



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the November 15, 2018 meeting**  
**City Hall, 2<sup>nd</sup> Floor, Sgt. Daniel Sakai Hearing Room (aka Hearing Room 4)**

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/11-15-18-BPAC-Agenda.pdf>.

Meeting called to order at 6:05 pm by BPAC Chair, Midori Tabata.

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

At roll call, quorum was established with five commissioners present (X). One (-) was excused (provided notice of absence as specified in by-laws). One arrived later during the meeting (x).

Commissioners	Present
Reginald K Burnette Jr	X
Andrew Campbell	X
Christopher Kidd	
George Naylor	-
Mariana Parreiras	X
Midori Tabata (Chair)	X
Rosa Villalobos	X
Kenya Wheeler (Vice Chair)	x

Introductions were made.

- Other attendees: Brett Hondorp, Beth Martin, Phoenix Mangrum, Mitch Fine, Jon Bauer, Cory McCollow, Ana Sloan, Silvia McCollow, Jesse Jones, and Robert Prinz
- Staff: Jason Patton, Noel Pond-Danchik, David Pene, Brytane Brown, Hank Phan, Lily Brown, and Bruce Williams

**Item 2. Approval of meeting minutes**

→ A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from October 18, 2018** was made (Parreiras), seconded (Villalobos), and approved by consent. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

Jason Patton announced that Item 6. OakDOT Organizational Update is postponed and will be rescheduled. Due to air quality issues, the presenter was not able to attend.

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

- Mitch Fine noted his concern about e-scooters riding on the pedestrian walkway around Lake Merritt.
  - Commissioner Tabata replied that the commission is working to improve relationships with the Oakland Police Department.
  - Jason Patton, OakDOT staff, noted that the applicable regulations are different for public right-of-way and for parkland. He offered to continue the conversation further offline and recommended the Legislative Committee consider the issue of bikes in designated parkland.

- Ana Sloan (Manager) and Cory and Silvia McCollow (Owners) of NIDO Kitchen & Bar, expressed concerns regarding a condition of approval on their project to build a new restaurant, Nido's Backyard. The condition requires pedestrian safety and access improvements across Embarcadero at Oak St. They are concerned that the cost of the improvements is a burden on their business.
  - Jason Patton, OakDOT staff, offered to follow up with them outside the meeting.

**Item 4. Committee Report Back** (*list of committees and liaisons attached*)

Committees of the BPAC with activities in the past month provided brief updates to the Commission. A list of active committees is attached.

- The Legislative Committee is researching lowering speed limits in school zones. California Assembly Bill 321 allows engineers to lower speed limits near schools without a traffic study to 15 MPH and can extend the length of 25 MPH zones around a school. California Assembly Bill 539 allows double fines in school zones where speed limits cannot be lowered beyond 25 MPH. These changes have been implemented in many cities across the state. The Committee is looking at grants to fund the implementation of the changes and will conduct outreach with the schools and OakDOT staff.
- The Infrastructure Committee met November 1. They discussed with OakDOT staff the pedestrian crossing signs and bollards to protect the signs along Fruitvale Ave which create a pinch point for cyclists and cause drivers to swerve into the bike lanes. No immediate solution was determined but staff will return in January with ideas. The Committee also discussed the 2019 Paving Plan. Notes from the meeting will be posted at <https://docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA/edit?ts=5a30853e>.

**Item 5. Let's Bike Oakland Update** (*presentation and map handout attached*)

Lily Brown, project manager of Oakland's bike plan update, and Brett Hondorp from Alta Planning + Design, provided an overview of the plan's draft programs and network. The team shared how these draft recommendations were informed by the plan's extensive outreach process over eight months to date and shared an overview of the draft network methodology. Next, they are looking to get feedback on their draft network and prioritizing routes. See the attached presentation and proposed bikeway network map for more details.

Summary of Discussion:

- Seminary Ave. needs treatment (seconded) especially up to Mountain Blvd. It seems unlikely that people will ride on 73<sup>rd</sup> Ave.
- The plan will include recommendations on aspects other than infrastructure including programs and policies such as using Martin Luther King Jr. Library as a hydration and fix it station, having full time bike mechanics at the libraries, more books and DVDs about biking in the libraries, stipends for groups like the Scraper Bike Team to lead bike rides, and the Open Streets Program.
- There should be better integration of bicycling programs with Oakland Unified School District in East Oakland, embedding bicycling programs into the curriculum
- What kinds of additional staff and resources might be needed going into the new two-year budget cycle so that the Commission can make recommendations?
- Low stress must be addressed especially on streets with transit like MacArthur Blvd and Seminary Ave.
- The new bike plan needs to acknowledge scooter and other shared mobility use and their implications for bike lanes, bike parking, etc.
- The plan needs to address speed limits, traffic calming and other speed related measures.

- One way and two-way protected bikeways should be differentiated on the map although in general, two-way protected bikeways should be used on one-way streets, or the one-way streets should be converted to two-way, to deter wrong way bicycling.
- You can comment on the draft network here: <http://www.letsbikeoakland.com/survey/#/home>

Speakers other than commissioners: Hank Phan, Jon Bauer, Robert Prinz, Jason Patton

**Item 6. OakDOT Organizational Update**

This item was postponed and will be rescheduled. Due to air quality issues, the presenter was not able to attend.

**Item 7. Measure KK FY17-18 Transportation Expenditures** *(presentation attached)*

Bruce Williams, DOT Funding Program Manager, discussed the programming and spending of the Measure KK transportation funds to date. Measure KK was a bond approved in 2016 which provided \$350 million (out of \$600 million total) to transportation over 10 years. The bond has an equity component to its projects which will be considered more heavily in spending the bond money moving forward. See the attached presentation for more details.

Summary of Discussion:

- There was an input process for the public to suggest projects for the Capital Improvement Program (CIP) which will be determined and funded using an equity lens. The CIP project choices will be open to public comment. Williams can return with a report to the Commission when a draft list of CIP projects is available for comment.
- There is an advisory committee to address how Measure KK funds are spent.
- The existing and future Bike Plans relate to KK funds in that the associated costs must be evaluated through the CIP process to decide how much KK money they will receive, but the Plans’ priorities supersede CIP prioritization.
- The money could be used to fund traffic signal updates or ADA compliance updates.

Speakers other than commissioners: Brenden Pittman, Jason Patton, Jesse Jones

**Item 8. Repairing Telegraph** *(presentation and curb management handout attached)*

Hank Phan, Transportation Planner, Planning & Project Development Section of OakDOT, provided an update on the Repairing Telegraph project. He reported on project background and concept design for Telegraph Avenue from 42<sup>nd</sup> Street to 52<sup>nd</sup> Street. The project is on a fast track due to a City Council directive to have a continuous bikeway and paving up to the Berkeley border. The team did a merchant survey, “user survey” and tabled at events during the summer and early fall to hear from stakeholders. From the approximately 1,500 survey responses, about seventy-five percent of respondents voted for a parking protected bike lane option over a buffered bike lane option. The project design includes parking protected bike lanes, converting Shattuck Ave between 46<sup>th</sup> St and Telegraph Ave into a pedestrian plaza, painted areas for scooter and dockless bikeshare, geofencing Uber and Lyft drop of zones, and more commercial loading zones, among other changes. See the presentation and handout for more details.

Summary of Discussion:

- The design team is working with AC Transit to designate a queue-jump for the bus/bike lane but that type of change it is not within the purview of the project

- Acknowledging that cars in the bike lanes on lower Telegraph are a problem, this is addressed by creating smaller, six foot entrances to the bike lanes with bollard posts, using bollard posts as barriers between the parking spaces and bike lanes, and painting the bike lanes green with bicycle and scooter stencils.
- There were multiple concerns that the controversial changes on lower Telegraph were not evaluated before implementing a similar modification to upper Telegraph due to the rushed time frame. The project is in a prominent area and includes risky and untested aspects like bus boarding islands.
- There were visibility concerns about the parking protected bike lanes for turning vehicles.
- There was a concern that the people could have responded to the survey more than once, skewing the results. It was suggested that the consultants review the responses.
- The proposal shown will go to Public Works Committee on December 4 and to City Council on December 11<sup>th</sup>.
- There was a concern of the efficacy of the rumble strips which were suggested by the DOT director and have been used in New York City.
- It can be difficult to convince Uber and Lyft to force their drivers to use the geofenced zones so there should be an additional enforcement aspect to ensure drivers are using the zones.
- Time-of-day loading zones like the ones proposed here should be implemented throughout the city especially in downtown.
- There was a concern about the compliance of scooter drivers parking scooters in designated zones.
- Signage may help turning vehicle drivers to expect bicyclists.
- There was a concern about the transparency and neutrality of OakDOT staff because staff claimed they would present the two options (buffered or parking protected bike lanes) to City Council but they are presenting only the parking protected option. The online map is misleading in only showing the parking protected option. (Reiterated by Parreiras)

→ A motion to **extend the meeting by 15 minutes** was made (Parreiras), seconded (Wheeler), and approved by consent.

- There were visibility concerns about the parking protected bike lanes. Obstacles like dumpsters, parked cars, and people in the bike lane are another concern, forcing bicyclists to swerve in unpredictable ways. If the bike lane is narrower than on lower Telegraph, bicyclists will have nowhere to go.
- The bus boarding islands on lower Telegraph are too dark and should have barriers on the back so pedestrians cross at only one point.
- The design on Mission St in San Francisco with one dedicated bus/bike lane could be considered as an alternative.

→ A motion to **formally oppose the parking protected bike lane design** was made (Parreiras), and seconded (Burnette Jr.). Three commissioners voted in favor (Burnette Jr., Parreiras, and Villalobos) and three commissioners abstained (Campbell, Tabata, and Wheeler). The motion did not pass.

- Brytanee Brown, the lead on the team designing the project, asked opponents to propose an alternative that takes equity, small businesses, bicyclists, and pedestrians into account. You can email her at [BRBrown@oaklandca.gov](mailto:BRBrown@oaklandca.gov).
- The buffered bike lane option was recommended by Jon Bauer and Mariana Parreiras.

Speakers other than commissioners: Brytanee Brown, Jon Bauer, Tom Holub

→ A motion to **extend the meeting by 5 minutes** was made (Wheeler), seconded (Burnette Jr.), and approved by consent.

**Item 9. Annual Open Forum Committee Report** (*report attached*)

Midori Tabata (chair) from the Open Forum Committee reported back on the status of items presented to the BPAC by the public in 2018. See the attached report for more details.

→ A motion to **endorse the report and include it in the annual report which goes to the Public Works Committee** was made (Campbell), seconded (Wheeler), and approved by consent.

**Item 10. Three-month look-ahead, suggestions for meeting topics, announcements**

See the agenda packet for the listed three-month look-ahead and announcements.

*Three-month look-ahead*

- Look out for a BART update from Mariana Parreiras and colleagues next month (December).

*Suggestions for meeting topics*

- CIP Project Update (Tabata)
- Bike Plan Programs and Policies (Campbell)
- Reschedule the OakDOT Organizational Update which was postponed from this meeting

*Announcements (handouts attached)*

- From Ali Schwartz who will be presenting on this project next month: Estuary Park Community Meeting on December 5, 2018 from 6pm – 8pm at Jack London Aquatic Center (115 Embarcadero, Oakland, Ca 94606). See [www.oaklandca.gov/projects/estuary-park](http://www.oaklandca.gov/projects/estuary-park) to learn more about the project and email [a.sabo@circlepoint.com](mailto:a.sabo@circlepoint.com) to RSVP and indicate if you require translation services.
- From Chris Kitner: Rich City Rides Presents: Mobility4All with Dr. Adonia Lugo on Sunday, December 2<sup>nd</sup> from 4pm – 6pm at Your Way Pizza (1428 Macdonald Ave, Richmond, CA). This panel discussion, co-sponsored by Transport Oakland, and East Bay For Everyone, will feature Dr. Adonia Lugo, author of “Bicycle/Race: Transportation, Culture & Resistance”, Najari Smith of Rich City Rides, and leaders from Oakland’s Red Bike & Green and the Scraper Bikes. See <https://docs.google.com/document/d/1UKAduFVdcJgWKvqcGij7zT4CeRZ0yZaXcBN9vuskmKY/edit#heading=h.f49owmcunu5v> for more information.
- From Commissioner Burnette Jr: A community bike ride in memory of Deontae Bush is being organized for November 27<sup>th</sup> on 35<sup>th</sup> Ave. Commissioner Burnette Jr will share details as he receives them.

Meeting adjourned at 8:36pm.

Minutes recorded by Noel Pond-Danchik, Bicycle & Pedestrian Program Staff, emailed to meeting attendees for review on Wednesday, November 21, 2018, with comments requested by 5pm, Thursday, December 6, 2018, to [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov). Revised minutes will be attached to the December, 2018 meeting agenda and considered for adoption at that meeting.

## November 2018 BPAC Agenda Item #4 Attachment

### Active BPAC Committees/Task Forces/Liaisons

Committee Name / Liaison Role	Date Created	Purpose	Commissioners	Community Members	Status
Bike Plan Update Committee	10/19/17	Advise staff on the update to Oakland's Bicycle Plan	Naylor, Tabata, Wheeler	Robert Prinz, Chris Hwang, Chris Kintner, Matt Ward	active
Infrastructure Committee	2/16/17	Review and comment on the design of projects	Tabata, Burnette Jr, Naylor, Parreiras	Robert Prinz, Phoenix Mangrum	ongoing
Legislative Committee	6/21/18	Research and develop policy recommendations for consideration by the BPAC	Kidd, Naylor, Parreiras, Wheeler	Chris Kintner and Phoenix Mangrum	ongoing
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	5/17/18	Monitor Committee activities and report back to the BPAC	Naylor; Kidd (substitute)		active
Liaison to Mayor's Commission on Persons with Disabilities	5/17/18	Monitor MCPD activities and report back to the BPAC	Campbell; Parreiras (substitute)		active
Liaison to Police Commission	9/20/18	Monitor Commission activities and report back to BPAC	Naylor		active
Open Forum Committee	3/17/16	Review and analyze comments received during Open Forum	Kidd, Tabata, Villalobos		ongoing
Committee to Address Police/Bike-Ped Interactions	9/20/18		Wheeler, Naylor	Tom Holub	active



Pamela Palma



# Let's Bike Oakland Oakland's Bike Plan

Bicycle and Pedestrian Advisory Commission





# What We'll Cover

- New Approach
- Network methodology
- Discussion





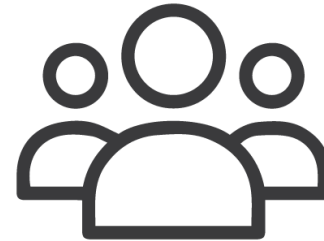
# Bike Plan Focus

- Updating the existing Plan's vision, goals, and policies with a focus on **equity**
- Engaging Oaklanders and **empowering local community** organizations to be leaders in this update
- Developing an action plan with performance measures for increasing the number of people who bike, decreasing bicyclist crashes, and improving the quality of bikeways to serve **all ages and abilities**



# New Approach

- A representative **survey**  
to learn about Oaklanders' experience biking
- A **race and equity framework**  
to guide plan analysis, plan recommendations, and engagement
- New engagement strategies: partnering  
with **community -based organizations**  
to reach underrepresented Oaklanders, host community workshops and help guide the plan recommendations
- New outreach strategies: extensive use of **digital engagement tools + in person mobile workshops**  
to meet people where they're at, including across the City



# By the Numbers

1,317

subscribers on our mailing list

2,914

people engaged in person

472

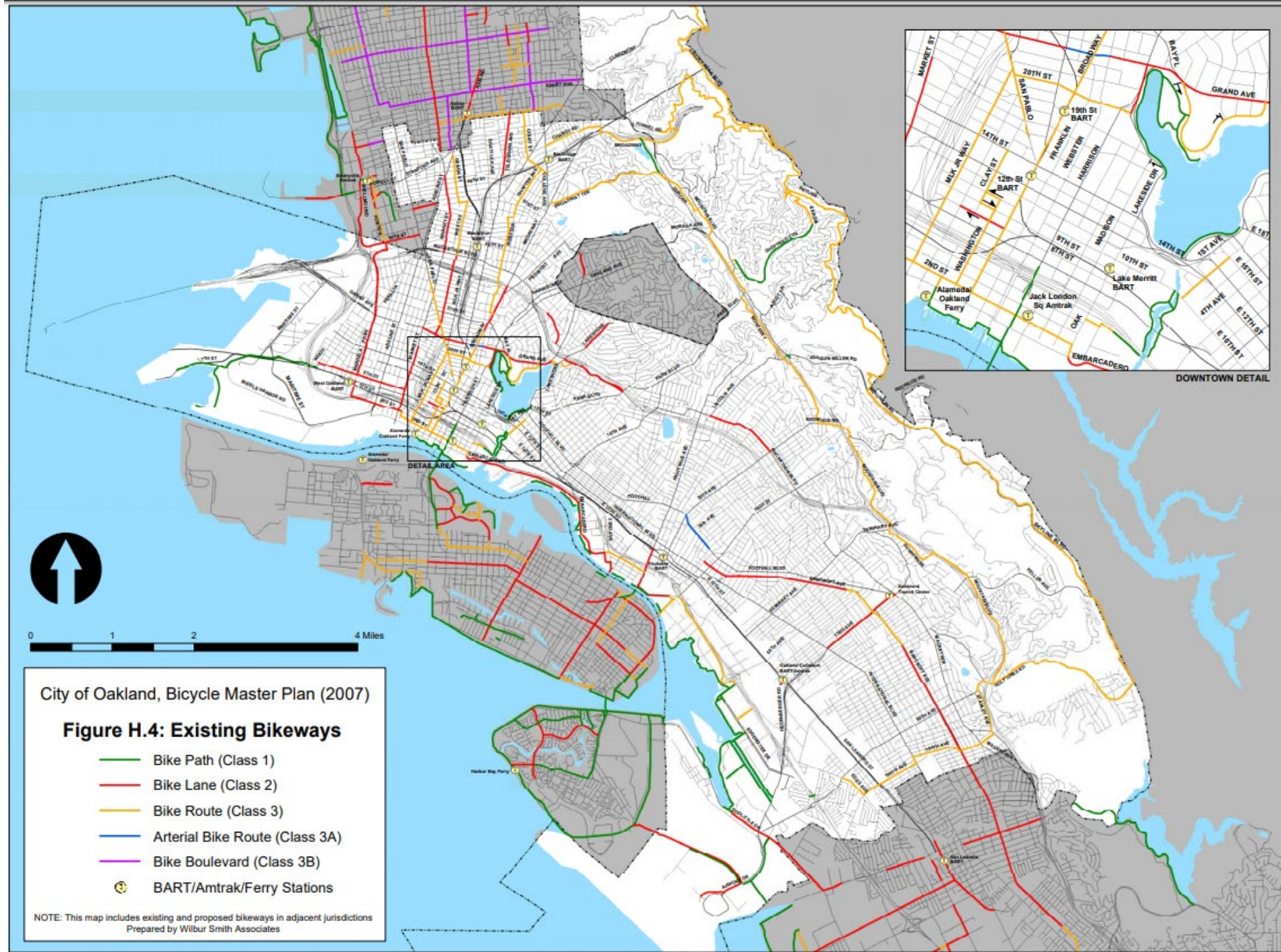
staff hours in community

46

community meetings or events

# Network Methodology

# 2007 bikeway network



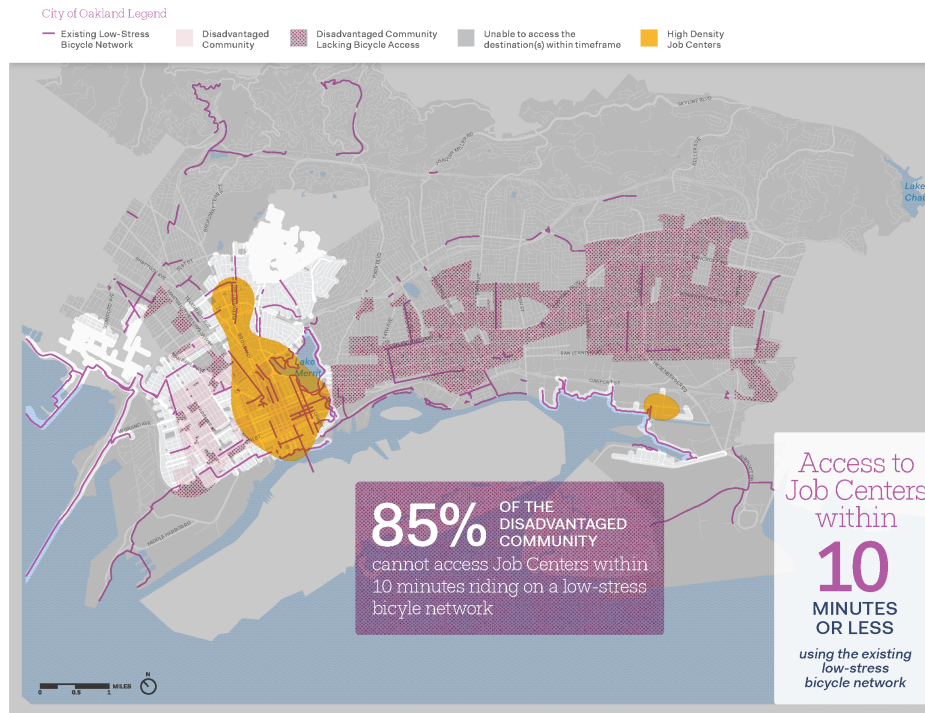
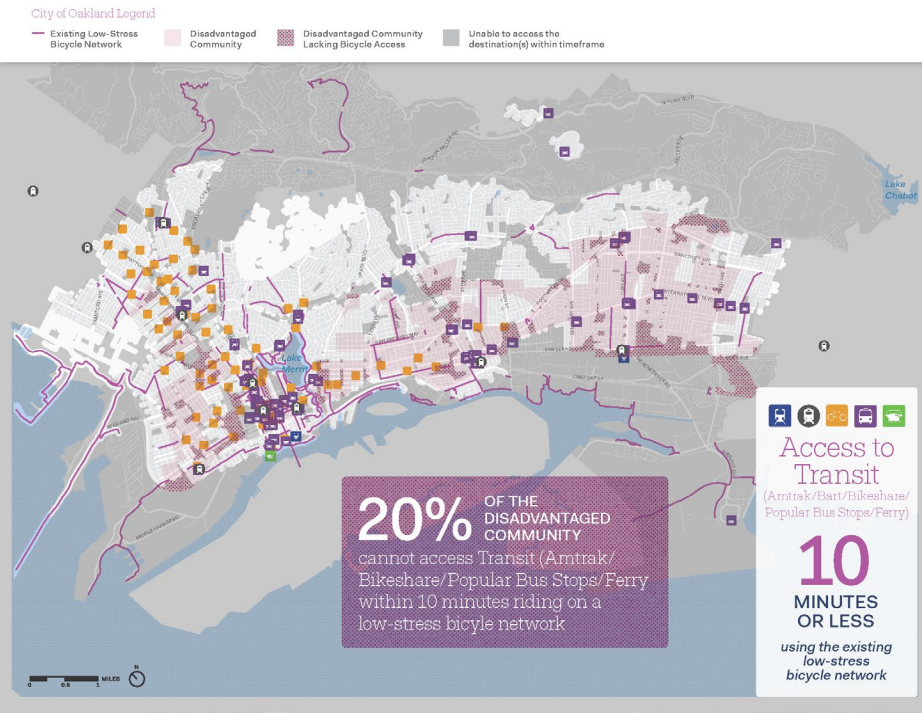
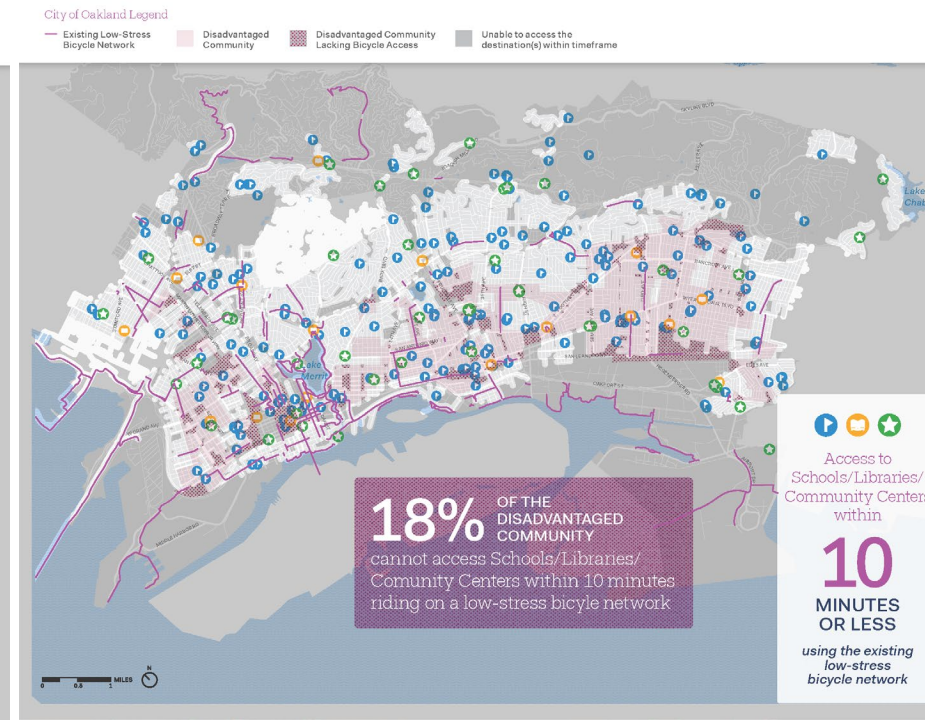
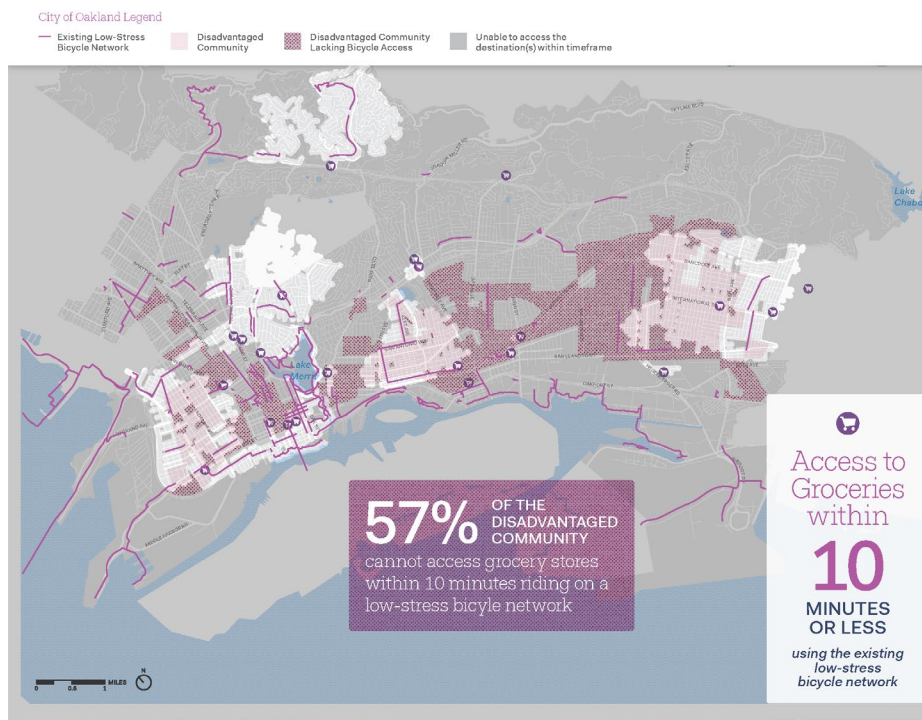


# Existing bike way network

Only **6%** of roadways have **LOW STRESS BIKEWAYS**

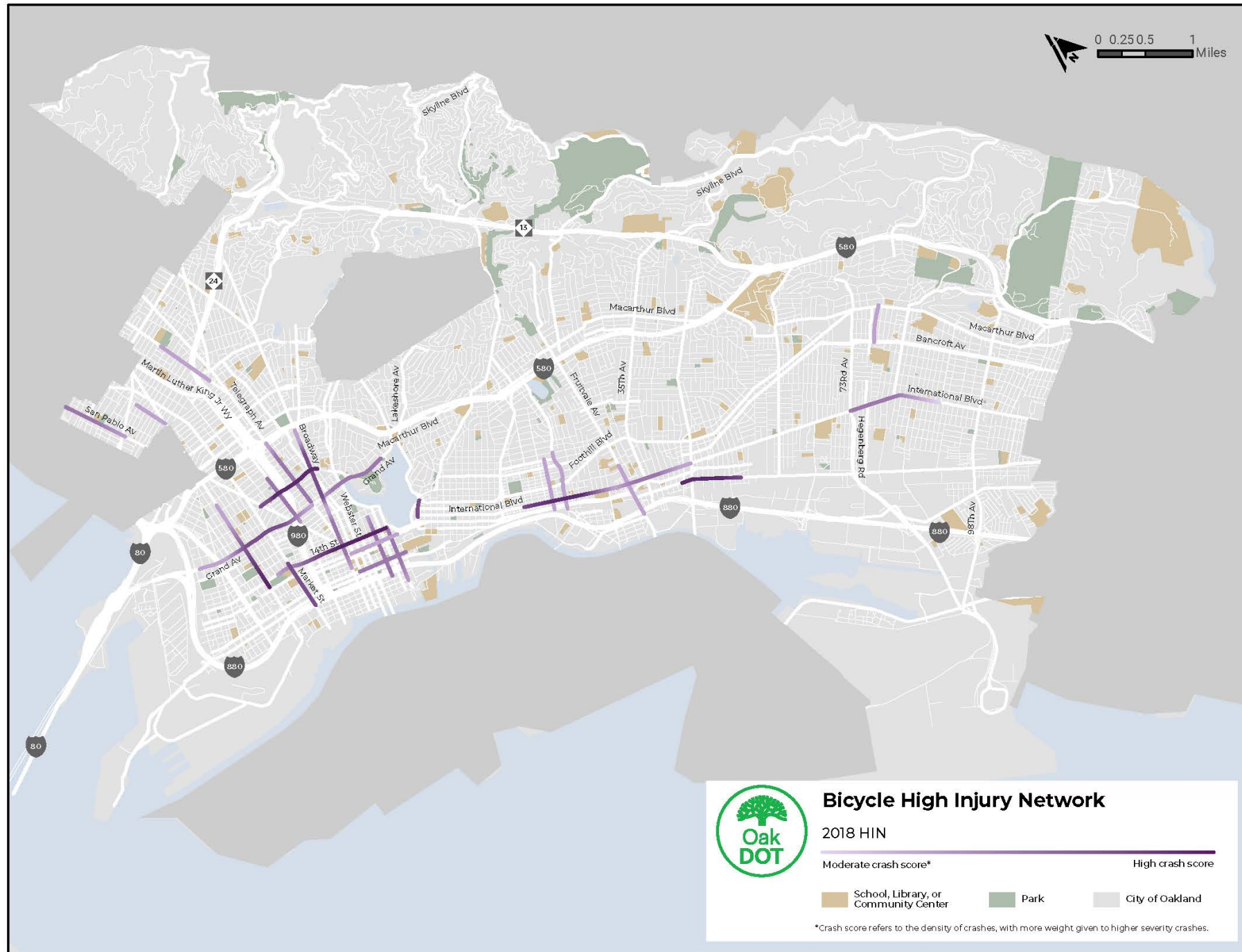
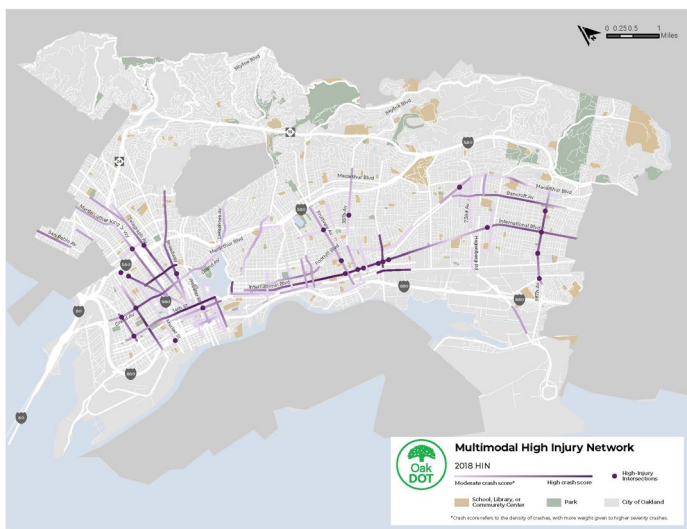


# Access to Key Needs



# High Injury Network

This network is identified by weighting all bike crashes by their severity and can be used in prioritizing safety improvements.







# Network Methodology

## Make it Local

Not every bike trip is for commuting to work, and residents need to be able to access local destinations.

## Make it Low Stress

Nearly half of Oaklanders who bike prefer to bike on low volume streets or streets with separated bikeways.

## Make it Connected

The proposed bikeway network will look to close gaps in the existing bikeway network.





# Feasibility Screening

- Travel Lane Widths
- Parking
- Travel Lane Reduction
- AC Transit Route
- Freight Route





# Proposed bikeway network



**City of Oakland Recommended Bikeways**

Existing	Recommended		
--- Class IV Protected Bike Lane	--- Class I Bike Path	■ School, Library or Community Center	■ Park
--- Class II Bike Lane	--- Class II Buffered Bike Lane	■ City of Oakland	● BART Station
--- Class III Bike Route	--- Class IIIA Arterial Bike Route	--- Corridor Study	
--- Class IIIB Bicycle Boulevard			

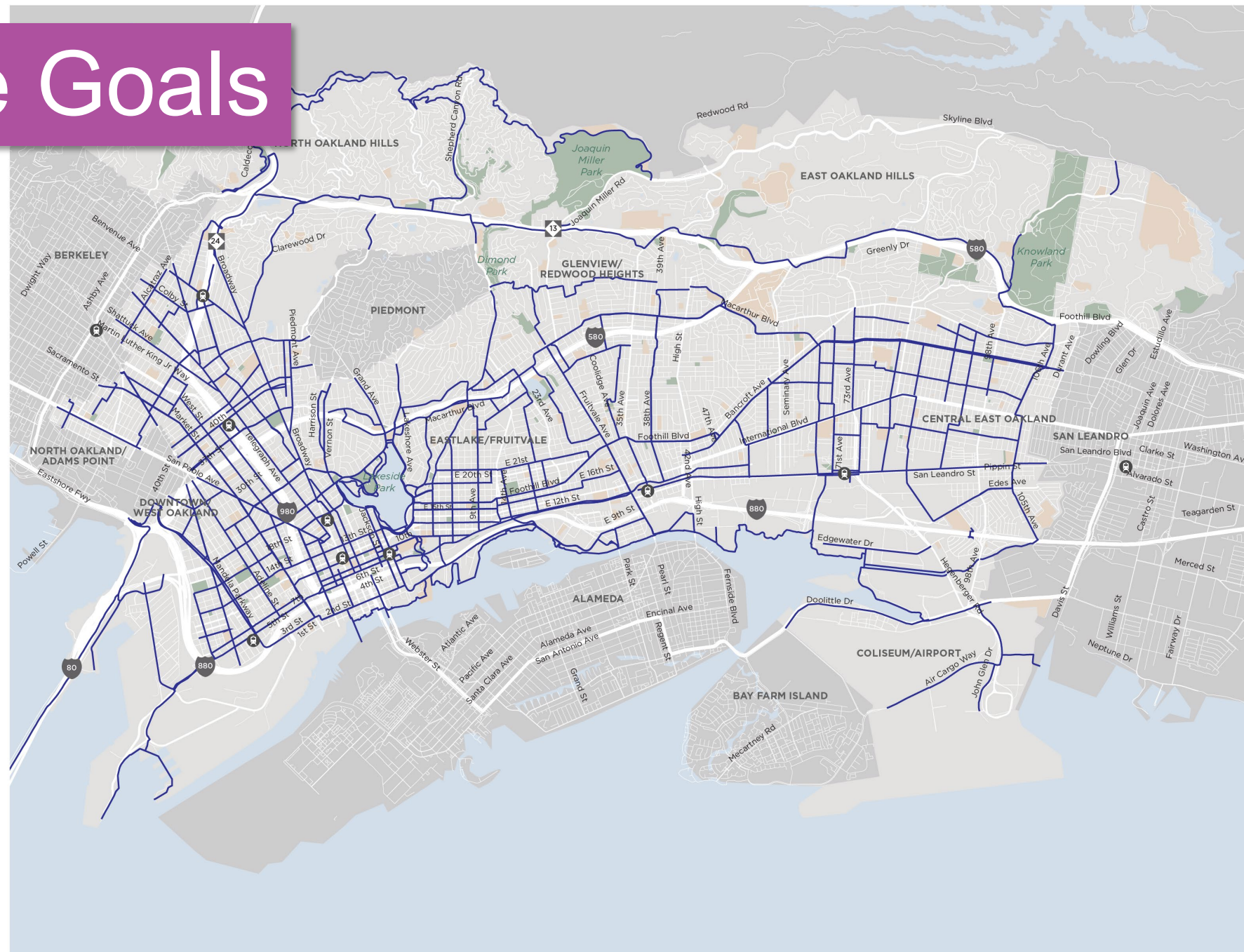
LET'S GO OAKLAND

0 0.5 1 MILES



# Performance Goals

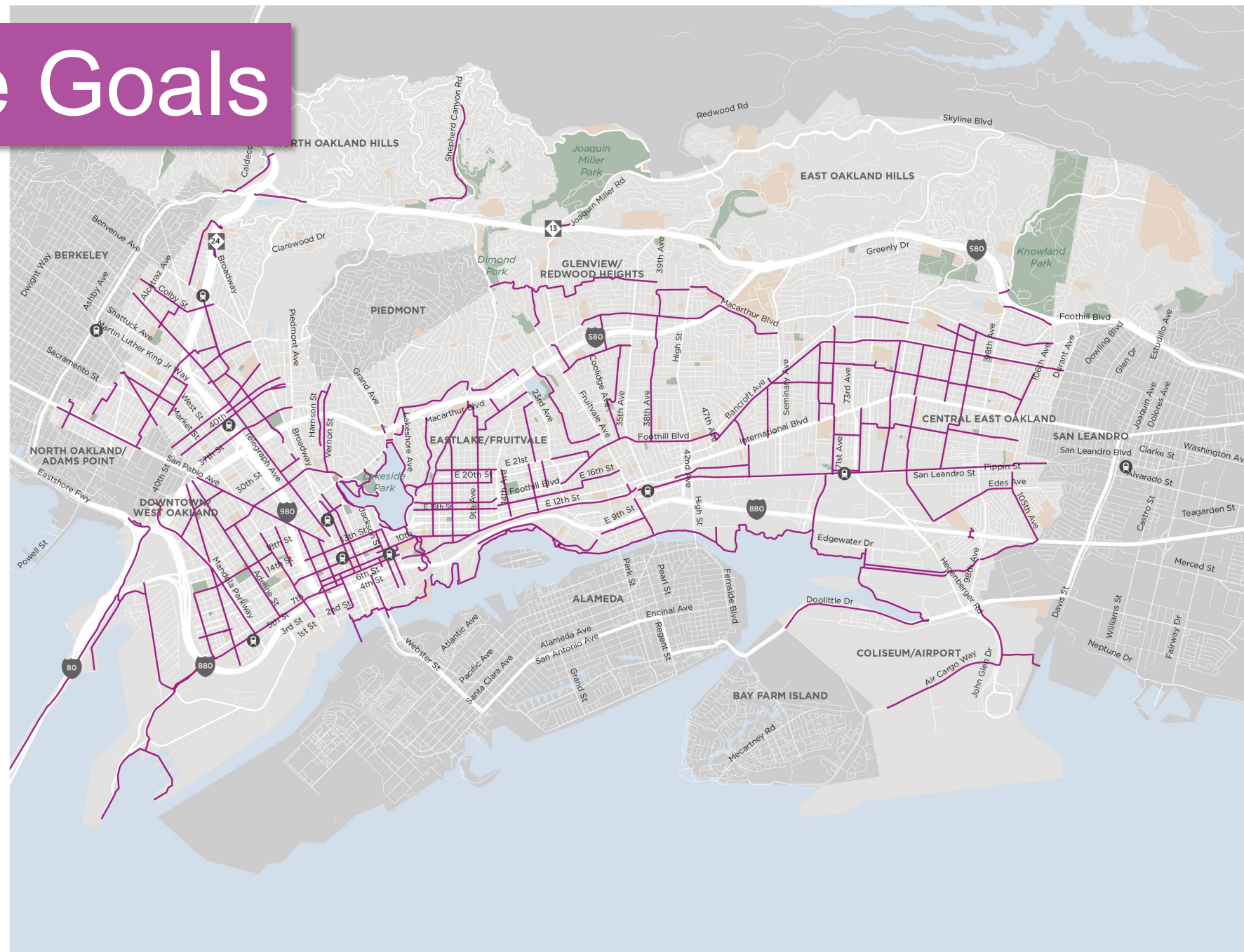
The Bike Network:  
LTS 3 or less





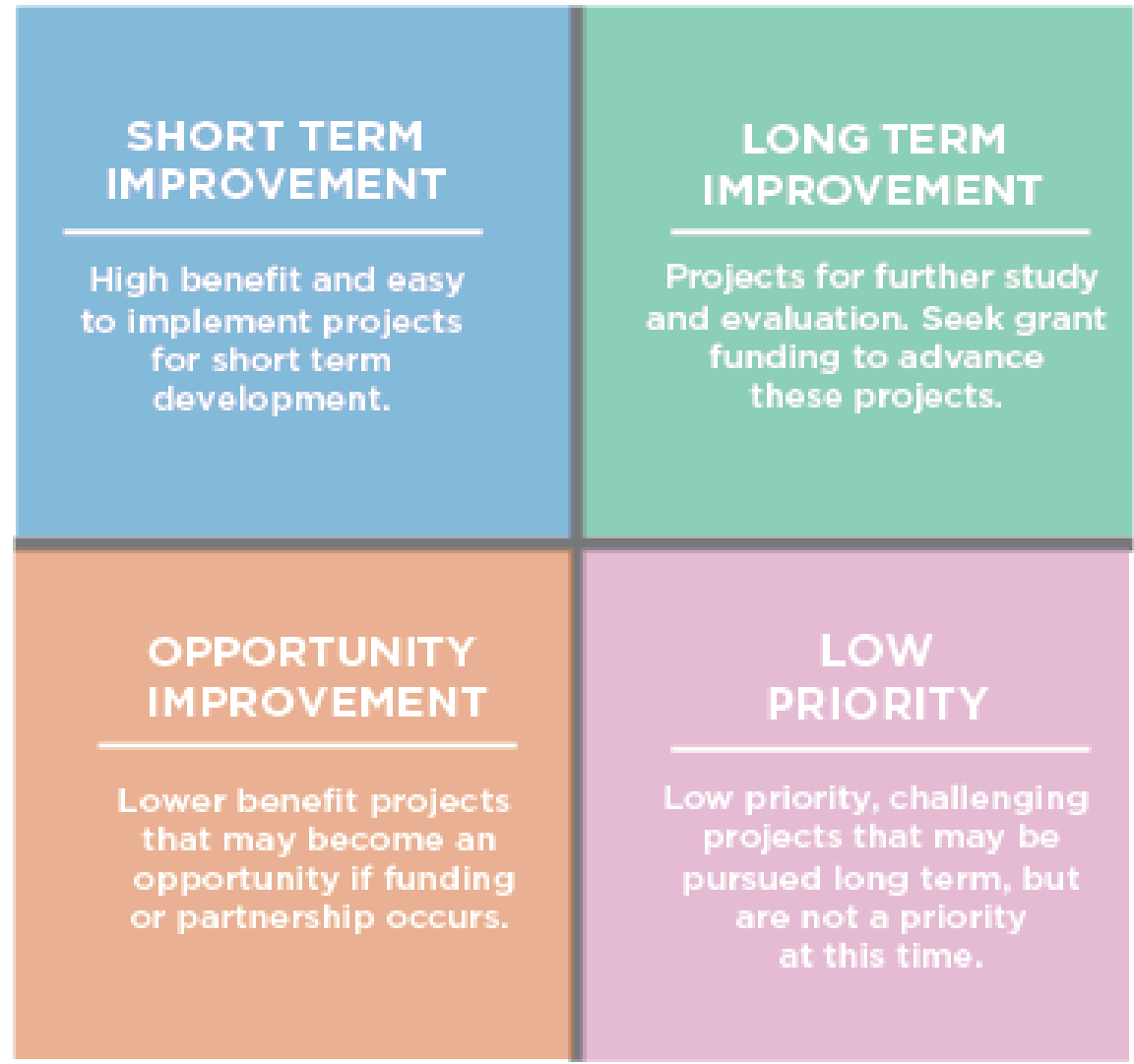
# Performance Goals

The Family Network:  
LTS 1 and  
LTS 2



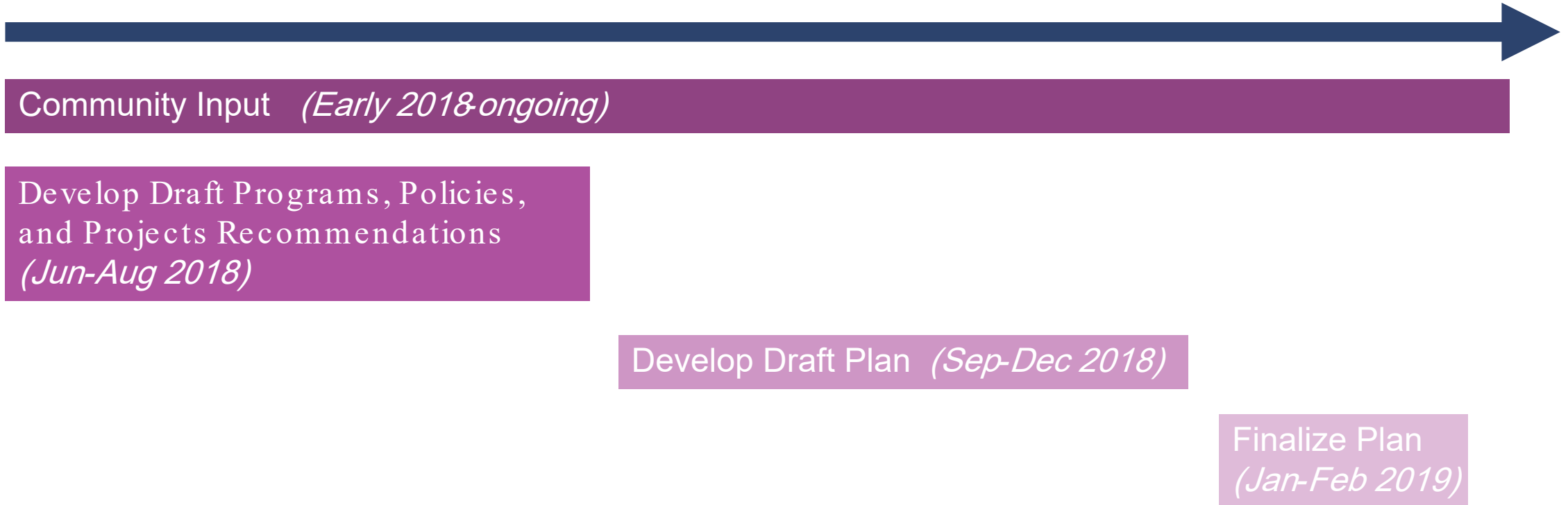
# Project Prioritization

1. Equity
2. Major Destination Connectivity
3. Gap Closure
4. Collision Reduction



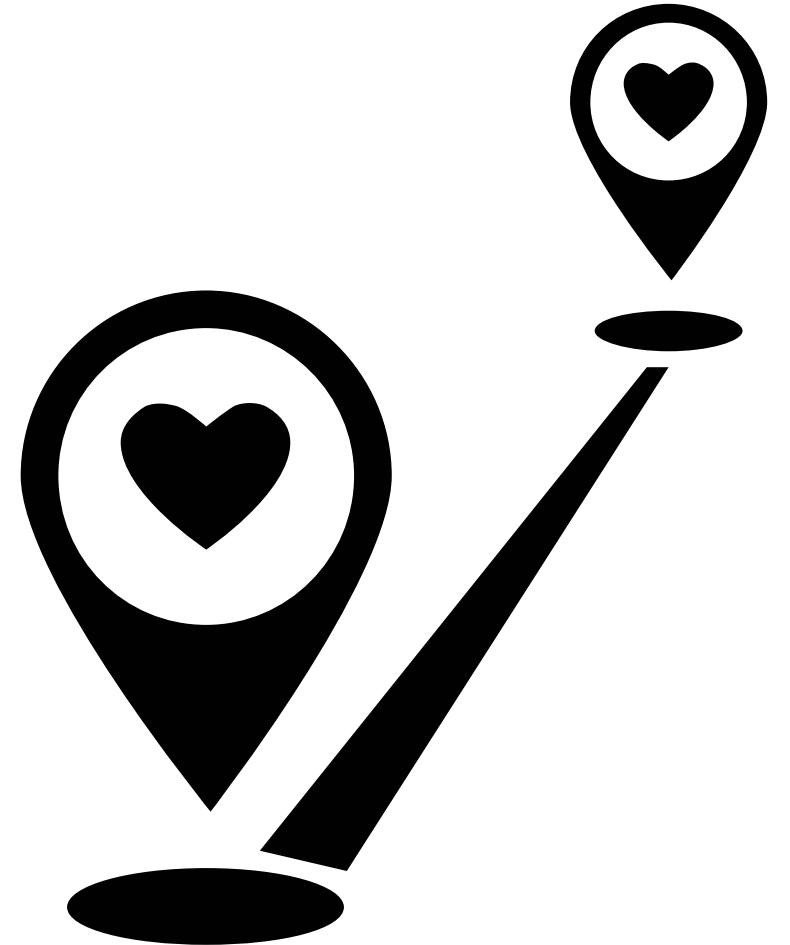
1. Project Complexity
2. Repaving Schedule

# Timeline

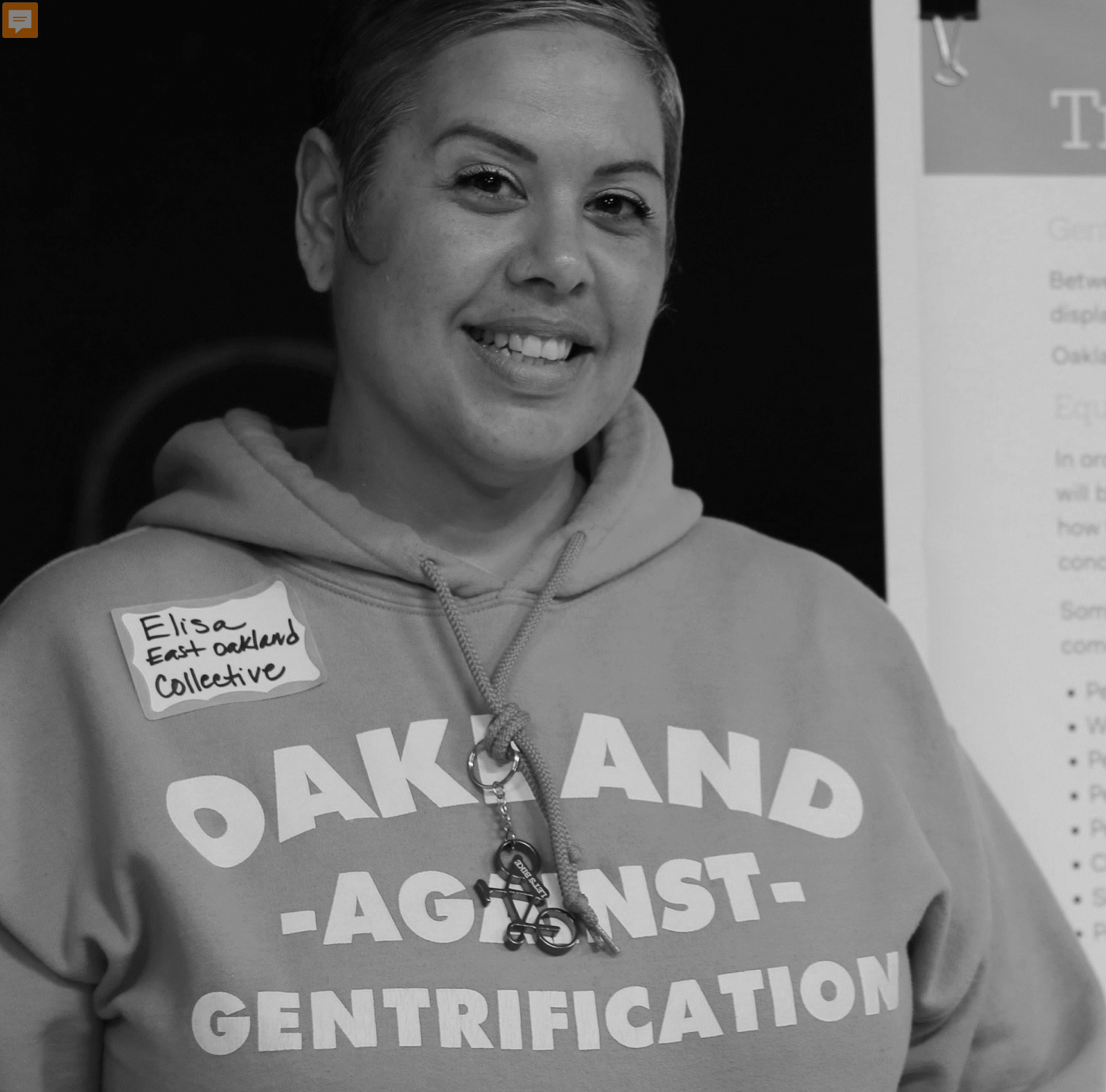


# Let's discuss

What are your thoughts and concerns about the proposed network? Any additional connections we should consider?







# Transportation for All

Thank you

## Gentrification

Between 2013 and displacement in the Oakland.

## Equity Framework

In order to address gentrification and displacement, the City will be using an Equity Framework as guidance to evaluate how the plan will impact neighborhoods and address concerns from the community.

Some groups of Oaklanders face greater barriers when it comes to accessing transportation, including:

- People of color
- Women
- People of no- and low-income
- People with limited English proficiency
- People with disabilities
- Children and seniors
- Single parents
- People who don't own cars or do not drive

- Existing projects
- Existing projects
- Existing projects
- Existing projects
- Existing projects

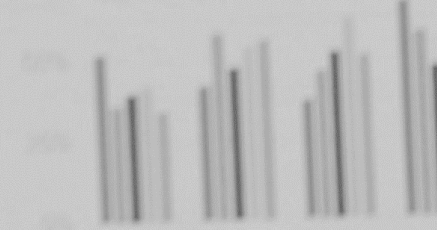


Source: Urban Strategies

### Concerns by

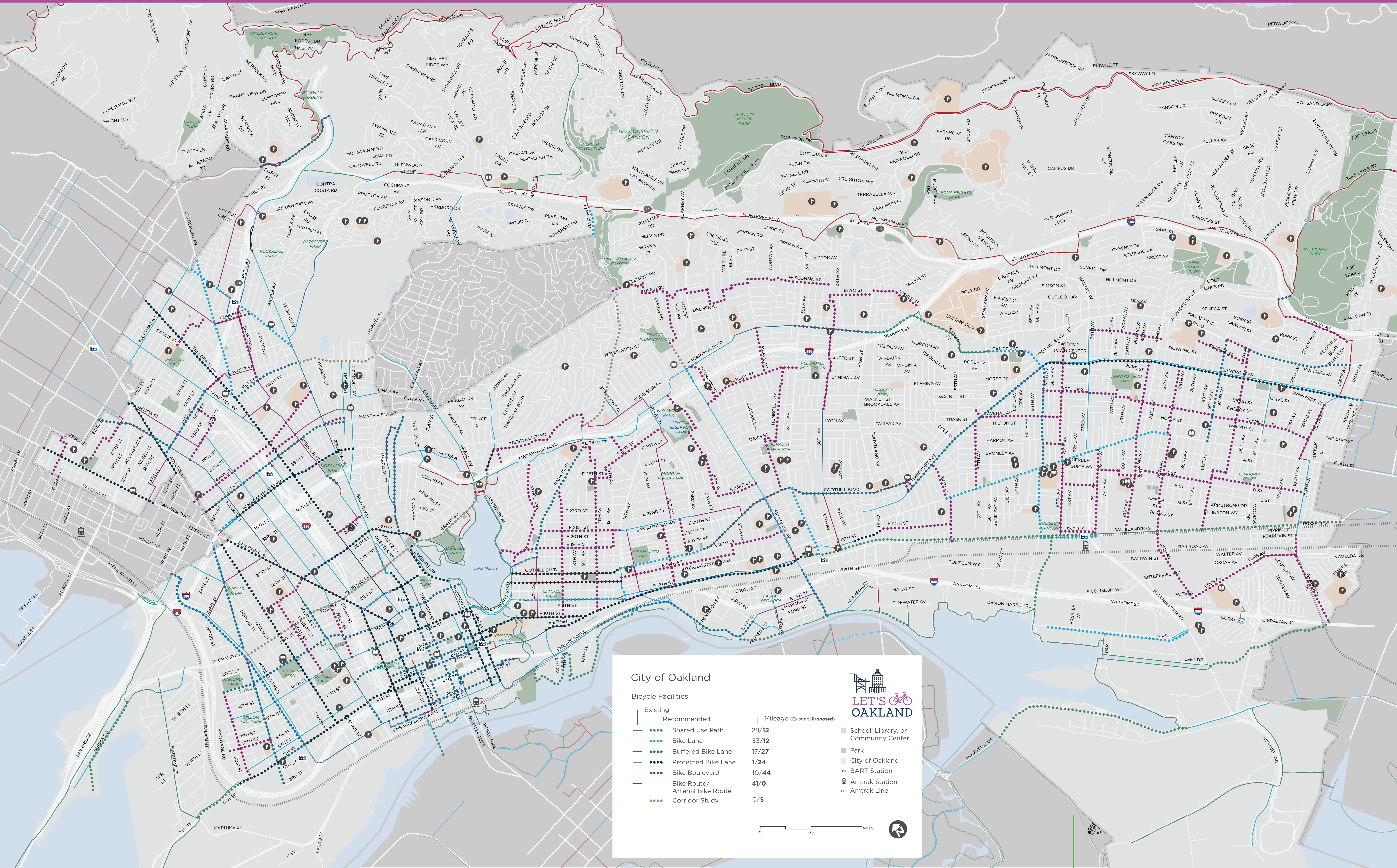
### % Agreed - People of Color Concern

- People of Color in East Oakland
- People of Color in East Oakland
- People of Color in Prohibits
- People of Color in Prohibits
- All Respondents



# Existing & Recommended Bikeways

LET'S  OAKLAND



# Measure KK – Progress Report to BPAC

Bruce Williams, Funding Program Manager

## Measure KK - approved November, 2016

“To improve public safety and invest in neighborhoods throughout Oakland by re-paving streets to remove potholes, rebuilding cracked and deteriorating sidewalks, funding bicycle and pedestrian safety improvements, funding affordable housing for Oaklanders, and providing funds for facility improvements, such as, neighborhood recreation centers, playgrounds, and libraries”

# Measure KK – Infrastructure and Affordable Housing Bond

- Streets and Roads \$350 million
- Facilities \$150 million
- Affordable Housing \$100 million
  
- Total \$600 million

Presumed to be spent over 10 years (~ \$35 million per year)

# Measure KK – Transportation

Initial “tranche” of KK bond funds:

- Paving \$25.0 million
- Complete Streets Capital \$5.0 million
- ADA Curb Ramps \$3.6 million
- Bicycle Streets Paving \$3.0 million
- Sidewalk Repairs \$2.0 million
- Safe Routes to Schools \$2.0 million
  
- Total \$40.6 million

# Measure KK – Transportation Spending

Transportation Program Name	Total Funding	Funds Spent as of 11/1/18	Funds Committed	% spent/encumbered
Paving	\$25,000,000	\$9,364,964	5,581,990	60%
Complete Streets Capital	\$5,000,000	\$85,612	\$641,264	15%
ADA Curb Ramps	\$3,600,000	\$401,878	\$85,176	14%
Bicycle Streets Paving	\$3,000,000	\$38,192	\$7,970	2%
Sidewalk Repairs	\$2,000,000	\$497,204		25%
Safe Routes to School	\$2,000,000	\$18,350	\$144,644	8%
<b>TOTAL</b>	<b>\$40,600,000</b>	<b>\$10,406,200</b>	<b>\$6,461,044</b>	<b>42%</b>

# Updates on Projects

Paving, Bike Paving, Sidewalks, Curb Ramps:

- Next major contract (early 2019) will commit all remaining available funds
- Bicycle Street Paving, Sidewalks and Curb Ramps funding will all be included in that same contract
- Substantially all funds should be committed by early 2019



# Updates on Projects

## Complete Streets Capital

- Matches existing grants
- Currently providing local match funds for:
  - 7<sup>th</sup> Street West Oakland project (in construction)
  - 14<sup>th</sup> Street Safe Routes in the City (in design)
  - Several Highway Safety Improvement Program projects (in design)
  - International Blvd Ped Improvements (starting construction)
- All funds will be committed by mid 2019

# Updates on Projects

## Safe Routes to Schools

- Six Schools in design process
- Design will be completed in early 2019
- Construction is anticipated for mid-late 2019.

# Next Steps

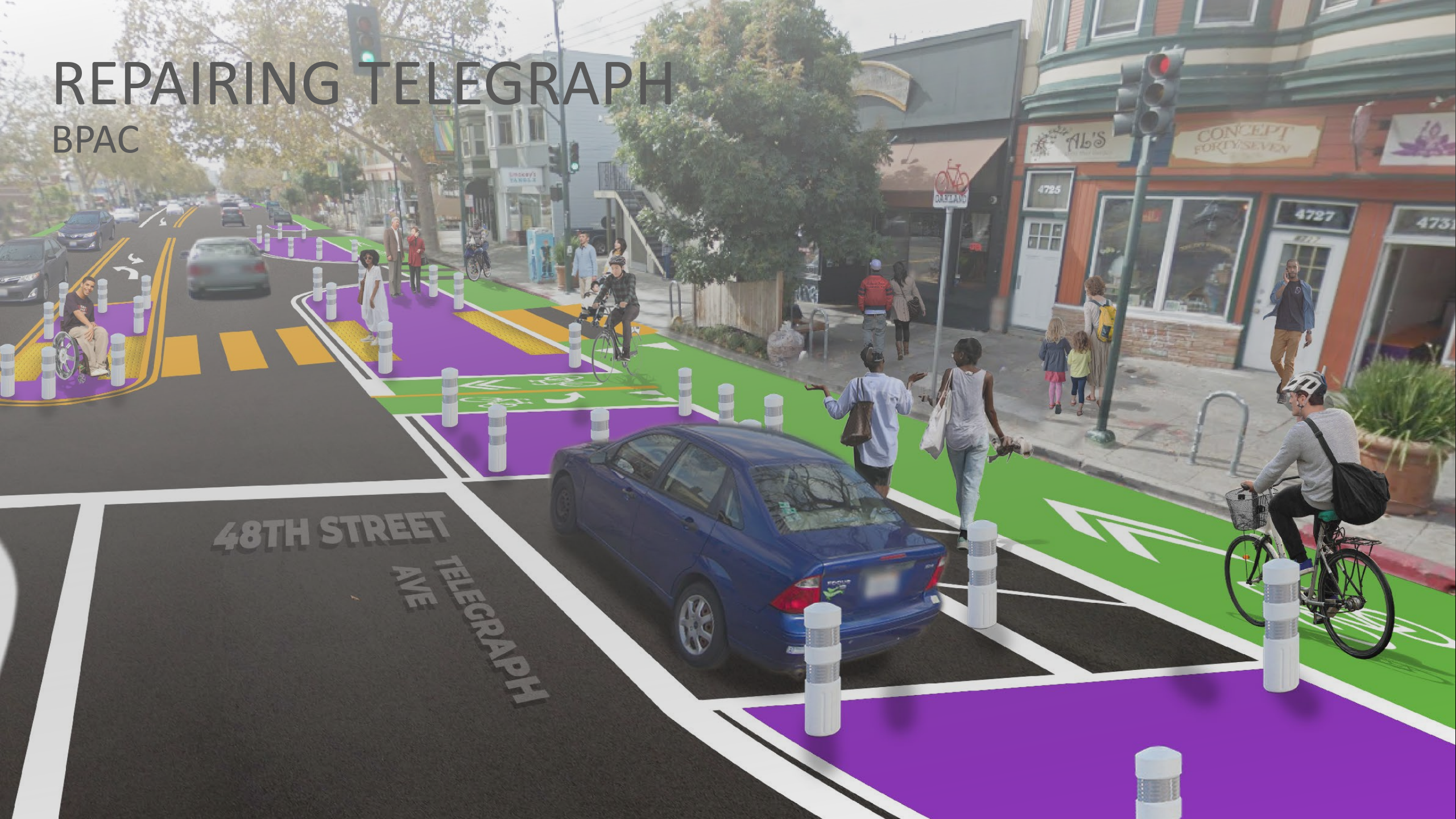
## FY 2019/21 Budget and the next “Tranche”

- The first tranche was adopted with the 2017-19 budget
- Second tranche anticipated for the 2019-21 budget
- Should increase to ~ \$70 million, with the majority for paving
- Projects and project types will be chosen as a part of the current Capital Improvement Program, which incorporates equity in project selection

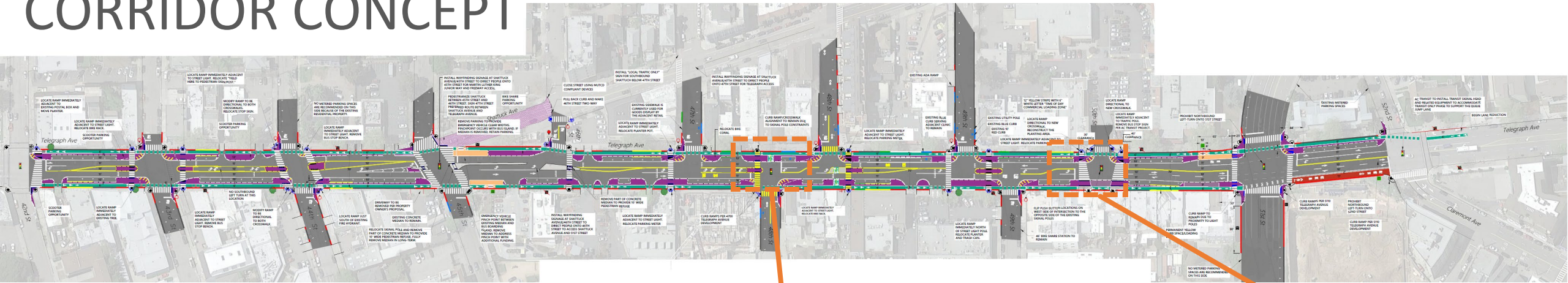
**Thank You!**

# REPAIRING TELEGRAPH

BPAC



# CORRIDOR CONCEPT



## walk

- Painted curb extensions, median refuges
- 21 new ADA curb ramps
- Update high visibility crosswalks, add 14 new
- Lane reduction, except NB @ 51<sup>st</sup> St.

## bike

- Parking-protected bike lanes
- Reduced traffic stress form bicyclists
- Encourage biking for all ages

## bus

- More and safer connectivity to public transit
- Bus boarding islands

## vibrancy

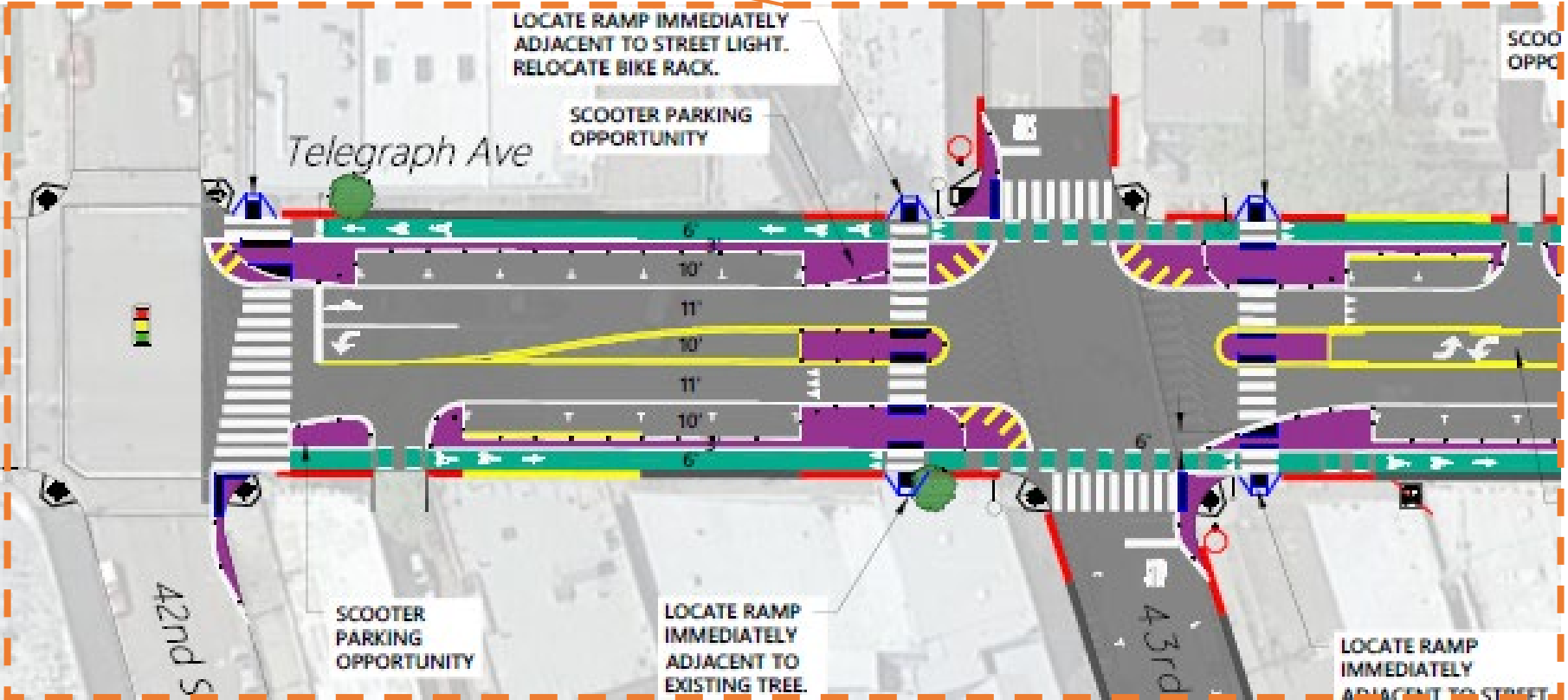
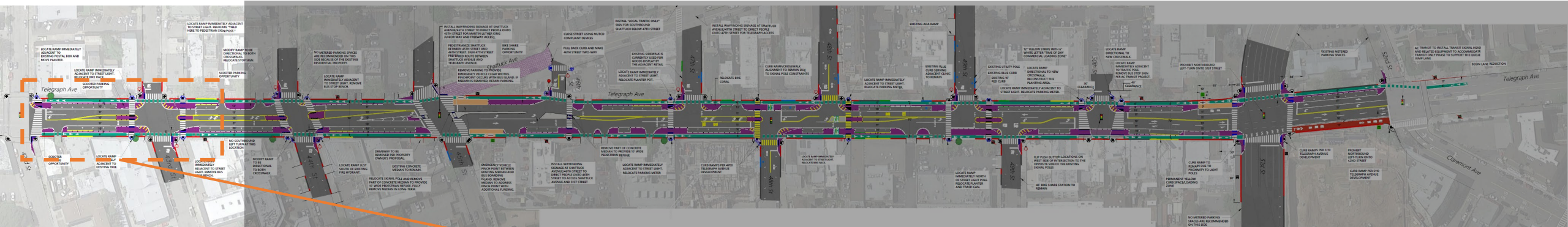
- Street mural opportunities in bulb-outs
- Street mural opportunities in bike lane
- Seating opportunities
- Increased foot traffic



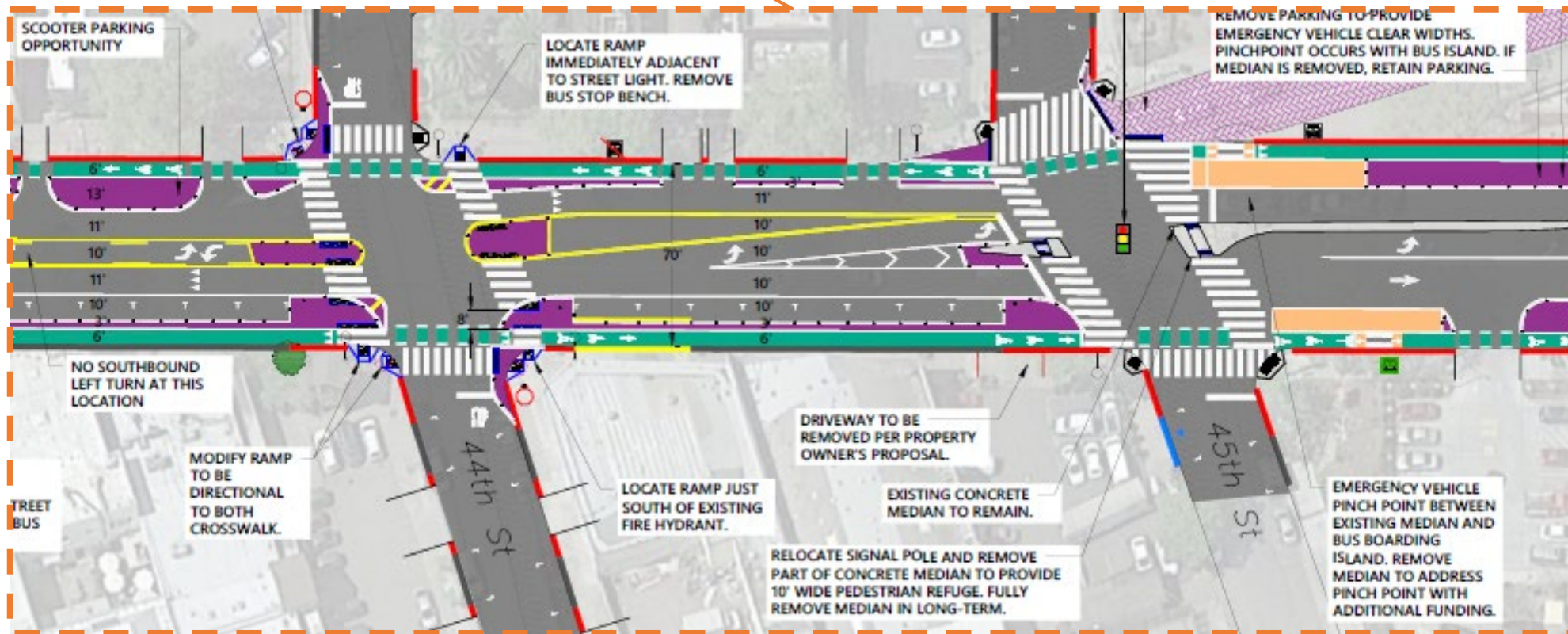
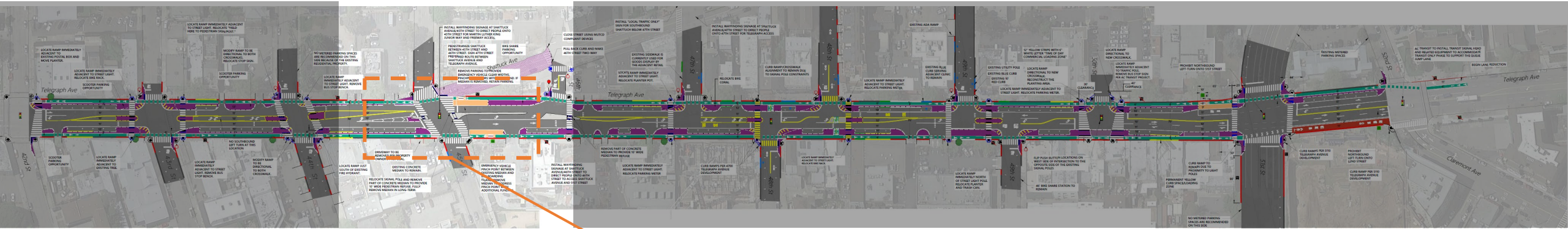
## FEATURES

- Bollards
- Tactile domes
- Purple painted bulb-outs
- Green bike lanes
- Parking T's
- Street stencils
- Right turn rumble strips
- Bike lane buffers
- Left turn pockets
- Parklet opportunities
- Shattuck pedestrian plaza
- Left turn restriction @ NB 51<sup>st</sup>

# 42<sup>nd</sup> + 43<sup>rd</sup> / Telegraph

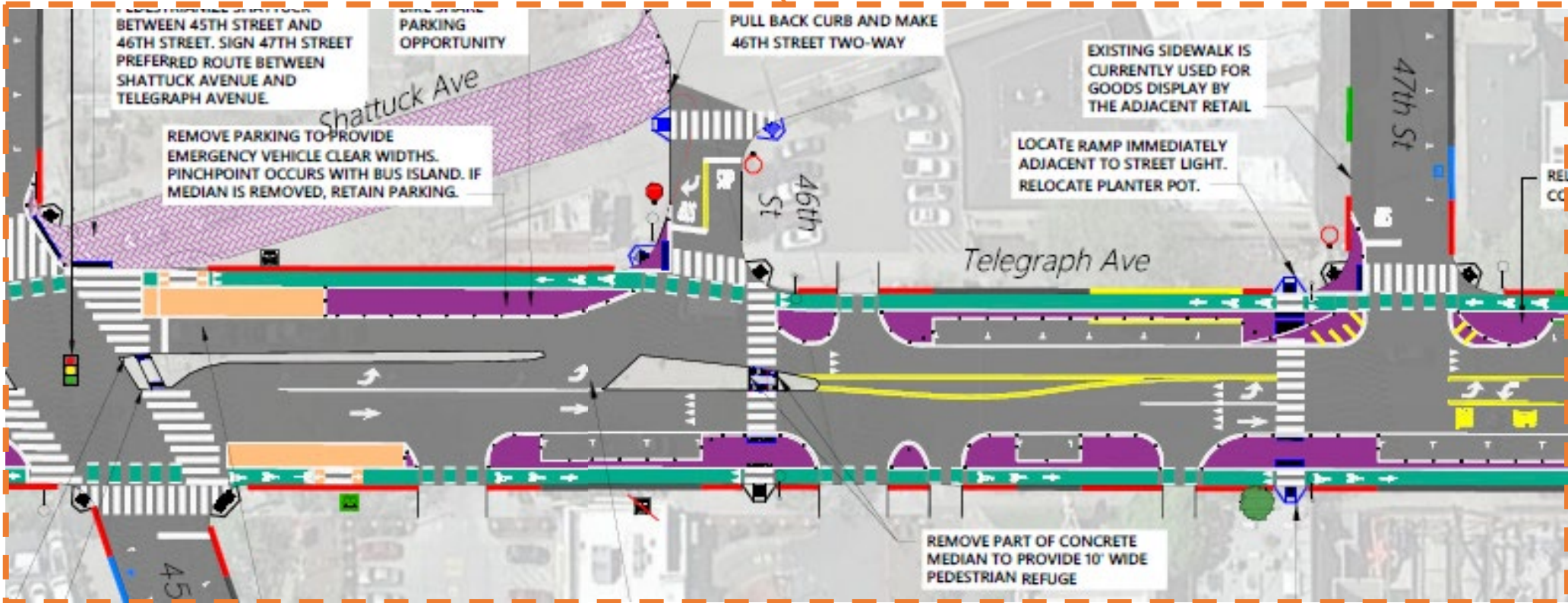
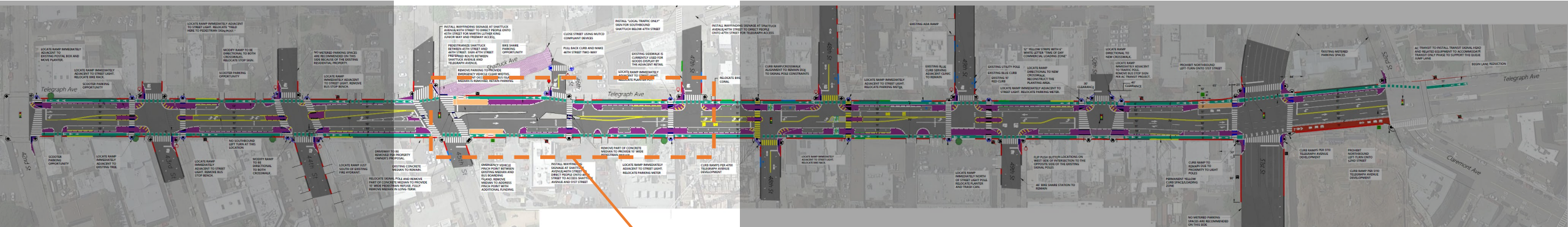


# 44<sup>th</sup> + 45<sup>th</sup> / Telegraph

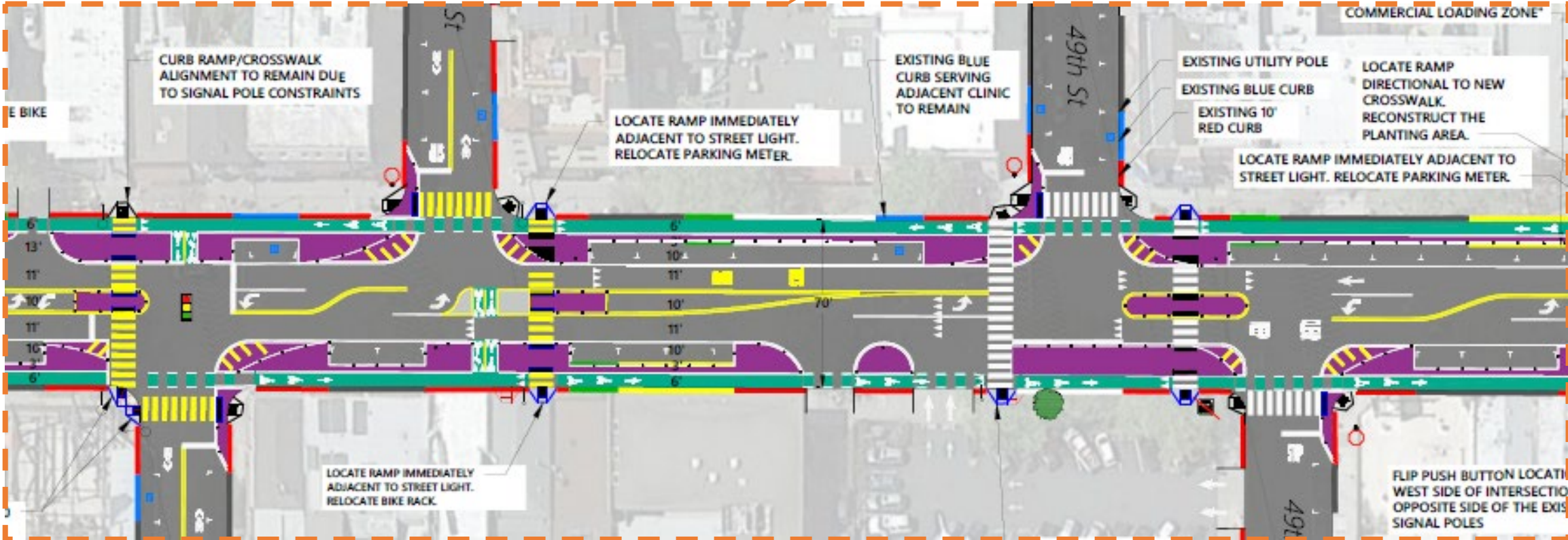
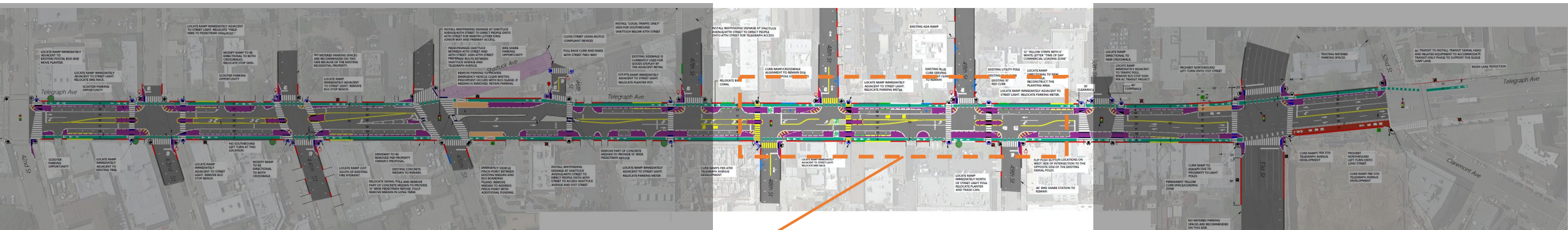




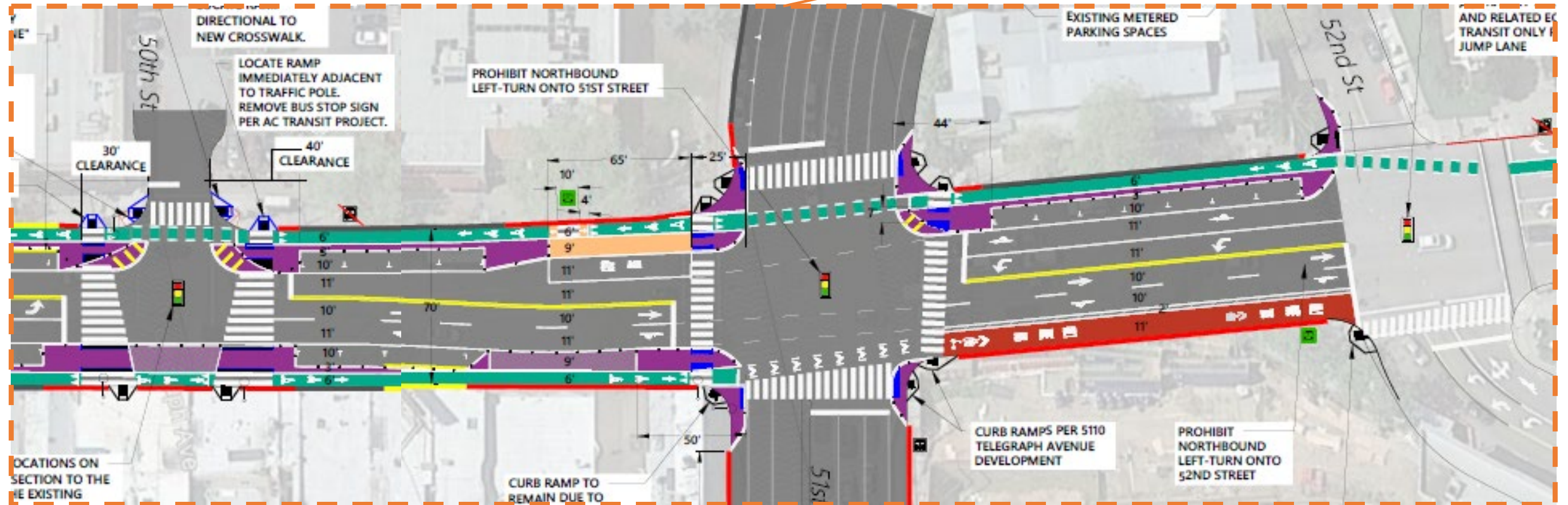
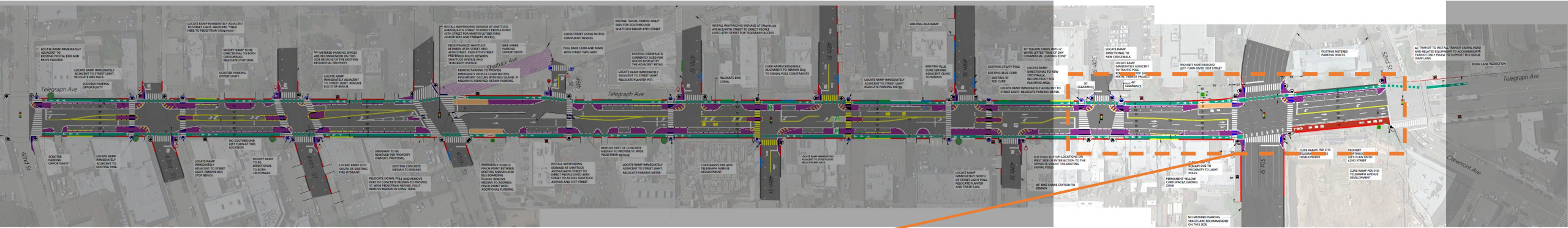
# 46<sup>th</sup> + 47<sup>th</sup> / Telegraph / Street Plaza



# 48<sup>th</sup> + 49<sup>th</sup> / Telegraph



# 50<sup>th</sup> + 51<sup>st</sup> + 52<sup>nd</sup> / Telegraph




# REPAIRING TELEGRAPH


# CURB MANAGEMENT OVERVIEW

Oakland uses parking meters to actively manage on-street parking availability and encourage turnover in commercial corridors where parking is in high demand. Staff identified 75 unregulated key locations as potential meter opportunities to make up for the loss of 34 metered parking spaces on Telegraph Avenue.


**Maximum amount of metered-parking gained in Telegraph area: +75 spots**

**Maximum amount of parking lost on Telegraph Ave. -34 spots**


 Implement curb management best practices to determine best reallocation of lost metered spaces onto commercial sidestreets

 Relocate all ADA parking to sidestreets


- easier access, (pull in/pull out)
- increased number of spaces

 Determine enhanced passenger loading zones

- Identify TNC passenger pick-up/drop-off zones (Lyft/Uber)

 Relocate commercial loading onto Telegraph for optimized loading

- Implement time-of-day loading zones to create more metered parking spaces outside of loading hours

 Identify effective short-term parking locations

- Beneficial in areas with high volume of patrons making short, 15-minute trips

	EXISTING		AFTER PROJECT		Δ		
	ON TELEGRAPH	ON SIDESTREETS	ON TELEGRAPH	ON SIDESTREETS	CHANGE IN PARKING		
<b>METERED PARKING</b> <i>(blue curb)</i>	<b>78</b>	<b>+ 13</b>	<b>= 91</b>	<b>70</b>	<b>+ 51</b>	<b>= 121</b>	<b>+30</b>
<b>PARKING FOR DISABILITIES</b> <i>(white curb)</i>	<b>2</b>	<b>+ 1</b>	<b>= 3</b>	<b>2</b>	<b>+ 7</b>	<b>= 9</b>	<b>+6</b>
<b>PASSENGER LOADING</b> <i>(yellow curb, units in feet)</i>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>* 340 ft.</b>	<b>20 ft.</b>	<b>+205 ft.</b>
<b>COMMERCIAL LOADING</b> <i>(green curb)</i>	<b>0</b>	<b>0</b>	<b>4</b>	<b>+ 1</b>	<b>= 4</b>	<b>+5</b>	
<b>UNMETERED PARKING</b>	<b>14</b>	<b>107</b>	<b>0</b>	<b>70</b>			<b>NET LOSS OF UNMETERED PARKING -37</b>

## Bicyclists and Pedestrian Advisory Commission Open Forum Committee Report 2018

The Open Forum Committee consisting of three Commissioners (Chris Kidd, Rosa Villalobos, Midori Tabata) continue to track issues brought forth by the public at our monthly meetings. In 2018, to date, we have received 14 comments, about 1.4 per month.

The issues presented this year were:

Education and enforcement (as with prior years) 1  
Infrastructure safety issues 2  
Safety issues related to roadway construction 2  
Bike lanes and protected bike lanes 2  
Proposal for and referral to Legislation Committee 2  
Signal timing 1  
Thanks for action/assistance 1

### **Actions**

- Some items required no action, but to accept thanks for our action/support.
- Simpler actions were to request the speaker refer item to PW Call Center through 311 or SeeClickFix.
- A couple of items were referred to the Infrastructure Committee for further work.
- Legislation Committee was created in June. They are now meeting monthly. Their first success was working with Council Member Kaplan of the Public Works Committee to oppose State Proposition 6, the Gas Tax Repeal.
- Enforcement—Began work on establishing a relationship with the Police Department through a BPAC liaison for improved bicyclist/public relationship

People feel free to come to our monthly meetings and present issues for assistance and resolution. We endeavor to maintain that trust. We now have another member of the committee, Phoenix Mangrum.

## November 2018 BPAC Agenda Item #10 Attachment

### Three-month agenda look-ahead

#### *December*

- Oakland BART Stations Report
- Chair's Draft Annual Report
- Parking Enforcement in Bike Lanes
- Estuary Park Project Report

#### *January*

- BPAC Officer Elections
- TDA Article 3: Possible Projects
- Commissioner Transition
- Biannual Major Development Projects (tentative)

#### *February*

- TDA Projects Recommended List (tentative)

### Commissioner announcements

None

### Staff announcements

1. Announcement from Kerby Olsen, OakDOT Shared Mobility Coordinator: OakDOT is seeking your input on the future of E-scooters in Oakland! Join us to learn how to safely use an E-scooter, get a free helmet, share how and where you would like to see E-scooters in your neighborhood and hear how the companies are addressing concerns.
    - West Oakland Branch Library on Saturday, November 10th from 1pm to 3 pm;
    - Charles Porter Golden Gate Community Recreation Center on Thursday, November 15th from 6:30pm to 8:30 pm;
    - César E. Chávez Branch Library on Saturday, November 17th from 3:30pm to 5:30 pm;
    - 81st Ave Library on Tuesday, November 20 from 5:00pm to 6:45 pm
-



**ESTUARY PARK  
COMMUNITY MEETING #2**  
DEC. 05, 2018

**LET'S MAKE  
OAKLAND'S ESTUARY PARK  
BIGGER AND BETTER!**

**#OaklandEstuaryPark**



## ESTUARY PARK COMMUNITY MEETING #2

**Please join the City of Oakland for the second community meeting to shape the future of Oakland's Estuary Park, a Measure DD project.**

We will present and review conceptual park designs developed based on input provided at the October community meeting and subsequent survey efforts. Your participation will be essential to refining these initial design options into one concept that reflects your vision for Estuary Park. *\*Translation services can be made available upon request\**

Please RSVP to [a.sabo@circlepoint.com](mailto:a.sabo@circlepoint.com) to confirm your attendance and indicate if you require translation services. An online survey will also be available.

***Let's Make Oakland's Estuary Park Bigger and Better!***

## YOU'RE INVITED!

### WHEN?

December 5, 2018  
6:00 - 8:00 pm

### WHERE?

Jack London Aquatic Center  
115 Embarcadero,  
Oakland, CA 94606

please visit [www.oaklandca.gov/projects/estuary-park](http://www.oaklandca.gov/projects/estuary-park) to learn more about the project.





# Rich City Rides Presents: Mobility4All with Dr. Adonia Lugo

Sunday, December 2nd – 4pm to 6pm

Your Way Pizza (1428 Macdonald Ave, Richmond CA)

This conversation and book-signing, co-sponsored by [Transport Oakland](#) and [East Bay For Everyone](#), will feature renowned urban anthropologist and mobility justice strategist **Dr. Adonia Lugo**:



"The co-founder of innovative programs like LA's City of Lights campaign reaching out to immigrant, day-laborer cyclists and the Bicultures research network, [Dr.] Lugo has, for years, been a leading voice in the burgeoning discussion about bicycle and transportation equity.."  
--League of American Bicyclists

**Najari Smith** of [Rich City Rides](#), Baby Champ of [Scraper Bikes](#) and leaders from Oakland's [Red Bike & Green](#) and [Scraper Bikes](#) will round out the panel.



Dr. Lugo's organizing and advocacy have covered communities in Portland, Seattle, Washington DC and now Los Angeles, close by her home town of San Juan Capistrano in the Mexican immigrant community of south Orange County. Her brilliant work includes:

Author of "[Bicycle/Race: Transportation, Culture, & Resistance](#)"  
Advisory Board Co-chair, People for Mobility Justice  
Educator, Urban Sustainability MA program at Antioch University, Los Angeles  
Core organizer with the Untokening multi-cultural collective and conference  
Co-founder, City of Lights/Ciudad de Luces Project  
Former Equity Initiatives Manager, League of American Bicyclists

About Dr. Lugo's recent book:

"Bicycle/Race" paints an unforgettable picture of Los Angeles—and the United States—from the perspective of two wheels. This is a book of borderlands and intersections, a cautionary tale about the dangers of putting infrastructure before culture, and a coming-of-age story about power and identity. The colonial history of southern California is interwoven through Adonia Lugo's story of growing up Chicana in Orange County, becoming a bicycle anthropologist, and co-founding Los Angeles's hallmark open streets cycling event, CicLAvia, along the way. When she takes on racism in the world of national bicycle advocacy in Washington, DC, she finds her voice and heads back to LA to organize the movement for environmental justice in active transportation.  
--Microcosm Publishing

Rich City Rides is pleased and honored to host this event in partnership with Transport Oakland and East Bay For Everyone. Copies of Dr. Lugo's book will be available for purchase, and she will sign purchased copies after the panel discussion. RSVP at [tiny.cc/mb4all](http://tiny.cc/mb4all)

