

CITY OF OAKLAND



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Department of Transportation
Safe Streets Division

Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, October 20, 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/j/98311507451> **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 September 2022 BPAC meeting minutes.

- 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 **Recognizing Dave Campbell** (5 minutes) – The Commission will recognize and thank outgoing Bike East Bay Advocacy Director Dave Campbell for his work in this role promoting better bicycling in Oakland. Dave’s contributions to bicycling and safe streets advocacy in the East Bay over the years are incalculable, but here are just a few:
- Successful campaigns to win bike access on the Richmond-San Rafael Bridge and on the Bay Bridge East Span path, and for the Berkeley bike/walk bridges at University Ave and Gilman Street
 - Successful campaigns for local bike/walk/transit infrastructure and programs funding including Measure B/BB (Alameda County), Measure J (Contra Costa County), Measure RR (BART), and Measure KK (Oakland)
 - Successful campaigns to win bicycle access on East Bay transit systems, including full access on BART as well as secure bike parking facilities in and around East Bay stations
 - Development and oversight of local funding programs such as Safe Routes to Transit
 - Pop-up bikeway pilot projects throughout the East Bay, many of which have since been built as permanent projects including Telegraph Ave in Oakland, as well as Hearst Ave and Milvia Street in Berkeley
 - Successful campaigns to develop trails and protected bikeway projects throughout the East Bay, and protected intersections now on the ground in Alameda, Berkeley, Fremont, Oakland, and Pleasanton (more on the way!).
- 6:35 6 **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 9:49 pm on Monday, October 3, 2022, a Black, female, approximately 30 to 40-year-old pedestrian was killed by a vehicle driver while crossing Hegenberger Rd near Hamilton St. The driver fled the scene.
- 6:40 7 **OakDOT Rapid Responses to Fatal Crashes** (30 minutes) – OakDOT’s Safe Streets Division Manager Megan Wier (mwier@oaklandca.gov), Supervising Transportation Engineer Joe Wang (JWang@oaklandca.gov), and Transportation Engineers Mandana Ashti (mashti@oaklandca.gov) and Brian Sukkar (bsukkar@oaklandca.gov) will provide an overview of OakDOT’s Rapid Response to fatal traffic crashes. Oakland Police Department’s Lieutenant Fleming and Sergeant Bellusa will also share information regarding OPD’s crash investigations, which inform OakDOT rapid responses. OakDOT staff will also share two case studies of rapid responses to recent crashes involving people walking and biking.
- 7:10 8 **Transforming Oakland’s Waterfront Neighborhoods (TOWN) Project Attachment** (30 minutes) - OakDOT Senior Transportation Planner, Audrey Harris (aharris2@oaklandca.gov), will provide an overview of the TOWN projects, a suite of infrastructure improvements that will provide safer, more sustainable and more equitable access between Downtown, Chinatown, and West Oakland and the waterfront while protecting and enhancing goods movement in and out of the nearby Port of Oakland. The TOWN projects have also been designed to facilitate access to and from the proposed Waterfront Ballpark District at Howard Terminal which if approved, would deliver an urban infill project that proposes to build a new ballpark, up to 3,000 new housing units, 1.7 million square feet of commercial space, a 400-room hotel, a 3,500-seat performance venue, and 18 acres of open space, including an extension to the Bay Trail.
- 7:40 9 **Committee Report Backs Attachment** (10 minutes) – Committees of the BPAC will provide brief updates to the Commission. A list of active committees are included in the agenda packet and at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.



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.

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 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
Minutes from the September 15th, 2022 meeting
Teleconference

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

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

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

At roll call, quorum was established with 7 commissioners present (X). 1 was excused (-) (provided notice of absence as specified in by-laws). 1 arrived after roll call (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)	-

Introductions were made.

- Other attendees: Matthew Bomberg (ACTC), Danielle Dynes, Kim Franchi (HNTB), Hal, Cithalli Herrera, Jimmy Jessup, Kevin, Jason Liao, Mike Munson, Reid (School Walkability), Robert Prinz, Jhay Delos Reyes (ACTC), Midori Tabata, Doris V, and a dial-in attendee with phone number ending in 7811.
- Staff: Maya Amichai, Celina Chan, Manuel Corona, Noel Pond-Danchik, Pierre Gerard, Fred Kelley, KTOP, Ofurhe, Charlie Ream, and Ariel Espiritu Santo.

Item 2. Open Forum / Public Comment

- Commissioner Schader shared that a member of the public was struck by a motor vehicle at the September 2022 East Bay Bike Party, and that OPD reports that the suspect has not yet been found.
- Reid made a comment in favor of increased pedestrian safety near schools.

Item 3. Approval of meeting minutes

- A motion to ***adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from August 18th, 2022*** was made (Gardner), seconded (Frank), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Ralston, Schader, Whipps, and Yee. Commissioner Lok abstained. 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 (Gardner), seconded (Whipps), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Ralston, Schader, Whipps, and Yee (unanimously).

The resolution is attached to these meeting minutes.

Speakers other than commissioners: None.

Item 5. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

Chair Schader (patricias.oakland@gmail.com) led the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.

- On Thursday, 8/25/2022 at 4:02 pm, a 35-year-old white male pedestrian was fatally hit by a driver at the intersection of West MacArthur Blvd and Piedmont Ave while crossing in the marked crosswalk.
- On Saturday, 8/27/2022 around 7:30 pm, a male bicyclist was fatally struck by a driver during or after a shooting that left two others dead at the 2800 block of Martin Luther King Jr. Way.
- On Saturday, 9/3/2022 around 9:15 pm, a pedestrian attempted to cross Interstate 580 near the MacArthur Blvd onramp and was fatally struck by a driver. The driver pulled over and remained at the scene. Westbound lanes and the connection with I-980 were reopened at 12:16 a.m.

Speakers other than commissioners: None.

Item 6. 2023 BPAC Commissioner Recommendations

Midori Tabata, on behalf of the Recruitment Committee, reported back with recommendations from its review of applications of people seeking to be appointed to the BPAC for 2023-2025 terms. The Committee is recommending reappointing Grey Gardner, Patricia Schader, and Dianne Yee. Commissioners are appointed by the Mayor and confirmed by City Council. A summary of the applicants and applications are included as attachments.

Speakers other than commissioners: Midori Tabata and Robert Prinz.

- A motion to ***recommend the reappointment of Grey Gardner, Patricia Schader, and Dianne Yee to the BPAC for 2023-2025 terms*** was made (Campbell), seconded (Whipps), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Ralston, and Whipps. Commissioners Gardner and Chair Schader abstained.

Item 6. OakDOT Director Fred Kelley and Assistant Director Ariel Espiritu Santo

New Oakland Department of Transportation (OakDOT) Director, Fred Kelley (fkelly@oaklandca.gov), shared his vision for OakDOT. Kelley and Assistant Director, Ariel Espiritu Santo (aespiritusanto@oaklandca.gov) answered questions from the BPAC.

Summary of Discussion:

- OakDOT is experiencing a ~30-35% staff vacancy rate.
 - Increased contracting could offset some of the impact (i.e., decreased level of service) of OakDOT staff vacancies.
- More synergistic partnerships should be made with regional agencies in City goals.
- An increased level of service should be provided by the City for transportation projects in East Oakland, to match or outperform the level of service that projects in other areas of the City receive.
- Vehicular speed reduction and safety improvements should be the City's top transportation priorities.
- Automatic speed enforcement should be considered at the City because there is no traffic enforcement division at the City, currently.
- Fire code restrictions, at times, prevent the City from building safer streets.
- Community engagement should receive a high level of commitment.
 - OakDOT's Racial Equity Team (RET) includes a Community Engagement Subcommittee that has developed and shared a Standard Operating Procedure for City community engagement efforts.

Speakers other than commissioners: Kevin, Midori Tabata.

Item 7. East Bay Greenway Updated Design

Matthew Bomberg (mbomberg@alamedactc.org), Alameda County Transportation Commission (Alameda CTC) Senior Transportation Engineer, provided a presentation on the East Bay Greenway project, a regional active transportation project being planned and implemented by Alameda CTC in partnership with the City of Oakland. The project is identified in local and regional plans, including the City's Bike Plan and Measure BB Transportation Expenditure Plan. Alameda CTC is currently developing conceptual plans and conducting community engagement and environmental studies for an East Bay Greenway project which can be implemented in a near-term (3-5 year) timeframe. For more information, see <https://www.alamedactc.org/programs-projects/bicycle-and-pedestrian/eastbaygreenway/>. The presentation slides are attached to these minutes.

Summary of Discussion:

- A section of the Greenway from Seminary Ave to Coliseum BART will be constructed later in 2022.
- ACTC should work with homelessness action centers to communicate with people camping along San Leandro Street, before construction begins. Increased lighting along the pathway and Danish/Dutch "bike freeways" should also be considered.
- The City purchased one small street sweeper for bike lanes at the beginning of 2021, and the City should purchase more if more bike lanes require their use.
- Maintenance is key to a successful bicycle facility.
- The segment of the Greenway on San Leandro Street from 98th Ave to 105th Ave includes two possible design options to get around the tunnel: one that includes neighborhood bike routes and Class IV Protected Bikeways, and one that includes a Class I Bike Path on the north side of the street and a two-way cycle track on the south side of the street.
- Bike East Bay and East Oakland Collective representatives spoke in favor of the project, offering their support for its successful implementation.

Speakers other than commissioners: Midori Tabata, Citlalli Herrera, Robert Prinz.

- A motion to **extend the meeting until 8:10pm** was made (Schader), seconded (Frank), and approved by all Commissioners present.

Item 8. Committee Report Back

Committees of the BPAC provided brief updates to the Commission. A list of active committees was 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: topics covered at the September meeting were: Highway Safety Improvement (HSIP) ADA and signalization projects, Slow Streets development coordination with the City's 5-Year Paving Plan, and the City's General Plan update and a potential letter of support relating to it from BPAC. Grand Avenue safety improvements will be discussed, among several other topics, at the next meeting.
- Legislative Committee: Commissioner Frank shared that a recent meeting was held between Jimmy Jessup, Dean Hsiao (OakDOT, Traffic Signals), and himself on the push-button (AKA "beg to walk") for crosswalks. This topic will likely be added to the November 2022 committee meeting agenda.
- Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee: an interactive public-facing map is being created to display all Measure KK bond-funded projects in the City.
- Bicyclist Pedestrian Police Relations Committee: Commissioner Mangrum met with Chair Schader, George Nelson, OPD Captain Casey Johnson, and another OPD representative to discuss a turkey giveaway program. A bike ride could be incorporated into the giveaway program.

Speakers other than commissioners: None.

Item 9. Three-month look-ahead, suggestions for meeting topics, announcements

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

Suggestions for meeting topics

- None.

Announcements

- None.

Meeting adjourned at 8:13 pm.

Attachments

- Presentation slides – East Bay Greenway Updated Design

Minutes recorded by Pierre Gerard, Transportation Planner I, emailed to meeting attendees for review on September 19th, 2022, with comments requested by 5pm, Monday, October 3rd, 2022, to PGerard@oaklandca.gov. Revised minutes will be attached to the October 2022 meeting agenda and considered for adoption at that meeting.

OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

Meeting of October 20th, 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.

TOWN



Transforming
Oakland's
Waterfront
Neighborhoods



Bicycle and Pedestrian Advisory Commission

October 20, 2022

WELCOME

Frequently Asked Questions
Transit & Active Transportation
Rail Safety & Goods Movement
Parking & Traffic Management



TOWN - Transforming Oakland's Waterfront Neighborhoods

The **TOWN** projects are a **comprehensive package of transportation infrastructure improvements** that will provide **safer, more sustainable and more equitable access** between Downtown, Chinatown, and West Oakland, and the waterfront while **protecting and enhancing goods movement** in and out of the nearby **Port of Oakland** (Port).



Active Transportation & Transit

1.4 miles of **new transit-only lanes** and **10 miles** of new **sidewalks, bike lanes** and **trails** connecting the greater downtown, Chinatown and West Oakland to the waterfront to encourage walking, biking, and transit.



Rail Safety & Goods Movement

Rail corridor and **roadway improvements** to help efficiently move trucks and cargo in and out of the Port of Oakland, reduce traffic congestion and truck idling, and improve traffic safety for all.



Parking & Traffic Management

Comprehensive suite of **parking system upgrades** and **intersection improvements** to manage on- and off-street parking and traffic.

These projects **implement longstanding transportation plans, policies and priorities** for the City of Oakland, and are estimated to **cost approximately \$500 million**. Over **half of those funds** have **already been secured** from State, regional and Federal sources, and fundraising efforts are ongoing to secure external grants to provide the last dollars needed to implement these transformative projects.

These improvements will create a **more connected Oakland**. **Stronger, safer, and more pedestrian-, cyclist- and transit-friendly connections** are needed to remove the barriers that have historically separated Oaklanders from their waterfront.

TOWN PROJECT MAP



FREQUENTLY ASKED QUESTIONS

Won't TOWN just support the Ballpark?

No. These improvements **align** with longstanding **City goals** to provide **safer**, more **sustainable, and more equitable access to transportation** by implementing established local and regional transportation plans, policies, and priorities.

Once delivered, these **projects** and strategies will support increased **access to transit**, a **safer** and more protected **experience for pedestrians and bicyclists**, more **smartly managed parking** in the Downtown, increased **safety around and over the railroad**, and more **efficient movement to and from the Port**. Here are some examples of how existing communities will benefit:

- ♦ **7th Street from West Oakland BART to Martin Luther King, Jr. Way** will receive a lane reduction to calm traffic, pedestrian safety and walkability improvements, and a protected bike lane, implementing numerous plans that have called for these improvements.
- ♦ **Broadway** will receive extended transit lanes from Grand Avenue to 2nd Street making the bus more reliable along the critical mile of AC Transit's service with ripple effects along numerous routes, freeway underpass improvements to bridge the divide between Downtown, Chinatown and the Waterfront, and pedestrian safety improvements to address injuries and accessibility challenges on this high injury street.
- ♦ The **Embarcadero Rail Corridor** through Jack London Square will receive long-awaited safety improvements to separate trains from vehicles, pedestrians, and bicyclists through new fencing, a multi-use bicycle and pedestrian path, and simpler vehicle movements.

FREQUENTLY ASKED QUESTIONS

If it is approved, the projects **would also support** the proposed **Waterfront Ballpark District**, which is expected to generate up to about **26,000 trips per weekday** at full buildout, which include trips to and from the proposed housing, offices, and retail shops. These transportation infrastructure improvements are needed to ensure that District trips are largely made using sustainable modes that will minimize traffic and associated impacts for surrounding neighborhoods and uses – West Oakland, Old Oakland, Downtown, the Jack London District, Chinatown, and the Port – and that the **project can instead be an asset for Oaklanders** and the greater Bay Area region.

Were these projects informed by an equity impact analysis?

Yes. The projects underwent a **racial equity impact assessment** to identify the most effective projects that **aim to reduce existing transportation disparities** between the surrounding neighborhoods and more affluent neighborhoods in Oakland.

How are we planning to fund the projects?

City Council and the Mayor have committed to ensuring that **no City General Purpose Funds** will go towards funding the TOWN projects. City staff are aggressively **applying for local, regional, state, and federal grants** to continue to pay for the necessary work to design and construct the full package of **transformative transportation infrastructure improvements**.

FREQUENTLY ASKED QUESTIONS

Why is OakDOT applying for grants for this project and not others?

While the City is aggressively pursuing grant funding for delivery of the TOWN projects, the **City** is equally **committed to advancing projects elsewhere in the City** that are prioritized for implementation in the City Council's **approved Capital Improvement Program (CIP)**. The CIP uses community values and data-driven prioritization processes to prioritize capital investments and safety improvements, centered on promoting equitable outcomes.

Between 2017-2022, OakDOT has **applied for, and received**, more than **50 grants** with awards totaling approximately **\$85 million** to implement other critical transportation projects **throughout Oakland**.

Are the TOWN projects diverting resources from other areas across the City?

No. Staff time spent on TOWN projects is **funded by project developers and State and Federal grants**, thereby preserving resources to allocate to other priority projects. Additionally, with the establishment of a **new Major Projects Division**, new staff are being hired to focus exclusively on TOWN and other significant infrastructure projects, so that **existing staff** can **remain dedicated to ensuring that ongoing priorities** such as paving and traffic safety projects move forward in a timely manner.

FREQUENTLY ASKED QUESTIONS

Why did the City Council create the Major Projects Division in the City's Department of Transportation (OakDOT)?

To **achieve the development goals** of delivering the TOWN projects **without impacting other core priorities** within OakDOT, the City created a **new Major Projects Division** with up to **13 new full-time equivalent staff** to focus on advancing these **transportation infrastructure improvements**. These positions will be phased in over time as project funding from grants, State funds, developers, and/or additional sources of funding become available. The hiring of additional staff allows existing staff to focus their efforts exclusively on other priority projects across the City.

TOWN - PROJECT MAP

TOWN PROJECTS



TOWN - PROJECT DESCRIPTIONS



Improved Transit & Active Transportation

1

Broadway Transit Improvements

This project will provide **priority bus lanes** between 2nd and 11th Street, and 20th Street and Grand Avenue. These improvements will create separation between buses and other motor vehicles. It will also include **intersection improvements** and various **pedestrian improvements** such as improvements to the I-880 underpass, bus loading, landscaping, pedestrian-scale lighting, wayfinding signage, new signals, crosswalk improvements and bulb outs to increase both perceived and actual safety for people along Broadway.

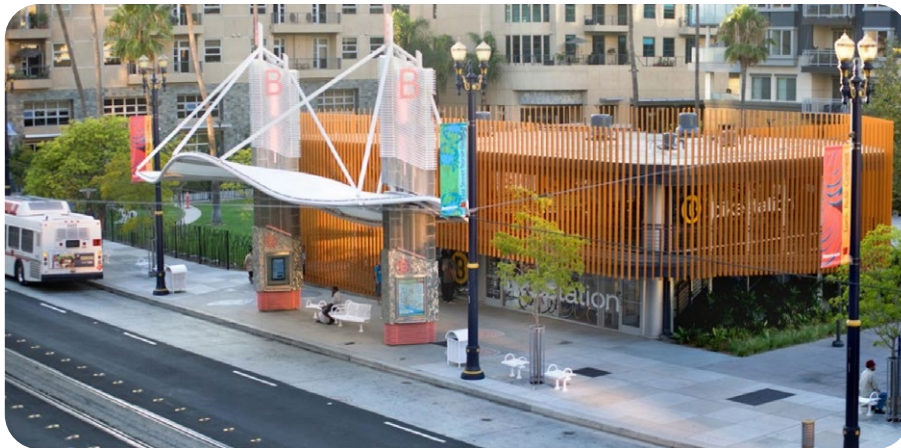


TOWN - PROJECT DESCRIPTIONS

2

2nd Street Transit Hub & Bike Gap Closure Improvements

A **new transportation hub** on 2nd Street will serve the Project and the greater Jack London Square community. The hub is envisioned as an attractive experience where game day crowds and daily commuters may easily and comfortably wait for buses, access bike share, valet bike parking, scooters, and other types of mobility devices. The hub will be located between Martin Luther King Jr. Way and Clay Street, and the improvements made at this location will support the **bike and pedestrian bridge** at Jefferson. This project will also install a traffic signal on 2nd Street at Broadway, close the Class 2 bike lane gap on eastbound 2nd Street between Harrison and Alice Streets, and increase sidewalk width at the transit hub.



TOWN - PROJECT DESCRIPTIONS

3

Martin Luther King, Jr. Way Streetscape Improvements

Between **Embarcadero West and 8th Street**, this project will construct **buffered** and **protected bike lanes** that will separate people on bikes/scooters from motor vehicle traffic and include **improvements for pedestrians** at all intersections and railroad crossings. These improvements will increase the safety and visibility of pedestrians and **improve multimodal connectivity** between Downtown Oakland and the waterfront. By separating modes of travel and allocating more space to non-motorized travel, the project will prevent serious injuries and fatal traffic crashes. These new bike lanes will connect to buffered bike lanes under construction from 7th to 14th Streets.



TOWN - PROJECT DESCRIPTIONS

4

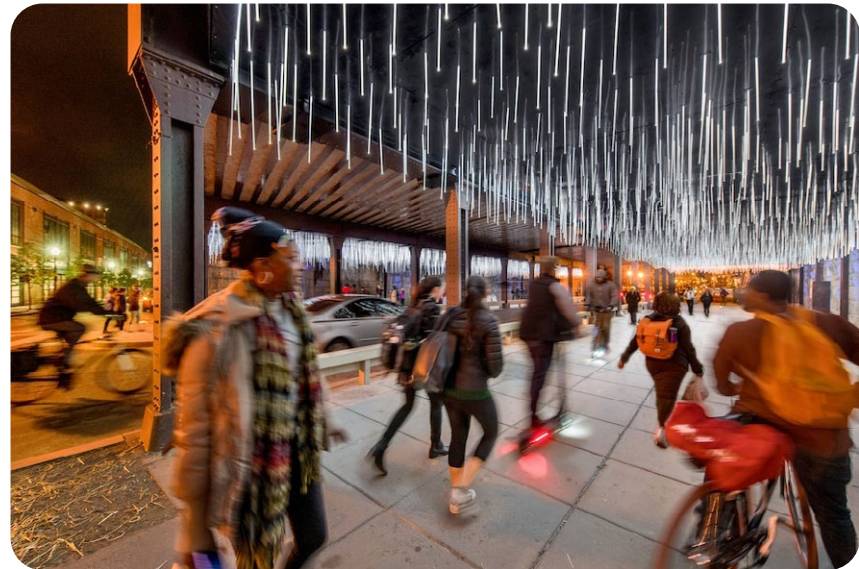
Market Streetscape Improvements

This project will **upgrade signal systems, upgrade pedestrian corridors, add railroad crossing improvements, enhance the underpass at the I-880, and maintain protected bike lanes** on Market Street between 3rd Street and 7th Street – a segment on the City's High Injury Network.

5

Underpass & BART Wayfinding Improvements

This project includes **underpass improvements** that increase safety and comfort, help knit together the communities currently separated by the I-880 freeway and provide **enhanced access to the waterfront and parks** for nearby communities and BART stations. It will also include **wayfinding signage** to Downtown, Lake Merritt and West Oakland BART stations.



TOWN - PROJECT DESCRIPTIONS

6

7th Street Corridor Streetscape Improvements

This project will **enhance multimodal traffic safety** and support the **revitalization of 7th Street** in West Oakland between Mandela Parkway and Martin Luther King Jr. Way, including protected bike lanes, transit boarding islands, intersection safety and signal improvements, pedestrian improvements and sidewalk repairs, and new street trees.

7

3rd Street Corridor Improvements

Pedestrian improvements will be installed between Broadway and Market Street, including the filling of sidewalk gaps, all-way stops signs at Brush and Castro Streets, and maintaining minimum pedestrian paths of travel along the corridor.

8

Washington Street Improvements

Closes a bike lane gap between 2nd Street and Water Street, providing access to the Waterfront.

9

8th Street Improvements

Provides **sidewalk and pedestrian intersection improvements** along 8th Street, primarily in Chinatown, from Lake Merritt BART (Oak Street) to Washington Street.

TOWN - PROJECT DESCRIPTIONS



Rail Safety & Goods Movement

10

Vehicular Grade Separated Crossing & Brush St. Improvements

The project will construct a **vehicle overcrossing** over the Union Pacific Railroad tracks at the intersection of Brush Street (or Market Street) to Embarcadero West. This crossing would be the **primary** means of **vehicle access** to the **project site**. Without this crossing, vehicles would continue to crossing the active railroad tracks along Embarcadero West. Brush Street improvements includes **traffic signal and safety improvements** at all intersections between 3rd and 7th.

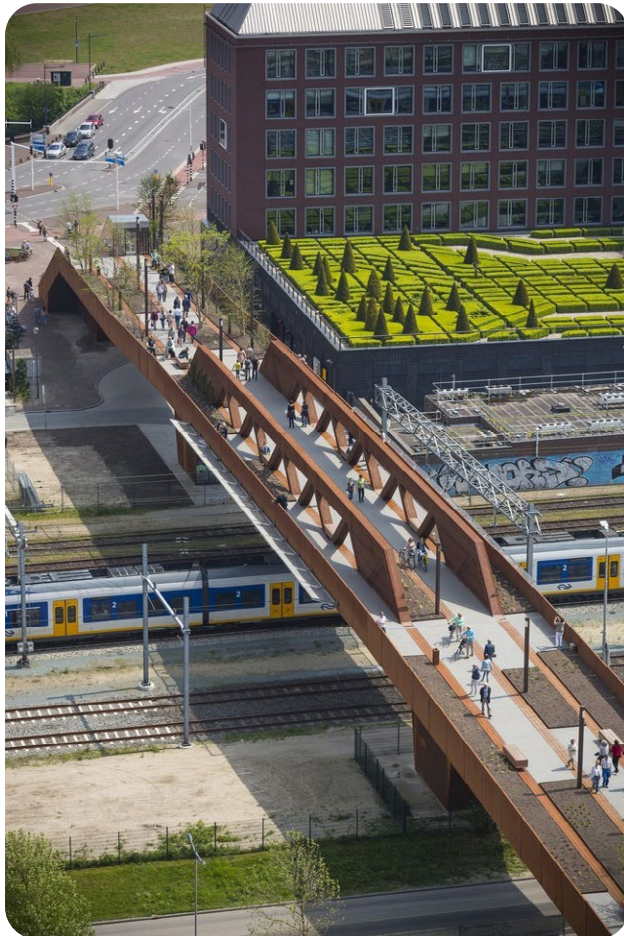


TOWN - PROJECT DESCRIPTIONS

11

Railroad Pedestrian and Bike Bridge Project

This project will **install** an **ADA-accessible overcrossing** over the **railroad tracks** at Jefferson Street (or Clay Street) to provide safe pedestrian and bicycle access to the waterfront, Jack London Square, the Ballpark District, and Bay Trail.



TOWN - PROJECT DESCRIPTIONS

12

Embarcadero Railroad Safety Project

This project will install **rail safety, pedestrian improvements**, and **“quiet zone” improvements**, including a **fence** along the tracks, consistent with Alameda County Transportation Commission’s 2018 “Grade Crossing Toolkit,” **new railroad gate arms** and **other intersection safety improvements** at at-grade crossings. This project will also increase pedestrian and emergency access between the Jack London District and the Jack London Square/waterfront by **installing a multi-use path**.



TOWN - PROJECT DESCRIPTIONS

13

Emergency Vehicle Access

This project will construct an **emergency vehicle access** (EVA) **route** that connects the west end of Embarcadero West to Middle Harbor Road at Adeline.

14

Adeline Streetscape Improvements

This enhanced goods movement project will provide **traffic signal upgrades** in order to improve safety within the City's High Injury Network. This project will include intersection and signal improvements at the I-880 off-ramp and Union Street, and at 5th Street at Union and Adeline Streets. **Adeline Street** will be **reconfigured** between 7th Street to the seaport to better **support truck movement** from the freeway.

TOWN - PROJECT DESCRIPTIONS



Parking & Traffic Management

16

Parking and Traffic Management

The **OakPark Parking Management Plan** accelerates the City of Oakland's parking efforts by rapidly **implementing adopted parking principles**. It includes the following key **strategies** to **manage traffic throughout the year** and during **event-day surges**, in the Downtown, Jack London Square, Chinatown and West Oakland areas: **(1)** expanding meters and dynamically pricing on-street parking to match demand, **(2)** expanding residential parking permits and using a first-of-its-kind equitable pricing approach, and **(3)** managing off-street parking in publicly accessible garages throughout the Downtown area, including a reservation system.



17

Crash Analysis Improvements - Brush at 17th & 18th, Castro/5th, MLK/17th

Intersection safety improvements such as traffic signal upgrades to enhance traffic safety for all modes will be made.



Visit the City of Oakland's website regularly for project information and updates:

www.oaklandca.gov

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October 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	Purpose	Commissioners	Community Members	Meeting Time	Agendas, Notes, and Minutes
Infrastructure Committee	Review and comment on the design of projects	Ralston, Schader, Yee	George Naylor, Robert Prinz , Midori Tabata, Brendan Pittman, RB Burnette Jr	The first Thursday of every other month from 3:30 PM to 5:30 PM	https://docs.google.com/document/d/1qgS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA
Legislative Committee	Research and develop policy recommendations for consideration by the BPAC	Frank, Gardner , Lok, Whipps	Kenya Wheeler	The first Monday of each month at 5:00 PM	
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	Monitor Committee activities and report back to the BPAC	Ralston			
Liaison to Mayor's Commission on Persons with Disabilities	Monitor MCPD activities and report back to the BPAC	Schader			
Open Forum Committee	Review and analyze comments received during Open Forum	Schader	Midori Tabata , Jimmy Jessup		https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/htmlview
Bicyclist Pedestrian Police Relations Committee	Rectify inequitable policing and racial profiling through analysis, dialog, and recommendations	Campbell, Frank, Mangrum	Tom Holub, George Naylor, Zachary Norris, Kenya Wheeler	The second Thursday of each month from 6:00 PM to 8:00 PM	
Planning Commission Review Committee	be a resource to the Planning Commission and provide input on bicycle and pedestrian elements of proposed projects	Schader, Whipps	George Naylor, Kenya Wheeler, RB Burnette Jr		
2023 Recruitment Committee	Outreach and recruitment for new BPAC commissioners beginning January 2022	Frank, Mangrum	Midori Tabata		

*Committee Chairs in **bold**

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

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

Three-month agenda look-ahead

November

- School Safety: School Crossing Guard Program, School Safety Patrol, and Traffic Safety Design Elements
- Power the People Project
- Reduced Speed Limits in Business Activity Districts

December

- BPAC Chair's Report to Public Works Committee
- Annual Strategic Planning Projects Development Projects (tentative)
- West Oakland LINK (tentative)

January

- BPAC Officer Elections
- Annual Major Development Projects (tentative)
- BART Projects (tentative)
- Paving Plan Update (tentative)

Announcements

- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, sign up at <https://oaklandca19202.activehosted.com/f/20>.
- **Survey on Oakland as a Bicycle Friendly Community:** The League of American Bicyclists is interested in learning about your experience bicycling in Oakland. Please complete this survey by Sunday, November 6: https://www.surveymonkey.com/r/BFC_Fall22. The survey is also available in Spanish: www.surveymonkey.com/r/OaklandCA_BFC22esp. Oakland recently applied to the League of American Bicyclists to renew its status as a Bicycle Friendly Community. Oakland has applied every four years since 2010 for the purposes of assessing how Oakland is doing in improving conditions for bicyclists. While the City of Oakland has been the lead on these applications, the application process evaluates the Oakland community as a whole with detailed questions on education, encouragement, engineering, equity & accessibility, and evaluation & planning. For additional information on Oakland's involvement with the Bicycle Friendly Community Program, see: <https://www.oaklandca.gov/resources/bicycle-friendly-community>.
- **Citywide Bikeways 2021:** Construction of the Citywide Bikeways 2021 Project has been completed. Work consisted of the installation of striped buffer enhancements and green conflict markings along selected bike lanes, installation of new bike lanes, and restriping of existing bike lanes. The locations are on 16th Ave, 35th Ave, E 12th St, MacArthur Blvd, Market St, W MacArthur Blvd, and Washington St.
- **AB 43 Implementation:** OakDOT staff will be presenting on the Assembly Bill 43 Implementation Plan And Ordinance Related To Business Activity District Speed Limit Lowering at the October 25, 2022 Oakland City Council Public Works Committee at 10:30am. Councilmembers will be hearing the recommendation to Adopt An Ordinance Amending Oakland Municipal Code Chapter 10.20 ("Speed Limits") To Establish 20 MPH And 25 MPH Speed Limits In Business Activity Districts As Defined In Assembly Bill 43. OakDOT has identified 57 corridors totaling 26.5 miles that are recommended for speed limit lowering, with the aim of implementing 10 business activity districts by Summer 2023 and the remaining corridors by the end of 2025, prioritizing implementation based on location on the high injury network and in higher priority equity areas. More information including the report and ordinance will be posted here when available: <https://oakland.legistar.com/LegislationDetail.aspx?ID=5869641&GUID=8A11798D-4146-4FEE-90DA-7DB161134A0D>.

- **Traffic Fatalities Tracking:** This month, OakDOT and OPD launched a webpage dedicated to reporting on traffic deaths on Oakland streets. This webpage advances the transparent monitoring of traffic deaths on Oakland streets in support of the Safe Oakland Streets initiative (<https://www.oaklandca.gov/topics/safe-oakland-streets>) and its goals of preventing serious and fatal traffic crashes and eliminating crash inequities on Oakland's streets. This page includes data and a map of traffic fatalities in Oakland and can be found at: <https://www.oaklandca.gov/topics/traffic-fatality-tracking>.
- **Street Furniture Program:** The City's 20-year contract with Clear Channel Outdoor (CCO) to maintain and advertise on Oakland bus shelters expired earlier this year and was replaced with a 1-year contract extension with CCO, with an option for a second year. Staff are developing a request for proposals (RFP) for a long-term Coordinated Street Furniture Program to manage bus shelters, benches, trash bins, public toilets, etc. and other street furniture. Additionally, Council instructed staff to enter into a franchise agreement with [IKE Smart City](https://www.ikesmartcity.com/) (<https://www.ikesmartcity.com/>), a purveyor of digital informational kiosks. The intention of the Coordinated Street Furniture RFP is to allow respondents to pursue up to three kinds of contracts (manufacturing assets, maintenance, and advertising) and submit innovative proposals for street furniture. Staff anticipates that the RFP will be released in November. On October 25th at the Public Works Committee, there will be a resolution to appropriate staff costs to develop and manage a Coordinated Street Furniture Program, beginning with the management of IKE Smart City. Staff aims to present to BPAC about the Coordinated Street Furniture Program before the end of the year.
- **Paint the Town:** A Paint the Town mural was painted by Seyed Alavi and neighbors on September 11th and 12th, 2022, in the intersection of Dover St and 56th St. OakDOT Bicycle and Pedestrian Program staff facilitate the mural events in coordination with partner organizations EastSide Arts Alliance and Safe Passages, the OakDOT Permit Counter, and the OakDOT Traffic Maintenance Section. For more information on the Paint the Town program, please refer to the map at: www.google.com/maps/d/u/0/viewer?mid=IQwWA2S_6-TrFrCbIxM0qRxlJceFT6ZZH&ll=37.79765446934255%2C-122.22637454999993&z=13 or the project webpage at www.oaklandca.gov/projects/paint-the-town.

This photo shows two people using a stencil to paint the mural.



- **OakDOT Major Projects Map Updates:** The OakDOT Major Projects Map was updated with ten new projects. Link to the interactive map: <http://oakgis.maps.arcgis.com/home/webmap/viewer.html?webmap=d17d586b9a5a4c529d3951a5d239e47f>. The map landing page is at: www.oaklandca.gov/resources/active-major-improvements-project.
- **Bicycle Facilities Data Update:** The Bicycle and Pedestrian Program updated OakDOT's bicycle facilities web map (bikeways, bike parking, bike signage, and bikeway projects) with data through June 2022; see www.oaklandbikes.info/maps.

City of Oakland Bicyclist and Pedestrian Advisory Commission Strategic Plan Goals for 2022

April 2022

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

Task	Task Description	Next Steps
1.1	Advocate for Safe Oakland Streets effort, including more quick fix/rapid response traffic calming and AB 43 implementation.	Receive staff presentation at BPAC meeting. Legislative Committee discuss other ways to pursue. Commissioner Gardner leading.
1.2	Support state and federal funding for pedestrian and bike projects and programs.	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.	Keep as standing item with Chair Schader leading discussion.
1.4	Organize bike ride with BPAC commissioners, community members and police department to create trust and develop ongoing relationships.	Police Relations Committee organizing.
1.5	Convene meeting on racially-biased bicycle stops with the Oakland Police Department, Department of Race and Equity, BPAC policing subcommittee, and community partners per 2019 Bike Plan.	Police Relations Committee organizing.
1.6	Explore challenges of reckless and dangerous driver behavior.	Collaborate with other groups such as WOBO and Bike East Bay to develop responses and determine what active role BPAC can play.

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

Task	Task Description	Next Steps
2.1	Invite project managers to present on projects post-construction to evaluate what worked and what did not.	Schedule review of projects at BPAC meetings.
2.2	Get status update on Bike Plan every six months. Support hiring of staff necessary to track Pedestrian Plan progress.	Request staff presentations in conjunction with the bi-annual We Bike Oakland newsletter, including the "By the Numbers" updates. Raise pedestrian staffing needs with DOT leadership and council.
2.3	Highlight subcommittee activities.	Request written reports from each committee monthly.
2.4	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.	Schedule at BPAC meeting once per year.

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

Task	Task Description	Next Steps
3.1	Advocate for equity driven bike/ped priorities in the General Plan, Environmental Justice Element.	Commissioner Ralston to identify next steps.
3.2	Prioritize safety needs in East Oakland.	Schedule relevant items at BPAC meetings and advocate during planning discussions.
3.3	Use BPAC Blog, Open Forum and community meetings to create open communication between BPAC, community members and DOT.	Vice Chair Yee leads BPAC Blog. Open Forum facilitated by Open Forum Committee. All commissioners engage in other community outreach.
3.4	Advocate for community groups, including Neighborhood Councils, 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.

Goal 4: Build relationships with policymakers and provide feedback on pedestrian and bicycle policy.

Task	Task Description	Next Steps
4.1	Present BPAC Chair's Report to Public Works Committee.	2022 report schedule for 4/26/22. Use as an opportunity to raise priorities with council.
4.2	Establish ongoing coordination with Caltrans, MTC, Bay Area Regional Collaborative on bicycle and pedestrian investments and plans.	Commissioner Ralston to pursue next steps.
4.3	Meet with each Councilmember and their staff at least once per year to introduce BPAC and our goals.	Each commissioner expect to reach out to their councilmember.
4.4	Reach out to councilmembers concerning current bike/ped issue.	Each commissioner expect to reach out to their councilmember on hot topics needing their support.
4.5	Introduce BPAC to neighborhood councils	Each commissioner 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.