



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the August 18, 2016 meeting**  
**City Hall, Hearing Room 3**

Meeting agenda at <http://www2.oaklandnet.com/oak056330>

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 Commissioners present except McWilliams (excused), Hwang (excused), Burnette, Jr (excused), and Wheeler (late). Introductions were made.

- Other attendees (who signed in): Jeff Knowles, Robert Vance, Carol Levine, Will Roscoe, Dominic Lucchesi, Bob Fearman, Kit Vaq, Jennifer Anderson, Jamie Ervin, Angela Gennino, Amanda Leahy, Brytane Brown, Manoj Madhavan, Rick Johnson, Dianne Yee
- Staff: Sarah Fine, Iris Starr, Jennifer Stanley, Michael Ford, Kerby Olsen, Sara Barz, Carlos Hernandez, Jeff Tumlin

**Item 2. Approval of meeting minutes (Action Item)**

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from July 21, 2016** was made (Kidd), seconded (Tabata) and passed with all present voting in favor.

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

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

No comments.

**Item 4. Bicycle Parking Ordinance Updates (Action Item)**

Senior Transportation Planner, Sarah Fine, provided project background and progress since this item was presented last month (see PowerPoint from agenda packet). Main points since the last presentation:

- Staff analyzed the cost impact to developers if the number of spaces required were raised to meet best practices and found that the increased cost would be more than offset by the recent Parking Ordinance's decrease in number of auto parking spaces required.
- Design guidelines, accommodating cargo bikes, having bike service stations, changing the requirements to provide showers and lockers, and bike access to buildings are not included in this update. These issues will be handled via the upcoming Bicycle Master Plan update.
- Developers will be able to choose whether they want to remove car parking and install bike parking instead, to meet new bike parking targets.

- A motion to **the BPAC support the Bicycle Parking Ordinance update as presented by staff** was made (Tabata), seconded (Kidd) and passed with all present voting in favor. The BPAC Chair, Ryan Chan, will write a letter of support.

Speakers other than Commissioners: Robert Vance, Will Roscoe

#### **Item 5. Meet DOT Director Jeff Tumlin (Action Item)**

Oakland Department of Transportation (DOT) Interim Director Jeff Tumlin introduced himself, described his background, scope of work as interim director, and what he's been learning and doing since he started in late July. Key points:

Jeff is the only DOT employee right now. He is under contract with the City through February, working Monday-Thursday. Interim directors can take more risks and move more quickly than permanent staff. Near-term initiatives include changes to how the City responds to CEQA, adoption of an updated Pedestrian Master Plan, and adoption of a DOT Strategic Plan in early October, hopefully to coincide with "formal" formation of the DOT. Jeff sees his assignment in four parts:

1. *Form the DOT.* This was reasonably well defined before his arrival, with about 10% still unclear. The DOT will include everything about the street, including meters and maintenance. The administrative function has not been decided but could include sharing services with Public Works (OPW).
2. *Funding the DOT:* The pending infrastructure bond would have a big impact on the City's ability to deliver its mission. Jeff wants to improve Oakland's relationship with MTC and ACTC, and to maximize all sources of revenue.
3. *Get smarter about allocating funds:* The City does not have enough resources to meet basic commitments. We need to focus on delivering specific outcomes, and will seek input from the public and City Council. Social equity tops the list. We need to measure the degree to which we are benefitting communities, and make up for past disinvestment. We should use safety data (vs perception), economic vitality (to help generate the revenue needed to fund DOT). Taking asset management approach: quantify deferred maintenance. Quantify ecological performance. Turn away from responsiveness to community and rely on data--train staff to say no more often.
4. *Improve project delivery:* what have we learned from recent projects?

#### Q&A summary:

- Jeff has worked for 17 years at Nelson Nygaard as a transportation planning consultant on projects worldwide. His billing rate is \$270/hr which includes consultant overheads—his actual salary is comparable to that of the eventual director.
- Regarding the prioritization of social equity, the City is trying to be more proactive and transparent, doing a better job letting people know how decisions are made. We need to build trust with the community. The City has had a tendency to over-promise and under-deliver. We need to be honest about the operating deficit.
- People should be encouraged to help the City do a better job. For example, problems reported through SeeClickFix get a better response if they are presented in a specific way. Commissioner Prinz created a "how to" for SeeClickFix to train people.

- There is currently no staff member tasked with communications about transportation. Oakland is doing a better job than most people think/know. The City has tons of data, is very responsive to complaints about infrastructure maintenance, and has very dedicated staff.
- Current bike/ped program staff will be in the DOT.
- Jeff would like the City to do more projects in-house rather than spending so much time on contracts.
- The current OPW Department will be split with all street, sidewalk, and related operations moving to the DOT. The DOT will build stronger relationship with the Planning Department.
- Jeanette Sadik-Kahn, Bloomberg & Associates (and former NYC Transportation Commissioner) is leading the recruitment process for DOT Director. Jeff says that Oakland's is the most interesting DOT position in the country, especially if the proposed infrastructure bond passes. Oakland is cutting edge which makes the position attractive, even though the pay level will be lower than comparable cities.
- Stopping displacement of existing residents is an interagency issue. All neighborhoods deserve investment. There is a relationship between accessibility and property values. The City needs to deliver more housing to reduce pressure on other neighborhoods and to keep property values from rising too high. Oakland, regionally, is being asked to take more housing than other cities, so we need more than our fair share of regional transportation investment. Thus, even if housing prices rise, the extra cost can offset by reduced transportation costs. There is no cheaper form of transportation than bicycling and walking, and we need to make it feel safe to walk and bike, to wait for BRT at night, etc. The City can't solve this problem by itself, but can transportation improvements can offset the downsides while creating benefits for current residents.
- Specific to a particular query on a request to install a stop sign, Jeff said that the City needs to get better at saying why a particular request was denied, and to help people frame requests for better results.
- Collision/injury data is available via "SWITRS" [Statewide Integrated Traffic Records System]. Email Iris Starr [istarr@oaklandnet.com](mailto:istarr@oaklandnet.com) to get collision data.
- If the infrastructure bond doesn't pass, the issues will generally be the same, but more challenging. The \$350 million bond amount doesn't cover all deferred maintenance and won't fund operating expenses.
- Almost all older cities are facing the same structural deficit. Gas taxes haven't been raised since 1993, but fuel efficiency has been improving. Basic expenses (health care, labor, materials) also continue to increase. Due to Proposition 13, Oakland property tax revenues are stable, so the revenues are low. New revenue sources could come from exempting commercial properties from Prop 13, raising the gas tax (though with more fuel-efficient vehicles, this is less useful than it once was), reclaiming incremental transportation fees from the General Fund, incremental increases in Residential Permit Parking. When property values and taxes increase so do transportation revenues. We should think about using capital funds for in-house thermoplastic striping instead of paint which doesn't last as long, and look at flexible funds (like Measures B and BB) to help solve operating problems. We could get creative, for example, considering

selling under-used street space, like traffic islands, to adjacent property owners, so we would no longer need to pay to maintain them.

- BPAC Chair Ryan asked if any follow up action was requested of BPAC, and there was not.

Speakers other than Commissioners: Robert Vance, Carol Levine, Will Roscoe, Dominic Lucchesi, Bob Fearman, Kit Vaq, Jamie Ervin, Angela Gennino, Brytanee Brown

#### **Item 6. Three-month agenda look-ahead, suggestions for meeting topics, announcements**

##### *Suggestions:*

- San Leandro trail proposal (Rails to Trails, Barry Bergman), was presented to the ACTC BPAC and public meetings will begin in September. Commissioner Tabata will follow up on the best time for this item to come to the Oakland BPAC.
- The BPAC Paving committee report back will be ready in October or November.
- The BPAC will review a draft of the Pedestrian Master Plan update this fall. The Bicycle Master Plan update not yet started, but there will be a community process that will include BPAC.

Meeting adjourned at 7:26p followed by Item 7, **City Bike/Ped Projects Open House**.

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on August 29, 2016, with comments requested by 5pm, Tuesday, September 6 to [jstanley@oaklandnet.com](mailto:jstanley@oaklandnet.com). Revised minutes were attached to the September 2016 meeting agenda and adopted at that meeting.