

Oakland Bicyclist and Pedestrian Advisory Commission  
2019 Chair's Annual Report to the Public Works Committee of the Oakland City Council

November 19, 2020

Chair and members of the Public Works Committee:

The Bicyclist and Pedestrian Advisory Commission welcomes this opportunity to present the work of our Commission in 2019, documenting our successes for the year and identifying challenges and recommendations. Our commission is entirely comprised of Oakland residents who voluntarily participate and as such do not provide detailed policy analysis or alternatives for our recommendations.

Nor do we expect that they be adopted “as-is,” but instead hope that they will stimulate discussion among Council Members, their constituents, and City staff for action to help make Oakland safer for all modes of transport.

The following report was approved at a regular meeting of the BPAC on November 19, 2020. Completion and review of the 2019 Annual Report by the Commission was delayed in part due to the COVID-19 pandemic and the Shelter In Place Health Order issued by the Alameda County Public Health Officer on March 16, 2020. More information about the BPAC is available at <https://www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission>.

Thank you for your view of this report. We look forward to our continued working relationship on behalf of all of Oakland.

Respectfully,

Commissioner Kenya Wheeler (District 3) 2019 Chair  
Commissioner George Naylor (District 4) 2019 Vice Chair  
Commissioner Reginald K Burnette, Jr. (RB) (District 6)  
Commissioner Andy Campbell (District 1)  
Commissioner Jessie Jones (District 1)  
Commissioner Phoenix Mangram (District 5)  
Commissioner Zachary Norris (District 6, resigned December 31, 2019)  
Commissioner Mariana Parreiras (District 1)  
Commissioner Midori Tabata (District 6)

## **Executive Summary**

The Oakland BPAC completed our fifth full year of existence since its establishment in 2014 and fulfilled our duties under City of Oakland Ordinance 13215 adopted by the City Council on February 4, 2014.

The Commission supported the completion and adoption by the Planning Commission and City Council of Let's Bike Oakland, the 2019 update of the citywide Bicycle Master Plan that provide a transformative vision for providing access to safe bicycle facilities for all Oaklanders; the Commission held its first ever official meeting outside of City Hall at the Fruitvale Branch Library and second special meeting to work on the Commission's strategic plan; We established a new committee to provide BPAC input to the Planning Commission, focusing on major projects like the Downtown Oakland Specific Plan. Finally, in continuing a BPAC tradition we welcomed Mayor Libby Schaaf to present and take questions at our August meeting and hosted Warren Logan, the Mayor's new Director of Intergovernmental Affairs.

In addition to regular monthly meetings, the Commission has a roster of five committees that meet monthly where Commissioners and members of the public undertake directed work to address policy issues, project design details and help the public navigate the City bureaucracy to address issues brought up during Commission meetings. This includes the Infrastructure Committee; the Legislative Committee; Open Forum Committee; Police Relations and Safety Committee; and the Planning Commission Review Committee.

## **Challenges and Recommendations**

Throughout 2019, the Commission saw a number of trends that impacted the ability of OakDOT and the City to respond to pressing needs to improve the safety of the transportation system and delivery needed infrastructure. The following section highlights these challenges and provides recommendations to address these items.

### *Staffing vacancies leading to stalled projects*

Last year we noted that the Oakland Department of Transportation (OakDOT) had addressed issues concerning organizational ambiguity identified in our 2017 & 2018 BPAC reports to City Council. We have seen an improvement in responsiveness from OakDOT staff, and an increase in hiring staff to support Bicycling and Pedestrian planning and project implementation. However, issues concerning retention of staff and filling vacant positions continue to occur. Many positions in OakDOT continue to be vacant or filled on a temporary or acting basis, including some key positions such as the Safe Streets manager and the Advisor for Community Engagement / Communications. The vacancy rate has decreased, but it is still over 20 percent for most categories. We have seen some progress on projects that are under review that were previously stalled due to lack of staff. As an example, with the hiring of Noel Pond-Danchick work on the Pedestrian Plan that was completed in 2017 has now started to move forward. However, work under the Major Corridors – Signal team such as improvements to traffic signal timing and the implementation of automatic pedestrian walk signals continues to be stalled due to lack of staffing, including the hiring of a permanent team manager after the previous manager was promoted. Last year's report noted our frustration at not seeing Vision Zero advance and while there was some conversation with staff on how to include an Oakland-centric approach to Vision Zero, work on a system safety effort is still stalled due to the lack of program manager for this effort.

As noted in the 2018 report, we understand that staffing, we believed staffing shortages were a result of a new organization being created and implemented. We recommended greater efficiency in the hiring pipeline. However, in 2018, it seems the staffing issue is not just related to OakDOT and its creation, but a City-wide problem. It takes a minimum of ten months to hire a person, and once hired, have no guarantee that the person will remain with Oakland. We are continually losing people to neighboring jurisdictions, and agencies like SFMTA, BART, City of Berkeley. Pay equity may be an issue with anecdotal stories of a person receiving an automatic ten percent pay increase by moving to a lateral position to Berkeley.

## *Rapid Response to Traffic Fatalities*

In 2017, we saw and welcomed the creation of a “Rapid Response Team” within OakDOT to address fatal and severe crashes. This approach was used to quickly fix the Harrison Street pedestrian hazard where a pedestrian fatality occurred. Fatalities and injuries have not abated in 2019 and we are aware of at least eight pedestrian/cyclist fatalities in 2019. We have seen some “Rapid Response Team” efforts, including after the pedestrian fatality that occurred on Foothill Boulevard and 26<sup>th</sup> Avenue. The BPAC again encourages the establishment of a “Rapid Response Team” to address fatalities and severe crashes become the way OakDOT does its business. Although this action will be reactive to an incident, at least addresses critical infrastructure improvement needs and perhaps help prevent future incidents.

## **We recommend:**

- Continue to engage with the City Administrator’s Office to reduce bottlenecks in hiring staff (unchanged from 2017 and 2018).
- Develop a strategy and culture of project continuity and succession to reduce delays that happen when project managers and staff leave (unchanged from 2017 and 2018).
- Prioritize projects based on department goals and objectives as well as mandates and assign staff to projects accordingly. If staff on a priority project leaves, ensure the project does not become dormant.
- Implementation of a policy (drafted by the interim Safe Streets Manager) and process to assess and address fatal and severe injuries due to infrastructure inadequacies in all parts of Oakland. Formalize a “Rapid Response Team,” including funding staff and materials for near-term improvements. (updated from 2018)
- Ensure that BPAC Commission and Infrastructure Committee input is incorporated into project design efforts and report-backs given to the BPAC. The experience along Adeline Street where design changes provided in the BPAC review process were not addressed, but had to be incorporated after project implementation suggests that Staff needs to incorporate our input earlier in the design process.
- Traffic signal policy continues to be an issue, especially signal timing and walk signal operations causing many pedestrians to take matters into their hands and making for unsafe conditions. Major Corridors-Signals section has been unstaffed this year.

- Street paving should be done completely and adequately, not leaving obstacles like abandoned rail tracks with no remediation.

## Meetings and Attendance

The BPAC met once a month in 2019, with an additional special meeting held on January 31 to provide Commissioners with Ethics Training and develop a Commission Strategic Plan for 2019. In addition to city staff, commissioners, and consultants, meetings were attended by an average of ten members of the public (ranging from 7 to 30). We thank the City staff for their contributions in supporting the Commission in 2019, in particular Noel Pond-Danchick who has taken over for Jason Patton as Commission Secretary.

## Selected Key Accomplishments

As an advisory commission, the BPAC acknowledges that City Staff are responsible for and deserve credit for the progress Oakland made on bicyclist and pedestrian issues in 2019. Nonetheless, we share in the pride of these accomplishments:

- BPAC review and endorsement of state Transportation Development Act (TDA) Article 3, Active Transportation Program (ATP) and federal Highway Safety Improvement Program (HSIP) grants
- Completed work supporting the Citywide Bicycle Plan update (Let's Bike Oakland)
- Hosted presentation from Megan Weir, Director of the San Francisco Department of Public Health Program on Health, Equity and Sustainability
- Provided input to Lake Merritt to Bay Trail connector
- Provided input to Telegraph Ave repaving and bicycle lane project in Temescal district
- Provided input to Oakland-Alameda Access Project (including connection to Chinatown)
- Provided input on the E-scooter permit program and existing and proposed shared mobility programs
- Provided input on the Citywide Paving Plan
- Provided input on the Mobility4All Partnership in East Oakland with Lyft, Transform, Scaper Bike Team and OakDOT
- Continuing work and monthly meetings of the Legislation Committee
- Continuing work and monthly meetings of the Bicyclist/Pedestrian Police Relations Committee
- Creating a new Planning Commission Review Committee
- Established formal liaison with: Commission on Persons with Disabilities, Affordable Housing and Infrastructure Bond Public Oversight Committee, and Police Department and Police Commission for enforcement issues
- Saw further expansion of bike share as well as program becoming more institutionalized
- Held Biannual briefing from the Bureau of Planning on Strategic Planning Projects

- Saw further improvements on public-facing information provided by the OakDOT Active Project Map

## **Future Outlook**

Reviewing the 2018 report, the following items are continued from that report as they have not been resolved. Unfortunately, the delay in action is due to key staff vacancies.

- Filling the many vacancies in OakDOT as expediently as possible
- Implementation of the Bicycle Master Plan
- Implementation of the Pedestrian Master Plan
- Creating a community-focused approach to implement a Vision Zero program
- Strengthening the working relationship with Police Department and Police Commission to ensure fair and equitable enforcement of laws and treatment of cyclists and pedestrians by OPD

The BPAC continues to work toward safe, accessible transportation for all in Oakland, with particular emphasis on those whose mobility comes from walking, cycling, e-Scooter, taking transit or using a mobility device. We look forward to our work as a Commission in 2020 to continue our efforts to focus on improving safety with an emphasis on the most vulnerable users.

## Oakland BPAC Committee Reports

### BPAC Infrastructure Committee 2019 Summary

The Oakland Bicyclist and Pedestrian Advisory Commission (BPAC) infrastructure committee is comprised of bike/pedestrian commissioners and other volunteer members of the public. This group examines Oakland street and sidewalk plans and provides detailed feedback to staff. These meetings are held every other month, or as needed, with reports back to the full BPAC.

Agenda materials, presentations and schematics are distributed in advance of meetings when possible, to assist committee members with formulating questions and ideas. Committee reports are available online at the following link (as of March 2020):

<https://docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA/edit?ts=5a30853e>.

Projects are prioritized and selected for review by the committee using a number of factors. These include but are not limited to:

- Urgency: How soon a project is likely to be implemented
- Geography: Where projects are located
- Level of design: How easily committee input can be incorporated into a project during the current design phase
- Public interest: As expressed at BPAC meetings or via requests from the public to commissioners, staff, or elected officials
- Safety: Whether there is a history of injuries or fatalities at a location or corridor
- Opportunity: Whether project upgrades or changes can increase bicyclist and pedestrian access and safety
- Outreach: Whether a project already has an existing or planned robust public input process, or whether it would be better heard by the full BPAC, possibly as an action item. Presentations to this committee should not be considered an alternative to other public outreach, and the committee may choose not to review items for which there is already a robust public input process

In 2019, the Infrastructure Committee consisted of 4 commissioners and two members of the public. It is open to the public and do have public attendance.

#### **Membership:**

##### **Commissioners**

RB Burnett  
Phoenix Mangrum  
Marianna Parreiras  
Midori Tabata co-chair

##### **Public**

Brendan Pittman  
Robert Prinz co-chair

We held five meetings covering a total of 16 items, Fruitvale Avenue pedestrian signs was reviewed three times. Update on HSIP approved projects was also reviewed twice. Two items, San Pablo Avenue corridor plans and the Howard Terminal bike and pedestrian access was presented to the full BPAC, but received in-depth review at the committee meeting.

## **Items reviewed:**

- Fruitvale Avenue pedestrian refuge conflict—carryover from 2018, repeated two more times
- 20th Street protected bikeway design
- 35th Avenue street safety
- Repairs on concrete
- Update on HSIP approved projects
- Planning Department and conditions of approval
- Market/Adeline HSIP response
- Design standard for curbside buffered bike lanes
- Review of members' field visit with staff to Market/Adeline
- 20th Street Complete Street and BART entrance
- Broadway bus lanes and pedestrian infrastructure improvements
- West Street (W Grand Avenue to 52nd Street) pedestrian and bicyclist improvements
- Traffic circles on Shafter Avenue
- Howard Terminal: review of bike and pedestrian access

The intent of this committee was to provide space for in-depth reviews of projects that couldn't ordinarily be accomplished during a BPAC meeting, and especially projects that help inform broader design policies and standards which will ultimately streamline the workflow for staff. Items are sometimes reviewed both in the committee and at the full BPAC, but with attention to different details. For instance, the full BPAC reviews and provides input on proposed HSIP projects annually, and the Infrastructure committee monitors their implementation. We also work with staff to resolve issues that develop in the implementation of a project.

The narrower focus affords the committee and opportunity to continue to monitor the progress of projects over time. As an example, the pedestrian crosswalk signage on Fruitvale Avenue has been a work in progress now spanning three years. Staff has been diligent in working with the committee and we continue to confer every few months on new ideas, implementation, and results.

The infrastructure committee has been successful in working with staff to enable unforeseen opportunities for proposed projects, or reveal additional design potential. For instance, the 90th Avenue Scaper Bikeway project was first proposed to staff via a discussion at an infrastructure committee meeting, and the replacement of unmetered and non-accessible curbside parking on Webster Street under 580 with a buffered bike lane was first proposed to staff by the committee.

## **Recommendations going forward:**

- In several instances, the infrastructure committee was not provided with details on an agenda item until the start of the meeting, and the staff presentation then took up the

entirety of the time available with little opportunity for questions or discussion. Going forward, staff should provide presentation materials and files to the committee several days in advance of the meeting, to enable adequate review and a productive discussion, making the best use of the available time for all. During meetings, staff presentations should be kept to a minimum to provide more Q&A time.

- We found that neither the BPAC nor the infrastructure committee was informed of a number of projects planned for 2019, so there was no opportunity to request to review these projects at a stage when input could be incorporated efficiently. Going forward, staff should provide regular updates to the full BPAC with lists of upcoming bikeway, paving, and other relevant projects, including information on each project's current stage of design, so the group can direct the infrastructure committee about which projects should receive review priority.
- In several instances, input provided to staff by the infrastructure committee about a project was not incorporated into the final design, which then resulted in problems with the project as built which then take additional staff time and resources to resolve. While it is understood that not all recommendations from the committee might be feasible, they should each be noted and considered by staff, and a justification should be provided in response as to why the input could not be incorporated. In one instance, we were told, "Thank you for your input, but we are building it as we proposed." The committee surmises this will cause safety issues when built.

## **Legislation Committee Report**

The Legislation Committee was formed in June as a venue to study and recommend policy for the BPAC and has been meeting monthly. The committee continues to work on advocating for state legislative changes to support automated speed enforcement; is currently reviewing establishing 15 mph speed limits in school zones and a draft City Council resolution to prioritize safety for transportation improvements and to improve the efficiency of OakDOT project approvals.

## **Bicyclists / Pedestrian / Police Relations Committee Report**

This newest committee of the BPAC was formed in September 2018 and has met throughout monthly during 2019. The committee work program this year included analyzing current police stop data and identifying ways to reduce inequities in the number of stops of African American and Latino bicyclists and pedestrians as compared to the general population. The committee also identified affiliated organizations within Oakland working on these issues and worked to develop partnerships in an effort to achieve the committee goals.



## 2019 BPAC Open Forum Committee Report

The Open Forum Committee consisting of two Commissioners (Jesse Jones and Midori Tabata) continue to track issues brought forth by the public at our monthly meetings. In 2019, to date, we have received 19 comments, about 1.8 per month.

We track the issues and make it available for public view at [https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW\\_ofuDLSTOy0LdRg9otR63Yp0u5Qw/edit?ts=573a2ece#gid=0](https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/edit?ts=573a2ece#gid=0)

The issues presented this year were:

Construction traffic guidelines: 2  
Parking enforcement in bike lanes: 1  
Interagency coordination: 2  
Illegal dumping blocking bike lane or street: 2  
Referral to Infrastructure Committee for further review: 2  
Bike share: 1  
Stairway project needing TDA funding: 1  
Drainage and subsequent ADA issue: 1  
Protected bikeways: 1  
Thanks for action/assistance: 1  
Other: 5

### Actions

- Some items required no action, but to accept thanks for our action/support.
- Simpler actions were to request the speaker refer item to PW Call Center through 311 or SeeClickFix.
- A couple of items were referred to the Infrastructure Committee for further work.
- Several items were referred to various departments in OakDOT for questions and follow up.

### Resources for City Action

Frequently members of the public present issues at BPAC that Commissioners need to investigate how to resolve. Commonly, we direct them to 311 or SeeClickFix for specific infrastructure issues. This year, we added the following resources to help us respond more effectively or direct residents the correct group within the City:

- **Curb Ramp Request:** To comply with federal Americans with Disabilities Act (ADA) requirements, the City of Oakland takes requests to install curb ramps or make

sidewalk improvements when needed by residents with disabilities, which can be submitted online. Note that the request requires a digital signature using a computer mouse or touchpad. This option is not available for blind residents that may not use their computers in this way. Residents can also request improvements by contacting the Mayor's Office ADA Programs Division. The current phone number 510-238-3171. The website to request improvements is <https://www.oaklandca.gov/services/request-a-new-curb-ramp>

- **Construction Issues:** There were multiple comments related to sidewalks and bike lanes being impeded during construction. The City of Oakland requires contractors to provide alternative routes for pedestrians and cyclists. If sidewalks or bike lanes, this can be reported to SeeClickFix. There is not currently a category on SeeClickFix for construction related issues; however, DOT confirmed that they will be addressed through this system.

People feel free to come to our monthly meetings and present issues for assistance and resolution. We endeavor to maintain that trust.

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## 2019 Open Forum Issues Addressed/Answered at BPAC

Date to BPAC	Commenter (name)	Issue Raised	Staff/Commissioner Replied (name)	Response	Topic Area	Prior BPAC Agenda?	Items for Follow Up or Future Agenda	Resolved or No Follow up Needed at this time
10/17/2019	John Minot	AC Transit Bus Rapid Transit (BRT) construction has been creating dangerous conditions for pedestrians in East Oakland.		OakDOT should employ more inspectors to address these kinds of complaints for all developments.	Construction traffic guidelines		AC Transit should present on BRT at BPAC soon - planned for November agenda	
10/17/2019	Commissioner Tabata on behalf of resident	Commissioner Tabata on behalf of Mrs. Ford: some residents on 90th Ave are upset about the bikeway because of the loss of a travel lane. People are also upset because police are using the bikeway to park.		The project manager has committed to adding signage to make it clear it is a bikeway.				Texted Mrs. Ford, copied RB that the city is working on signs and a monthly cleanup.
10/17/2019	Dianne Yee	Cars have been parking in bike lane on southbound Mandela Pkwy near Granite Expo. It may be related to nearby homeless encampment. She submitted the issue on SeeClickFix and contacted a council aide who put her in contact with encampment manager. The cars have			Parking enforcement			Solution in place for now, suggested to Dianne that she follow up with PW call center for disposition of her issue with

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		since moved, but she has not gotten any responses from City.						case number.
8/1-5/2019	Justin Baldwin	Wanted follow up on pedestrian stair next to Claremont Hotel from Tunnel Rd to Alvarado Rd. Was funded but never built.	Offer to study subject and contact him.	The planned improvements to the Short Cut Stair Path at Alvarado Rd were to be funded from a grant of Transportation Development Act (TDA) Article 3 funds administered by the Metropolitan Transportation Commission (MTC). TDA Article 3 funds are granted on a reimbursement basis and eligible costs must be incurred within three years of award. The grant for the Short Cut Stair Path was awarded in Fiscal Year 2016-17 and expired on June 30, 2019. Because the project was not completed, the City did not incur reimbursable costs and received no funds from MTC. Following the expiration of the grant, MTC may program the funds at its discretion in future cycles of this funding source.	TDA Funds		No further action planned by City at this time.	
8/15/2019	Lucy Gigli of Bike Walk Alameda	Better active transportation options between West Alameda and Oakland, alternatives to Posey Tube. Water taxi in short term and bridge in long term are being studied.			Inter agency coordination			No updates at this time.
7/18/2019	Commissioner Parreiras on behalf	Signal heads at intersection of High St. are missing.	Recommended the resident report	After further study, asked Commissioner Parreiras to follow up with resident on details. The project is still under construction.			Nothing further from Commissioner Parreiras or	Project almost completed. Should be done by

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	of resident		this via 311.			resident. Project is scheduled to be completed October 2019. Sent email to PM for status.	end of year.
4/18/2019	Ashley Renick	<p>Reported that the recent project to install traffic circles along Shafter also removed the four-way stops. Now drivers traveling along Shafter Ave are not yielding to pedestrians.</p> <p>Renick recommended reinstalling four-way stops or installing yield signs to draw attention to the pedestrians and clarify right of way.</p>		<p>Commissioner Wheeler recommended that the issue be directed to the Great Streets department of DOT.</p> <p>Commissioner Tabata asked Ashley to submit a "See, Click, Fix" request (or call 311) to start the process of review by DOT.</p>		Should this be referred to Infrastructure?	
4/18/2019	Matthew Ruggiero	<p>Noted that on E 12 th St between 19th Ave and 20th Ave the sidewalk and bikeway are fenced off due to construction happening there after a fire, posing a threat to pedestrians and bicyclists.</p> <p>Ruggiero recommended one of the vehicle lanes</p>		<p>Commissioner Tabata asked Matthew to submit a "See, Click, Fix" request (or call 311) to start the process of review by DOT.</p> <p>Robert Prinz noted that a "See, Click, Fix" has been submitted for this site.</p> <p>Commissioner Wheeler noted that the City has standards for when construction can intrude on the sidewalk and that the owner may need</p>	Construction traffic guidelines	Referred to Kevin Kashi of Right of Way. Following up with Joe Wang of Traffic Safety.	

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		be closed to make space for bicyclists and pedestrians.		to be contacted if they are not complying.				
4/18/2019	Charlotte Duruiss eau	Asked what actions the City is taking to address illegal dumping, noting that it is a hazard for pedestrians.	Jason Patton notes that this is a constant problem for the City and that it is managed by Department of Public Works.	Commissioner Wheeler recommended submitting a "See, Click, Fix," request for Charlotte's issue and also noted that the City has started to offer bulk drop off to try to reduce illegal dumping.	illegal dumping			City has been cleaning up.
4/18/2019	Rosa Villalobos	Asked about follow up on the pedestrian warning signs on Fruitvale Ave between Foothill Blvd and Harold St which inadvertently are causing a pinch point that causes cars to veer into the bike lane causing a hazard for bicyclists.		The OakDOT staff who worked on the project have come twice to the Infrastructure Committee (November 1, 2018 and February 7, 2019). Find notes at:  <a href="https://docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA/edit?usp=sharing">https://docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA/edit?usp=sharing</a>  OakDOT is returning to the committee by the end of this month with a design to fix the problem on one block.		previous open forum issue	Issue heard in Infrastructure Committee 3 times. Tweaks made and continue to be made. Joe Wang's team still working on it.	
3/21/2019	Ulises Soletto	Recommended a bikeway connection between Brookfield Village and the		Commissioner Burnette Jr. noted that a community based bike share loaner bike program is in the works in East Oakland.	bike share			x

		<p>Coliseum BART Station.</p> <p>He also asked about plans for bikeshare expansion into East Oakland.</p>	<p>Commissioner Burnette Jr. also noted that Motivate (the operator of the Oakland bike share which is currently sponsored by Ford and now owned by Lyft) is planning on distributing some electric bikes to East Oakland in addition to the coming bike lending library.</p> <p>Commissioner Mangrum also recommended attending the next community meeting for the Bike Plan or providing input online (updates at <a href="https://public.govdelivery.com/accounts/CAOAKL/subscriber/new?topic_id=CAOAKL_168">https://public.govdelivery.com/accounts/CAOAKL/subscriber/new?topic_id=CAOAKL_168</a>)</p> <p>No action from BPAC now (except Commissioner Burnette Jr.). Waiting for response from Motivate and City of Oakland.</p>				
3/21/2019	Grey Gardner, Transport Oakland	<p>Noted that that the City of Oakland is going to revitalize the currently defunct Kaiser Convention Center between Lake Merritt and Laney College. He urged people to support a bike/pedestrian throughway and requested that BPAC make a request to the Planning Commission to require the developer to include connection.</p>	<p>BPAC's Planning Committee reviewed the project in April meeting and discussed with Planning staff. The project was approved by the Planning Commission before BPAC made comments, but the project is being monitored by th Planning Committee. Grey joined the Planning Committee and selected to join BPAC starting in 2020.</p>				x

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		He also recommended a Streetsblog article on the project [ <a href="https://sf.streetsblog.org/2019/03/20/why-does-oaklands-kaiser-convention-center-plan-have-so-much-parking/">https://sf.streetsblog.org/2019/03/20/why-does-oaklands-kaiser-convention-center-plan-have-so-much-parking/</a> ].						
3/21/2019	John Minot, Oakland Young Democrats	Noted that Caltrans is planning a reconfiguration of the MacArthur Maze and is taking public comments. He encouraged people and BPAC Commissioners to go to their website [ <a href="http://www.dot.ca.gov/d4/macarthurmazeproject/macarthurmaze-comments.html">http://www.dot.ca.gov/d4/macarthurmazeproject/macarthurmaze-comments.html</a> ] and make comments advocating for more bicyclist and pedestrian amenities.  Comments are due April 24.		Action was not discussed at March meeting but potentially could be project for review at future meetings.  Due to timing of when comments are due, the link was sent to commissioners to comment independently before the April 24, 2019.	Interagency coordination		x	x
3/21/2019	Stephen Cunningham, Land Steward to the Parkway	Asked if enhancements including railings would be added to the stairway on E 20th St ascending to 5th Ave which is being improved as part of the Stairs and Paths program.	Bruce Williams, DOT Funding Program Manager, recommended	This project was addressed during a later agenda item where Bruce Williams from DOT presented the TDA Article 3 Projects: Recommended List. The stairway was included in the list of priority projects and BPAC voted to support the projects identified in the presentation.	TDA funding			x



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	y Cascad e		ended this project for TDA funding.					
2/21/ 2019	Daniel Swafford of the Montclair Village Association	Announced that the Montclair Village Antioch Court Improvement Project is shovel ready. They are seeking support for construction dollars. See the attached handout for more details.	Commissioner Wheeler suggested considering the project for discussion at a further meeting, potentially during the Capital Improvements Project (CIP) and City budget discussion which will come within the next few months.				x Potentially during the Capital Improvements Project (CIP) and City budget discussion (tentatively April)	
2/21/ 2019	Scott Blanks	Reported frustration with issues he reported on SeeClickFix not	Commissioner Wheeler	This is a drainage issue that needs long term fix. DOT staff recommended submitting a curb ramp request from	Drainage and ADA		x	x

		<p>being resolved or resulting only in patch fixes. One issue is about the wooden bridges like the one on the south-east corner of the Racine St and North St intersection that often gets knocked out by weather or people parking their cars on it. While there needs to be a more permanent fix than these wooden bridges, the issue is marked "resolved" when the bridge wood has been replaced without fixing the underlying issue.</p>	<p>urged people to continue reporting problems of all sizes to SeeClick Fix because even if the City cannot immediately fix larger projects, it still calls the issue to the attention of the City and gives them a sense of how important the issue is to people. Commissioner Parreiras called it a priority that all</p>	<p>the City's curb ramp online request page. Scott could not submit request because it required a digital signature. Mayor's staff followed up with resident directly to complete request.</p>				
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			the wooden bridges be replaced with safer, longer term fixes.					
2/21/2019	Efrom Stone from the Beth Jacob Congregation Synagogue	Asked that the rectangular rapid flashing beacon (RRFB) at the intersection of Park Blvd and E 38th St, right next to the synagogue, be set to recall on the Sabbath and holidays because many Jewish people cannot use electricity on those days and thus cannot actuate the RRFB.		The RRFB at this intersection is slated to be changed to a full signal with the ATF Safe Routes to Schools grant. It can be programmed at that time for recall. Improvements to make this full signal including reconfiguration of intersection in process. Construction to begin late 2020-early 2021.			x-BPAC will need to stay on top.	
2/21/2019	Robert Prinz	Congratulated the City for fixing thirty-two out of thirty-five potholes he reported on SeeClickFix within a week and a half. On the other hand, he has issues getting gaps in the concrete fixed. He suggested short term concrete fixes as an item for the Infrastructure						Item covered at Infrastructure Committee meeting in April. Fixes for concrete pavement is very limited.

		Committee of BPAC or the full BPAC					
1/31/2019	Kesete Yohannes, Telegraph Ave Temescal restaurant owner,	Expressed his concerns over the plans to install the Telegraph Ave Complete Streets design with protected bike lanes. Yohannes came representing the merchant association and expressed concerns that the design would hurt business because drivers would find it confusing and avoid the street.	Commission responded the item was discussed at length at our November meeting and the Commission was split. There will be further community meetings on the proposal.	Comments noted, action not necessary at this time.	Protected bikeways	x	x