



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the August 19th, 2021 meeting
Teleconference

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/August-2021-BPAC-Meeting-Agenda.pdf>.

Meeting called to order at 6:00 pm by BPAC Chair Andrew Campbell.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with seven commissioners present (X). One arrived shortly after roll call (x).

Commissioners	Present
Reginald K Burnette Jr	X
Andrew Campbell (Chair)	X
Grey Gardner	X
Mike Lok	X
[vacancy]	
Phoenix Mangrum	x
David Ralston	X
Patricia Schader (Vice-Chair)	X
Dianne Yee	X

Introductions were made.

- Other attendees: Danielle Dynes, Amy Falkenstein (Lime), Lauren Greenwood (Spin), Feliz Hill, Tom Holub, Jeff Hoover (VeoRide), Deepak Jagannath, Natalie Mall, Rion Manning, Ms. Asada Olugbala, Robert Prinz, Walter Rosenkranz, Janet Roth, Matthew Solomon, Midori Tabata, Mana Tominaga, Warren Wells, Kenya Wheeler, Kale Williams, BDPA Info, Ernesto, Maya, Stephen T, one telephone caller
- Staff: Sarah Fine, Warren Logan, Kerby Olsen, Jason Patton, Noel Pond-Danchik, KTOP

Item 2. Open Forum / Public Comment

- Ms. Asada Olugbala described her experience of parking on Telegraph Ave to go to a restaurant. She described how you need to be aware of the bike lane between the parking lane and the sidewalk. Recently she was almost hit by bicyclist because she was not aware of the bike lane when walking to the sidewalk. She is concerned about bicyclists riding on the sidewalk (particularly around Lake Merritt), bicyclists running red lights, large numbers of bicyclists riding as a group, and bicyclists riding in the bus lane on International Blvd.
- Commissioner Yee noted a recent comment on the BPAC blog (<https://oaklandbpac.org/2021/02/03/macarthur-blvd-laurel/>), sharing that a commenter named Susan was supportive of the plans for MacArthur Blvd in the Laurel District (recently presented at the Infrastructure Committee) and noted a need for making parking easier to find in the district.

Item 3. Approval of meeting minutes

- A motion to ***adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from July 15th, 2021*** was made (Schader), seconded (Mangrum), and approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 4. Recent Bicyclist and Pedestrian Related Crashes

Vice Chair Schader led the Commission in a discussion of recent bicyclist and pedestrian related crashes in Oakland. In recent weeks, there were two crashes resulting in severe (but not fatal) injuries. One crash was on 6/28 on Church St at Bancroft Ave, involving a driver making a U-turn who hit a Black female pedestrian. On Wednesday, 7/21, a Black male pedestrian was struck on Grand Ave and Perkins St by a driver who stayed at the scene. Additional information on these crashes is in the Announcements section of the meeting agenda packet.

Summary of Discussion:

- A bicyclist was struck and killed while riding on the shoulder of I-580 at the end of July. There is a pattern of homeless pedestrians and bicyclists being struck and killed on freeways.

Speakers other than commissioners: Robert Prinz

Item 5. Paving Plan

Sarah Fine, Paving Program Manager, provided the regular BPAC update regarding the status of the 2019 3-Year Paving Plan and a lookahead to the next paving plan. For more information on the plan, see <https://www.oaklandca.gov/resources/2019-paving-plan>. The presentation is attached to these meeting minutes.

Summary of Discussion:

- Consider completing before/after analyses of traffic speeds associated with projects implemented through the Paving Program, as well as doing this for projects in general.
- There is extensive utility work happening in downtown and Chinatown and this is largely due to the numerous large development projects that are happening. The new development involves updating utilities (like electricity, gas) and that requires trenching the streets. There is City of Oakland oversight of this work, and utility companies are required to restore the pavement. Sometimes temporary patches are used (which can appear unsatisfactory) until permanent restoration.
- Damaged sidewalks are a significant liability for the City of Oakland due to trip-and-fall personal injury claims and lawsuits. Sidewalk repair is the responsibility of the adjoining property owner, except for sidewalks damaged by City street trees which are the City's responsibility.
- Paving a strip of the street is done by utility companies who are only required to repair the area they disturbed. When OakDOT paves, it paves the entire width of the street.
- Sidewalk repair is completed through paving projects, both to repair damage caused by City street trees, and through offers to private property owners to repair their sidewalks at a better price by opting into the City's paving project working on their street.
- The last BPAC Infrastructure Committee meeting included an item on the Caltrans encroachment permit process. It was a constructive item involving multiple staff from Caltrans and from OakDOT.

- For the streets at risk of not being paved in the current Paving Plan, there is a commitment to paving these streets and they will be carried over into the next Paving Plan.
- The paving of 69th Ave with construction of curb ramps and speed humps has benefited community members by providing a better street.

Speakers other than commissioners: Ms. Asada Olugbala, Robert Prinz

Item 6. Mayor's Office Presentation on I-980 Redevelopment Project

Warren Logan, Policy Director of Mobility and Interagency Relations, discussed the potential redevelopment project to remove/cap Interstate-980. The Mayor's Office has completed a partnership study with the Urban Leaders Fellowship program to develop an equitable engagement strategy. The Mayor's Office and the Oakland DOT plan to meet with Caltrans District 4 project managers to identify ways to align with the State DOT's 'Vision 980' project which will develop right of way concepts and alternatives for Interstate-980. Finally, Warren shared details about the Mayor's Office's State and Federal advocacy for programming grant funds for the I-980 redevelopment and affordable housing. The presentation is attached to these meeting minutes.

Summary of Discussion:

- This presentation helps explain how this idea of capping or removing I-980 may be moving from "pipe dream to possibility" due to rail planning at MTC, a recently funded Caltrans project to study I-980, federal funding opportunities through the new infrastructure bill, and an upcoming update to Oakland's General Plan.
- Link 21 is a mega-regional rail plan to connect 21 counties – the Bay Area, the Sacramento region, and the Central Valley. This planning is considering a second rail crossing of the San Francisco Bay (with the existing BART tube being the first rail crossing).
- The Howard Terminal ballpark proposal has limited coordination opportunities to support I-980 changes in that the ballpark planning is much further along in its development.

Speakers other than commissioners: Kenya Wheeler

Item 7. E-Scooter Locking Policy Change Proposal

Kerby Olsen, OakDOT New Mobility Supervisor, led a discussion of proposed changes to E-scooter parking rules. He was joined by representatives from shared E-scooter Operators in Oakland, including Lime (Amy Falkenstein), Spin (Lauren Greenwood), Link (Walter Rosenkranz), and VeoRide (Jeff Hoover). Current rules stipulate that e-scooters must be locked to an object to reduce the prevalence of e-scooters blocking sidewalks and ending up in Lake Merritt (for example). The current rules also stipulate that no more than one e-scooter can be parked to one bike rack, leaving the other side of the rack for people to lock their bikes. The e-scooter operators are proposing that two e-scooters be allowed to be locked to one side of a single bike rack. A presentation by Amy Falkenstein is attached to these meeting minutes.

Summary of Discussion:

- The accessibility of the e-scooter program to people in East Oakland will require more bike racks in East Oakland, especially in more industrial areas where there may be no bike racks.

- The requirement for deploying 10% of the fleet in Communities of Concern begins when an e-scooter operator has more than 250 e-scooters in operation. Currently Link is the only operator to have passed this threshold.
- Lime plans to launch in the next couple of weeks and they do hope to bring e-scooters to East Oakland.
- Making e-scooters available throughout the city including in East Oakland and installing more bike racks may be a bigger priority for BPAC than taking a position on whether more e-scooters should be parked at existing bike racks. BPAC members did not express any opposition to allowing more e-scooters at existing bike racks.
- Consider prioritizing the installation in bike racks in locations that would support e-scooter use.
- Allowing two e-scooters per bike rack would instantly double Oakland's capacity for e-scooter parking.
- Jeff Hoover (VeoRide) offered meet people in the field and to do a demonstration if people are concerned about locking their personal bikes to a bike rack that already has two e-scooters attached to it.

Speakers other than commissioners: Kenya Wheeler

Item 8. Strategic Planning Update

BPAC Chair Andrew Campbell and BPAC Vice Chair Patricia Schader led a discussion about building relationships with City Council members and with neighborhood councils (also known as NCPs). Commissioners are requested to get to know the Neighborhood Councils in the districts where they live and to attend Neighborhood Council meetings. The August 2021 Neighborhood Council meeting information and BPAC Strategic Plan were included in this packet and a map of neighborhood council areas (i.e., police beats) can be found at <http://gisapps1.mapoakland.com/policedistricts/>.

Summary of Discussion:

- Commissioners are urged to get on the list of neighborhood council meetings near where they live, follow their agendas to watch for transportation-related items and attend meetings where transportation-related items will be discussed.
- When attending a meeting, BPAC commissioners should introduce themselves and describe the role of the BPAC.
- Commissioner Burnette met Patricia Schader at a neighborhood council meeting, encouraged her to come to a BPAC meeting (which she did), and now she is the Vice-Chair of the Commission.
- There can be opportunities to help facilitate community input to the city on matters of importance to bicyclists and pedestrians.
- BPAC will have a future agenda items to get updates from commissioners on their outreach.

Speakers other than commissioners: None

Item 9. Committee Report Back

Committees of the BPAC provided brief updates to the Commission. A list of active committees was included in the agenda packet and is at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.

Summary of Discussion:

- 2022 Recruitment Committee: Midori Tabata reported progress with the committee meeting once per week. In addition to Midori, the committee members are Commissioners Burnette, Mangrum, and Schader. The committee hosted an open house this past Tuesday and, while there were only five members of the public who participated, they were very interesting people who could make good commissioners. Applications to become a BPAC Commissioner are due September 9 at <https://oakland.granicus.com/boards/w/8552f8c4c0e15460/boards/6669>.
 - Bicyclist Pedestrian Police Relations Committee: Commissioner Mangrum reported that Commissioner Schader and former BPAC Chair George Naylor met with OPD Deputy Chief Eric Lewis to get to know each other. Because of this meeting the three committee members participated in an OPD bike ride through East Oakland. Commissioner Schader explained that an escort was provided for the entire ride which provided an unusual level of comfort riding on the street. The officers were very nice and a pleasure to ride with.
- A motion to **extend the meeting by 10 minutes** was made (Campbell), seconded (Burnette), and approved by consent.
- Infrastructure Committee: Commissioner Yee and Robert Prinz reported that the committee met on 8/5 to hear items on the 14th St downtown project (by Charlie Ream) and the Caltrans encroachment permit process (by Caltrans staff). See meeting materials and meeting notes available through the web page on BPAC committees (<https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>).

Speakers other than commissioners: Robert Prinz

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

The three-month look-ahead was included in the agenda packet. Chair Campbell noted a possible item for September that would provide an overview of active pedestrian and bicyclist projects in the vicinity of the Martin Luther King Jr Regional Shoreline and the Coliseum.

Suggestions for meeting topics

- Safe Oakland Streets Initiative update (suggested by Commissioner Gardner)

Announcements

- A list of announcements was included in the agenda packet.
- Jason Patton, OakDOT staff to the Commission, noted an error in the BPAC's August agenda packet. The Announcements section included a link to a web map of fatal traffic crashes based on data OakDOT receives from the Oakland Police Department. This web map is under development as part of the Safe Oakland Streets Initiative. The map's purpose is to provide timely information to the public on fatal traffic crashes. OakDOT looks forward to finalizing the data structure, vetting the content with OPD, and making the map publicly available.

Meeting adjourned at 8:09 pm.

Attachments *(to be appended to adopted minutes)*

- Paving Plan presentation
- I-980 Redevelopment Project presentation
- E-Scooter Locking Policy Change Proposal presentation

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on August 20, 2021 with comments requested by 5pm, September 3, 2021 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the September 2021 meeting agenda and considered for adoption at that meeting.

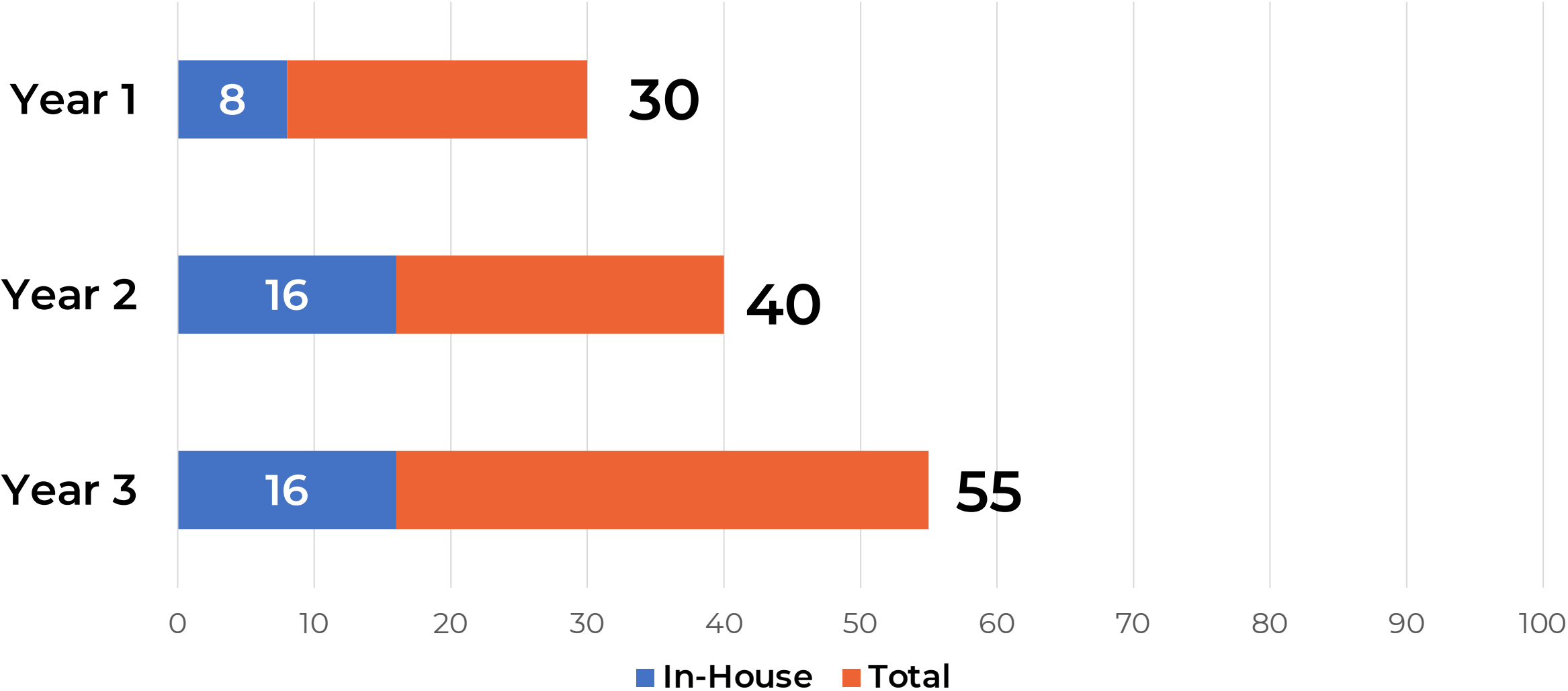
A photograph of construction workers in orange safety gear paving a road. In the background, a large white paving machine is visible, and residential houses line the street. The workers are using tools to spread and compact the asphalt.

Biannual Paving Update

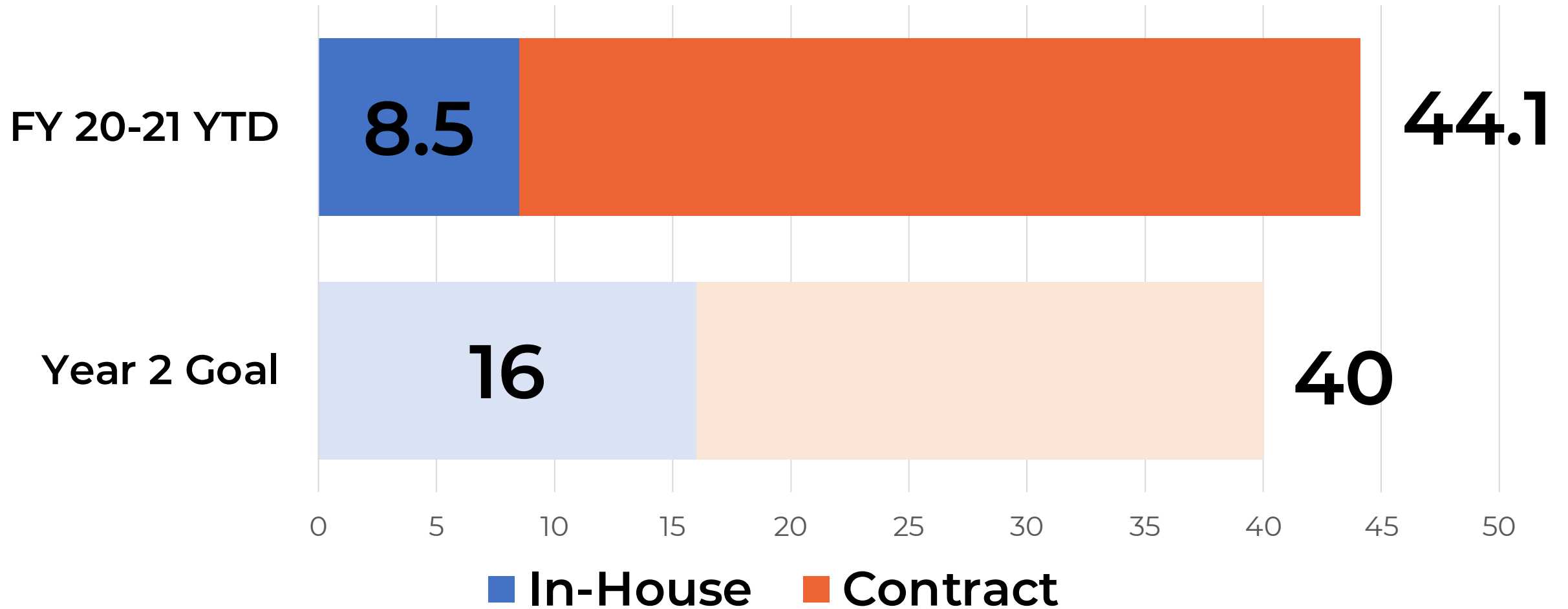
BPAC

August 19, 2021

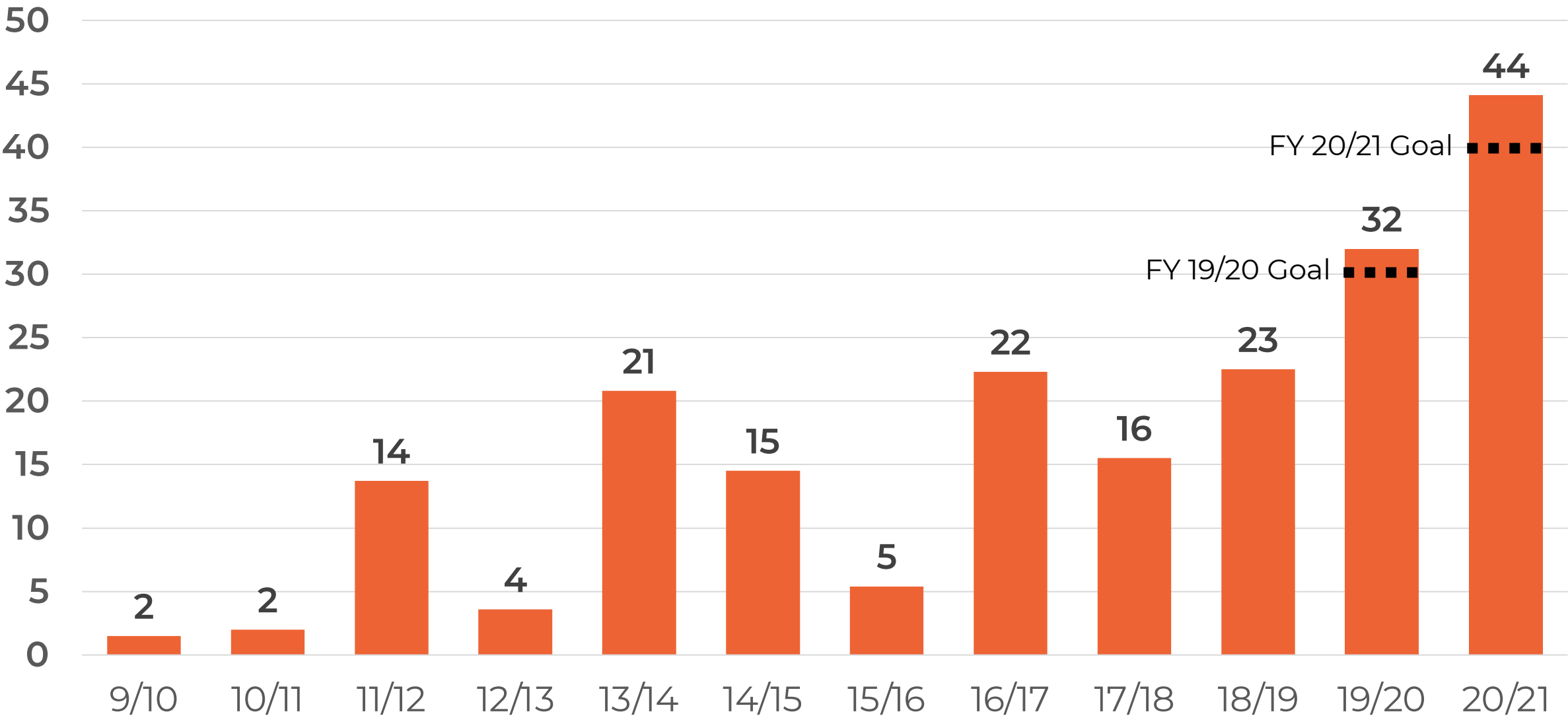
3YP Annual Mileage Targets



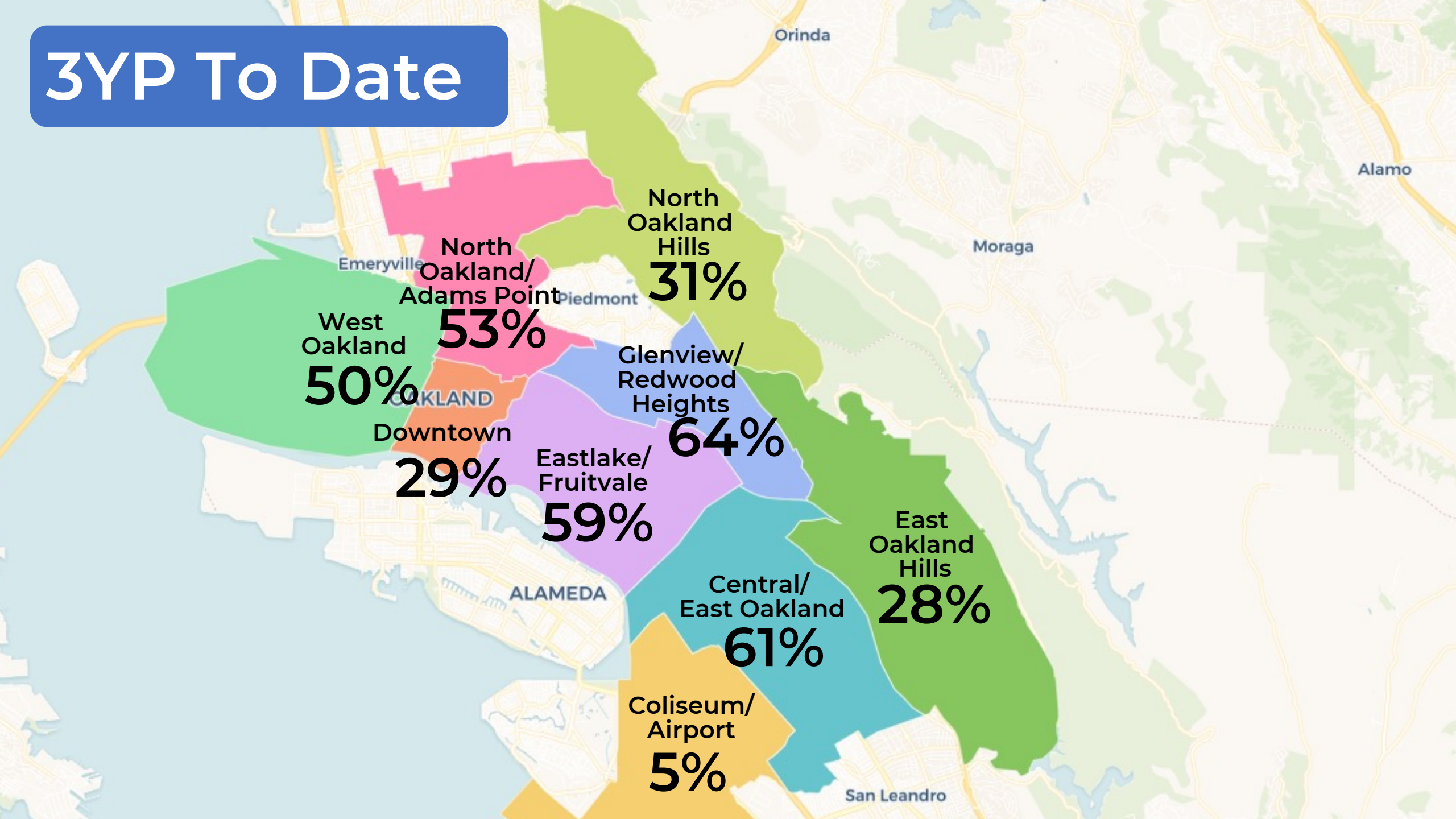
Final Mileage (Year 2)



This Year's Goal: 40 Miles Paved ✓



3YP To Date



3YP: What's Left?

40+ Miles Local Streets

Fall 2021 Major Projects (6+ Miles)

- W Grand Ave (Mandela to Market)
- West St (W Grand to MLK)
- E 15th St & Foothill (1st Ave to 14th Ave)
- Telegraph (29th to MacArthur)

Spring 2022 Major Projects (2+ Miles)

- Broadway (6th to 11th, 20th to Grand Ave)
- High St (Foothill to Tompkins)

3YP: Not Deliverable by June 2022

Major Projects (7+ Miles)

- 14th St (Brush to Oak) (ATP Grant Coordination)
- 52nd St (MLK to Shattuck) (Staff resources)
- 7th St (Mandela to Market) (ATP Grant Coordination)
- Broadway (Embarcadero to 6th) (Pending Oakland A's)
- Franklin (6th to Broadway) (Staff resources)
- Grand Ave (Broadway to MacArthur) (Staff resources)
- Lakeside Dr (Jackson to E 12th St) (Staff resources)
- MLK (47th to City Limit) (Staff resources)

Evaluating the 3YP

Working

- Strengthened OPW Construction Mgmt / DOT Design relationship
- Ease of as-needed contracting
- Exceeding mileage goals
- EBMUD contract paving coordination
- Grant project coordination

At Risk

- Complex corridors requiring planning phase
- Missing minor traffic calming opportunities
- Curb ramp & sidewalk backlog

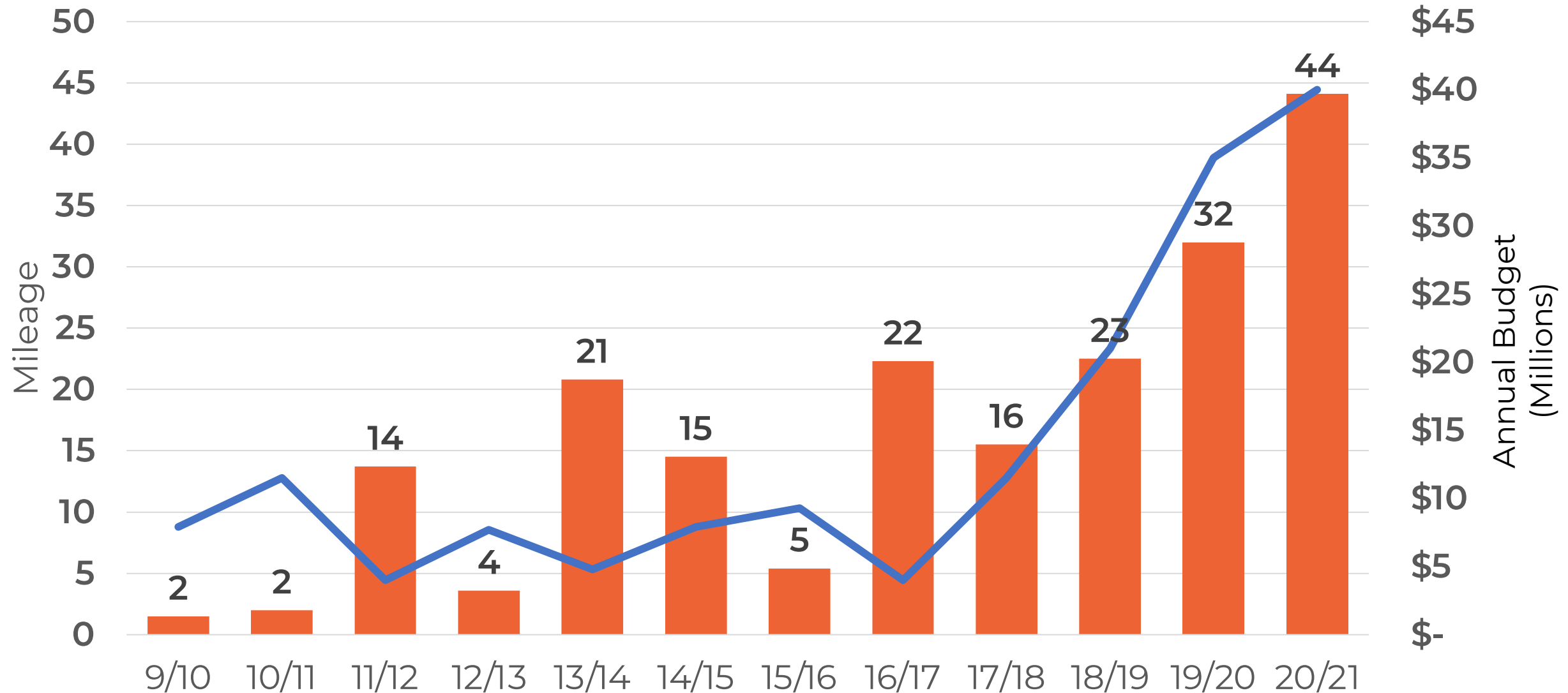
Not Working

- Design, Construction Management, Crew vacancies
- Not meeting in-house targets
- Caltrans Encroachment Permit process

Paving + Funding

Takeaway:

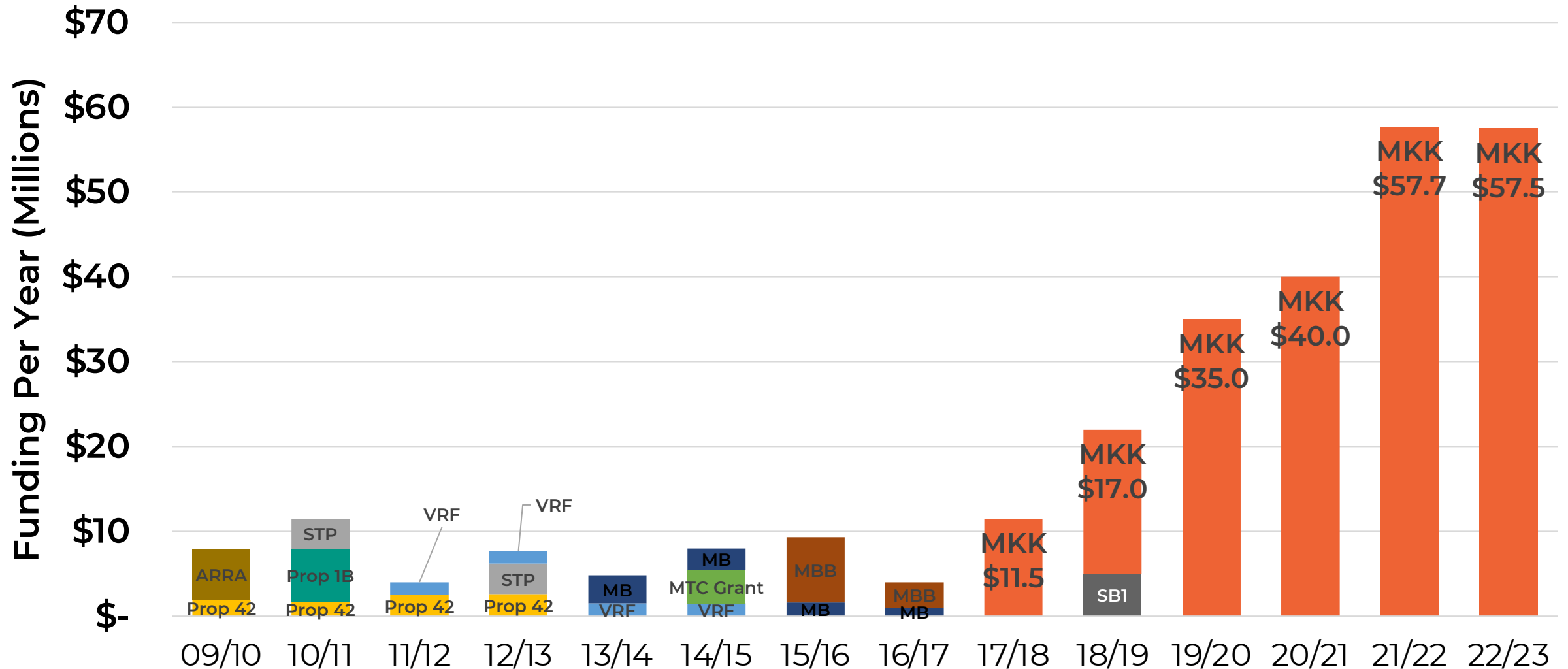
- Up & down funding levels = up & down paving outputs
- Scaling up of program with Measure KK



Funding by Type

Takeaway:

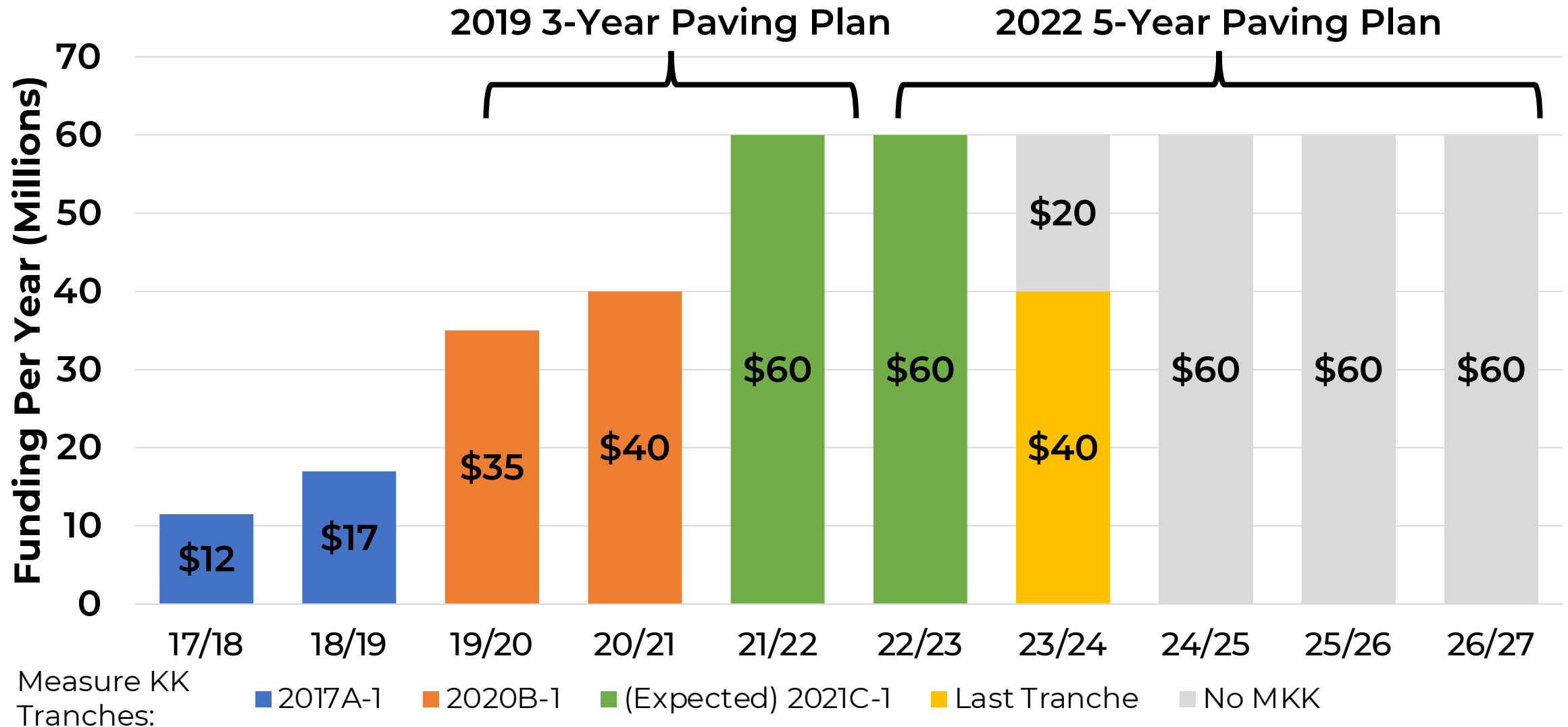
- Patchwork of funding sources = less \$\$
- Measure KK = stability



MKK Spenddown

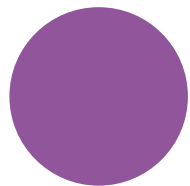
Takeaway:

- 2016 Measure KK Bond will not last through next paving plan



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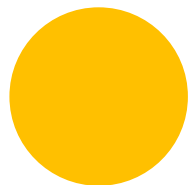
2022 5-Year Paving Plan



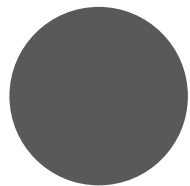
Develop **5-year street list** and **10-year capital plan** to bring Oakland streets to average PCI 60



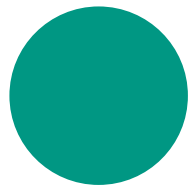
Deliver **\$300M+ in paving construction**



Rehabilitate and maintain local streets to improve neighborhood quality of life



Identify staffing and capital facilities needs to sustain long-term in-house program



Anticipate a second bond measure and identify consequences of failed measure

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Proposed Priorities

Local Streets

Major Streets

Prioritized by **equity index** and **street condition**

Prioritized by **street condition** and **traffic safety history**

10% reserved for utility cost-share
5% at Council discretion

Consider increasing % to accommodate increased opportunities

Consider creating % set-aside for local streets traffic calming projects (aka n'hood bikeways)

Consider establishing Grant Coordination category of use

\$225M

\$75M

100 150 200 250 300

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Planning Areas

- Use Planning Areas to identify **Local Streets** needs based on **street condition**, **population density**, and **equity factors**.

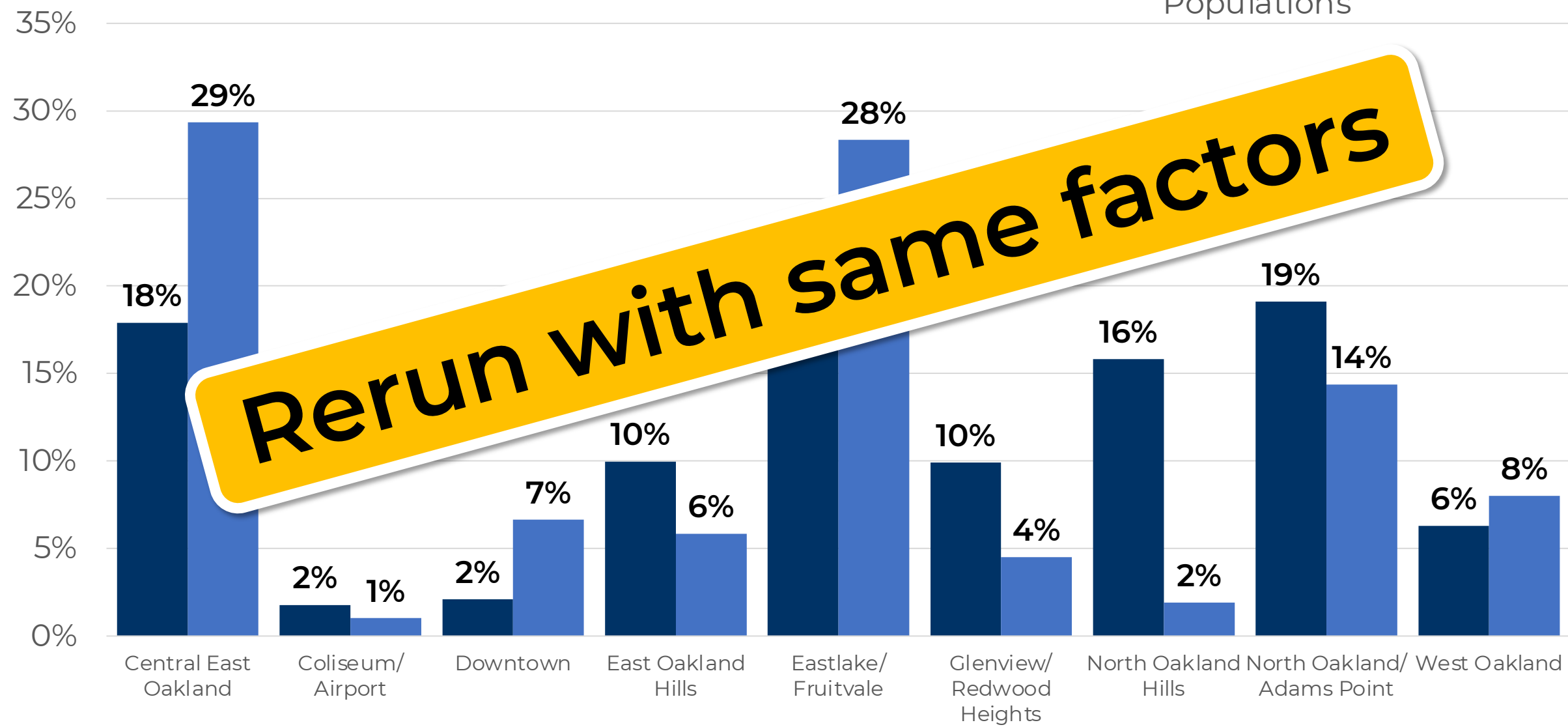
	Pop.	Citywide Share of Underserved Pop.	Citywide Share of Local Street Miles	Local Street Miles (PCI < 50)	People Per Local Street Mile (PCI < 50)
Central / East Oakland	98,937				1,400
Coliseum / Airport					536
Downtown					2,311
East Oakland				51	781
Eastlake /			17%	48	1,460
Glenview/E		4%	10%	48	818
North Oakla	5,858	2%	16%	46	379
North Oakla	79,213	14%	19%	40	1,050
West Oakland	36,863	8%	6%	47	1,040
Citywide	412,040			47	1,044

Update with most recent
ACS/census + PCI data

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Street Condition & Equity

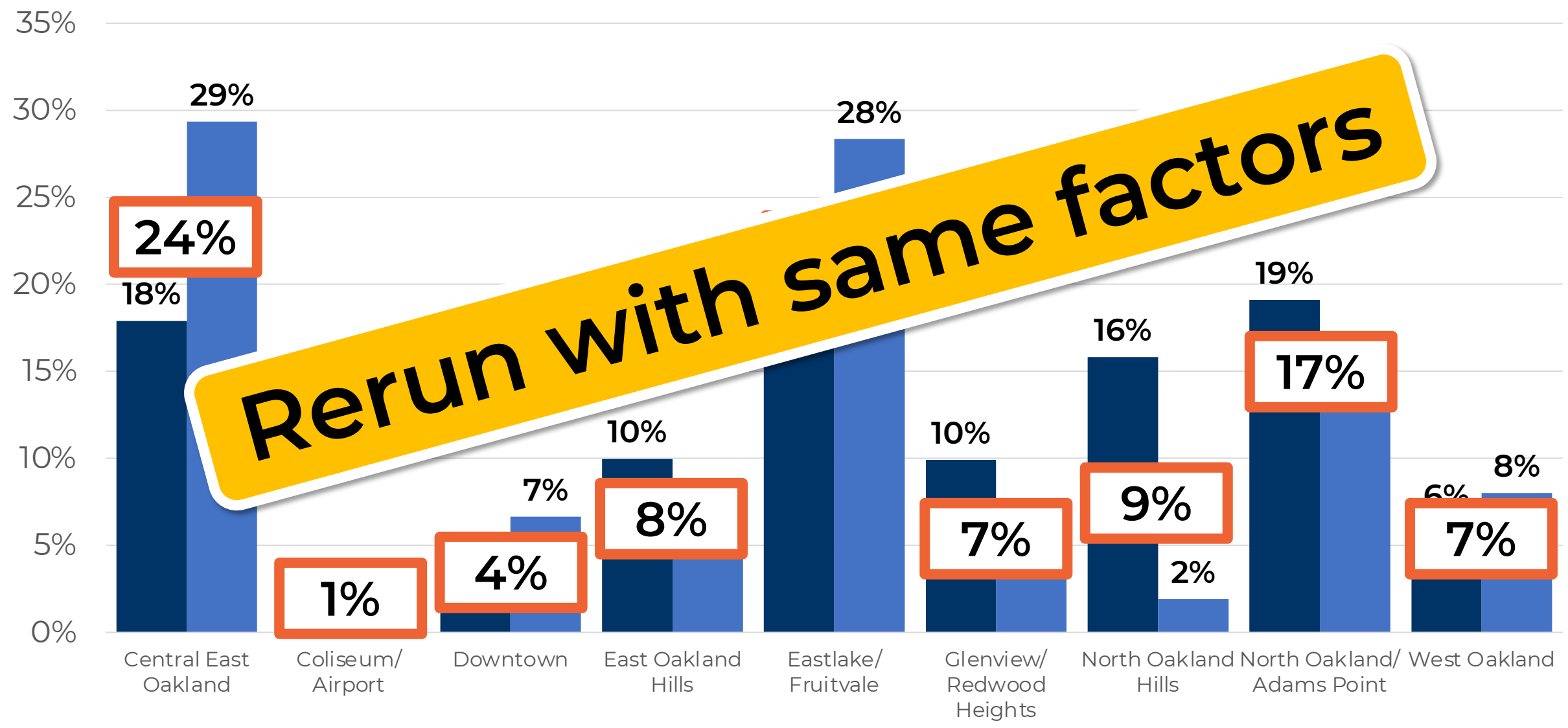
- Share of Local Streets In Poor Condition
- Share of Underserved Populations



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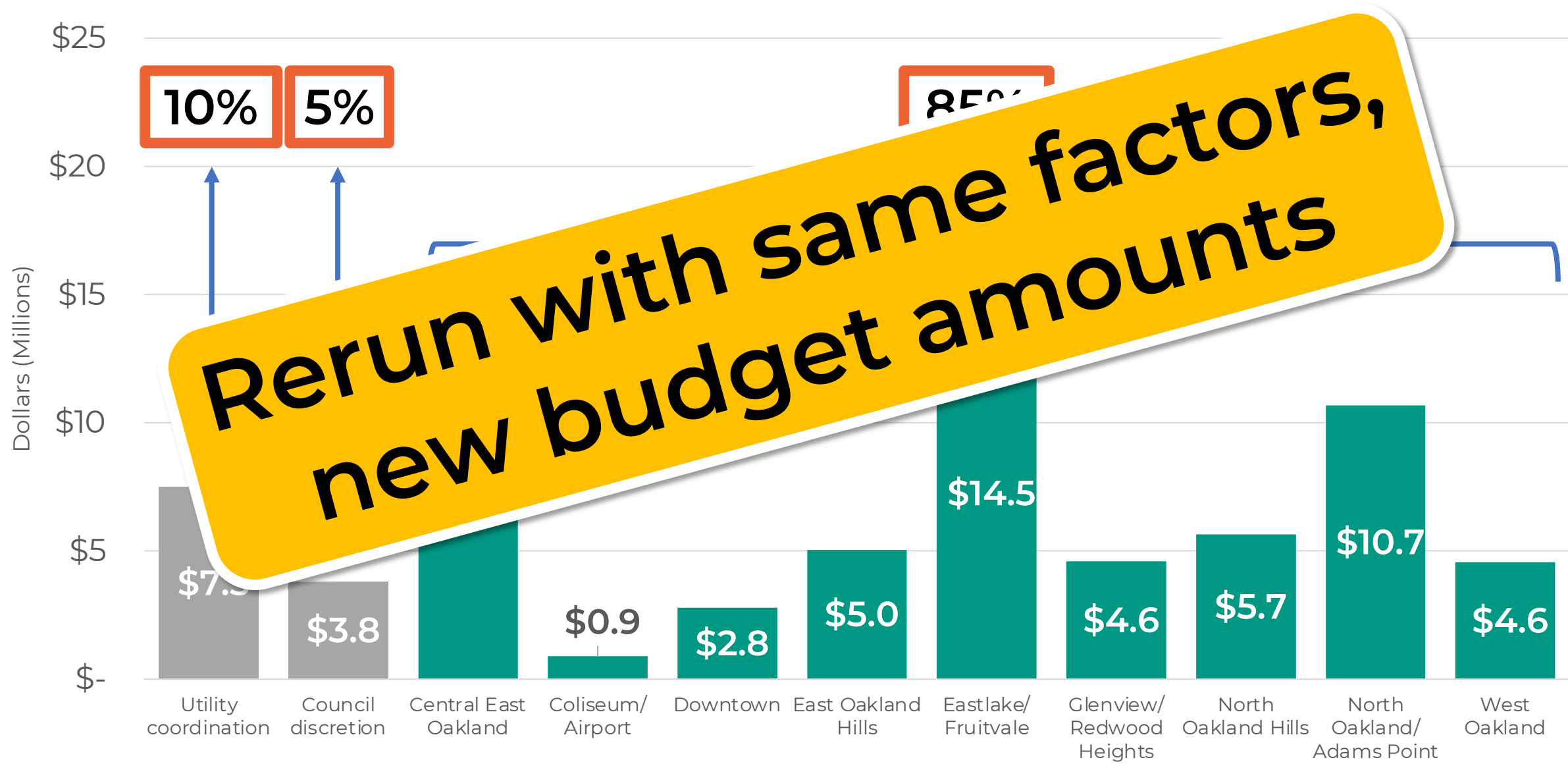
Funding By Planning Area

- Distribute funding for local streets by the share of underserved populations and share of local street miles in poor condition



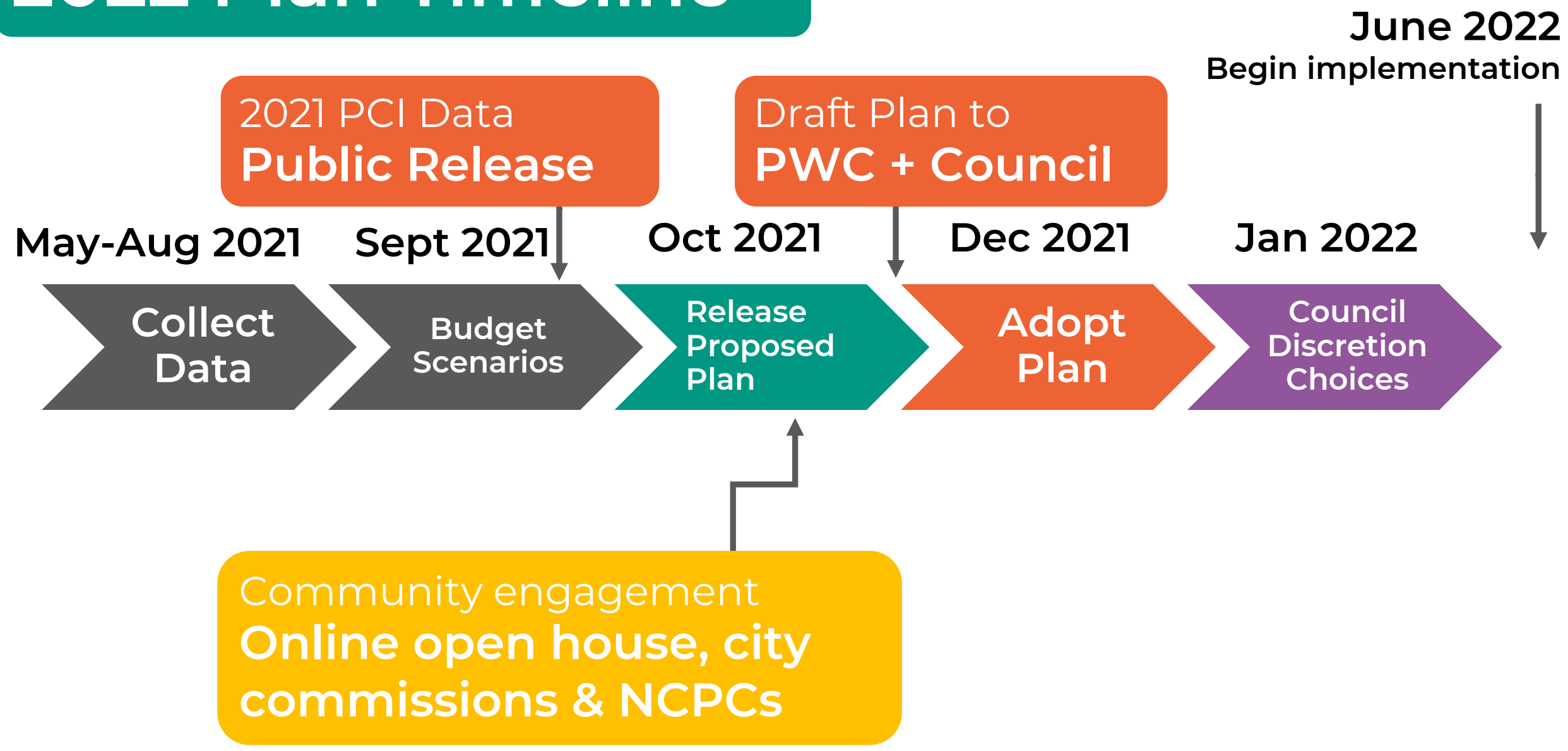
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Proposed Local Streets Funding



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2022 Plan Timeline



Interstate-980 Redevelopment Project

Warren Logan
Policy Director of Mobility & Interagency Relations

Overview

Project Background and Connect Oakland

MTC Core Capacity Study

Downtown Specific Plan

Caltrans Vision 980

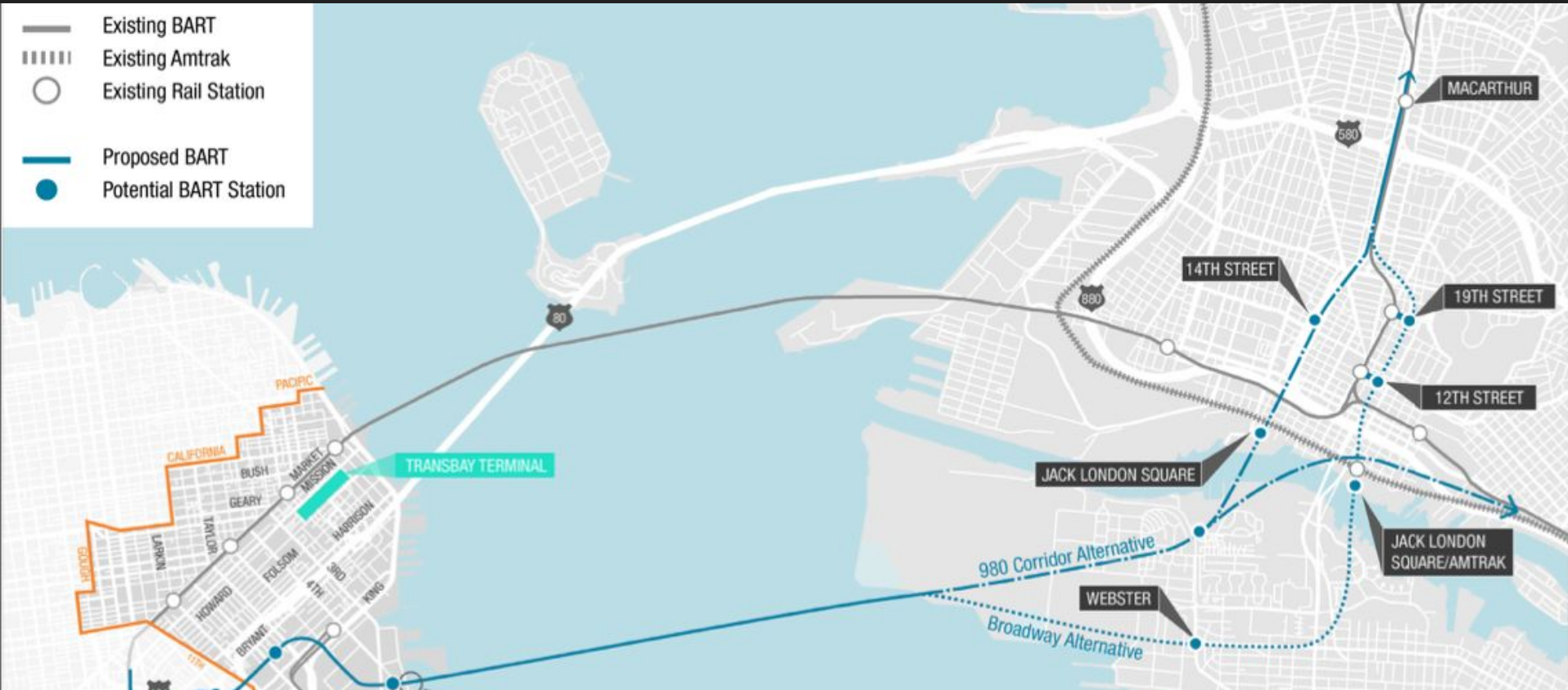
Federal Advocacy and Funding

Next Steps

Connect Oakland



MTC Core Capacity Study (2017)



Downtown Specific Plan (Pending, 2021)



Caltrans 'Vision 980' Study (pending)

\$500,000 Study from Caltrans HQ

Currently developing RFP scope

Coordination with City of Oakland

Federal Advocacy and Funding

\$1 Billion - Reconnecting Communities Program

Opportunity for I-980 visioning

Padilla Helps Introduce Legislation to Reconnect and Revitalize Communities Divided by Transportation Infrastructure

April 19, 2021

Bill would address the legacy of highway construction in many communities of color and low-income communities

WASHINGTON, D.C. – Today, U.S. Senator Alex Padilla (D-Calif.), a member of the Senate Environment and Public Works Committee (EPW), joined Senator Tom Carper (D-Del.), along with Senators Chris Van Hollen (D-Md.), Charles E. Schumer (D-N.Y.), Ben Cardin (D-Md.), and Chris Coons (D-Del.), in introducing legislation to reconnect and revitalize areas that were harmed by the construction of the Interstate Highway System and other infrastructural barriers. The Reconnecting Communities Act would establish a grant program at the Department of Transportation to help communities identify and remove or retrofit transportation infrastructure that creates obstacles to mobility and

Next Steps

Develop scope of work with Caltrans

Lobby Federal Government for additional funds

Coordinate with General Plan Update



Locking Policy Change Proposal

Oakland | Increased Capacity at Bike Racks



- Less than 2% of trips end not parked to a bike rack
- Having sufficient bike rack capacity improves the utilization of the lock-to mechanism



- In high traffic areas, due to bike racks full with a capacity of 1 vehicle, end trips will have a higher likelihood of not utilizing the lock to mechanism



- Adding a 2nd scooter only adds ~6 inches to the total footprint
- Will allow for parking of private bicycles while not impeding pedestrian walkways



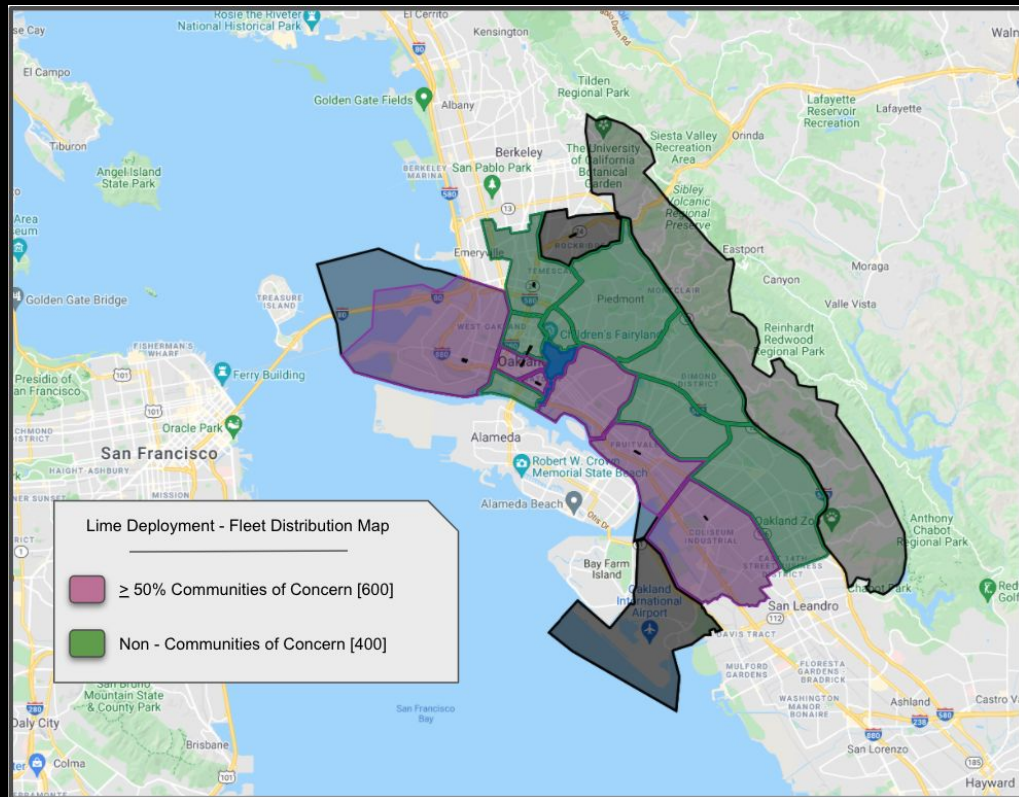
Oakland | Service Area



Communities of Concern

Once we launch, Lime plans to work directly with the City to focus daily deployment and rebalancing of our scooters to ensure that at least **50%** of our fleet is located in Communities of Concern.

Our goal is to ensure that we truly are serving all of Oakland in an equitable, sustainable, and demand-responsive manner.



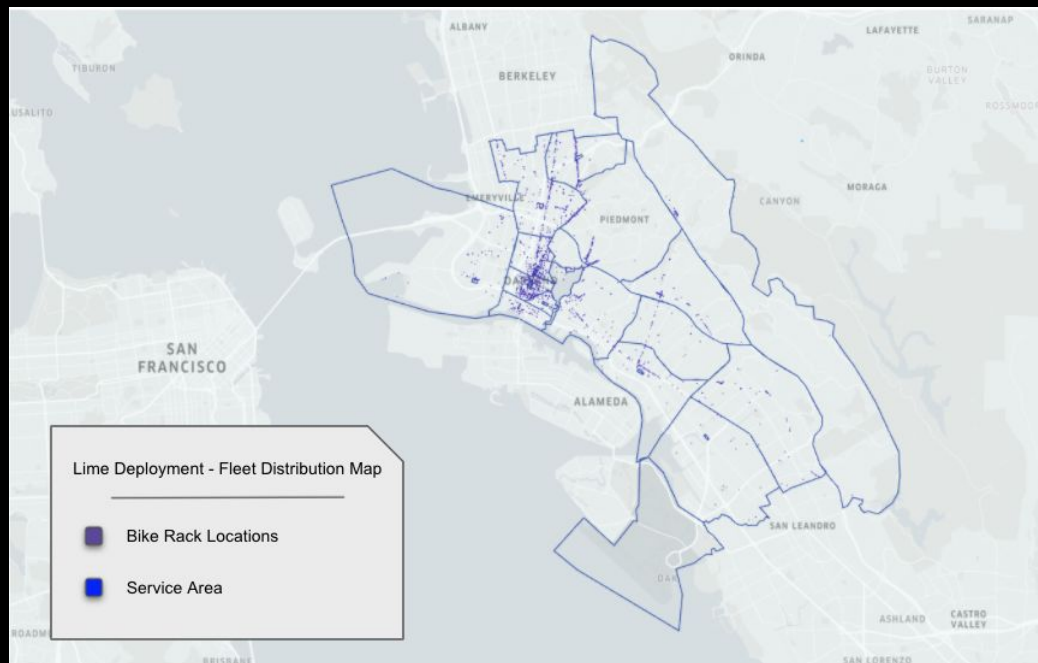
Oakland | Bike Rack Distribution



Total of 3,500 bike racks throughout the City with a majority concentrated in Downtown Oakland, little overlap with CoC

Given bike rack distribution, there are not enough bike racks to achieve the 50%+ CoC deployment target with four different providers

Need +1,000 bike racks distributed across equity regions to ensure CoC distribution compliance





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Local Customer Service

*In App or
1-888-LIME-345 for our 24/7 support
center*