CITY OF OAKLAND

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Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda
Thursday, November 17, 2016; 6:00-8:05 pm
City Hall, Hearing Room 4—NOTE THIS IS A DIFFERENT ROOM THAN USUAL

Bicycle & Pedestrian Facilities Program home page:
http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/index.htm
FAQ re: bikeway projects: www2.oaklandnet.com/OAK024652#answers

Commissioners
Reginald K Burnette Jr, Ryan Chan, Chris Hwang, Christopher Kidd, Fred McWilliams, Robert Prinz, Midori Tabata, Rosa Villalobos, Kenya Wheeler

Time	#	Topic	Type
6:00	1	**Roll Call/Determination of Quorum/Introductions** (5 minutes)	Admin
6:05	2	**Approval of meeting minutes** *Attachment* (5 minutes)—Seek motions to adopt the October 2016 BPAC minutes.	Action
6:10	3	**Open Forum / Public Comment** *Attachment* (10 minutes)—Members of the public may raise or comment on an issue within BPAC's subject matter jurisdiction (other than what is on the agenda). For a list of previously discussed items and their status, go to http://tinyurl.com/Oakland-BPAC-OpenForumTracking, and the attachment.	Info
6:20	4	**Oakland Municipal Code Changes: Bicycle Registration and Licensing** *Attachment* (10 minutes)—Commissioner Prinz will report on an ordinance amending Oakland Municipal Code Chapter 12.60 to repeal the City's requirements on bicycle registration and licensing. *(Note: This legislation will be presented to the Public Safety Committee on November 15, 2016, prior to City Council, which is expected before the end of the calendar year.)*	Action
6:30	5	**Bi-annual bike project status overview** *Attachment* (15 minutes)—Staff will answer questions about the attached bi-annual report and map on the status of bikeway project development. Staff will ask for input on BPAC priorities for design review.	Action
6:45	6	**BPAC Commissioner Recruitment** *Attachment* (5 minutes)—Three Commissioner slots will become vacant in January. The Mayor's Office has asked the DOT to advertise the vacancies and collect applications. A notice was emailed to the BPAC agenda and Bicyclist/Pedestrian Announcements distribution lists on November 8. Applications are due no later than Monday, November 28 at 5:00pm. Current Commissioners will be asked how they would like to engage in the process.	Action
6:50	7	**Three-month agenda look-ahead, suggestions for meeting topics, announcements** *Attachment* (10 minutes)	Action

7:00	8	**Planning While Black, Video and Discussion** (65 minutes)—Too often, says Tamika Butler, the people responsible for planning cities don't look like the people who live in cities. In her keynote address from the National Association of City Transportation Officials Designing Cities conference in Seattle in October 2016, she considers some of the ramifications. Butler is executive director of the Los Angeles County Bicycle Coalition and a national leader in the field of active transportation and racial justice. Video online at https://www.youtube.com/watch?v=7xd1JrP30qo.	Info

Agenda online at: www2.oaklandnet.com/w/OAK056333

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, Cantones, Mandarín o de lenguaje de señas (ASL) por favor envié 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
Minutes from the October 20, 2016 meeting
City Hall, Hearing Room 3

Meeting agenda at www2.oaklandnet.com/OAK061116

Meeting called to order at 6:06pm by BPAC Chair, Ryan Chan.

Item 1. Roll Call/Determination of Quorum/Introductions
At roll call, quorum was established with all Commissioners present except Kidd (excused), McWilliams, and Burnette, Jr (who arrived shortly thereafter).

Introductions were made.

- Other attendees (who signed in): Bob Fearman, Scott Amundson, Tom Willging, Dianne Yee
- Staff: Sarah Fine, Iris Starr, Jennifer Stanley, Mahendra Gautam, Pablo Miras, Edmond Siu, Mohamed Alaoui, Carlos Hernandez

Item 2. Approval of meeting minutes (Action Item)

→ A motion to ***adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from September 15, 2016*** was made, seconded, and approved with all voting in favor and none abstaining.

Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment
Bob Fearman, District 3, lives at Oak St & Embarcadero, near the recently installed bike lanes on Oak St. He reported the following two issues:

1. Where 2nd St intersections with Oak St, there is a patch of gravel that should be a sidewalk.
2. The remaining northbound travel lane on Oak St under the freeway backs up now and cars enter the bike lane to get around it.

In response, staff and Commissioners recommended that Bob should report the first item to the Public Works Call Center. Staff recommended that he contact Jason Patton, Bicycle & Pedestrian Program Manager, regarding the design issue on Oak St.

Item 4 (originally Item 7). Introduction to OakDOT Strategic Plan
Sarah Fine, Senior Transportation Planner, gave an overview of the recently adopted Strategic Plan (Plan). *See PowerPoint presentation attached*. The Plan was drafted with support from Bloomberg and Associates and released by the Mayor and City Administrator. Sarah recommended that people read it (link in agenda, http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak060949.pdf), and highlighted some of its contents, including:

- The connection between transportation affordability and equity

- Vision Zero (eliminating traffic fatalities), which was highlighted by the Mayor in her recent address
- Safe Routes to Schools
- The Vibrant Sustainable Infrastructure goal (which includes the Complete Streets Program)
- Improving AC Transit service (noting that the City has a big responsibility for transit performance)
- Developing a public space program
- Developing outreach protocols
- Using data to make decisions

Sarah asked that people provide feedback, specifically (pg 21 of the PowerPoint):

- Help DOT identify problems using SeeClickFix
- Tell us how DOT can improve its website
- Tell us the best ways for us to listen

Summary of discussion:

- The Plan includes a strategy of establishing a Transportation Commission. For now, City Council will interface with DOT through the Council Public Works Committee.
- The Plan identifies the need to improve communication between the Oakland Police Department (OPD) and DOT in part to clarify the enforcement strategies that would be used for Vision Zero.
- The Plan includes training for all staff on Complete Streets policies/procedures.
- The Project Delivery Division, which will continue to be responsible for capital project implementation, is staying in OPW. The division of labor for transportation capital project delivery is not yet finalized.
- Communications shouldn't be limited to SeeClickFix.

Item 5 (item 4 on the agenda). Alameda CTC Comprehensive Investment Plan Submissions
Bruce Williams, Senior Transportation Planner, provided an overview of the projects being submitted for funding to the Alameda County Transportation Commission (ACTC) and the process, as detailed in the agenda. The County asks cities to submit priority projects for funding every two years. This year is the first full cycle since the passage of Measure BB, and includes all known funding sources (One Bay Area Grants, Transportation Fund for Clean Air, others). *See PowerPoint presentation and map handout attached for ACTC's programming principles, a list of projects, and details on projects that the BPAC has not previously seen.*

Bruce noted that the priorities emphasize equity and work in "Communities of Concern" (COC), areas—mostly in the flatlands—identified by the Metropolitan Transportation Commission (MTC) where significant numbers of households are of lower socioeconomic status. The City is applying for projects totaling $130M (not all are expected to be funded), -$79M for bike/ped, and $51M for other types. All project phases (planning, design, construction) are eligible. All projects recently submitted for funding from the Active Transportation Program (ATP) will be included in case funding is not awarded by that program.

In addition to the detail in the PowerPoint, six handouts and a video simulation were shared giving detail on specific projects. Input was requested at the meeting, or soon, since the grant submission deadline is October 31 at midnight. Input could include which projects to prioritize.

Summary of discussion:

- Lakeside Family Streets is a good priority given investments already funded by Oakland Measure DD. Improvements complimentary to the Lakeside Green Streets project are being designed with construction phasing in mind; this is very important since the current project has federal funding which complicates the City's ability to make changes.
- Should Oakland Measure KK pass, the City will meet with ACTC to discuss whether pledging a greater financial match might make Oakland's projects more competitive.
- Of the projects being submitted, only LAAMPS is ready for construction.
- Consider prioritizing areas with the least transportation options (Coliseum area for example, e.g. the BART to Bay Trail Connector and East Oakland Community Streets projects). Commissioner Burnette Jr noted that in East Oakland, school truancy has been traced to no safe routes to school for students in this area.
- Consider temporary treatments to help promote community engagement and speed up project delivery.
- The reason that no Safe Routes to School projects are proposed in the Golden Gate area is not clear.
- Projects submitted for ATP funding are included on map because they aren't yet funded, and/or funding may be needed for the local match.

→ A motion to ***authorize the BPAC Chair to write a letter of support for the list of projects presented tonight*** was made (Chan). Commissioner Wheeler asked that the comments from Commissioners be included in the letter. The motion was seconded (Hwang), and approved with all voting in favor and none abstaining.

Further comments on the projects proposed near Lake Merritt can be emailed to Sarah Fine (sfine@oaklandnet.com) and Edmund Siu (esui@oaklandnet.com).

Item 6 (#5 on the agenda). Big Jump Grant Application

Carlos Hernandez described this new Technical Assistance grant program from the national People for Bikes organization, which will fund a three-year effort with a goal to double or triple the number of people biking. The proposed project area (map in agenda packet) spans from West Oakland along 14th Street and jogs over to the San Antonio area on Foothill Blvd; the goal is to improve bikeway connections to downtown. The grant funds outreach and engagement activities that are intended to compliment an otherwise-funded design and construction project. The grant requires that: the proposed facility provides a protected area; that a leadership team be convened that includes public officials, local organizations, and a local resident; and that there is documented support from the Mayor. The proposed project also has support from Oakland Public Library. The grant amount is $150k/year for 3 years, with no local match required. To make the application more competitive, a local match will be provided via the Oakland Fund (with support from Matt Nichols in the Mayor's Office). The application will be submitted next Friday, and the City is requesting formal letter of support.

Summary of discussion:

- Recommended project partners: Red Bike and Green (national organization headquartered in Oakland, Director, Jenna Burton); Parks and Rec Centers (Lincoln Rec in particular); Oakland Public Library (OPL), including Fruitvale; Laney College.
- Consider extending to Chinatown area.
- Bike East Bay could be a partner via its various bike education course offerings.

- Route finding is a need. OPL's "Route Scout" Program (not currently funded) is envisioned to provide route finding assistance from librarians.
- The location area was suggested based on internal staff discussions.

→ A motion to ***empower the BPAC Chair to write a letter of support*** was made (Chan), seconded (Wheeler), and approved with all voting in favor and none abstaining.

Item 6 (#7 on the agenda). OakMob 101- Shared Mobility Engagement
Carlos Hernandez described this outreach effort to promote shared mobility programs (bike and car share). Both the City and organizations delivering the services wish to understand public perceptions of these programs. This effort is in partnership with Transform and includes two engagement sessions. The first was October 1 at the Martin Luther King Jr Library, part of a transportation resource fair. Attendees were asked how they get around Oakland, and the event was followed by a survey. At the first event, 50 people attended, 20 of them very involved. Food, child care, interpretation, and music were provided, and the event had a dedicated Facebook page. The next session will be held in West Oakland on October 22. In addition to the sessions, there will be four events via tabling at other events. The target is to get 500 survey responses.

Carlos noted that the Bike Share title sponsor was recently announced to be Ford Motor Company. This has necessitated some contract changes. A program for low-income participants is in the works ($5 for the first year, then $5/month after), with details in process. No other city is doing this.

→ A motion to ***extend the meeting time to 8:20 pm*** was made (Chan), seconded, and passed on voice vote.

Item 8. Paving Committee Report Back
Ryan Chan explained that the BPAC's Paving Committee met several times and drafted the letter to DOT Interim Director Jeffrey Tumlin, attached to agenda.

→ A motion to ***authorize the BPAC Chair to send the letter as drafted to Jeffrey Tumlin*** was made (Tabata), seconded (Wheeler), and approved with all voting in favor and none abstaining.

Item 9. Three-month agenda look-ahead, suggestions for meeting topics, announcements
Suggestions:
- San Leandro Creek Trail (November)
- 6-month bikeway project status update and map (November)

Announcements:
- Hwang: WOBO's annual fundraiser (Oakland Ghosttown) is Thursday, October 27, 6-9pm, at the SPUR offices on Broadway.
- Fine: CEQA reform was passed by City Council, and related changes are afoot. Thanks for BPAC input.
- Burnette Jr: Halloween kiddie bike parade at the Shed (outside the Martin Luther King, Jr. Branch Library, at 6833 International Blvd. in East Oakland) on October 31,starting at 4pm.

Meeting adjourned at 8:20.

Attachments (www2.oaklandnet.com/government/o/PWA/o/EC/s/BicycleandPedestrianProgram/BPAC/OAK056859)

- CIP Project Applications Map
- 27th St, Valdez St-Harrison St, Bikeway Concept
- Grand Ave/Harrison St Bike/Ped Improvements, Figures A-D
- Protected intersection simulation (https://drive.google.com/open?id=0B6UWEJoxoXH4WHdRZk1uSm9lUHM)

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on November 1, 2016, with comments requested by Monday, November 7 to jstanley@oaklandnet.com. Revised minutes will be attached to the November 2016 meeting agenda and considered for adoption at that meeting.

Issue Addressed/Answered at BPAC

Date to BPAC	Commenter (name)	Issue Raised	Staff Replied (name)	Response
2/18/2016	Melissa Nelson	Crosswalk striped on Shattuck between 51st and 55th St. Previously subitted via SeeClick Fix	Iris Starr	Iris to forward request to traffic engineering. Jennifer Stanley also recommended logging request through Public Works Call Center.
2/18/2016	Veronica Martinez of Santa Fe Neighborhood	Trial installations of painted curb extensions and development of design guidelines	Christina Blackston	Pedestrian master plan update will respond to this topic.
2/18/2016	Bob Fearman	Requested draft minutes get wider distribution than to those who attended.	Jennifer Stanley	Draft minutes attached to meeting agendas.
2/18/2016	Will Roscoe of Open Oakland	Offers time as data analyst to bike/ped program		wroscoe@gmail.com
1/21/2016	Wes Nelson	ped/bike accident with auto at Embarcadero and 5th	Jason Patton	Development, when completed, will have a signal at this intersection
12/17/2015	Diane Yee	Glass northbound bike lane on Mandela Pkwy		Staff asked Diane to report issue to Public Works Call Center
10/15/2015	Bob Fearman	Bike lanes needed on Park Blvd above Leimert Bridge	Jennifer Stanley	Informed Bob plan under development.
9/17/2015	Amanda Leahy	Inquiry of Oakland participation in national bike/ped counts project	Jason Patton	Annual counts conducted using methodology consistent with national project.

Not BPAC Jurisdiction

Date to BPAC	Commenter (name)	Issue Raised		To be placed for note

Referred to Standing Issues Committee

Date to BPAC	Commenter (name)	Issue Raised	Commissioner Assigned	Latest progress made by committee
4/21/2016	Eric Fisher	Pedestrian timing on signal at 40th and Telegraph	Open Forum committee	5-16-16 Iris Starr referred item to Vlad Wlassosky and Ade Oluwasogo for follow up

	12/17/2015	Isaih Toney, Kit Vaq, David Lynn of Aliance for Californians for Community Empowerment-Riders for Transit Justice	Removal of bus stop at Broadway and 30th	Kenya Wheeler	Public Works Committee pursuing issue
	11/19/2015	Ian MacDonald Bike East Bay	Debris on Grizzly Peak Blvd posing hazard to cyclists. No regular sweeping schedule. Councilmember Kalb's office asked for this to be added to regular sweeping schedule, but has no happened yet.		
	9/17/2015	Derek Saschorn	Temporary bikeway on Embarcadero (2-way cycle track) be studied		

CITY OF OAKLAND

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OFFICE OF THE CITY CLERK
OAKLAND

2016 NOV -3 PM 4:58

AGENDA REPORT

TO:	Sabrina B. Landreth City Administrator	**FROM:**	David Downing Assistant Chief of Police
SUBJECT:	Removing Oakland's Bicycle License Requirement	**DATE:**	October 21, 2016

City Administrator Approval Date: 11/3/16

RECOMMENDATION

Staff Recommends That The City Council Adopt An Ordinance Amending Oakland Municipal Code Chapter 12.60 "Bicycles" To Remove The Bicycle Registration Requirement And To Make Other Clarifications To The Legal And Safe Operation Of A Bicycle.

EXECUTIVE SUMMARY

Oakland Municipal Code (OMC) Chapter 12.60 (Section 12.60.010) requires everyone who rides a bicycle in the City of Oakland to have a City-issued bicycle license. This report requests a change to OMC ordinances requiring such licenses. The recommended ordinance change will also remove the Oakland Police Department's (OPD) responsibility to issue such licenses, the need to affix the licenses to bicycles, and the need to show proof of registration to OPD. This report also makes recommendations for the City to partner with free-to-use nonprofit online bicycle registration organizations.

BACKGROUND / LEGISLATIVE HISTORY

California Vehicle Code (CVC) Section 39002[1] allows municipalities to require the registration of every bicycle. Oakland Municipal Code (OMC) Chapter 12.60 enumerates laws related to the ownership and operation of bicycles in the City of Oakland as well as the authority of OPD in bicycle registration. The following list highlights OMC 12.60:

[1] (a) A city or county, which adopts a bicycle licensing ordinance or resolution, may provide in the ordinance or resolution that no resident shall operate any bicycle, as specified in the ordinance, on any street, road, highway, or other public property within the jurisdiction of the city or county, as the case may be, unless the bicycle is licensed in accordance with this division.
(b) It is unlawful for any person to tamper with, destroy, mutilate, or alter any license indicia or registration form, or to remove, alter, or mutilate the serial number, or the identifying marks of a licensing agency's identifying symbol, on any bicycle frame licensed under this division.

Item: _____
Public Safety Committee
November 15, 2016

- **OMC 12.60.010** - Requires everyone to have a city-issued license to ride a bicycle in the city: "It is unlawful for any person to operate or use a bicycle, as defined in Section 39000 of the California Vehicle Code, upon any street in the City of Oakland without first obtaining a California Bicycle License therefor."
- **OMC 12.60.020** - Enumerates that OPD is authorized to issue a registration card and a California bicycle license.
- **OMC 12.60.030** - Enumerates OPD's responsibilities in terms of attaching licenses to bicycle frames and to replace lost, stolen, or mutilated licenses.
- **OMC 12.60.040** - Secondhand bicycles (and parts) buyers must provide daily reports to OPD, regarding all names and addresses of persons selling the bikes and parts.
- **OMC 12.60.050** – Owners must submit proof of sale transfer to OPD whenever a licensed bike is sold.
- **OMC 12.60.060** – Explains that it is unlawful to intentionally destroy a bike license.
- **OMC 12.60.070** – Explains bicycle safety laws and defines what is "unlawful" in terms of bicycles operation.
- **OMC 12.60.080** – Explains that "Any person who violates or fails to comply with the provisions of Sections 12.60.010 through 12.60.060 shall be subject to a fine of not more than ten dollars ($10.00)."

For many years the City of Oakland has charged $3.00 for a bicycle license, which provides for a three-year licensing period – the City has a separate renewal sticker for licensees who renew their licenses with OPD. Registrants list the serial number of the bicycle, which is usually molded into the metal frame and located on the underside of the bottom bracket (where the crank and pedals connect to the frame). In July 2015, the City Council authorized an increase in the bicycles license fee to $8.00 for the three-year period; the change occurred as part of the changes to the Master Fee Schedule with the approval of the FY 2015-17 Budget.

OPD began communicating this fee change to Oakland bicycle advocates (Bike East Bay, Walk Oakland, Bike Oakland, and the Public Works Department (OPW) bicycle planning staff) in May 2015. In response, several local bicycle riding advocates explained to OPD that the bicycle license registration program is outdated and ineffective – they explained that the current program neither provides a deterrence to bike theft nor effectively helps victims of bike theft to recover their bicycles. OPD staff listened to the local bicycle advocacy leaders and began a review of the program. OPD staff has since determined that alternative registration programs (see page 3 below) better serve the needs of bicyclists; staff presented recommendations, including the removal of the current OMC bicycle registration requirement, at the City's June 16, 2016 Bicycle Pedestrian Advisory Committee (BPAC) meeting.

Oakland residents can currently register their bicycles by going to one of the City's 25 Fire Stations during regular business hours. An OPD Police Service Technician (PST) is assigned to deliver licenses to fire stations and maintain a list of bicycle registrations. However, this list is maintained on paper. Neither OPD nor the Information Technology Department (ITD) has the capacity to create a digital database for all registrations because of other more critical priorities facing each department.

OPD issues approximately 118 licenses annually (the number was closer to 300 in past years). Historically, a primary reason to register bicycles has been so that one can prove ownership in

the event of theft and then recovery by the police. However, OPD finds less than five bicycles per year where a match can be ascertained with the bicycle license sticker and the Oakland bicycle license. OMC Chapter 12.60 Section 12.60.070 provides authority for OPD officers to cite bicyclists for disobeying safety laws. Section 12.60.080 allows OPD to levy a $10 fine for any violation of OMC 12.60, including unlawful bicycle operations and destruction of a bicycle license. However, CVC Sections 21200-21213[2] also regulates lawful and unlawful bicyclist behavior. Therefore, OPD does not need to rely on the OMC for rules to maintain street safety. No Section of OMC Chapter 12.60 requires that bicyclists prove that they are prepared to operate a bicycle safely. Rather, OPD expects that all bicyclists will learn how to ride and operate their bicycles safely.

ANALYSIS AND POLICY ALTERNATIVES

Experience of Other Cities

Many cities have chosen to eliminate their bicycle license requirement laws in recent years. The City of Los Angeles eliminated their bicycle license requirement law in 2009 after the Los Angeles Police Department (LAPD) Chief of Police recommended its removal. The Chief's letter to the City[3] explains that LAPD did not find that maintaining lists of bicycle registrations was helping to return stolen bicycles. LAPD also found that the registration program was taxing the department's staffing when personnel were much needed for crime reduction and community policing efforts.

For similar reasons, the Cities of Huntington Beach (March 2003), San Jose (November 2010), Long Beach (February 2011), and Santa Monica (January 2011) have removed laws requiring bicycle licenses. In San Jose, a city audit[4] found that the registration program was unpopular compared to the number of bicycles purchased each year and that fee revenue was insufficient to cover the internal costs of maintaining the registration program. The Berkeley Police Department has also announced that they will no longer issue bicycle licenses; information on the Berkeley Police Department website recommends that bicycle owners register their bikes with the Bike Index (see below).

Online License Database Platform as an Alternative to Oakland Bicycle License Registration

Many cities in California and nationally have moved away from the historic bicycle registration programs. These cities have instead chosen to promote third-party online database systems. These new platforms have proven to be a more effective solution for bicycle recovery after theft. The sites nationalbikeregistry.com and bikeindex.org make the registration process very simple. More importantly, an online index provides a much better system for post-theft recovery. Police departments can log into the site and note when a bicycle has been found, listing the serial number.

[2] OPD issued 78 citations in 2015 for violations of State Vehicle Code Sections 21200-21213
[3] http://clkrep.lacity.org/onlinedocs/2008/08-2944_rpt_bpc_12-29-08.pdf
[4] http://www.mercurynews.com/news/ci_16705789

Online platforms are better positioned to help bicycles owners recover bicycles. Bicyclists do not ride their bicycles in only one city – and a bicycle can be stolen in more than one city. However, the CVC 39002 only allows for California cities to register the bicycles of residents of the same city. By virtue of having bicycle owners from cities across the U.S. use the same online system(s), victims have a much better chance of finding their bicycle. Additionally, OPD can use an online bike registration platform without the current costs and staff requirements (purchasing registration license and renewal stickers and registration forms, delivering licenses and forms to fire stations, maintaining a list of paper registration form, etc.).

OPD recommends that the City partner with the Bike Index (bikeindex.org), or other online bike registry as an alternative to operating the current city-registrations (the Bike Index has been the most responsive organization in the preparation of this report). The police departments of Berkeley, Portland, San Francisco, Seattle, and St. Louis, for example, have formal partnerships with the Bike Index. This registration site is a nonprofit and is supported by Bike East Bay, Oakland's local bicycle advocacy organization. Staff from the Bike Index has communicated their willingness to partner with OPD and the Oakland Public Works Department (OPW) in a similar manner to promote online bicycle registration. This would require a small (under $1,000 per year) cost (see Fiscal Impact Section below). The Bike Index is free for users to register their bikes. They have registered over 70,000 bicycles nationally and helped recover approximately 3,000 stolen bicycles. This partnership recommendation is separate from the ordinance which would amend OMC Section 12.60.

OPD would continue to pick-up, store, and/or dispose of found bicycles when discovered or when OPD is notified of found bicycles, regardless of whether OMC Section 12.60 is modified; However, OPD personnel will more effectively utilize online bicycle registrations when stolen bicycles are recovered, if the recommended OMC changes are authorized and online bicycle registrations become more popular with Oakland residents.

Recommended Changes to OMC 12.60 - Bicycles

Staff has evaluated the recommended ordinance changes to OMC 12.60 "Bicycles" in the report titled, "Removing Outdated Bicycle Registration Requirement" by Council President Gibson McElhaney – staff finds that these recommended changes are viable. The recommended changes are as follows:

- Eliminate the requirement for residents to have a bicycle license (12.60.010);
- Eliminate OPD's responsibility to issue and maintain these registrations (12.60.020, 12.60.030, 12.60.050).
- The suggested changes will leave in place Section 12.60.040 (becoming Section 12.60.010) – "Bicycle and bicycle parts business reports."
- The suggested changes will remove the current Section 12.60.050 "Bicycle licensee's report of sale, transfer of registration, or change of address;" bicycle owners will not have to report bicycle sales to OPD with this change.
- The suggested changes would also remove the current Section 12.60.060, "Destroying bicycle numbers or licenses," because California State Vehicle Code now covers this area of law.
- The suggested changes would maintain 12.60.080, "Violation of Sections 12.60.010 through 12.60.060—Fine-Penalty," which allows the OPD to issue a fine of $10.00 for Violations. However, if approved, the new version of the fine will only apply to violations

of the "Bicycle and bicycle parts business reports (12.60.010). The $10 fine would then still provide a modest incentive for complying with this OMC section; the fine would no longer apply to bicycle registration, as the City would no longer have required registration in the OMC.

FISCAL IMPACT

OPD has sold on average 118 license registrations each year over the last five years. These three-year registrations and renewal stickers had cost residents $3.00 until the fee increase to $8.00 in July 2015. The tables below show that OPD's net proceeds from the program were approximately $281 per year. Based on the same average of 118[5] combined new registrations and renewal registrations, OPD may expect approximately $871 per year in revenues from the new registration fee. However, the fiscal impact section below shows that the personnel costs associated with the program is currently over $17,000 per year.

Table 1a: Summary of Material Costs and Fees of OPD's Bicycle Registration Program ($3.00 for 3-year registration)

	Cost per item	**Cost for 59 licenses per Year**	**Fee Charged**	**Fees Received (59 new licenses + 59 renewals)**
New OPD license	$0.97	$57.23	$3.00	$177.00
Renewal Sticker	$0.15	$8.85	$3.00	$177.00
Registration Form	$0.12	$7.08	0	$0
Net Fees Received Minus Cost – Based on 118 licenses per Year				**$281**

Table 1b: Summary of Material Costs and Fees of OPD's Bicycle Registration Program ($8.00 per 3-Year Registration)

	Cost per Item	**Cost for 59 licenses per Year**	**Fee Charged**	**Fees Received (59 new licenses + 59 renewals)**
New OPD license	$0.97	$57.23	$8.00*	$472.00
Renewal Sticker	$0.15	$8.85	$8.00*	$472.00
Registration Form	$0.12	$7.08	0	$0
Net Fees Received Minus Cost – Based on 118 licenses per Year				**$871**

Table 2: Personnel Costs Associated with OPD's Bicycle Registration Program

Personnel Classification	**Total Annual Cost: Salary + Fringe Benefits**	**Percentage of Time Devoted to the Distributing and Issuing OPD Bicycle Registrations**	**Total Current Personnel Cost**

[5] OPD buys license and renewal stickers in quantities of 300 from the Department of Motor Vehicles, so the analysis in Table 1a and 1b above assumes an average over multiple years.

Police Service Technician II*	$88,842	20% (about 1 day per week)	$17,768

* One Police Service Technician currently engaged in bicycle license work is funded through OPD's General Purpose Fund (1010).

The Bike Index is a nonprofit-run website where residents can register their bicycles at no charge. Oakland-Bike Index cross-collaborations may include integration into OPW's Bicycle web page, cross-branded printed materials with directions, stickers, and social media. Table 3 below outlines the potential costs.

Table 3: Estimated One-Time and Annual Cost to the City For Partnering With the Bike Index on Online Registration Promotions

	One Time Cost	**Annual Cost**
500 Registration Information Cards		$300
600 Bike Frame Stickers: $150		$300
Social Media Ads, Targeting Oakland Cyclists		$100
Custom designed Landing Page with Bike Registration Widget	$200	
Custom OPD Admin Mobile Page (for searching & emailing owners of found bikes)	$100	
Total Estimated One Time Cost	**$300**	
Total Estimated Annual Cost		**$700**

OPD and OPW are prepared to collaborate on identifying funding for the promotion of online registrations, should the City Council move to eliminate the bicycle registration requirement from the OMC. Staff will comply with all Oakland contracting and purchasing rules before entering into any contract or MOU with the Bike Index or any other firm on related marketing efforts.

PUBLIC OUTREACH / INTEREST

OPD and OPW will develop a plan to advertise OMC Changes and online-registration opportunities with many bicycle and community organizations if the City Council chooses to make the recommended OMC changes.

COORDINATION

OPD staff collaborated with staff from OPW Division of Engineering and Construction / Transportation Planning and Funding Section; Bike East Bay (nonprofit bicycle advocacy organization); the Bike Index; Oakland's Bicycle Pedestrian Advisory Commission (BPAC), the Controller's Bureau and the Office of the City Attorney on the production of this report and suggested changes to the OMC.

SUSTAINABLE OPPORTUNITIES

Economic: The elimination of mandatory bicycle registration combined with support for online bicycle registration may lead to more theft recovery. Residents' economic interests are served by helping to protect their bicycles.

Environmental: The City of Oakland encourages bicycle use for healthy as well as environmental reasons. Bicycle riding is a form of transportation with a negligible carbon footprint, as opposed to car driving with much greater carbon footprints. Bicycle riding is supported in Oakland's Energy and Climate Action Plan (ECAP) as well as the development of bicycle paths, lanes, and routes.

Social Equity: Bicycles are an affordable form of transportation; the elimination the bicycle registration requirement as well as the promotion of the easy-to-use online bicycle registration platform will support bicycle usage.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Adopt An Ordinance Amending Oakland Municipal Code Chapter 12.60 Bicycles To Remove The Bicycle Registration Requirement And Other Clarifications To The Legal And Safe Operation Of A Bicycle.

For questions regarding this report, please contact Bruce Stoffmacher, Legislation Manager, at (510) 238-6976.

Respectfully submitted,

David Downing
Assistant Chief of Police
Oakland Police Department

Reviewed by:
David Elzey, Lieutenant of Police
OPD, Traffic Operations Section

Prepared by:
Bruce Stoffmacher, Legislation Manager
OPD, Office of the Chief, Research & Planning

Item: _____
Public Safety Committee
November 15, 2016

Design Status of Bikeway Projects
10 November 2016

Striping Projects
- Installed *
- Designed
- In Design

Sign Projects
- Installed †
- Designed
- In Design

- Other Existing Bikeways ‡
- Other Proposed Bikeways
- 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*

Wayfinding Destinations
- Amtrak, BART, Commercial District
- Landmark, College, Hospital, High School

0 0.5 1 Miles

I ♥ OAKLAND
City of Oakland, Public Works Department
(510) 238-3983
bikeped@oaklandnet.com
www.oaklandbikes.info

City of Oakland Bicycle and Pedestrian Facilities Program
Bikeway Striping Projects Tracking

Street	From	To	Length (miles)	Bikeway Type	Project Type *	Design (% complete)	Feasibility	BPAC Review	AC Transit review	Community Outreach	Environmental clearance	City Council approval	Fund Source	Paving	Caltrans permit	Implementation
20th St	Broadway	Harrison St	0.2	2/3A	new	100%	✔	x	✔	✔	✔	✔	2212	no	n/a	2016
2nd St	Washington St	Oak St	0.6	3A	redesign	100%	✔	x	n/a	n/a	✔	n/a	pave	yes	n/a	2016
3rd St/Mandela Pkwy	Brush St	7th St	0.8	2	redesign	100%	✔	x	n/a	n/a	✔	✔	2212	no	✔	2016
8th St	Harrison St	Fallon St	0.4	2	new	100%	✔	x	✔	✔	✔	✔	2163	overlay	n/a	2016
8th St	Broadway	Jefferson St	0.2	2	restripe	100%	✔	x	n/a	n/a	✔	✔	2212	no	n/a	2016
9th St	Harrison St	Fallon St	0.4	2	new	100%	✔	x	n/a	✔	✔	✔	2163	no	n/a	2016
105th Ave	Edes Ave	Pippin St	0.2	3A	new	100%	✔	x	✔	✔	✔	✔	pave	overlay	n/a	2016
Chetwood St	MacArthur Blvd	Santa Clara Ave	0.1	2	new	100%	✔	x	n/a	✔	✔	✔	2212	no	✔	2016
Embarcadero	Oak St	JLAC Driveway	0.2	2	redesign	100%	✔	✔	n/a	n/a	✔	✔	2212	no	n/a	2016
Linda Ave	Piedmont Ave	Rose Ave	0.2	2/3A	new	100%	✔	x	✔	✔	✔	✔	2212	no	n/a	2016
MacArthur Blvd	Grand Ave	Lakeshore Ave	0.1	2	new	100%	✔	x	✔	✔	✔	✔	pave	overlay	C369650	2016
Madison St	2nd St	19th St	0.9	2	new	100%	✔	x	✔	✔	✔	✔	2163	overlay	✔	2016
Oak St	Embarcadero	14th St	0.7	2	new	100%	✔	x	✔	✔	✔	✔	2163	overlay	✔	2016
Washington St	7th St	9th St	0.1	2	redesign	100%	✔	x	n/a	n/a	✔	✔	pave	yes	n/a	2017
16th St	San Pablo Ave	Clay St	0.1	2.1	new	90%	✔	x	n/a	n/a	✔	✔	2212	no	n/a	2017
17th St	Jefferson St	San Pablo Ave	0.1	2	redesign	90%	✔	x	n/a	n/a	✔	✔	2212	no	n/a	2017
10th St	Madison St	9th Ave	0.9	2	re+new	65%	✔	x	n/a			✔	2212	no	n/a	2017
38th Ave	Foothill Blvd	Brookdale Ave	0.7	2	redesign	65%	✔	x	n/a	n/a		✔		no	n/a	
Adeline St	10th St	19th St	0.5	2	new	65%	✔	x	✔	✔	✔	✔	pave	yes	n/a	2017
Bancroft Ave	67th Ave	77th Ave	0.5	2	redesign	65%	✔	x		n/a		✔	2162	no	n/a	
Broadway Terrace	Clarewood Dr	Broadway	0.8	2	new	65%	✔	x	✔		✔	✔	pave	no	n/a	2017
Camden St	Seminary Ave	Bancroft Ave	0.5	2	new	65%	✔	x	✔		✔	✔		no	n/a	
Clay St	7th St	17th St	0.5	2	new	65%	✔	x	✔	✔	✔	✔	pave	yes	n/a	2017
Edgewater Dr	End	Hegenberger Rd	1.1	2	new	65%	✔	x	✔		✔	✔	pave	partial	n/a	
Embarcadero/E 7th St	10th Ave	Kennedy St	1.4	2	redesign	65%	✔	✔	n/a	n/a	✔	✔		no	n/a	2017
Fruitvale Ave	Foothill Blvd	Harold St	1.0	2.1	redesign	65%	✔	x	✔	n/a		✔	pave	yes	n/a	2017
MacArthur Blvd	Coolidge Ave	Midvale Ave	0.5	2	redesign	65%	✔	x		n/a	✔	n/a	2162	no	n/a	
Market St	7th St	18th St	0.6	2	redesign	65%	✔	x	✔	n/a	✔	✔	pave	yes	n/a	2017
San Leandro St	66th Ave	75th Ave	0.4	2	new	65%	✔	x	✔		✔	✔		no	n/a	

KEY
[check] = completed | n/a = not applicable | BPAC = Bicycle Pedestrian Advisory Commission | x = pending BPAC request | Bikeway Type = 1 (path), 2 (bike lane), 3A/3B (sharrows), 4 (protected)

City of Oakland Bicycle and Pedestrian Facilities Program
Bikeway Striping Projects Tracking

Street	From	To	Length (miles)	Bikeway Type	Project Type *	Design (% complete)	Feasibility	BPAC Review	AC Transit review	Community Outreach	Environmental clearance	City Council approval	Fund Source	Paving	Caltrans permit	Implementation
E 18th St	Lakeshore Ave	Park Blvd	0.2	2	redesign	35%		x						no	n/a	
Foothill Blvd	14th Ave	23rd Ave	0.7	2	new	35%		x							n/a	
Park Blvd	E 18th St	Excelsior Ave	1.1	2	new	35%		x								

Design Completed (100%):	5.1	roadway miles
Design in Progress (15% - 90%):	11.6	roadway miles
Total:	16.7	roadway miles

Color Coding

	Pending task
	Priority task

Fund Source

2162	TDA Article 3
2163	MTC (SR2T or paving)
2166	BAAQMD
2211	Measure B local streets & roads
2212	Measure B Ped/Bike Local (ACTC)
pave	Included in paving project

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."

KEY

[check] = completed | n/a = not applicable | BPAC = Bicycle Pedestrian Advisory Commission | x = pending BPAC request | Bikeway Type = 1 (path), 2 (bike lane), 3A/3B (sharrows), 4 (protected)

City of Oakland, Bikeway Projects by Other Department/Divisions

Street	From	To	Length (miles)	Bikeway Type	Project Type *	Design (% complete)	Implementation	Lead	Project Name
Construction Phase									
10th St	Kaiser Drive	2nd Ave	0.1	2	new	100%	2017	Measure DD	10th St Bridge
14th Ave	E 12th St	Foothill Blvd	0.2	3A	new	100%	2017	Eng Design	14th Ave streetscape
23rd Ave	Kennedy St	E 12th St	0.6	2	new	100%	2017	ACTC	I880 23rd/29th Ave Overcrossings
29th Ave	Chapman St	E 10th St	0.3	2	new	100%	2017	ACTC	I880 23rd/29th Ave Overcrossings
Broadway	Ocean View Dr	Golden Gate Wy	0.4	2	new	100%	2017	TSD	Caldecott Settlement
Broadway	Broadway Ter	Ocean View Dr	0.7	2	new	100%	2017	TSD	Caldecott Settlement
E 12th St	2nd Ave	14th Ave	1.0	2	new	100%	2017	AC Transit	Bus Rapid Transit
Harrison St/Lakeside Dr	19th St	Grand Ave	0.4	2	new	100%	2017	Measure DD	Lakeside Green Streets
International Blvd	54th Ave	85th Ave	1.9	2/3A	new	100%	2017	AC Transit	Bus Rapid Transit
MacArthur Blvd	Market St	Telegraph Ave	0.5	2	new	100%	2017	TSD	hazard elimination grant
Market St	Adeline St	45th St	0.5	2	redesign	100%	2017	TSD	hazard elimination grant
Martin Luther King Jr Wy	W Grand Ave	40th St	1.2	2	new	100%	2017	Eng Design	MLK Jr Wy streetscape
Peralta St	32nd St	36th St	0.3	2	new	100%	2017	Eng Design	Peralta St streetscape
Peralta St	7th St	Mandela Pkwy	0.9	2	new	100%	2017	Eng Design	Peralta St streetscape
San Pablo Ave	16th St	17th St	0.1	2	new	100%	2017	Watershed	San Pablo Green Streets
Tunnel Rd/Caldecott Ln	Berkeley	Kay Overcrossing	0.7	2	new	100%	2017	TSD	Caldecott Settlement
7th St	Wood St	Peralta St	0.2	2	new	100%	2018	Eng Design	7th St Streetscape Phase 2
Embarcadero Bridge Replacement	Alameda Ave	E 12th St	0.1	2	new	100%	2018	Eng Design	Embarcadero Bridge Replacement
Joaquin Miller Rd	Mountain Blvd	Skyline Blvd	1.2	2	new	95%	2017	TSD	paving coordination (C427720)
Broadway	MacArthur Blvd	38th St	0.1	2	redesign	65%		Kaiser Hospital	Kaiser Hospital development
College Ave	Alcatraz Ave	Broadway	1.0	2/3A	new	35%	2017	TSD	Rockridge BART SR2T
Shafter Ave	Forest St	College Ave	0.1	2/3A	new	35%	2017	TSD	Rockridge BART SR2T

TOTAL (miles) 12.4

Street	From	To	Length (miles)	Bikeway Type	Project Type *	Design (% complete)	Implementation	Lead	Project Name
Planning Phase									
Fruitvale Ave	Alameda Ave	E 12th St	0.5	4	redesign			Eng Design	Fruitvale Ave Gap Closure
14th St	Brush St	Oak St	1.0	4	new			TPFD	14th St: Safe Routes in the City (ATP)
27th St/Bay Place	San Pablo Ave	Grand Ave	1.1	4	redesign			TPFD	27th St Gateway
Coliseum BART/Bay Trail Connector	Coliseum BART	66th Ave/Oakport St	0.9	1	new			TPFD	ATP Project Development
Lake Merritt Channel Bridge	Embarcadero (N)	Embarcadero (S)	0.2	1	new			Measure DD	Lake Merritt Channel Bridge
W Grand Ave	Mandela Pkwy	Market St	0.6	4	new			TPFD	ATP Project Development
20th St	San Pablo Ave	Telegraph Ave	0.2	4	redesign		2019	TSD	20th St Complete Streets Project
East Bay Greenway	54th Ave	69th Ave	0.9	1	new			ACTC	East Bay Greenway
East Bay Greenway	85th Ave	San Leandro	1.5	1	new			ACTC	East Bay Greenway
		TOTAL (miles)	**6.9**						

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

City of Oakland Bicycle and Pedestrian Facilities Program
Bikeway Signage Projects Tracking

Corridor	From	To	Length	Design	BPAC Review	Community Outreach	Environmental Clearance	Funding Source	Cost Estimate	Implementation
Adeline St	47th St	61st St	0.6	100%	x	✔	✔	2162	$ 5,400	
E 18th St/4th/5th Aves	Lakeshore Ave	Embarcadero	1.1	100%	x	n/a	✔	2162	$ 7,172	2016
Grand Ave	El Embarcadero	Jean St	0.7	100%	x	✔	✔	2162	$ 6,300	
R81 project				100%		n/a	✔	2162	$ 35,632	2016
Washington/Clay/Telegraph/29th	2nd St	Webster St	2.1	100%	x	n/a	✔	2162	$ 16,680	2016
College Ave	Broadway	Alcatraz Ave	1.0	90%	x	✔	✔		$ 9,000	
Lake Merritt BART Bikeway Connectors	5th Ave	Harrison St	2.1	75%	x	n/a			$ 18,900	2017
Oak/Madison/Lakeside	2nd St	19th St	1.9	75%	x	n/a			$ 17,100	2017
Foothill/Bancroft	Lakeshore Ave	San Leandro	7.5	55%	x	n/a	✔		$ 67,500	2017
Telegraph Ave	29th St	41st St	0.8	55%	x	n/a			$ 7,200	
Grizzly Peak / Skyline / Golf Links	Berkeley	Mountain Blvd	18.0	35%	x	n/a			$ 162,000	2017
Mountain/Shepherd Canyon	Broadway	Skyline Blvd	4.4	15%	x	n/a			$ 39,600	

Design Completed (100%): 4.5 roadway miles
Design in Progress (> 0%): 35.7 roadway miles
Total (> 0%): 40.2 roadway miles

Color Coding
Pending task
Priority task

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)

Fund Source

2162	TDA Article 3
2163	Safe Routes to Transit (MTC)
2166	BAAQMD
2212	Measure B Ped/Bike Local (ACTC)
2230	State Gas Tax (CIP)

KEY
Design = % completed | [checkmark] = completed | n/a = not applicable
prelim = preliminary | BPAC = Bicycle Pedestrian Advisory Committee | x = pending BPAC request

Stanley, Jennifer

From: City of Oakland <oakland@service.govdelivery.com>
Sent: Tuesday, November 08, 2016 4:03 PM
To: Stanley, Jennifer
Subject: seeking applications for Oakland Bicyclist & Pedestrian Advisory Commissioners

Greetings,

The City of Oakland is soliciting applications to fill three upcoming vacancies on the City's Bicyclist and Pedestrian Advisory Commission (BPAC). Appointments are made by the Mayor and confirmed by the City Council. To apply:

- Send a completed application, your resume, and no more than two additional pages attached (if desired), to the address below (electronic or hard-copy).

Signature is not required on emailed applications.

Applications must be received no later than Monday, November 28 at 5:00pm. Please forward this message to interested parties.

PRIVACY NOTICE*: Information you submit will be shared with City staff and the Mayor's Office. Address (except zip code), phone number, and email address will be redacted prior to sharing applications with the review committee to be established by the BPAC, and which will include BPAC commissioners, and members of the public).* ***Please do not submit any confidential information.***

Sincerely,

Oakland Department of Transportation
BPAC Application
250 Frank H Ogawa Plaza, Suite 4344
Oakland, CA 94612
(510) 238-3983 | bikeped@oaklandnet.com

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11/17/16, BPAC Agenda, Item #7 Attachment

Three-month agenda look-ahead

- Pedestrian Master Plan
- San Leandro Creek Trail
- Infrastructure Bond. Report on results of ballot measure and next steps (including possible changes to bikeways/paving coordination)
- Temporary Traffic Control
- Bikeways 2.0

Announcements from Commissioners—none.

Announcements from Staff

- The Oakland Department of Transportation (OakDOT) is seeking several Student Trainees/Mobility Interns. Applications are due November 25, 2016. See http://www2.oaklandnet.com/n/OAK047546 for details.
- The DOT Director job announcement has been released with applications due on December 12, 2016. Details at http://www2.oaklandnet.com/w/OAK061334.
- On October 22, 2016, a Mayor's Commission on Persons with Disabilities (MCPD) Commissioner made a formal complaint regarding the accessibility of Oakland's proposed bike share program. In response, the ADA Program staff is recommending that Motivate provide adaptive bicycles in a manner that allows the ADA community to participate in the Ford GoBike program in Oakland. The commission will meet on November 21st at 5:30 PM in City Hall Hearing Room 4 to discuss this item.

BPAC Committees (reference)

Committees	Date convened	Status	Members
Open Forum responses	3/17/16	ongoing	Kidd, Villalobos, Tabata
Paving committee	2/18/16	work completed (letter detailing recommendations to Jeff Tumlin approved at Oct 2016 meeting)	Prinz, Hwang, Chan
review OMC bicyclist-related sections	1/21/2016	ongoing	Wheeler (chair), Prinz, Tabata
decide how to respond to Open Forum public comments	1/21/2016	work completed	Kidd, Villalobos
develop a recommendation in support of Bike Share to be presented by a BPAC member at the Public Works Committee meeting on January 12	12/17/2015	work completed	Hwang, Villalobos, Prinz, McWilliams
review BPAC commissioner applications and bring recommendations to the BPAC in November	10/15/2015	work completed	Wheeler, Tabata, Chan
draft strategic plan	1/15/2015	document adopted at December 2015 meeting pending resolution of final concerns presented by commissioners and staff	Kidd, Sahar Shirazi, others