

CITY OF OAKLAND



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Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, October 19, 2017; 6:00-8:00 pm** **City Hall, Hearing Room 4**

Bicycle & Pedestrian Facilities Program home page:

www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/index.htm

Resources for Commissioners:

www2.oaklandnet.com/government/o/PWA/o/EC/s/BicycleandPedestrianProgram/BPAC/index.htm#BPAC_Resources

Commissioners

Reginald K Burnette Jr, Ryan Chan (Chair), Chris Hwang, Christopher Kidd, Fred McWilliams,
Robert Prinz (Vice-Chair), Midori Tabata, Rosa Villalobos, Kenya Wheeler

Time	#	Topic
6:00	1	Roll Call/Determination of Quorum/Introductions (5 minutes)
6:05	2	Approval of meeting minutes Attachment (5 minutes)—Seek motion to adopt the September 2017 BPAC minutes.
6:10	3	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 Public Works Call Center; information at www2.oaklandnet.com/ReportaProblem .
6:20	4	Bike Plan Update (30 minutes)—Sarah Fine, Project Manager for Let’s Bike Oakland! (the name of Oakland’s bike plan update), will share information about the plan for community engagement and overall project components and timeline. The Plan team is also seeking to identify a committee of BPAC Commissioners to receive regular updates and provide direction on the plan.
6:50	5	Bi-Annual Paving and Bikeway Projects Status Update Attachment (30 minutes)—Jennifer Stanley, Bicycle & Pedestrian Facilities Coordinator, will share information on complete streets coordination with the City Council-adopted five-year paving prioritization plan and the status of bikeway projects citywide, and take suggestions on which projects should be prioritized for review. She will also share a new online map of bike wayfinding sign projects—a precursor to an upcoming effort to map bikeway striping projects.
7:20	6	Infrastructure Committee Report Attachment (25 minutes)—Robert Prinz with the BPAC’s infrastructure committee (convened in February 2017) will share information on the projects reviewed and feedback given.
7:45	7	Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment (10 minutes)

Agenda online at: www2.oaklandnet.com/w/OAK062355



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin or Spanish interpreter, please email

jstanley@oaklandnet.com or call (510) 238-3983 or TDD/TTY (510) 238-2007 at least five 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 de en español, Cantonés, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a jstanley@oaklandnet.com o llame al (510) 238-3983 o (510) 238-2007 por lo menos cinco 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.

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City of Oakland, Bicyclist & Pedestrian Advisory Commission
DRAFT Minutes from the September 21, 2017 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting agenda at <http://www2.oaklandnet.com/oakca1/groups/pwa/documents/agenda/oak062354.pdf>.

Meeting called to order at 6:00 pm by BPAC Chair, Ryan Chan.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with eight commissioners present (X). None (-) was excused (provided notice of absence as specified in by-laws). One arrived later during the meeting.

Commissioners	Present
Reginald K Burnette Jr	X
Ryan Chan (Chair)	X
Chris Hwang	X
Christopher Kidd	X
Fred McWilliams	X
Robert Prinz (Vice-Chair)	X
Midori Tabata	X
Rosa Villalobos	X
Kenya Wheeler	X

Introductions were made.

- Other attendees: Wade Albright, Eric Fieberling, Heidi Killeen, Chris Kintner, Carol Levine, Brendan Pittman, Tyler Wacker, Jean Walsh
- Staff: Mohamed Alaoui, John McCabe, Jason Patton, Eric Uddenberg

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from August 17, 2017** was made (Tabata), seconded (Prinz), and approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- Heidi Killeen expressed concern about the pedestrian crossing on Moraga Ave at Harbord Dr. There is no marked crosswalk and it is a challenging crossing. She is concerned for her children who walk to school and cross at this location. She understands that Moraga Ave is scheduled to be paved and wants to see if the paving project can address the pedestrian crossing issue.
- Chris Kintner offered his thanks to the City for the pedestrian crossing improvements that were recently installed on Harrison St at 23rd St.

Item #4. Service Requests and Bike/Ped Issues

[This item was originally scheduled as Item #5. It was heard as Item #4.]

John McCabe, Technology Program Manager, described how public requests submitted to the Oakland Call Center or SeeClickFix are categorized and routed to the appropriate groups within City government. See the attached slide show. The number of requests has grown dramatically in recent years due to the growing use of SeeClickFix. Illegal dumping is by far the most common category of service request. The City uses CityWorks, a work management application, to log, route, and track service requests.

Summary of discussion:

- Calls to the Oakland Call Center are answered by live operators. After hours, emergency calls are routed to operators at the Fire Dispatch Center to ensure that emergency requests are received immediately.
- The Call Center routes issues to the responsible City staff. The public doesn't need to know who will solve the issue. They just need to locate and explain the issue.
- While the number of requests has increased dramatically, the staff and funding available to address those requests has remained relatively constant.
- SeeClickFix makes service requests visible to the public. This has the benefit of letting people see if their issue has already been reported. If it has, they can comment on the issue. The web-based interface facilitates civic discussion regarding the known issues.
- There is an interest in promoting the use of SeeClickFix amongst adjoining jurisdictions. Then a requester doesn't need to know which jurisdiction the issue is in.
- Having data has changed the City's work by making it easier to see and understand the types of issues and their extent. This can also help match needs to resources. For example, more resources may be needed if certain requests are taking longer to resolve, or if they are not getting resolved. The data have also made it possible to measure performance.
- It would be interesting to use CityWorks data for before/after comparisons in areas with major street projects.
- Requestors should hear back after issues are submitted, even if it has been forwarded to another agency or can't be resolved.

Speakers other than commissioners: Carol Levine, Heidi Killeen

Item #5. Stairpath Program Update

[This item was originally scheduled as Item #4. It was heard as Item #5.]

Eric Uddenberg from the DOT Great Streets Division presented stairpath locations currently prioritized for rehabilitation, and how locations were prioritized. See the attached handout. Oakland has approximately 220 stairpaths, 39 of which have been significantly repaired since 2001. About 10% of the remaining stairpaths require no work, leaving ~159 that are prioritized for repair. The program is currently receiving around \$360,000 in annual funding. To date, stairpaths were prioritized based on their physical condition and their proximity to services and residential density. Staff is proposing to add equity as a prioritization factor.

Summary of discussion:

- In prioritizing locations, the density of surrounding homes is used as a proxy for use. In other words, the stairpaths with the most people living nearby are the stairpaths likely to get the most use.

- The design life of the rehabilitation projects is typically 50 years. This is typical across streets and buildings. It is also practical in that a longer design life would have higher construction costs.
- Transportation Development Act Article 3 has been a useful source of funding for stairpath projects. In recent years, less of this funding has been used. While the funding has generally been available, the staff time has not necessarily been available. As one example, the staff in the stairpath program play a lead role in storm season recovery, including emergency roadway repairs.
- Consultants could do more stairpath work. This is effective when consultants work in partnership with staff. But it is generally cheaper to do small projects in-house. Potentially, stairpath funds could be pooled to undertake a project with multiple locations that would make efficient use of consultants and staff time.
- A bike stair channel was recently designed as part of the project to rehabilitate the Shortcut, connecting Alvarado Rd into the parking lot at the Claremont Hotel. This design was based on best practices from other agencies (including BART), and a field visit to the 16th St/Mission BART station. (Commissioner Tabata participated in this field visit.) The stairpath program will now consider bike stair channels as a matter course for future projects where there is bicyclist demand and the basic design requirements can be satisfied.

Speakers other than commissioners: none

Item #6. Public Works Committee Report Back

BPAC Chair Ryan Chan described his presentation to, and response from, the Public Works Committee (PWC) on September 12, based on the annual report for 2016. Councilmembers asked about BPAC review of grant applications and about equity considerations in Oakland's debut of bike share. The PWC requested that City staff prepare a response to the BPAC annual report and present it at the December committee meeting. The 2017 BPAC Annual Report should be scheduled for a Public Works Committee meeting in early 2018.

Summary of discussion:

- BPAC review of grant applications is a work in progress. Review is generally happening, but in some cases a more detailed review would be beneficial. Sometimes this coordination is complicated by a grant deadline that does not match well with the BPAC's monthly meeting schedule.
- BPAC had the opportunity to review and provide input on the bike share program, and was a strong voice for advancing equity goals through the service area and membership pricing.
- This was the first time that the BPAC annual report was presented to the PWC as a scheduled agenda item. This annual report provides a recurring mechanism to strengthen communications between BPAC and the Public Works Committee.

Speakers other than commissioners: none

Item #7. BPAC Commissioner Recommendations

There will be three BPAC vacancies as of January 2018. The Nominations Committee convened at the July 2017 meeting reviewed applications received through August 2017 and shared their recommendations. The committee included Commissioners Hwang, Villalobos, and Tabata, and one member of the public – Hector Chinchilla. See attachment from the Nominations Committee.

Summary of discussion:

- It was noted that Mariana Parreiras is an active and constructive member of the Caltrans District 4 Pedestrian Advisory Committee.
- A motion to **endorse the recommendations of the committee and forward the recommendations to Mayor Schaaf** was made (Tabata), seconded (Kidd), and approved with seven in favor, none opposed, and one abstention (Hwang).

Speakers other than commissioners: Carol Levine

Item #8. Three-month look-ahead, suggestions for meeting topics, announcements

Three-month look-ahead

- Upcoming items were reviewed with no changes.

Suggestions for meeting topics

- Oakland Alameda Access Project (ACTC): Schedule for the October BPAC meeting, if possible; suggested by Commissioner Prinz.
- Assembly Bill 1103 (California stop-as-yield for bicyclists): suggested by Commissioner Prinz.

Announcements

- The Department of Transportation's "Paint the Town!" Pilot Program is now accepting applications for communities to undertake street murals. Applications and flyers were distributed at the meeting. See www.beta.oaklandca.gov/services/paint-the-town.
- On Saturday, September 23, 11:00am to 12:00pm, Bike East Bay is having a training for people interested in bike share. The training is at the West Oakland Public Library.
- Commissioner Kidd may be on paternity leave for the October Commission meeting.

Meeting adjourned at 7:49 pm.

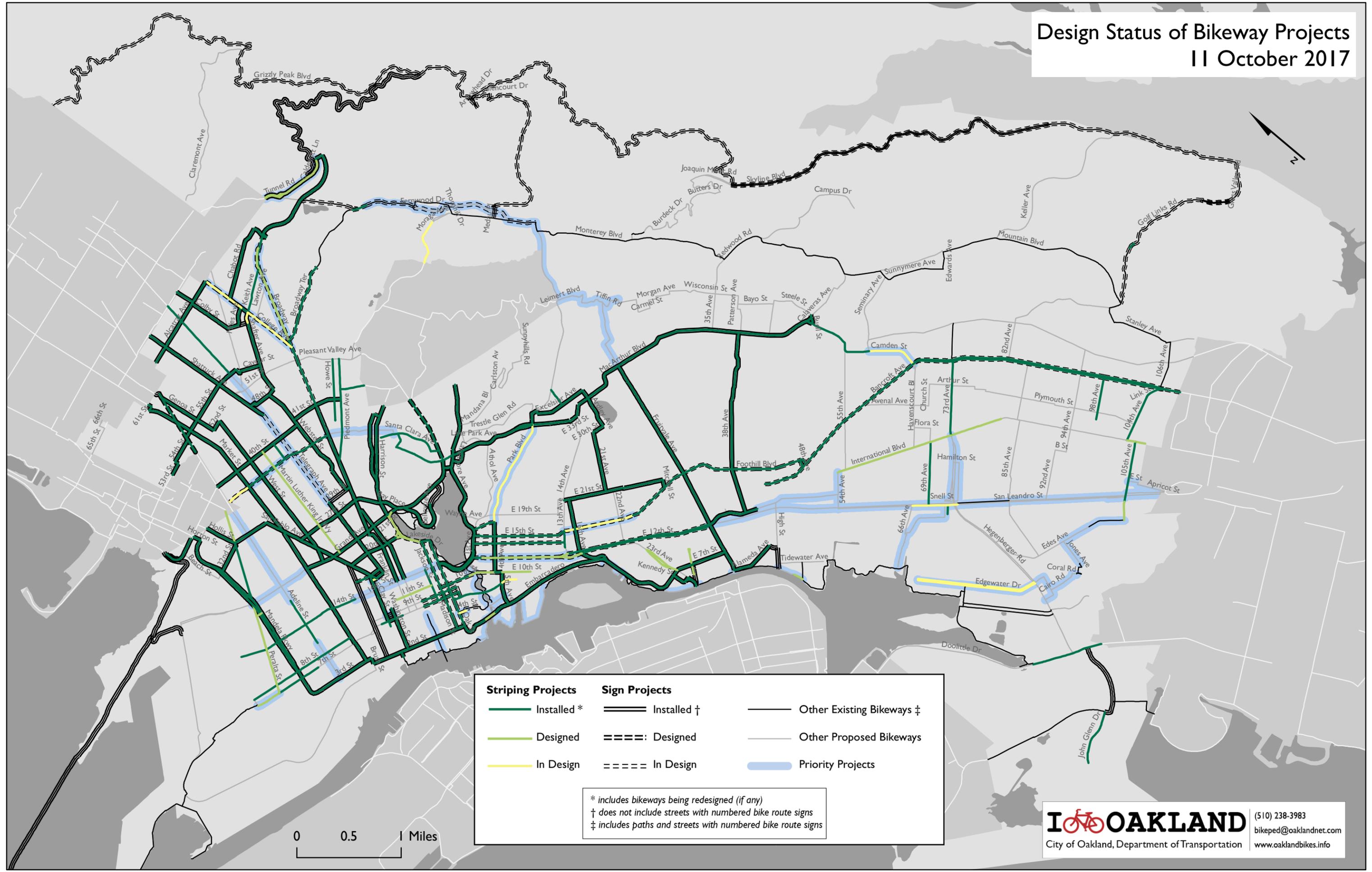
Attachments *(to be appended to adopted minutes)*

- Slide Show for Item #4 – Service Requests and Bike/Ped Issues
- Handout for Item #5 – Stairpath Program Update
- Handout for Item #7 – 2018 BPAC Nomination Recommendations

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Manager, emailed to meeting attendees for review on Wednesday, September 27 with comments requested by 5pm, Thursday, October 5 to jstanley@oaklandnet.com. Revised minutes will be attached to the October 2017 meeting agenda and considered for adoption at that meeting.

Design Status of Bikeway Projects

11 October 2017



Stripping Projects	Sign Projects	Other Existing Bikeways ‡
Installed *	Installed †	Other Existing Bikeways ‡
Designed	Designed	Other Proposed Bikeways
In Design	In Design	Priority Projects

* includes bikeways being redesigned (if any)
 † does not include streets with numbered bike route signs
 ‡ includes paths and streets with numbered bike route signs

0 0.5 1 Miles

Street	From	To	Length (mi)	Bikeway Type	Project Type *	Design (% Complete)	BPAC Review	Paving	Implementation	Lead Org
105th Ave	Edes Ave	Pippin St	0.2	3A	new	100%	n/a	overlay	2017	DOT-Safe Streets
Broadway	Broadway Ter	Ocean View Dr	0.7	2	new	100%	n/a	yes	2017	DOT-Great Streets
Market St	Adeline St	45th St	0.5	2	redesign	100%	n/a	no	2017	DOT-Great Streets
Martin Luther King Jr Wy	W Grand Ave	40th St	1.2	2	new	100%	n/a	partial	2017	DOT-Great Streets
Peralta St	32nd St	36th St	0.3	2	new	100%	n/a	no	2017	DOT-Great Streets
Peralta St	7th St	Mandela Pkwy	0.9	2	new	100%	n/a	no	2017	DOT-Great Streets
23rd Ave	E 7th St	E 11th St	0.3	2	new	100%	n/a	yes	2018	ACTC/Caltrans
29th Ave	Chapman St	E 10th St	0.3	2	new	100%	n/a	yes	2018	ACTC/Caltrans
7th St	Wood St	Peralta St	0.2	2	new	100%	n/a	yes	2018	DOT-Great Streets
Embarcadero	JLAC Driveway	5th Ave	0.1	2	new	100%	n/a	partial	2018	DOT-Great Streets
Harrison St/Lakeside Dr	19th St	Grand Ave	0.4	2	new	100%	✓	yes	2018	OPW
San Pablo Ave	16th St	17th St	0.1	2	redesign	100%	n/a	yes	2018	OPW
Tunnel Rd/Caldecott Ln	Berkeley	Kay Overcrossing	0.7	2	redesign	100%	n/a	no	2018	DOT-Great Streets
Washington St	7th St	9th St	0.1	2	redesign	100%	n/a	yes	2018	DOT-Great Streets
11th St	Broadway	Jackson St	0.4	2	new	100%	n/a	overlay	2019	AC Transit
E 12th St	2nd Ave	14th Ave (WB) / 16th Ave (EB)	1.0	2	new	100%	n/a	overlay	2019	AC Transit
International Blvd	54th Ave	85th Ave	1.9	2/3A	new	100%	n/a	overlay	2019	AC Transit
College Ave/Shafter Ave	Alcatraz Ave/Forest St	Broadway/College Ave	1.1	2/3A	new	95%	x	no	2018	DOT-Safe Streets
10th St	Madison St	9th Ave	0.9	2	re+new	90%	x	no	2018	DOT-Safe Streets
16th St	San Pablo Ave	Clay St	0.1	2.1	new	90%	x	no	2018	DOT-Safe Streets
Embarcadero/E 7th St	10th Ave	Kennedy St	1.4	2	redesign	90%	Jul-13	partial	2018	Port/DOT-Safe Streets
W MacArthur Blvd	San Pablo Ave	Market St	0.3	2	new	90%	x	no	2018	Caltrans/DOT-Safe Streets
4th St	Oak St	Fallon St	0.1	2	new	65%	x	overlay	2018	DOT-Great Streets
E 8th St	5th Ave	7th Ave	0.1	2	new	65%	x	overlay	2018	DOT-Great Streets
Edgewater Dr	North End	Hegenberger Rd	1.1	2	new	65%	x	overlay	2018	DOT-Great Streets
Fruitvale Av	Montana St	MacArthur Blvd	0.1	2.1	redesign	65%	x	overlay	2018	DOT-Great Streets
Market St	Grand Ave	City Limit	2.3	2	redesign	65%	COM	overlay	2018	DOT-Great Streets
Moraga Ave	Freeway Exit	City Limit	0.6	2	new	65%	x	overlay	2018	DOT-Great Streets
Piedmont Ave	Randwick Ave	MacArthur Blvd	0.2	2	redesign	65%	x	overlay	2018	DOT-Great Streets
Shafter Ave	Forest St	51st St	0.5	3B	redesign	65%	COM	yes	2018	DOT-Great Streets
Webster St	34th St	36th St	0.1	2/3A	redesign	65%	COM	yes	2018	DOT-Great Streets
38th Ave	Foothill Blvd	Brookdale Ave	0.7	2	redesign	65%	x	no	2018	DOT-Safe Streets
55th St	Adeline St	Shattuck Ave	0.6	2	redesign	65%	x	no		DOT-Safe Streets
90th Ave	International Blvd	MacArthur Blvd	0.8	2	new	65%	x	yes		DOT-Safe Streets
Bancroft Ave	48th Ave	Vicksburg Ave	0.3	2	redesign	65%	x	yes		DOT-Safe Streets
Bancroft Ave	Vicksburg Ave	67th Ave	1.2	2	redesign	65%	x	no	2018	DOT-Safe Streets

KEY: [check] = completed | n/a = not applicable | BPAC = Bicyclist and Pedestrian Advisory Commission | x = pending BPAC request/COM=reviewed by committee | Bikeway Type=1 (path), 2/2.1 (bike lane), 3A/3B (sharrows), 4 (protected)

Street	From	To	Length (mi)	Bikeway Type	Project Type *	Design (% Complete)	BPAC Review	Paving	Implementation	Lead Org
Camden St	Seminary Ave	Bancroft Ave	0.5	2	new	65%	x			DOT-Safe Streets
E 18th St	Lakeshore Ave	Park Blvd	0.2	2	redesign	65%	x	no		DOT-Safe Streets
Horton St	40th St	Mandela Pkwy	0.1	2	redesign	65%	x			DOT-Safe Streets
MacArthur Blvd	Coolidge Ave	Midvale Ave	0.5	2	redesign	65%	x	no		DOT-Safe Streets
Park Blvd	E 18th St	MacArthur Blvd	1.0	2	new	65%	REQ	overlay		DOT-Safe Streets
San Leandro St	66th Ave	75th Ave	0.4	2	new	65%	x	no		DOT-Safe Streets
Foothill Blvd	14th Ave	23rd Ave	0.7	2	new	35%	x	yes		DOT-Great Streets
Bancroft Ave	Havenscourt Blvd	Durant Av	2.6	2	redesign	15%	x	partial		DOT-Safe Streets

Design Completed (100%): 9.3 roadway miles
 Design in Progress (15% - 95%): 17.4 roadway miles
 Total: 26.7 roadway miles

 Pending task

Design Completion

- 100% Plans packaged for construction
- 90% Review (field, internal, external)
- 65% Markings and details
- 35% Lane configuration
- 15% Project set-up (limits, viewports, street widths)

* Project Type "redesign" will appear on accompanying map as "Installed."

Corridor	From	To	Length	Design	BPAC Review	Implementation
Adeline St-North	47th St	61st St	0.6	100%	x	2017
Grand Ave-East	El Embarcadero	Jean St	0.7	100%	x	2017
College Ave	Broadway	Alcatraz Ave	0.8	90%	x	2018
E 12th St-West	1st Ave	Fruitvale Ave	3.8	90%	x	2018
Lake Merritt BART	5th Ave	Harrison St	1.9	90%	x	2018
Madison St/Oak St	2nd St	19th St	2.5	90%	x	2018
Broadway/Broadway Ter	41st St	Clarewood Dr	2.7	90%	x	2018
W MacArthur Blvd	San Pablo Ave	Broadway	1.5	90%	x	2018
Foothill Blvd/Bancroft Ave	Lakeshore Ave	San Leandro	11.4	55%	x	2018
Telegraph Ave-Central	29th St	41st St	0.8	55%	x	
Grizzly Peak Blvd/Skyline Blvd	Berkeley	Mountain Blvd	21.8	35%	x	
Harrison St/Lakeside Dr	19th St	Grand Ave	0.35	15%	x	
Mountain Blvd/Shepherd Canyon	Broadway	Skyline Blvd	4.7	15%	x	
MacArthur Blvd/Camden St	Buell St	Bancroft Ave	1.2	0%	x	
Piedmont Ave/Linda Ave	Broadway	Grand Ave	1.2	0%	x	
E 12th St/International Blvd	40th Ave	85th Ave	2.8	0%	x	

Design Completed (100%): 1.4 roadway miles
Design in Progress (> 0%): 57.4 roadway miles
Total (> 0%): 58.8 roadway miles

Design Status Work Completed

100%	Final work order
90%	Final project map and installation locations
75%	Field verification
55%	Revised project map and field review sheet
35%	Preliminary project map (sign locations, sign messages)
15%	Overview map (project boundaries, supported destinations)
0%	Assigned to staff

KEY

Design = % completed | [checkmark] = completed | n/a = not applicable
 prelim = preliminary | BPAC = Bicyclist and Pedestrian Advisory Commission | x = pending BPAC request

PLANNED PAVING

As of 10/13/17



Oakland BPAC Infrastructure Review Subcommittee update

The subcommittee (including Commissioners Kidd, McWilliams, and Prinz, and Dave Campbell of Bike East Bay) met with OakDOT staff on August 16, 2017 to discuss the following projects:

- Shafter Ave (51st St to Forest St)
- Market Street (Grand Ave to Berkeley border)
- Webster St (34th to 36th St)

The striping plans as included in the paving bid were presented with details provided by staff and the following comments and suggestions made by subcommittee members.

Specific Comments on Upcoming Striping Plans

1. Shafter Avenue

- We really like the design of this project and commend Oakland for adding traffic circles and speed humps while adjusting stop signs to make the bicycle boulevard work more efficiently.
- Add “Cross Traffic Does Not Stop” signs on cross streets where stop signs are adjusted, and high viz crosswalk markings where stop signs are removed.

2. Webster Street

- Adjust the southbound approach lanes at 34th Street, to create space for a northbound bike lane at the freeway slip turn lane, and add green skip striping
- Remove parking from the east side of Webster under the freeway (unmetered and with no corresponding sidewalk, ADA issue), and stripe a curbside buffered bike lane
- Remove the freeway off-ramp slip turn lane and square up the intersection.
- Upgrade the marked crosswalk at the north side of the Webster/36th Street intersection to high viz, ideally with ladder striping, signage, and advance yield markings each direction

3. Market Street

- South of Adeline Street, restripe Market Street with a 3-2 road diet and buffered bike lanes (staff noted that the buffers would have to be dropped at signalized intersections with left turn pockets, as well as at the Market/Brockhurst intersection where a median refuge has been installed)
- Northbound at San Pablo Ave, widen the bike lane and add a left arrow. Also consider sharrows in the right turn pocket for right turning bicyclists
- Southbound at San Pablo Ave, replace the 2nd lane between 31st Street and San Pablo Ave with a buffered bike lane (current bike lane at this location is wedged toward the curb and is not usable or safe with buses or trucks in the next lane over)
- Add more purple-painted sidewalk extensions at ladder crosswalks, including at 45th and 54th Streets
- Add advance stop lines ahead of crosswalks at all signalized intersections
- Stripe buffered bike lanes on both sides of Market Street under 580

- Add crosswalks at one of the cross streets between 45th and 53rd Streets, as the distance between crosswalks here is 1100 feet, above Oakland's maximum crosswalk gap length standard of 900 feet.
- Add a crosswalk at 56th Street, corresponding with a recently striped crosswalk on Adeline Street at 56th.
- Consider a 4-2 road diet on Market north of Adeline Street to either 61st or 62nd Street, with a set of demonstration buffered bike lanes for the community to experience and comment on - 62nd/Market was the site of a 2014 pedestrian fatality in a marked crosswalk.
- Add a short counter-flow bike lane segment on Occidental Street, to get northbound bicyclists onto the California Street bicycle boulevard to Berkeley
- Do something to assist southbound bicyclists making a left turn from 61st or 62nd Street onto Market. Perhaps a HAWK beacon at 62nd Street, to further enhance safety for bikes and pedestrians at this marked crosswalk.
- Where Lowell Street meets Market Street, square up the intersection, reduce travel lane widths, and add more edge striping to slow traffic speeds and help southbound bicyclists avoid turning car movements.

10/19/17, BPAC Agenda, Item #7 Attachment

Three-month agenda look-ahead

November

- Downtown Oakland Specific Plan
- Bi-annual report from Strategic Planning
- Affordable Housing and Sustainable Communities (AHSC) grant applications
- Report from Open Forum Committee

December

- Legal requirements/oversight pertinent to bike/ped improvements included in COAs
- Chair's draft annual report to the Public Works Committee
- Bike Share update: implementation and outreach

January

- BPAC Officer nominations/elections
- TDA Article 3 grant projects possibilities
- Bi-annual report on Major Development Projects
- Report back from PWC--response to comments on 2016 report
-

Commissioner announcements

None.

Staff announcements

The following bike lanes (totaling 3.8 miles, 3.2 of them new) were installed in September 2017:

Street	From	To
Adeline St	10th St	19th St
Broadway Terrace	Harbord Dr	Broadway
Clay St	7th St	17th St
Fruitvale Ave	Foothill Blvd	Harold St
Market St	7th St	18th St
98th Ave	Walnut St	Bancroft Ave

Active BPAC Committees

Committee	Date convened	Details	Commissioners / Other members
Infrastructure committee	2/16/17	review infrastructure plans and grant updates	Commissioners McWilliams, Kidd, Burnette Jr, and Prinz; community members Dianne Yee, Maria Rolland, and Bob Fearman
Open Forum responses	3/17/2016	ongoing	Kidd, Tabata, others tbd
review OMC bicyclist-related sections	1/21/2016	changes to bicycle registration and licensing requirements pending approval by City Council in Dec 2016	Wheeler (chair), Prinz, Tabata