



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the June 15, 2017 meeting**  
**City Hall, 2<sup>nd</sup> Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)**

Meeting agenda at [www2.oaklandnet.com/oak062350](http://www2.oaklandnet.com/oak062350)

Meeting called to order at 6:04 pm by BPAC Vice-Chair, Robert Prinz.

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

At roll call, quorum was established with five commissioners present (X). Two (-) were not excused (provided notice of absence later than specified in by-laws); two (x) arrived later during the meeting.

Commissioners	Present
Reginald K Burnette Jr	-
Ryan Chan (Chair)	-
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: Bob Fearman, Scott Amundson, Kevin Morsony, Tiff Mueller, Kent Lewandawski
- Staff: Christine Daniel, Sarah Fine, Carlos Hernandez, Menaka Mohan, Ryan Russo, Jason Patton, Jennifer Stanley

**Item 2. Approval of meeting minutes**

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from May 18, 2017** was made (Tabata), seconded (Hwang), and approved by consent. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

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

- Bob Fearman stated that the new bikeway striping connecting Keith Ave to Broadway is confusing. Commissioner Prinz noted that work is not yet complete and offered to follow up. John Chin is City staff contact.
- Kevin Morsony reported that a car recently crashed onto playground on Park Blvd at Estates Dr, which underscores the need for safety countermeasures in this area.
- Kent Lewandawski reiterated his request that a presentation on enforcement of speed limits and safety training for motorists be agendaized at a future meeting.

#### **Item 4. iBond Public Oversight and BPAC Role**

Christine Daniel, Interim Public Works Director (and assistant City Administrator) explained that, in November 2016, the City Council passed an Ordinance (13403 C.M.S, <https://oakland.legistar.com/View.ashx?M=F&ID=4845368&GUID=8226A536-C11C-419A-AE14-1BA0E5B45A56>) that established priorities for the housing component of the iBond, and established a Public Oversight Committee with nine members appointed by the Mayor in consultation with City Council. A public oversight function was mandated by the bond; the Ordinance didn't specify whether this new Committee would have oversight over all three bond components (affordable housing, streets and roads, and City facilities). The Budget Advisory Commission recommended that they fill the public oversight role, and suggested an expanded membership to include other stakeholders. Council has not yet taken any action on this recommendation.

The Capital Improvement Program (CIP) was published on April 28, heard at Council on May 30, and next, at a special meeting on Monday (June 19), Council may adopt two resolutions: (1) to set forth the program expenditures for housing; and (2) to issue the first bond sale of \$63 million for streets and facilities. If the resolutions are adopted, the City may sell the bonds 60 days hence. Actual funding would, on this schedule, become available for expenditure in September 2017.

#### Summary of Q & A:

- The Ordinance establishing the new commission to oversee housing bond expenditures didn't limit that commission to review only housing expenditures.
- The proposed CIP can change during Council review; but the resolutions were limited to bond projects only. It is not clear whether Council can change the projects list without more public input.
- The timeline/process for Council to establish an oversight body for non-housing expenditures is not set. An advisory body can be established by the Mayor or Council.
- To date, there haven't been efforts to link affordable housing and transportation projects. Once housing sites are acquired, these opportunities can be evaluated.
- Kent Lewandawski stated that the City's pavement prioritization (based on pavement condition and maximizing return by emphasizing preventative maintenance) doesn't work for bicyclist safety and may result in greater liability for City. Jason Patton explained that the CIP includes a project to pave some bikeway streets not on the pavement prioritization plan, giving the City and opportunity to be more strategic.

#### **Item 5. Ryan Russo, Director, Oakland Department of Transportation**

New Department of Transportation (OakDOT) Director, Ryan Russo, conveyed his thoughts and priorities after five weeks on the job. (*See PowerPoint.*) He explained that equity is centerpiece of OakDOT Strategic Plan, and is being realized, in part, though planning processes currently underway. The bike plan update, for example, will include outreach partners from East and West Oakland. The redesign of 98th Ave reflects the City's complete streets policy applied to a paving project, providing opportunities to improve safety and some outreach challenges. Ryan reported that new roadway design guidelines will be released in the fall, and that the City holds monthly meetings with AC Transit. Opportunities to improve bicyclist and pedestrian travel include adjusting signal timing and operations. He is also focused on having multiple delivery pipelines (not all projects should be delivered as part of paving projects) to shorten the time for project implementation.

#### Summary of Q & A:

- The next step for Vision Zero implementation is, per the Strategic Plan, to establish Task Force. Ryan has been meeting with Council members to get recommendations on how to engage with and educate the public.

- Ryan noted that traveling by bike is a great way to learn a city’s geography. BPAC is a resource based on geographic diversity.
- To speed up project delivery, the City must develop more capacity, with hiring and team building a priority. The new budget is generous, but the bond requires quick project delivery. Since funding is now relatively plentiful, Ryan would like to reduce the focus on funding sources so as to emphasize design and construction.
- The timeline for staffing up is varied—some, but not all, needed positions are funded in this budget. There is a need to identify and work through barriers.
- Community concerns go beyond transportation projects (housing, crime, safety, etc.). Access to information needs improvement, and more resources for outreach are needed.
- Transportation projects can contribute to developing destinations/economic development.
- The City can overcome distrust by admitting guilt when mistakes are made. Pre- and post-project data allow the City to tweak things (e.g. Telegraph Ave, where adjustments have been made and more are coming). Using project delivery mechanisms other than paving could take the pressure off getting everything right the first time.
- The City needs to improve how it follows up after utility projects to prevent streets being cut into and not properly fixed (particularly right after paving).
- Ryan’s short-term milestone comes from the Strategic Plan: Fill vacancies.

Speakers other than commissioners: Zach (last name not given), Kent Lewandawski, Bob Fearman

**Item 6. Bike Share Update**

*See PowerPoint attached to agenda. (Note: revised schedule is attached to minutes.)*

Carlos Hernandez, Bike Share Coordinator, reviewed Bike Share elements. The East Bay expansion reflects lessons learned since initial roll-out in San Francisco, including improvements to the bicycle, and will include 850 bikes at 70 stations, robust compared to other cities. (Austin, for example, has under 50 stations.) The outreach process used to help identify station locations included two rounds. Phase 3 locations (the ones shown on the map in orange) are near final, with 90% in Oakland approved. Once the stations are in, program implementation will be led by Motivate. The “title sponsor” is Ford Motor Company, and the website is now [www.fordgobike.com](http://www.fordgobike.com).

Among the unique features of the expansion are: a more flexible pricing structure; a subsidized “Bike Share for All” program (allowing low-income people to gain access); integration with the regional transit payment system (Clipper Card); cash payment at certain locations; a Mobile Unlock feature; and a longer than typical trip time (45 minutes).

In October 2016, TransForm was hired to conduct “OakMob 101;” a series of outreach events in East and West Oakland. Recently, City staff has been working with MTC, Motivate, and BORP, responding to the disability community’s interest in access to bike share.

Starting the week of July 3, 4-6 stations will be installed per day. The East Bay launch is July 11, 10:30 am at Latham Square, 10:30 ribbon cutting etc.

**Summary of Q & A:**

- Stations aren’t bolted to the ground. After about one year, an evaluation will determine if sites need to be moved or expanded.
- This is probably the most equitable bike share program in US. There will be public data on usage available at [www.fordgobike.com](http://www.fordgobike.com). This data could be useful for Oakland’s bike plan update.
- A Bike East Bay intern has been hired to continue outreach.

- The City will continue to assist on logistics and marketing efforts led by non-profits.
- Bikes could be used for Bike Party (if they are returned during the rental time window).
- The OakDOT Director shared his experience with Bike Share in New York City, in particular suggesting that the flexibility provided is great for bicycle owners.
- Users that get flat tires should return it to the nearest dock and follow instructions, or contact the live operator that answers such calls.
- Transform and/or Bike East Bay could pursue promoting bicyclist safety education courses as part of the outreach.
- Demographic information on users would be interesting.
- There is currently no plan to expand the program further east: density of stations is what makes the program function.
- An affordable housing grant funded two stations near affordable housing sites.

Speakers other than commissioners: Tiff Mueller, Kent Lewandawski

## Item 7.

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

#### *Three-month look-ahead*

- Sarah Fine asked what type and frequency of updates BPAC would like on the bike plan. The scope and outreach plan could be shared in July, with more substantive items in August. She will discuss this further with the Chair and Vice-Chair.
- Menaka Mohan gave a preview on July's Public Places to Play item (*handout attached*). Also in July, Commissioner Kidd will be presenting the second item, with Sarah Fine and Commissioner Prinz collaborating on the third.
- Jason Patton stated that the goal is to schedule no more than three substantive agenda items per meeting.

#### *Suggestions for meeting topics*

- Presentation from a community group working on Saint Andrews Plaza pocket park (not time-sensitive).

#### *Announcements (other than those printed in the agenda)*

- Pedal Fest will be held on July 22 at Jack London Square.
- The Pedestrian Master Plan will be considered for adoption at the City Council meeting on Tuesday, June 20.

Meeting adjourned at 8:03 pm.

#### **Attachments** (*to be appended to adopted minutes*)

- PowerPoint: Building a Better OakDOT
- Updated schedule for Bike Share
- Handout: Transform Oakland's Streets! Request for Community Interest

*Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on June 19, 2017, with comments requested by 5pm, Tuesday, June 26 to [jstanley@oaklandnet.com](mailto:jstanley@oaklandnet.com). Revised minutes were attached to the July 2017 meeting agenda and adopted at that meeting.*

# BUILDING A BETTER OAKDOT

Big Plans, Short Shelves,  
New Ways of Doing Things

---



Ryan Russo  
Director, OakDOT

# Big Plans

Ped Plan  
Downtown Specific Plan  
Bike Plan

---



# Short Shelves

Transform Our Streets  
Bike Share

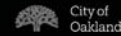
---



# Short Shelves

Complete Streets Paving

---



# New Ways

Design Guidelines  
Transit Coordination

---



# Under Construction

Signal Teams  
Quick Action In-House  
Vision Zero Strategy

---

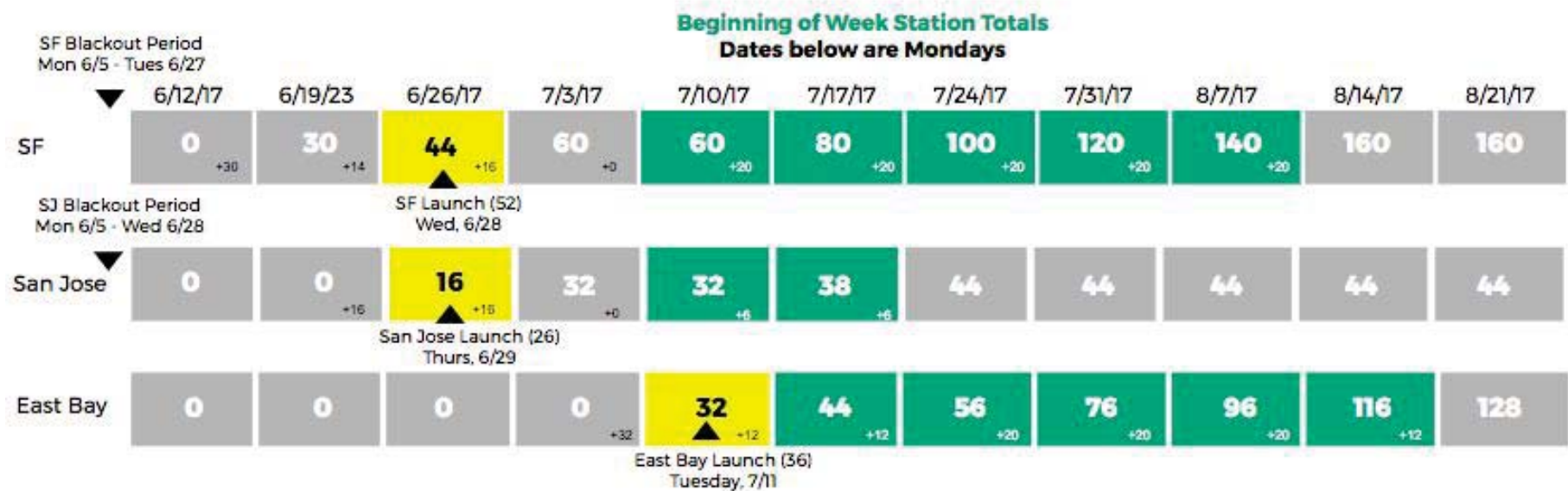


Thank you!  
[russo@oaklandnet.com](mailto:russo@oaklandnet.com)

---



# Proposed Deployment Calendar



# Transform Oakland's Streets! Request for Community Interest



City of  
Oakland

The Oakland Department of Transportation (OakDOT) is assessing community interest in transforming Oakland's largest asset—our streets—into vibrant public spaces. This new program would integrate art into everyday infrastructure through projects like creative crosswalks and intersection painting. Additionally the program would enable new public spaces such as plazas and parklets (see examples). OakDOT is seeking community partners to integrate art into everyday infrastructure to celebrate the spirit of Oakland.

This program would be community-led. Community members (including but not limited to individual residents, community groups, non-profits, institutions, schools, or businesses) would develop, design, and maintain the public spaces and artful infrastructure. OakDOT would request applications from the community and approve applications that meet certain criteria, and permit improvements. Additionally, OakDOT would require community members to enter into a maintenance agreement with the City.

To help shape the program, OakDOT is seeking feedback through this Request for Community Interest.

Report your interest here:

<https://beta.oaklandca.gov/services/transform-streets>

## Important Dates!

- OakDOT encourages potential applicants to respond to this Request by 5:00 p.m. (Pacific) on June 23, 2017
- Note that not responding to this Request does not preclude a future application
- Please send your questions to [mmohan@oaklandnet.com](mailto:mmohan@oaklandnet.com)

Click here to tell OakDOT your ideas!  
<https://beta.oaklandca.gov/services/transform-streets>



Plazas: Griffith Park Boulevard, Los Angeles CA



Painted Intersection: 64th and Marshall, Oakland CA



Creative Crosswalks: Capital Hill, Seattle WA



Parklets: 3860 MLK Jr. Way, Oakland CA



# Transform Oakland's Streets! Request for Community Interest



City of  
Oakland

Hello! Fill out this form if you're interested in transforming Oakland's streets into vibrant public space. Please note that this is not a final application, but a way to gauge your interest. It also helps us (OakDOT) improve community engagement in the process. Your input is valuable and we're excited to hear from you! Please fill out as much as you can.

Click here to learn more about the program and tell OakDOT your ideas!  
<https://beta.oaklandca.gov/services/transform-streets>

## Survey Questions:

1. Applicant Name
2. Organization Name
3. Type of organization
  - Individual
  - Non-Profit
  - Neighborhood organization
  - Business Improvement District (BID)
  - Other
4. Contact Information
  - Email
  - Phone
  - Website (if applicable)
5. What are you interested in? See examples on reverse side.
  - Plaza
  - Painted intersection
  - Creative crosswalk
  - Parklets
  - Other (i.e. paint under a bike corral)
6. Where are you proposing the improvement?
7. Describe the area where you are proposing the improvement. Is it close to shops and restaurants? Other open space, schools, or in a residential area?
8. What kind of feedback have you received or gathered from surrounding neighbors, business owners, or other community members? Please describe below.
9. Please list potential costs associated with the proposed improvement. This could include costs associated with paint, planters, chairs, benches, or tables.
10. How might you or your organization plan to maintain the improvement? Please describe any efforts to help with maintenance, such as recruiting volunteers or raising money.
11. Finally, OakDOT is seeking a name for this program! What are your suggestions?

Thank you for your interest! OakDOT will be in touch later this summer/early fall.