



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the June 16, 2016 meeting**  
**City Hall, Hearing Room 3**

Meeting agenda at <http://www2.oaklandnet.com/oak056328>

Meeting called to order at 6:01pm by BPAC Chair, Ryan Chan.

**Item 1. Roll Call/Determination of Quorum/Introductions**

At roll call, quorum was established with all Commissioners present except Hwang (excused).  
Introductions were made.

- Other attendees (who signed in): Jennifer Anderson, Ryan McClain, Brian Geiser, Martha Ekdahl, Kit Vaq, Rich Johnson, Jianhan Wang, Erin Baldassian
- Staff: Peter Chun, Jelani Killings, Jason Patton, Jennifer Stanley, Bruce Stoffmacher, Wladimir Wlassowsky

**Item 2. Approval of meeting minutes**

→ A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from May 19, 2016** was made (Tabata), seconded (Prinz) and passed on voice vote.

Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

**Item 3. Open Forum / Public Comment**

No comments.

**Item 4. Public Hearing: Clay St (7th St to 17th St) Bike Lanes**

Jason Patton, OPW Bicycle Facilities Program, gave a brief overview of the project: bike lanes for the length of Clay St in downtown. If approved, construction would be included in an upcoming preventative maintenance (paving) project (2017). Currently, the roadway cross section on Clay St varies block to block. The project would result in a uniform cross section: parking, a buffered bike lane, and one travel lane in both directions. Parking stalls will be added on some blocks. Northbound at 12<sup>th</sup> St, a left turn pocket will be provided to accommodate relatively heavy left turn volumes. The recently-installed bike lanes on 16<sup>th</sup> and 17<sup>th</sup> Sts connect the new bike lanes on Telegraph Ave to Clay St. The alignment moves to Washington St since Clay St doesn't go under I-880. This will be the most complete downtown bicycle connection on the west side of Broadway.

The purpose of this Public Hearing is to comply with the CEQA bike lane exemption authorized by Assembly Bill 2245 which streamlines environmental review if a study is completed and a duly noticed public hearing is held in the affected neighborhood. The project will go to City Council for approval pursuant to Oakland's requirement for such approval when travel lanes are removed to install bike lanes.

See Public Hearing notes in Attachment A.

### **Item 5. Introduction to the City's Government Ethics Act (GEA)**

Jelani Killings with the Public Ethics Commission outlined requirements pertaining to public servants: elected officials, City staff, and Commissioners. The Oakland Government Ethics Act reflects both state rules and local regulations, and includes: conflicts of interests, Form 700 filing, transparent process for public, revolving door restrictions. There's a help line for questions.

A 10-minute video was shown describing the GEA and the services provided by the Public Ethics Commission. Commissioners are encouraged to contact them:

[pubethicscommission@oaklandnet.com](mailto:pubethicscommission@oaklandnet.com)

(510) 238-3593

City Hall, 1<sup>st</sup> Floor Office

Commissioner Ryan inquired about whether the Commissioners Handbook (2013) was still up to date. Jelani explained that the gift limit had been reduced to \$250, but otherwise the information was current.

### **Item 6. Proposed Changes to Oakland Municipal Code (OMC) Requirements for Bike Registration**

Bruce Stoffmacher with the Oakland Police Department (OPD) reported that the current bike license requirement hasn't helped OPD find lost/stolen bikes and not many people are choosing to get them. OPD maintains a list of stolen bikes, but not a strong digital system like that offered by the non-profit bikeindex.com, which is national and has a higher success rate at recovering bicycles. Several California cities have stopped requiring licensing.

See handout with proposed revisions to OMC Chapter 12.60. If the revisions are approved, OPD would stop issuing licenses. Those that sell used bikes/parts, would still need to maintain a list of sources for purchases. OPD hopes to bring this to the Public Safety Committee in October or November 2016. They also wish to identify funding for a small public information campaign about alternative bicycle registration services and safety ideas.

Summary of discussion:

- This is beneficial as the requirement impeded non-motorized transportation.
- Consider working with bike shops such that they register your bike for you upon sale.
- The BPAC OMC review committee (Prinz, Tabata, Wheeler) have concluded that there are further opportunities for code cleanup, but that this proposal should move forward now. In particular, Section 12.60.030 (bike operation rules) is not relevant to this topic, but more legwork/communication is required. Jason Patton agreed that the rules about bicycling in parks should be moved to the parks-specific section of the code.
- Requiring those who sell bikes/parts to have an ID may be problematic.
- What about statewide repeal of requirements? (Perhaps contact CalBike to advocate on this.)
- Donated bikes/parts are not subject to the list requirement.
- The increased fee for not maintaining a list on bike sales is meant to deter the intentional destruction of bicycle serial numbers. It is not clear whether the higher fine would increase recovery of stolen bikes. The \$250 fine would probably go to the General Fund.

→ A motion to **endorse removal of the bicycle license requirement in OMC 12.60.010, the changes to 12.60.020 (OPD will not issue licenses and will instead recommend third party bicycle registration services), and, in OMC 12.60.040, increasing the fee from \$10 to \$250**

*pertaining to Sections 12.60.010 and 0.20 only* was made (Chan), seconded (McWilliams) and passed unanimously.

Speakers other than Commissioners: Brian Geiser, Martha Ekdahl, Jianhan Wang

#### **Item 7. Telegraph Ave Cycletrack Project Implementation Update**

Wladimir Wlassowsky and Peter Chun with the Transportation Services Division (TSD) and Ryan McClain with Fehr & Peers (transportation consulting firm) gave an update on the Telegraph Ave cycletrack project. Wlad, TSD Manager, explained that City Council approved the parking protected bike lane design in 2014. In Summer 2015, the project was scheduled for implementation as part of resurfacing project. In late fall/winter 2015, staff found more challenges than anticipated. Several rounds of design revisions were made, as well as spot pavement repair and utility coordination necessitated contract change orders and thus negotiations with the construction contractor. On May 10, the project ribbon cutting was held, but there are still a lot of adjustments in progress.

Peter Chun, TSD Transportation Engineer, explained that there are 14 items on the “punch list” remaining. The City is trying to get contractor to finish in the next two weeks. After that, the City will restart parking meter enforcement. Enforcement in red curbs near bulb outs and in the bike lane is underway. Loading zones and signage will be fixed. Needed meter relocations will begin in the next couple of weeks. Meter enforcement is anticipated to start on July 5.

Ryan McClain said that the City is getting feedback on the project via an email address set up for that purpose ([telegraphinfo@fehrandpeers.com](mailto:telegraphinfo@fehrandpeers.com)), regular complaints that come through the call center, and a via a survey conducted by the City. The majority of complaints are: want physical barriers; stop cars from parking in bike lane; stop cars parking in beige areas; concern about sight distances. An after-study will be done after school starts. Based on the study outcome, the city may change the signal timing. Also, the addition of flex posts to keep people out of the beige areas will be considered.

Summary of discussion:

- It is hard for drivers to see pedestrians.
- Drivers are actually seeing pedestrians and that's why they are complaining.
- Add more delineation like movable bollards. The Koreatown-Northgate Business Improvement District (BID) may put planters in beige areas.
- Fehr & Peers will evaluate before/after yield behavior.
- The bikeway is currently the minimum width in which street sweepers can operate.
- Everyone just has to get used to the new configuration.
- Permanent bulb outs will be installed in the currently-beige areas. Consider installing safe hit posts in areas where it doesn't affect turning so that drivers can get used to it. (There are currently orange delineators at major intersections. Fehr & Peers is revising the delineator plan that will add more delineators. This work will be coordinated w/ BID to minimize impact on First Fridays.)

Speakers other than Commissioners: Brian Geiser

#### **Item 8. BPAC Paving Committee Report back**

See handout. Ryan asked for suggestions on what the committee should do.

Summary of discussion:

- According to the committee findings, the City makes a good faith effort to coordinate, but recordkeeping is not ideal.
- The information in the handout doesn't reflect projects by other agencies like Caltrans.
- More resources are needed to make sure projects don't slip through cracks / missed opportunities.
- Complete Streets Checklist (City document, part of handout) should be used by all projects and all those that come before BPAC. Commissioner Kidd would like BPAC to have oversight duties.
- Checklist should be more explicit about coordination with transit.
- Infrastructure bond will require GIS data, and it should be made public.
- City is pursuing ACELA, a GIS-based system that helps coordinate all projects in the public right of way.

Speakers other than Commissioners: Jennifer Anderson

- A motion to **extend the meeting time by 10 minutes** was made (Chan), seconded (Prinz) and passed on voice vote.

#### **Item 9. Three-month agenda look-ahead, suggestions for meeting topics, DOT Update, announcements**

- A presentation on Highway Safety Improvement Program (HSIP) grant application(s) is scheduled for July. The BPAC could convene a special meeting or form committee to review before or after the July meeting. (The HSIP application guidelines are at <http://dot.ca.gov/hq/LocalPrograms/HSIP/2016/HSIP-Guidelines.pdf>.)
- A motion to **form a committee to review proposed HSIP applications with staff that includes Commissioners Prinz and Tabata, Dave Campbell, and others to be determined** was made (Prinz), seconded (Tabata) and passed with all in favor.
- Review of the Pedestrian Master Plan is tentatively scheduled for September.
- Please schedule a report from the new DOT interim director (Jeff Tumlin) in September.

Announcements:

- The Bay Bridge bike path is now open until 9pm.
- The bus stop on Broadway at 30<sup>th</sup> St is being relocated far side to the front of Summit Bank.
- The Oakland Public Library opened the bike repair Shed at the Martin Luther King Jr Library at 69<sup>th</sup> Ave and International Blvd.
- The bikeway on E 7<sup>th</sup> St, part of the on-street Bay Trail, has been closed and reportedly would not be accessible through September due to a utility project and no bike/ped detour was implemented. City staff is working to resolve this problem.

Meeting adjourned at 8:16pm.

*Attachments (to be appended to adopted minutes)*

- Top Ten Ethics Rules
- OMC 12.60 strikethrough
- Paving committee report/complete streets checklist

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on July 5, 2016, with comments requested by 5pm, Friday, July 8, to [jstanley@oaklandnet.com](mailto:jstanley@oaklandnet.com). Revised minutes were attached to the June 2016 meeting agenda and adopted at that meeting.

# Attachment A

## Response to Comments Received on the Clay Street Bike Lane Project

On May 27, 2016, the City published notice of a public hearing on June 16, 2016 to consider the proposed restriping of travel lanes to remove travel lanes and install bike lanes on Clay St, 7<sup>th</sup> St to 17<sup>th</sup> St. No written comments were received in response to the May 27 notice. The public hearing on June 16 was held in City Hall at the monthly meeting of the City of Oakland's Bicyclist and Pedestrian Advisory Commission (BPAC). City Hall is immediately adjacent to the project location. Staff presented the project and received public comments. The following documents the comments received and responses given at the meeting.

**Brian Geiser (member of the public):** Why is Clay St part of the bikeway network when there are other parallel bikeway streets downtown?

Response: The bicycle network includes bikeways on many downtown streets. The bikeway on Clay St is an alternative to travel on Broadway. Martin Luther King Jr Wy, two blocks to the west, is also proposed for bike lanes. A new bikeway on Oak St/Madison St, east of Broadway is pending installation later this year. Overall the downtown bikeway network includes multiple north-south bikeways on either side of Broadway.

**Brian Geiser (member of the public):** Will the lane reduction cause traffic congestion?

Response: No. The City completed an analysis of traffic operations and safety. The traffic volumes on Clay St are very low and do not justify the current number of travel lanes. The proposed project will continue to allow for motor vehicle circulation while improving safety for all modes by installing a more consistent lane configuration.

**Robert Prinz (BPAC Commissioner):** What can the BPAC do to remove the requirement for City Council approval of bike lane road diets?

Response: A technical assistance grant from the Alameda County Transportation Commission is enabling staff to consider changes to how the City evaluates road diets implemented as part of bikeway projects (other road diets do not require Council approval). The results of this grant-funded project will help respond to the concern. The idea is to match the complexity of the study to the complexity of the street. Low volume streets don't need as much analysis as do more complicated streets such as those with major AC Transit bus lines. The upcoming update to the City's Bicycle Master Plan may provide an opportunity to engage City Council on reforming the approval process for new bike lanes.

**Robert Prinz (BPAC Commissioner):** Will the project improve pedestrian crossings?

Response: The Clay St paving is a preventative maintenance treatment (vs full scale resurfacing). This type of treatment doesn't include concrete work, so no curb ramps will be upgraded. All uncontrolled crossings already have ladder crossings and these will be maintained. The crossing between the State Building and Frank Ogawa Plaza is signalized, but mid-block, so, per City policy, a ladder crossing may

be added. More generally, the project will improve pedestrian safety by simplifying the travel lane configuration at crosswalks.

**Kenya Wheeler (BPAC Commissioner):** Northbound, approaching 17<sup>th</sup> St/San Pablo Ave, bicyclists may make a right turn onto 17th St or a left turn onto San Pablo Ave. What is being done to address right hook conflict here?

Response: This week, bike lanes are being installed on San Pablo Ave, changing the receiving lane configuration. The Clay St design will reflect these changes and additional attention will be given to providing clear guidance for bicyclists and motorists navigating the Clay St / San Pablo Ave / 17<sup>th</sup> St intersection.

**Kenya Wheeler (BPAC Commissioner):** Where parking stalls are being added, make sure to keep red zones at crosswalk approaches so that drivers can see for pedestrians.

Response: The design will include red zones to improve/maintain pedestrian visibility.

## Contact Us

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## Top Ten Ethics Rules

**Public Officials &  
City Employees**

**Need to Know  
About the  
Government Ethics Act**



1. Always get advice.

### **GIFTS**

2. You may not accept a gift when it is reasonably foreseeable that you could be influenced by the gift in the performance of an official act.
3. In general, you may not accept gifts of more than \$250 from a single source in a calendar year.

### **USE OF CITY POSITION**

4. You cannot use your City position or power to coerce any person for private advantage, benefit, or gain.
5. Only use public resources for official City business and purposes.
6. Do not disclose confidential information acquired in the course of your official duties.

7. You are restricted from making or seeking to influence a decision of the City regarding an employment or contract action involving a relative.

### **CONFLICTS OF INTERESTS**

8. You may not make, participate in making, or seek to influence a decision of the City in which you have a financial interest.

### **OTHER EMPLOYMENT**

9. You cannot hold another position or office that is deemed incompatible with your duties with the City.
10. Upon leaving the City, there are restrictions on where you may work and what actions you may take. Some restrictions last one year, others a lifetime.



# OMC Chapter 12.60 - BICYCLES

## ~~12.60.010 - Bicycle license required.~~

~~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.~~

~~(Prior code § 3-12.01)~~

## ~~12.60.020 - Bicycle license—Issuance.~~

~~The Chief of Police is authorized and directed to issue a registration card and a California bicycle license which, when issued, shall entitle the licensee to operate such bicycle for which said license has been issued, upon all streets, exclusive of sidewalks, in the city for the calendar year or portion thereof for which said license is issued.~~

~~(Prior code § 3-12.02)~~

## ~~12.60.030 - Bicycle license plates and registration cards—Loss.~~

~~It shall be the duty of the Chief of Police to cause to be attached to the frame of each bicycle a California bicycle license, and to issue a registration card to the licensee upon payment of the license fee provided for in this chapter.~~

~~Upon loss or mutilation of a license, the licensee shall report said loss within seven days.~~

~~Upon receipt of such report, the Chief of Police shall cancel such license and issue a new license.~~

~~(Prior code § 3-12.03)~~

## ~~12.60.040~~ 12.60.010 - Bicycle and bicycle parts business reports.

All persons engaged in the business of buying secondhand bicycles or secondhand bicycle parts are hereby required to **maintain a list** a daily report to the Chief of Police, giving **of** the name and address of the person from whom each bicycle or bicycle part is purchased, the description of each bicycle or bicycle part purchased, the frame number or numbers of each bicycle purchased and the number of license found thereon, if any, **which will be available to the Chief of Police upon request**. All persons engaged in the business of selling new or secondhand bicycles or new or secondhand bicycle parts are required to make **maintain a list** a daily report to the Chief of Police, giving a list of all sales made by such dealers, which list shall include the name and address of each person to whom sold, the kind of bicycle or bicycle part sold, together with a description thereof and frame number or numbers of each bicycle and the number of the license attached thereto, if any, **which will be available to the Chief of Police upon request**. Junk collectors and junk dealers, as defined in Chapter 5.04 of this code and secondhand dealers and exchange dealers as defined in Chapter 5.46 are required to make daily reports **maintain a list**, as in this section provided, for any transaction involving secondhand bicycles or secondhand bicycle parts.

~~(Prior code § 3-12.04)~~

## ~~12.60.050 - Bicycle licensee's report of sale, transfer of registration, or change of address.~~

~~It shall be the duty of every person who sells or transfers ownership of any bicycle licensed hereunder to report such sale or transfer by returning to the Chief of Police the registration~~

~~card issued to such person as licensee thereof, together with the name and address of the person to whom said bicycle is sold or transferred, and such report shall be made within ten days of the date of said sale or transfer. It shall be the duty of the purchaser or transferee of such bicycle to apply for a transfer of registration thereof within ten days of the date of said sale or transfer.~~

~~Whenever the owner of a bicycle licensed pursuant to this code changes his or her address, he or she shall within ten days notify the Chief of Police of the old and new address.  
(Prior code § 3-12.05)~~

**~~12.60.060~~ 12.60.020 - Destroying bicycle numbers or licenses.**

~~It is unlawful for any person to willfully or maliciously remove, destroy, mutilate or alter the number of any bicycle frame number or license licensed pursuant to the provisions of this chapter. It is also unlawful for any person to remove, destroy, mutilate or alter any license plate, seal or registration card during the time in which said license plate, seal or registration card is operated; provided, however, that nothing in this chapter shall prohibit the Chief of Police from stamping numbers on the frames of bicycles on which no serial number can be found, or on which said number is illegible or insufficient for identification purposes.  
(Prior code § 3-12.06)~~

**~~12.60.070~~ 12.60.030 - Bicycle operation rules—Violation—Penalty.**

~~It is unlawful to operate a bicycle on any trail within the city in an unsafe, reckless, dangerous or negligent manner. No person shall operate a bicycle in excess of fifteen (15) miles per hour on any trail within the city, nor in excess of five miles per when passing pedestrians or equestrians or when approaching and negotiating a blind turn, nor at a greater speed than is reasonable or prudent. No person shall operate a bicycle at a speed greater than is reasonable and prudent having due regard for weather, visibility, surface and width of the trail, when passing bicyclists, pedestrians or equestrians or when approaching and negotiating a blind turn and in no event at a speed which endangers the safety of persons or property. Within city parks, bicyclists ~~can~~ may only ride on named trails only, or on any paved trail 8 feet in width or more, and are prohibited from operating bicycles off-trail. Bicyclists must obey all posted signs and rules. Bicyclists must call out ~~when~~ or make an audible warning before passing pedestrians, ~~or other bicyclists and then must pass to the left~~ other trail users, and then must pass to the left at a safe distance. Bicyclists must yield to equestrians by calling out and requesting instructions to pass. The City Manager ~~Administrator~~, or his or her designees, shall determine trail accessibility for bicyclists. Any person who violates this section shall be guilty of an infraction punishable as provided in Chapter 1.28 of this code.  
(Prior code § 6-3.34)~~

**~~12.60.080~~ 12.60.040 - Violation of Sections 12.60.010 through ~~12.60.060~~ 12.60.030 - Fine.**

~~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 (\$10.00) two hundred and fifty dollars (\$250.00)  
(Ord. 11940 § 1, 1996: prior code § 3-12.011)~~

## **BPAC Paving Committee Update**

**June 2016**

Commissioners Chan, Hwang and Prinz (with generous technical assistance from Dave Campbell, Bike East Bay)

### **Purpose:**

The Paving Committee was formed at the February 2016 BPAC meeting to review the City's paving activities, with attention to coordination with pedestrian and bicyclist facility improvements.

### **Activities:**

- Compiled paving information from multiple sources (Paving Activities Page, Paving Dashboard, Bikeway Coordination Spreadsheet, Paving Contracts) and examined projects for possible missed opportunities
- Requested City staff to update bikeway/paving coordination spreadsheet
- Reviewed the Complete Streets checklist that the City uses for paving contracts (sample attached)
- Requested detail on striping plans for upcoming paving projects

### **Findings:**

- The current organizational structure makes it difficult for the various departments responsible for paving development to coordinate
- Lack of staff resources reduces the level and detail of review of projects for pedestrian and bicyclist components

### **Remaining Work:**

- Review the City's paving coordination with the current and planned pedestrian master plan and safety/hazard reports
- Consider BPAC presentation on Complete Streets coordination
- Follow-up when striping plans are ready in September/October from the Transportation Services Consultant

## City of Oakland Checklist for Complete Streets / Paving Project Coordination

This checklist is completed for each roadway segment proposed for paving. The section headers specify which groups contribute information. The final checklist documents the scope for integrating design improvements with the paving project.

### 1. Project Description (Pavement Management Program)

Roadway: \_\_\_\_\_ From: \_\_\_\_\_ To: \_\_\_\_\_

Length (feet): \_\_\_\_\_ Paving Treatment: \_\_\_\_\_

Does the project include concrete work (curb ramps, sidewalk repair)?  Yes  No

### 2. Coordination with Overlapping Projects (All Divisions in Engineering & Construction)

- ITS Project: \_\_\_\_\_
- Other City Project: \_\_\_\_\_
- Other Agency Project: \_\_\_\_\_

**3. Safety (Transportation Services):** Is the street in the top 50 for crashes (weighted by severity) in the most recent citywide crash analysis? If yes, consider an additional scope of work with funding from other sources, including the Pedestrian Master Plan CIP project (pedestrian countdown signal heads, rapid flash beacons, refuge islands, bulbouts).

- No  Yes. If yes, describe the additional scope of work:

**4. Road Diets (Transportation Services, Transportation Planning):** All multi-lane streets will be considered for road diets. Candidate streets will be determined based on the Bicycle Master Plan, pedestrian safety issues, speeding issues, and available data on traffic volumes.

- A road diet will be considered for inclusion. Status (feasibility, outreach, approval):

- A road diet was considered but will not be included. Rationale:

- Not applicable (the existing condition is one travel lane per direction).

**5. Complete Streets Design Elements (Transportation Services):** The project design will include the following elements based on an evaluation of field conditions and available data (e.g., traffic counts, speed surveys, crash data).

- Motorist Safety (review crash history)
  - Evaluate and upgrade markings and signs; identify removal of unneeded signs.
  - Evaluate channelization at irregular intersections (stop/yield control, islands).
  - Evaluate Hills streets for low-visibility driving (edge markings, curve warnings).
- Pedestrian Safety (applicable throughout the Flatlands, some Hills locations)
  - Evaluate crosswalk locations per TSD's crosswalk policy.
  - Identify opportunities for pedestrian refuge islands.
  - Update crosswalk markings and signs to best practices.
- Bikeways (per Bicycle Master Plan and other roadways with available space)
  - Implement proposed bikeway: \_\_\_\_\_
  - Upgrade existing bikeway to best practices: \_\_\_\_\_
  - No existing/proposed bikeway
- Parking Management (applicable to bus routes, commercial districts)
  - Bus stops: Evaluate bus stop lengths and locations.
  - ADA parking: Evaluate quantity, placement, and condition.
  - On-street parking: Evaluate feasibility of new parking stalls and/or meters.
  - Loading zones: Evaluate the location and length of loading zones.

**5. Notes on Scope & Schedule:**

**6. Project Management:** This scope of work will be managed by \_\_\_\_\_.

**7. Approval of Complete Streets Scope**

\_\_\_\_\_  
Supervising Engineer

\_\_\_\_\_  
Date

\_\_\_\_\_  
Transportation Services Division Manager

\_\_\_\_\_  
Date