT or receives additional grant funding. One example of this is the concrete protected intersections recently installed on West Grand Ave.
- Pothole filling is a temporary patch to potholes whereas paving addresses the underlying street quality issues that create potholes. Pothole filling is done by OakDOT's Great Streets Maintenance Division, not the Paving team.
- Slurry seals are preventative maintenance treatments which are cheaper than full repaving. They seal over the pavement for streets in relatively good condition (i.e. paved in the past five or ten years) but they are less intensive than full paving because they do not mill and remove any pavement.
- The Paving Program has removed many railroad tracks including on West Grand Ave, Union St, and Poplar St.
- The best way to let the City know about pavement issues whether that be potholes or low-quality street pavement is to report them to 311.
- There should be an additional 311 category for degraded streets.
- New pavement can allow drivers to drive faster which is why it's important to also improve bicyclist and pedestrian safety as part of paving.
- 7 miles of new bikeways and 5 miles of improved bikeways were constructed in FY 2024.
- OakDOT has funding for 19 miles of paving in FY25 from already allocated sources.
- Messaging about paving in Oakland should balance rebuilding trust from Oaklanders who care about maintaining Oakland's streets and providing info on installing safety treatments for those who care about traffic safety.
- Part of paving is rebuilding trust in providing an essential piece of infrastructure for the many Oaklanders that care more about pavement quality.
- The BPAC Policy and Legislative Committee is looking at potholes reported to 311. Despite the higher cost, smaller patch paving rather than pothole should be done for streets in degraded conditions. but many of them are bad streets.
- Pavement Condition data is being collected citywide to determine the condition of pavement overall rather than relying on outdated data or 311 reports of potholes.
- Some Senate Bill (SB) 1 Gas Tax money goes to paving. A new asphalt machine is going to be bought which was funded by this source.
- Paving a street costs about \$1 million to \$1.2 million per mile.
- More information about the negative impact of not issuing Measure U Bonds including which streets won't be paved or will be delayed should be made available to the public. If there will be project delays, community members need to be made aware. The future additional costs of needing to do additional paving due to letting streets degrade and potential additional lawsuits due to bad street or sidewalk quality should be examined.

- Asphalt takes the least design effort to spend the most money while other treatments take more design and planning effort. This is why it's important to both staff up and standardize design efforts.
- The cost of striping is very cheap compared to the cost of asphalt. The cost of installing concrete safety features is expensive, but still cheaper than installing temporary plastic bollards, replacing them, and eventually upgrading them to concrete.
- A more cost-efficient way to install protected bike lanes than constructing them with concrete along the length of the corridor is to install concrete at only the intersections and use plastic wheel stops along the middle of the street.
- If funding for construction is stalled due to Measure U issues, the fully staffed Paving team will continue to plan and design paving projects to be ready for construction once funding is ready.
- There is a Sidewalks and Curb Ramps team at OakDOT which responds to ADA and other complaints regarding sidewalks and curb ramps and fixes additional sidewalks and curb ramps not on the Paving Plan.
- The Infrastructure Committee should have the opportunity to provide input for all local streets being paved, not just neighborhood bikeways.
- Vehicle speeds should be evaluated before and after all major projects including those implemented by paving.

Speakers other than Commissioners: Kevin Dalley, Robert Prinz, Jamie Parks, George Spies, Anwar Baroudi, Jason Patton, Bryan Culbertson

Item 6. BusAID Grant Application for AC Transit International Blvd BRT Phase 2 Project

AC Transit staff shared an update on the Quick Build: International Blvd Delineation Project (www.actransit.org/quick-builds/international-qb). They also shared an overview of their application for \$3.9 M for the project to the Metropolitan Transportation Commission (MTC) Bus Accelerated Infrastructure Delivery (BusAID) Grant and requested review of the MTC Complete Streets Checklist and a Statement of Exception from the BPAC. A copy of the presentation, Checklist, and Statement of Exception was included in the agenda packet.

Dangerous driving behavior on International Blvd has been a persistent issue along the corridor for many decades, including unauthorized use of the bus lane, illegal u-turns, illegal left-turns, and queue jumping, combined with a lack of traffic enforcement on the corridor. ~~including driving in the bus lanes and resulting crashes was a major issue as soon as the initial bus lane project was implemented.~~ To address the issues, Phase I of a quick build project was implemented on eight blocks between 14th Ave and 42nd Ave. Phase II of the initial quick build project added additional delineation treatments including vertical delineators between the bus and vehicle lanes, bus only lane and speed limit signage, and improved transit lane striping. At this point, seventy-two of the ninety-two blocks have now received some kind of treatment. ~~The next phase of the project for additional treatments like delineators is what is being applied for the BusAID grant.~~ With the award of the BusAID grant, Phase 2 of the project will "fill in the gaps" as much as possible add additional traffic safety improvements with the treatments that prove to be beneficial to the corridor during Phase I. The project will begin design after the assessment period which is happening between now and ~~in~~ early 2025.

Starting on October 7, 2024,

This month, AAC Transit buses began issuing automated citations to vehicles in bus only lanes or parked at bus stops. Prior to the start date, there was a 60-day warning period with no citations issued

~~yet.~~ During the 60-day warning period, ~~just on~~ International Blvd, 809 of such citations ~~of such~~ were reported by the bus cameras and ~~the Alameda County~~ the Sherriff's ~~Department~~office issued 630 warning citations. AC Transit has begun using the automated citation cameras on 100 buses on all AC Transit's bus lines in Alameda County and soon in Contra Costa County.

Summary of Discussion:

- The locations of the delineators for the first phases of the project were installed based on where the highest number of fatal and severe crashes took place at the time of the design.
- There was a recent fatal pedestrian crash on International Blvd and 71st Ave where no delineators were installed.
- The City of Oakland will be installing speed cushions on the corridor with construction starting by the end of the year and will share updates.
- Construction of the BusAID project is expected to break ground beginning around Fall 2026. This project has a longer timeline because it's going through normal contracting processes rather than the first Quick Build project which includes six to nine months of procurement process. All AC Transit construction projects must go through normal contracting processes which takes a minimum of 180 days.
- This project is too late coming to this stage. Advocates were sounding the alarm bells before AC Transit and the City of Oakland were taking complaints seriously, losing critical time.
- The next phase of the project should be installed as soon as possible by reducing the study time even at the cost of more deliberate planning efforts, because of the unique situation of how dangerous the corridor is.
- The planning phase will decide which types of post are most effective and efficient. Even if the evaluation phase was completed today, AC Transit would still have to complete the normal contracting process of 180 days. The City of Oakland has a different contracting and construction process, subject to different regulations.
- Pedestrian wait times should be examined and signal timing should be changed because there are many pedestrians crossing the street ~~at~~because of the center bus stops and many pedestrians do not wait for a ~~pedestrian signal~~green light to cross.
- The Alvarado-Niles Road Part-Time Transit Lanes Pilot Project in Union City which is also applying for the BusAID grant is removing bike lanes for the installation of the bus lane. The International Blvd BusAID project will not be removing bike lanes.

Speakers other than Commissioners: George Spies, Bryan Culbertson, Megan Weir, Kevin Dalley, Robert Prinz

Item 7. BPAC Commissioner Recommendations

The Recruitment Committee shared recommendations from its review of the nineteen applications of people seeking to be appointed to the BPAC for the 2025-2027 term. The commission strives for equity and geographic representation of Oakland's neighborhoods. Commissioners can serve up to six years (two terms). The Committee is recommending Nick Whipps (reappointment), Kirsten Flagg, Alexander Perry, and Fernando Rodriguez Perez (alternate). Recommendations are shared with the Mayor. Commissioners are appointed by the Mayor and confirmed by City Council. A summary of the applicants and information from their applications was attached to this meeting's agenda.

Summary of Discussion:

- An alternate is selected in case a recommendation does not move forward or one of the other commissioners steps down.
- There were so many great applications. Commissioner Whipps plans to reach out to all the applicants to get involved and attend and participate in the meetings and the committees.

→ A motion **to adopt the recommendations** was made (Gardner) and seconded (Schader). Commissioner Whipps abstained. The motion was approved by voice vote.

Speakers other than Commissioners: Fernando Rodrigo Perez

Item 8. Two-month agenda look-ahead, suggestions for meeting topics

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

Suggestions for Meeting Topics

- City Budget Priorities

Meeting adjourned at 7:54 PM.

Attachments:

- Brooklyn Basin Bay Trail Bike Lane Map and Grant Application MTC Complete Streets Checklist
- Public Comment Letter by Kevin Dalley on California Fire Code California Code of Regulations

Minutes recorded by Noel Pond-Danchik, Bicycle & Pedestrian Program Transportation Planner, emailed to meeting attendees for review on October 23, 2024, with comments requested by November 6, 2024, to npond-danchik@oaklandca.gov. Revised minutes will be attached to the October 2024 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

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

2024 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 of every other month 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	Frank, Ralston, Whipps	Kevin Dalley	The second Monday in February, May, August, and November from 5:30 PM to 7:00 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	Frank, 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.	Frank, Gardner	Kevin Dalley		

*Committee Chairs in **bold**



By-Laws, City of Oakland, Bicyclist & Pedestrian Advisory Commission

Adopted at the December 18, 2014 Commission meeting;

revised at the February 18, 2016 meeting and at the September 20, 2018 meeting

1. GENERAL PRINCIPLES AND PURPOSE

The BPAC is governed by the purpose and principles in *Oakland Ordinance 13125 C.M.S* and the *Oakland Handbook for Board and Commission Members*. The Ordinance and Handbook will prevail in the event of conflict with these bylaws. References here are to the 2013 version of the handbook, but the most current version of the Handbook shall always prevail.

2. OFFICERS, MEMBERSHIP, AND ATTENDANCE

- The BPAC will have two officers: the Chair and the Vice Chair. The duties of the Chair are to set agenda with staff, lead meetings, represent the BPAC to the City, and write correspondence on behalf of the group. The Vice Chair will act as Chair in the absence or at the request of the chair.
- The Chair and Vice Chair shall act as liaisons to the Oakland Public Works committee on matters concerning the BPAC. This role can be delegated by the Chair or Vice Chair to other commissioners as necessary.
- The Chair and Vice Chair (or designee) are responsible for tracking and sharing the ongoing creation, work, and dissolution of Committees (#3 below).
- Officers are nominated and elected by commissioners for one-year terms at the January BPAC meeting. The nominations and election for the chair will be held first, followed by the nominations and election of the Vice Chair. In the event that no candidate receives a majority, a second round will be held immediately between the top two vote getters. Commissioners do not need to be present to be elected.
- If the commissioner appointment of an officer ends, an officer resigns, or an officer leaves the BPAC prior to the January elections, the BPAC shall elect interim officers until new officers are elected in January.
- BPAC members are appointed following the procedures in *Ordinance 13125* and can resign or be removed following the guidelines in the *Oakland Handbook for Board and Commission Members*. For an absence to be excused, commissioners must provide 48 hour notice to the Chair or city staff.

3. COMMITTEES AND LIAISONS

- Committees can be formed by an action of the BPAC selecting two to four commissioners to serve on the committee. The appointed commissioners can select up to three additional non-commissioners as members of the committee. The action forming the committee shall specify the charge and duration of the committee.
- For a committee to meet, at least one of the commissioners appointed to the committee must be present.
- Committees will report their actions to the BPAC at the BPAC's regularly scheduled monthly meetings. If the committee was not active in the preceding month, a report does not need to be made. Committee reports will include the date, location, and attendees for each committee meeting, and the actions taken by the committee at that meeting.

[PROPOSED DRAFT BY-LAWS AMENDMENT, 11/14/24; SEE TRACKED CHANGES]

- The BPAC may designate an individual commissioner or member of the public as a liaison to another body, including committees, task forces, boards, and commissions. To be a liaison, ~~a commissioner-an individual~~ does not need to be a formal member of the other body. In the action designating the liaison, the BPAC will specify the charge of the liaison, which may include representing the BPAC to another body, or monitoring the activities of another body of behalf of the BPAC.

4. MEETING TIME AND PLACE

- The BPAC shall hold regular meetings on the third Thursday of each month at 6:00 PM at the Oakland City Hall or, upon proper notice, another location that meets the “No Barriers to Attendance” guidelines in the *Oakland Handbook for Board and Commission Members*.
- A special meeting may be called by the Chair or the Vice Chair or by a majority of the BPAC at a date, time, or place that deviates from the regular meeting schedule. Special meetings will follow the guidelines set forth in the *Oakland Handbook for Board and Commission Members* and do not count for purposes of attendance, as noted in the Ordinance.

5. PROCEDURES

- BPAC meetings will follow accepted rules of parliamentary procedure; Robert’s Rules of Order will be consulted in the event of a question or dispute on process.
- Quorum is defined by Ordinance: “Five commissioners shall constitute a quorum and votes shall carry by a majority of the nine commissioners.”
- “Open Forum” public comment on non-agenda items will be scheduled for ten minutes at the beginning of every regular and special meeting.
- The Chair will determine the time allotted for public comment at the outset of each agenda item. Speakers will be acknowledged by the Chair. These procedures on public comment can be revised by a majority vote of the Commission. As stated in the *Oakland Handbook for Board and Commission Members (2013)*, “Any constraints that are imposed on public testimony must be adopted at the outset and uniformly applied.”

6. AGENDA AND MINUTES

- City staff will create the monthly agenda in coordination with the Chair and Vice-Chair.
- Suggestions for agenda items may be submitted to staff no later than two weeks prior to the meeting.
- Staff will post the agenda at least 72 hours prior to the meeting (no later than 5:30pm on the Monday prior to the meeting day) on the City of Oakland website.
- The agenda shall include a section where future agenda items may be suggested, and items tentatively scheduled for the subsequent meeting be reviewed.
- Minutes will be handled by City Staff.

APPENDICES

1. BPAC Ordinance
2. *Oakland Handbook for Board and Commission Members*

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

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

December 2024 Agenda look-ahead

- Long Term Visioning Discussion
- Draft BPAC Chair's Report to the Oakland City Council's Public Works and Transportation Committee

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
1.1	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.
1.2	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.
1.3	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.
1.4	Support staff hiring to work on bicyclist and pedestrian projects.	Raise the issues of staffing and street safety to elected officials.
1.5	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.