



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the March 16, 2023 meeting
City Hall, Hearing Room 4

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/March-2023-BPAC-Meeting-Agenda.pdf>.

Meeting called to order at 6:05 pm by BPAC Chair Dianne Yee.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with 6 Commissioners present (X). One Commissioner arrived late (x) and one Commissioner was excused (-).

Commissioners	Present
Andrew Campbell	X
Alex Frank	-
Grey Gardner (Vice Chair)	X
Mike Lok	X
Phoenix Mangrum	x
David Ralston	
Patricia Schader	X
Nick Whipps	X
Dianne Yee (Chair)	X

Introductions were made.

- Other attendees: Kevin Dalley, Chris Hwang, Jimmy Jessup, Hugh Morrison, Robert Prinz, Koushik Roy, George Spies, and Joseph Swain.
- Staff: KTOP, Sarah Fine, Pierre Gerard, Julieth Ortiz, Jason Patton, Patrick Phelan, and Amit Salwan.

Item 2. Open Forum / Public Comment

- George Spies, on behalf of the volunteer-organized Traffic Violence Rapid Response team, called for expanded funding to OakDOT. Rapid Response, with support from several community-based organizations, urges the Mayor’s Office to re-allocate \$20 million from OPD to OakDOT for the coming budget cycles. Petition is online at oakrapidresponse.org.
- Koushik Roy wants to learn what can be done to improve app-based navigation aids for bicyclists.
- Hugh Morrison mentioned that the [BPAC Open Forum Tracking Form](#) appears out of date.
- Hugh Morrison and Kevin Dalley called attention to dangerous roadway conditions on Park Boulevard, especially for pedestrian children who attend Edna Brewer Middle School. The temporary road diet, installed via the OakDOT Rapid Response protocol due to a pedestrian fatality in May 2021, [on Park Boulevard near East 38th Street](#) will be removed upon the completion of the [Crossing to Safety pedestrian and bicyclist safety improvement project](#); Hugh and Kevin are looking forward to a more permanent solution to motor vehicle crash risk at this location.

Item 3. Approval of meeting minutes

- A motion to adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from February 16, 2023 was deferred to the April 2023 BPAC meeting.

Item 4. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

Commissioner Schader led the Commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.

- On Sunday, 2/19/23 at 7:08am, a 100-year-old Asian male pedestrian was fatally struck by a driver on 19th St at Harrison St.
- Commissioner Schader reported that, on 3/2/23 or 3/3/23, a 12-year-old female pedestrian was injured due to a hit-and-run crash caused by a driver on Coolidge Ave at the I-580 highway on-ramp while the victim was using the crosswalk to walk to school.

Summary of Discussion:

- George Spies stated that Rapid Revolt (AKA Traffic Violence Rapid Response) will conduct vigils for each and every person killed by a vehicle in Oakland. In the case of the fatal pedestrian crash on 2/19/23, the family of the victim has requested that a vigil not be held due to privacy concerns.
- Commissioner Lok asked about which direction the vehicle was traveling during the crash on 19th St at Harrison St. Jason Patton provided some detail about the relationship between OPD and OakDOT. Commissioner Lok added that Harrison St is a location of frequent crashes by drivers.
- Commissioner Campbell asked about whether vulnerable populations (like those at senior housing facilities) are identified as factors while developing bicycle and pedestrian plans. Jason answered that vulnerable populations are taken into account during project development when reliable data sources are available.
- Commissioner Schader pointed out that senior and school zone warning signs are installed near crosswalks in other cities.
- Kevin Dalley mentioned that state vehicle code allows for posted speed limits to be lowered to 25 miles per hour in front of senior housing facilities.
- Hugh Morrison mentioned that Safe Routes to School and highway on/off-ramps lobbyists should send more funding and DMV should require more frequent driver education to allow drivers to keep their license.
- Koushik Roy stated that drivers generally don't follow the posted speed limit.

Speakers other than Commissioners: George Spies, Kevin Dalley, Hugh Morrison, and Koushik Roy.

Item 5. Transportation Development Act (TDA) Article 3 Grant Application

Julieth Ortiz (jjortiz@oaklandca.gov), Transportation Planner III in OakDOT's Capital Finance Division, provided an overview of the Transportation Development Act (TDA) Article 3 Program, followed by an update of existing TDA funded projects and a draft project list for fiscal year 2023-24. This year OakDOT considered but decided not to submit applications for the design of two stairs and paths projects, including the Comstock stairs (#103) and stairs #206 (Trestle Glen). OakDOT is seeking to ensure that there is staff and contracting capacity to implement the proposed projects before committing to requesting funds this cycle.

Summary of Discussion:

- Commissioner Gardner commented that the Foothill Pedestrian Safety Improvement Project may be a good model for TDA projects involving speed reduction.
- No grant proposals will be made in the current TDA application cycle.
- Commissioner Whipps commented that there is an equity issue with regards to continuing not to make increased traffic safety improvement investments in underserved communities in Oakland.
- Conflict within neighborhood groups regarding TDA project proposals may occasionally prevent some projects from moving forward.
- There is no limit to the number of years that TDA funds may roll over.
- Current funding for active TDA projects is sufficient relative to staff capacity.
- Landslide-related work contributed to delays in active TDA projects.
- Relating to the bicycle parking TDA project, Robert Prinz spoke to dockless bikeshare possibly coming to East Oakland, which will require increased bicycle parking in areas that currently do not contain sufficient bicycle parking locations to fully support a dockless bikeshare program.
- Trestle Glen staircase #206 joins mid-block Rosemount Road to Northvale Road near Sunnyhills Road.
- Kevin Dalley described an ongoing issue of vehicles parked up on the sidewalk in the Trestle Glen neighborhood.

Speakers other than Commissioners: Hugh Morrison, Robert Prinz, and Kevin Dalley.

Item 6. Bike to Work Day 2023 Planning

Chris Hwang (chris@wobo.org) from Walk Oakland Bike Oakland (WOBO) shared plans for and ways to get involved in Bike To Work Day 2023, Thursday May 18, 2023. This year's Oakland BTWD celebrations in Oakland will include programming in partnership with Bike East Bay, The Crucible, and Oakland Central Business Improvement District; and bicycle rides with Councilmembers and Mayor Thao on BTWD and throughout the month of May. For more information visit <https://wobo.org/bike-to-work-day-2023>.

Summary of Discussion:

- The BPAC will likely reschedule the May meeting to Thursday, 5/25/23, to avoid conflict with the planned BTWD festivities on 5/18/23.
- Chair Yee encouraged attendees to encourage their Councilmembers to organize rides to the event at Pablo's Alley.
- Commissioner Campbell suggested that BTWD attendees reach out to school board members for the group ride.
- BTWD's timing is perfect for discussing funding-related topics with elected local leadership given that City Council will be adopting the City's Fiscal year 2023-35 budget by June 30.

Speakers other than Commissioners: none.

Item 7. Paving Plan Update

Sarah Fine (sfine@oaklandca.gov), Paving Program Manager, presented a final update on the 2019 3-Year Paving Plan (3YP) and provide a status report on the adopted 2022 5-Year Paving Plan (5YP). Additional

information about the 2022 5YP, including a map of streets and schedule, can be reviewed here: <https://www.oaklandca.gov/projects/20225yp>.

Summary of Discussion:

- The City has reached its debt ceiling with the expiration of pandemic-related state funds, so the City cannot borrow to use projected Measure U bond funds upfront; the funds may not be available for use until 2026.
 - [The draft 5-Year Paving Plan map, available online](#), includes proposed Neighborhood Bike Routes.
- A motion to **extend the meeting by 45 minutes** was made (Yee), seconded (Gardner), and approved unanimously by voice vote.
- Roadways not completed via the 3YP have been rolled over into the 5YP. Contract timing and capacity in addition to limited staff capacity has significantly slowed down the pace of redesigned roadways on the 3YP and 5YP.
 - Robert Prinz offered volunteer interest in helping to visualize paving plan progress.
 - The West Grand Ave paving project may break ground before the end of calendar year 2023.
 - OakDOT's Capital Contracts Division has been plagued by consistent vacancies since July 2022, negatively affecting paving plan progress.
 - Continuous recruitment for engineering positions has not resulted in staff needs being met.
 - Please advocate for responsible, responsive government.

Speakers other than Commissioners: Robert Prinz.

Item 8. 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 at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.

Summary of Discussion:

- Commissioner Mangrum will speak with OPD representatives about integrating bicycling-related activities into an Easter Egg Extravaganza on April 6, 2023, at Arroyo Viejo Park and hosted by OPD, continuing a recent series of public events led by OPD.
- Robert Prinz highlighted an HSIP project at 56th Street and Shattuck Avenue involving flashing beacons as a bike crossing design which is being reviewed by Committee members.
- The most recent Infrastructure Committee meeting was cancelled due to potential violation of the Brown Act because the BPAC's committees qualify as "legislative bodies" and must be noticed in the same way as the Commission. The status of the BPAC's Committees will be discussed at the planned 3/30/23 BPAC Special Meeting.
- Committees allow for non-Commissioners to participate in leadership roles relating to Commission activities.

Speakers other than Commissioners: Robert Prinz.

Item 9. Three-month look-ahead, suggestions for meeting topics, announcements

The three-month look-ahead was included in the meeting's agenda packet.

Suggestions for meeting topics

- Commissioner Gardner reiterated previous requests for presentations on the City's Speed Hump Program and on traffic crash data.
- Commissioner Gardner asked about whether new speed-related data could be collected on a more consistent basis for dangerous roadways.
- Commissioner Whipps requested a Budget cycle-related topic in the near term, including the proposed Capital Improvement Program.
- Commissioner Campbell encouraged future items on projects by other agencies, including BART.
- City of Alameda interested in presenting on the estuary bridge project planning process.

Announcements

- See announcements in the meeting's agenda packet.
- A Special Meeting to discuss an update to the Strategic Plan is tentatively scheduled on Thursday, 3/30/23, at 6:00pm - 8:00pm.

Meeting adjourned at 8:20 PM.

Attachments

- Presentation: Transportation Development Act (TDA) Article 3 Grant Application
- Presentation: Bike to Work Day 2023 Planning
- Presentation: Paving Plan Update

Minutes recorded by Pierre Gerard, Bicycle & Pedestrian Program Transportation Planner II, emailed to meeting attendees for review on 3/17/23 with comments requested by 3/31/23 to PGerard@oaklandca.gov. Revised minutes were attached to the April 2023 meeting agenda and adopted at that meeting.

Transportation Development Act (TDA 3) FY 2023-24

Julieth Ortiz
March 2023



Overview

Eligible Uses

- Construction/engineering of a bicycle or pedestrian capital project
- Maintenance of a multi-purpose path
- Bicycle safety education program
- Development of a comprehensive bicycle or pedestrian plans
- Restriping Class II bicycle lanes.
- Pedestrian safety education (February 24, 2016)

Process

Metropolitan Transportation Commission

Administers TDA funds for the state. TDA 3 accounts for 2% of TDA funds collected in the county for bike & ped



Alameda County Public Works

Manages the allocation process in the county for MTC, based on population



Planning Areas (Cities)

Administers TDA funds for the state. TDA 3 accounts for 2% of TDA funds collected in the county for bike & ped



City Council Approval

For proposed projects is required by the end of May

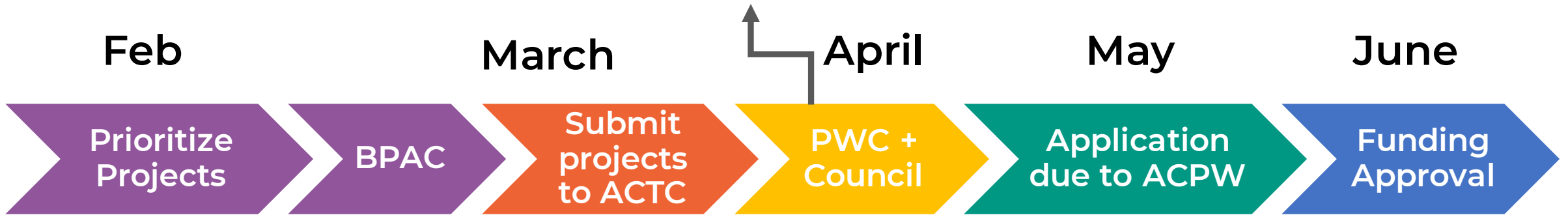


Bicyclist & Pedestrian Advisory Commission

Must review and prioritize OakDOT proposed projects for FY by February/March

Timeline

An **approved resolution is required** to request funding all, allowing project initiation



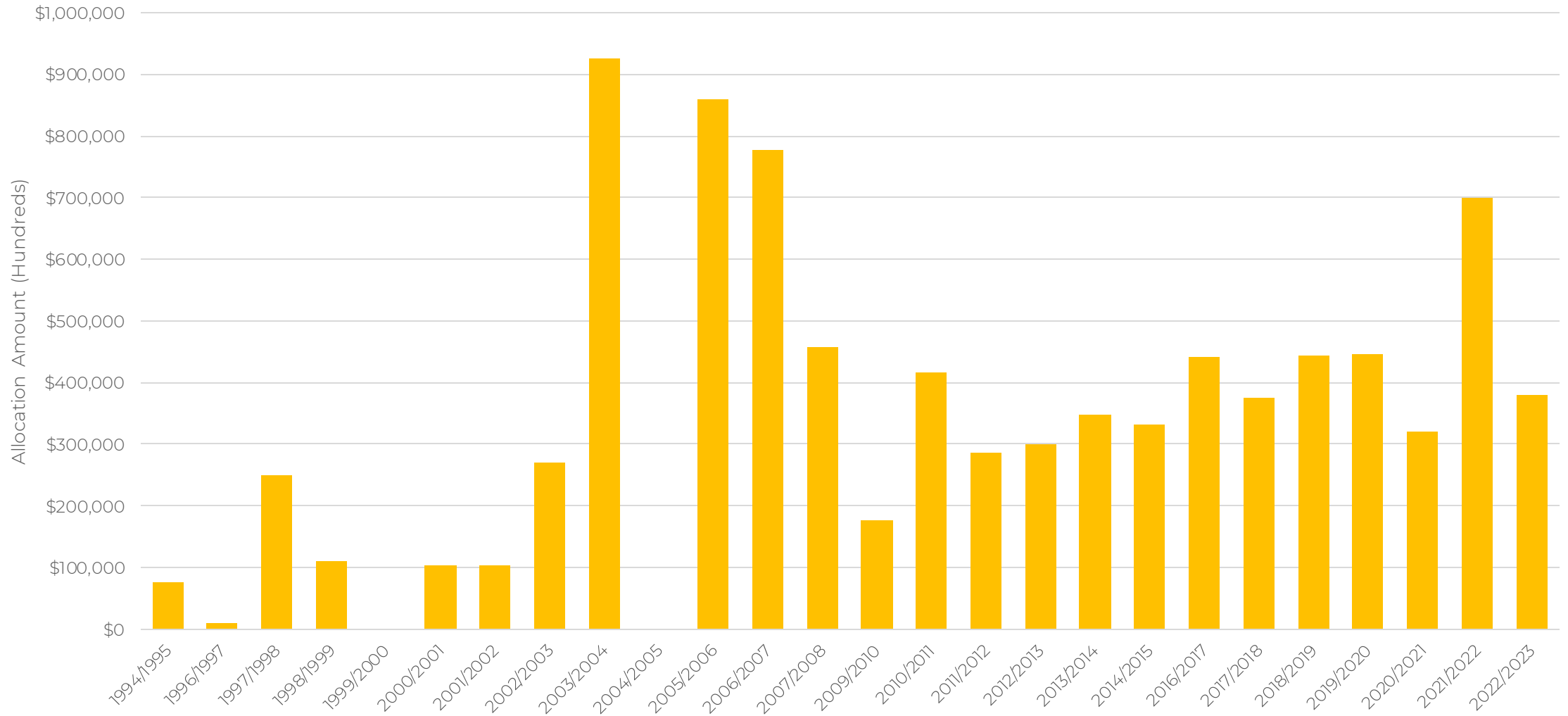
Allocation letters are sent in the **fall**, allowing **project initiation**

History

**Over \$9M in
25 years of
TDA Allocations**

- Bicycle Safety Education
- Bicycle Signage & Parking
- Bike Safe Storm Drain
- Paths & Stairs
- Grant matching
- Streetscape projects

25 Years of TDA Allocations - \$8.9 M



Recent TDA Projects

Project	Allocation	Status
Bicyclist Safe Storm Drain Inlet	\$ 100,000.00	Final reimbursement submitted March 2022
Bicyclist Safety Education Classes	\$ 25,000.00	Final reimbursement submitted March 2022
CityRacks 12 Bike Parking Program	\$ 74,415.37	Final reimbursement submitted July 2022
Bicyclist Signage Program	\$ 85,332.47	Final reimbursement submitted July 2022

Active TDA Projects

Project	Allocation	Status
Burr, Wilson & Palmer Stairs	\$ 359,000.00	Bid June 2024
Outlook to Hillmont Stair-Path Program	\$ 138,000.00	90% Design PAUSED
E. 20th Stair-Path Rehabilitation	\$ 371,796.00	Bid June 2024
Foothill Blvd Pedestrian Safety Improvements	\$ 360,000.00	Pending Contract Execution Estimated CON Start Spring 23

Active TDA Projects

Project	Allocation	Status
CityRacks Bicycle Parking Program Phase 15	\$ 75,000.00	Not Started
Outlook to Hillmont Stair-Path Program	\$ 75,000.00	In Progress



Bike racks installed in front of Xochi the Dog, Café

Almost 12,000 parking spaces!

- 58 bicycle parking spaces will be installed
- 135 bicycle parking racks will be purchased

Preliminary TDA Prioritization

Paths & Stairs Program

- Physical Condition (40%)
- Proximity to Schools/Transit (30%)
- Priority Equity Neighborhoods (30%)

How We Prioritized Projects:

- Existing projects with funding needs
- Project readiness
- Ability to implement within 3 years
- CIP data metrics & service area

Submitted Projects:

- Stair Path #104 CCD #2 (E.14th Ave./Highland Hospital Area)
- Comstock Stair Path CCD #2; **First Priority** (E.14th Ave./Highland Hospital Area)
- Stair Path #206 CCCD #2; **Second Priority**
- Stair Path #32 CCD#4; **Third Priority** (Hills/ Mid-High St. area)

Comstock Way

Priority #1

Total Cost = \$632.6K



Trestle Glen Stair Path

Priority #2

Total Cost = \$551.9k



FY 2023-24 Draft Proposed Allocation Summary

Project

Total Allocation

Stair Path #103 (Comstock)

Stair Path #206 (Trestle Glen)

Funding Request Phase #1

\$535,000

FY 23-24 Final Proposal

\$ 760,366

Total Funds Allocation FY 2023-24

\$ 0

Total Allocation Request

\$ 760,366

Funding Rollover FY 2024-25

Thank you!

Questions?

jortiz@oaklandca.gov



Results

Stairs & Path Program

The program ranks projects based on:

- physical condition (40%)
- proximity to schools/transit (30%)
- equity/communities of concern (30%)

Legend

Schools



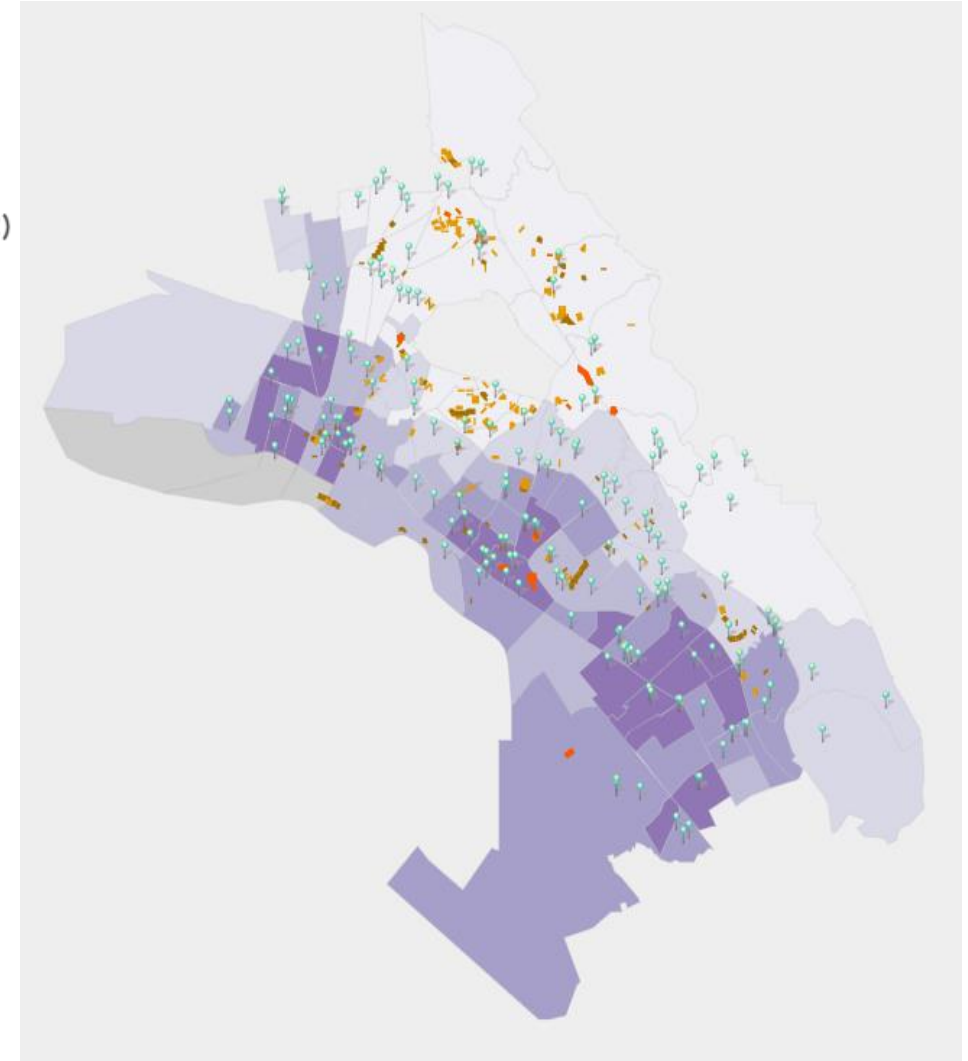
Stairs & Paths (not in Ped Plan 2002)



Ped - Stairs and Paths (all)



Priority Equity Neighborhoods



OAKLAND BIKE TO WORK DAY 2023

Bicyclist and Pedestrian
Advisory Commission
March 16, 2023

Chris Hwang
Walk Oakland Bike
Oakland
WOBO.org



THURSDAY
5/18/2023
+
SATURDAY
5/20/2023



The background image shows an outdoor community event. In the foreground, a table is covered with a white banner that reads "BICYCLE OAKLAND" and "www.oaklandbikes.info". On the table, there are several stacks of small, white, rectangular bags, some labeled "WE OAKLAND". People are visible in the background, some standing and some sitting at tables. The overall scene is bright and festive.

THURSDAY MAY 18, 2023
DOWNTOWN OAKLAND CELEBRATION
4PM - 7PM

Bike Bags

Bicycling / Micromobility Orgs

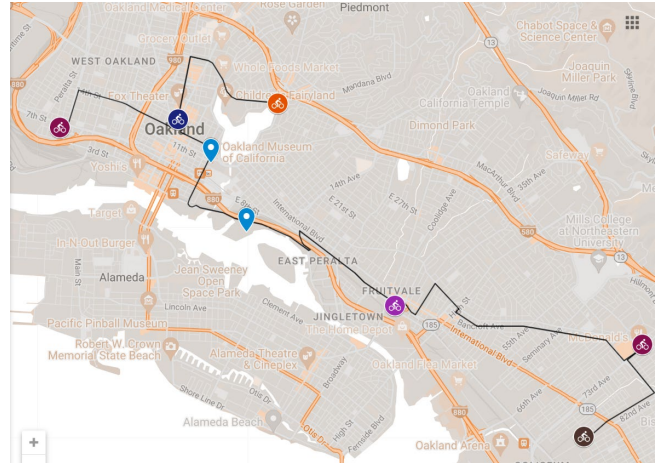
Community, City, and Regional Resources

Joy + Community

SATURDAY
MAY 20, 2023

1 OAKLAND RIDE

TIME &
LOCATION TBD



An aerial photograph of a city, likely Berkeley, California, showing a river in the foreground, a dense urban area with various buildings, and hills in the background. The text is overlaid on the image.

RIDE HIGHLIGHTS

SLOW STREETS

RAISED INTERSECTIONS

NEIGHBORHOOD GATHERING PLACES

PARKLETS

PROTECTED PATHS

SPEED CUSHIONS

GREAT OPEN SPACES

SMOOTH PAVEMENTS

AND MORE

VOLUNTEER

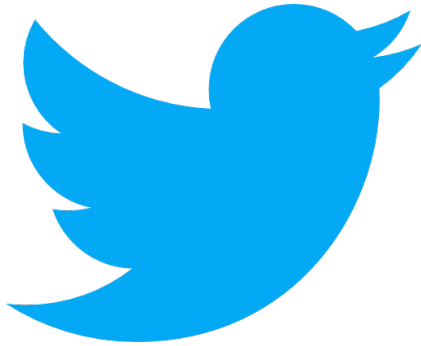
COMMISSIONER RIDES WITH
COUNCILMEMBERS,
MAYOR, ELECTEDS

BIKE BAG AND BIKEWAY
MAPS DISTRIBUTION

MEDIA - DIGITAL
STORYTELLING

TELL YOUR FRIENDS AND
NEIGHBOR TO JOIN
YOU!





SHARE SOCIALLY

@WALKOAKBIKEOAK @BIKEEASTBAY
#BTWD2023 #NOPOLLUTECOMMUTE
#OAKLANDGOLD

MEDIA KITS AND PHOTOS WILL BE AVAILABLE AT
WOBO.ORG/BIKE-TO-WORK-DAY-2023

THANK
YOU

wobo.org/bike-to-work-day-2023



A photograph of construction workers in orange and blue safety gear working on a road. One worker is using a shovel to move material into a hole. In the background, there is a white truck with a large machine on top, and residential buildings. The scene is outdoors during the day.

2022 5-Year Paving Plan Status Report

BPAC
March 2023

Today's Presentation

Background & 5YP Overview

- Last MKK Oversight Committee presentation: December 2021
- 2019 3YP completed in June 2022
- 2022 5YP adopted by City Council in Dec 2021, began in July 2022

Progress Report

- What's been paved since July 2022

Recommended Delivery Improvements

- Recommendations for improving project delivery

Paving Basics

Pavement Condition Index (PCI)

- A numeric grade that scores the condition of street on a scale of 0 to 100.

0

50

70

90 100

Poor

Fair

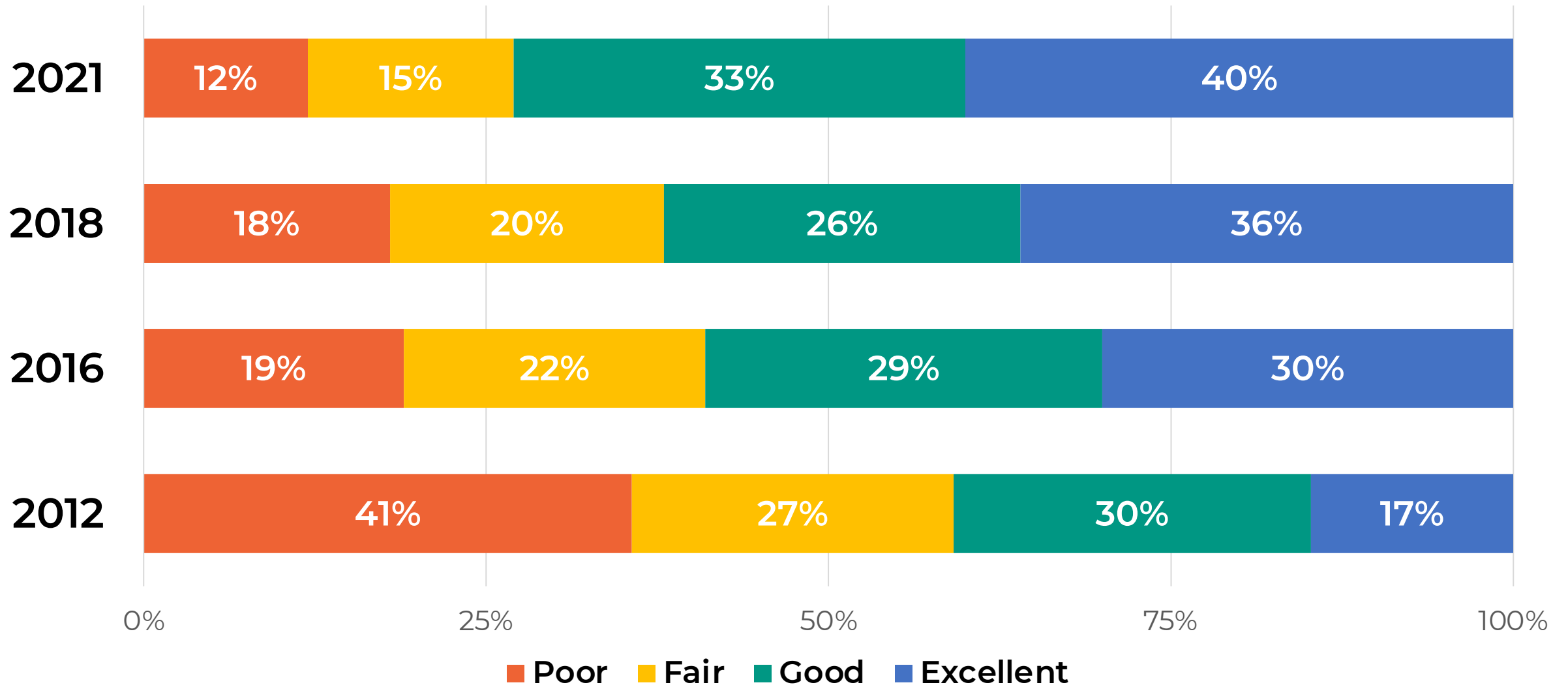
Good

Brand
New

Current Conditions

Major Streets Continue to Improve

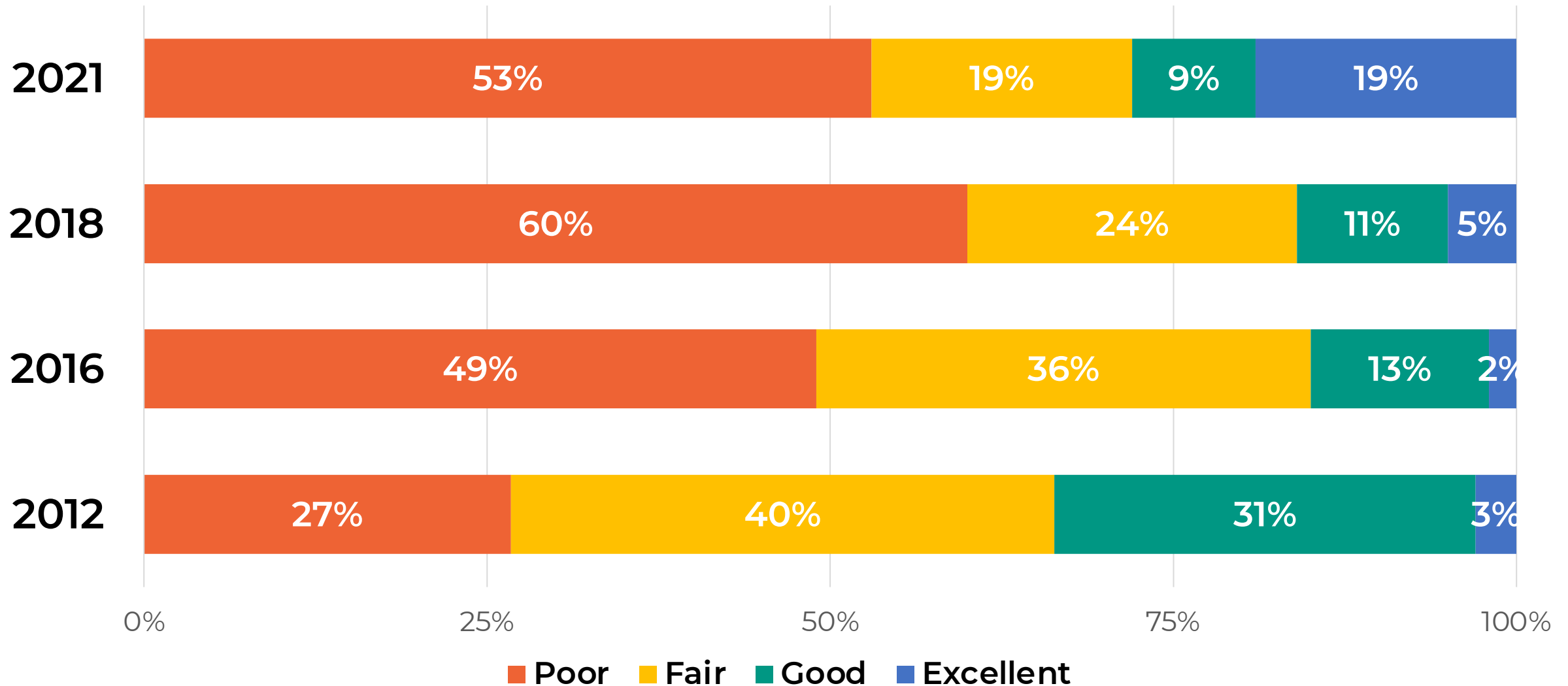
- Nearly $\frac{3}{4}$ of major streets are in good or excellent condition
- Examples: MacArthur Blvd, Telegraph Ave



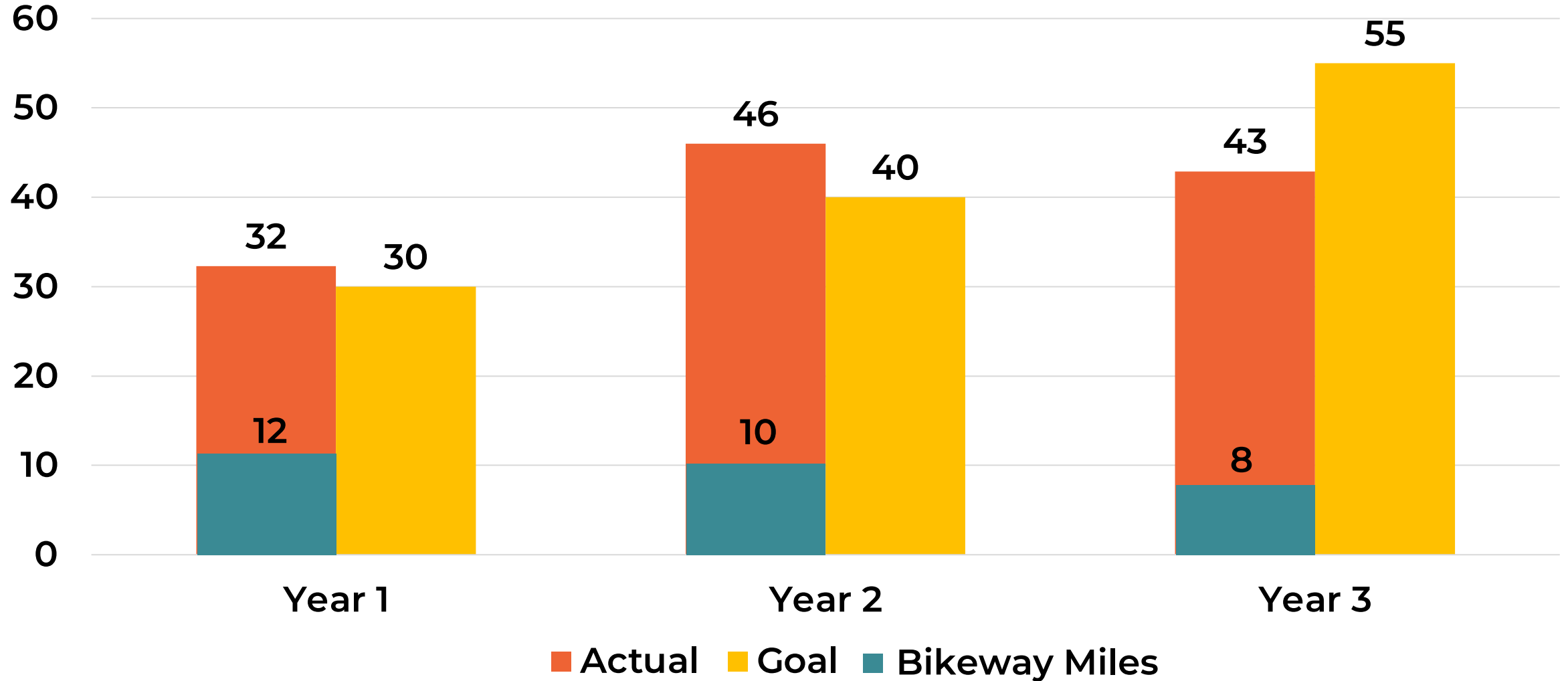
Current Conditions

Local Streets Turned the Corner

- A quarter of local streets are now in Good or Excellent condition
- Reduction in share of streets in poor condition for the first time in 10 years



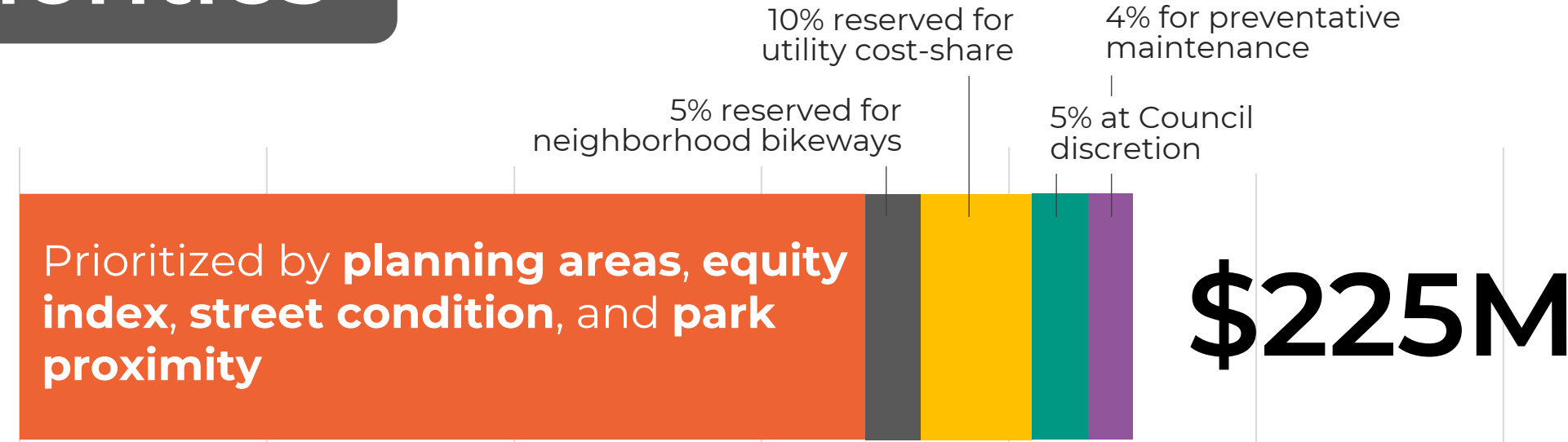
2019 3-Year Plan Final Mileage



5YP Priorities

Local Streets

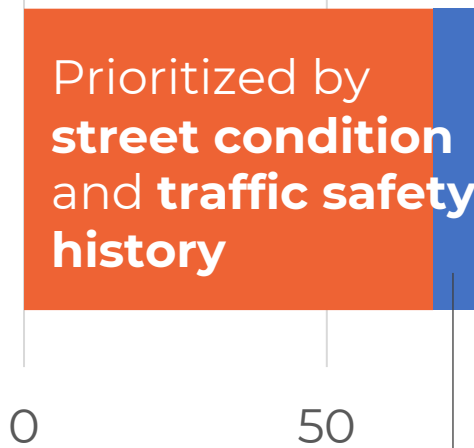
Prioritized by **planning areas, equity index, street condition, and park proximity**



\$225M

Major Streets

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



\$75M

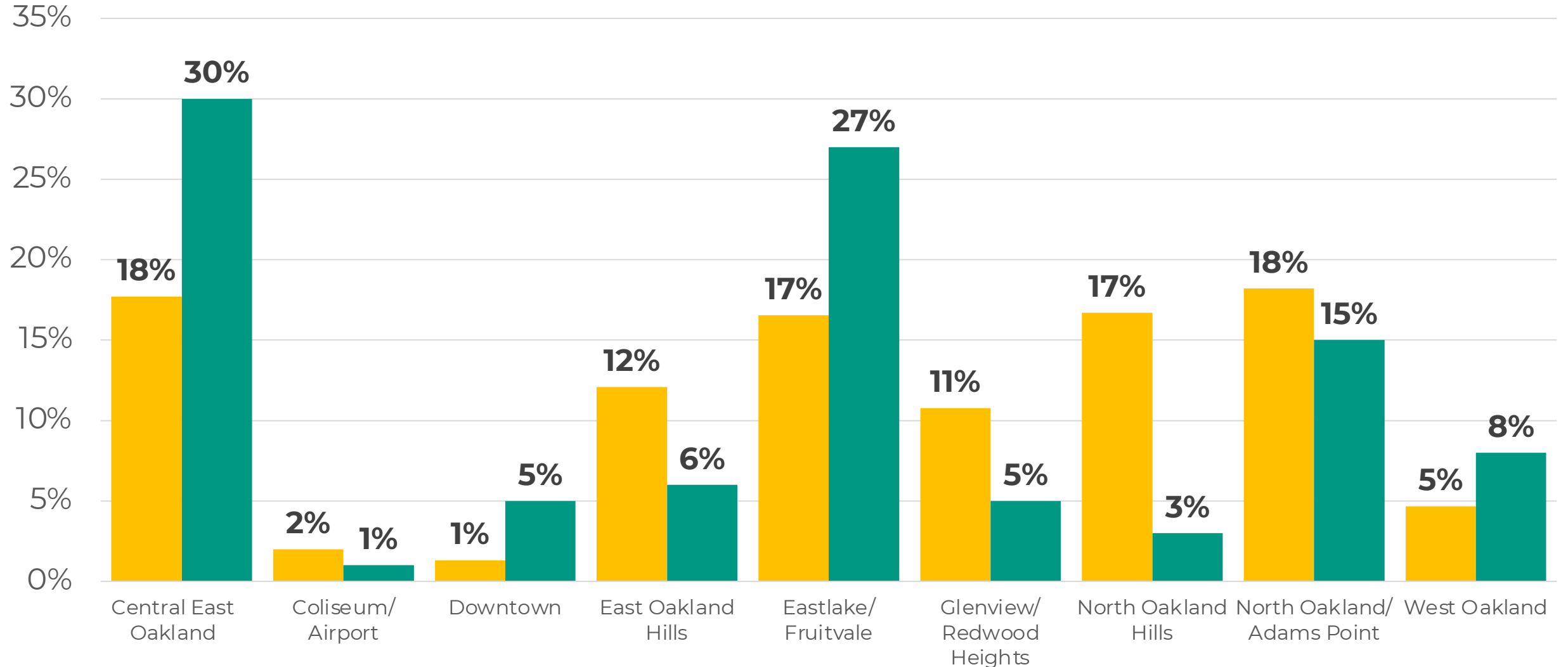
Planning Areas

- Larger than neighborhoods
- Smaller than Council Districts
- Simple way of looking at distributing paving resources



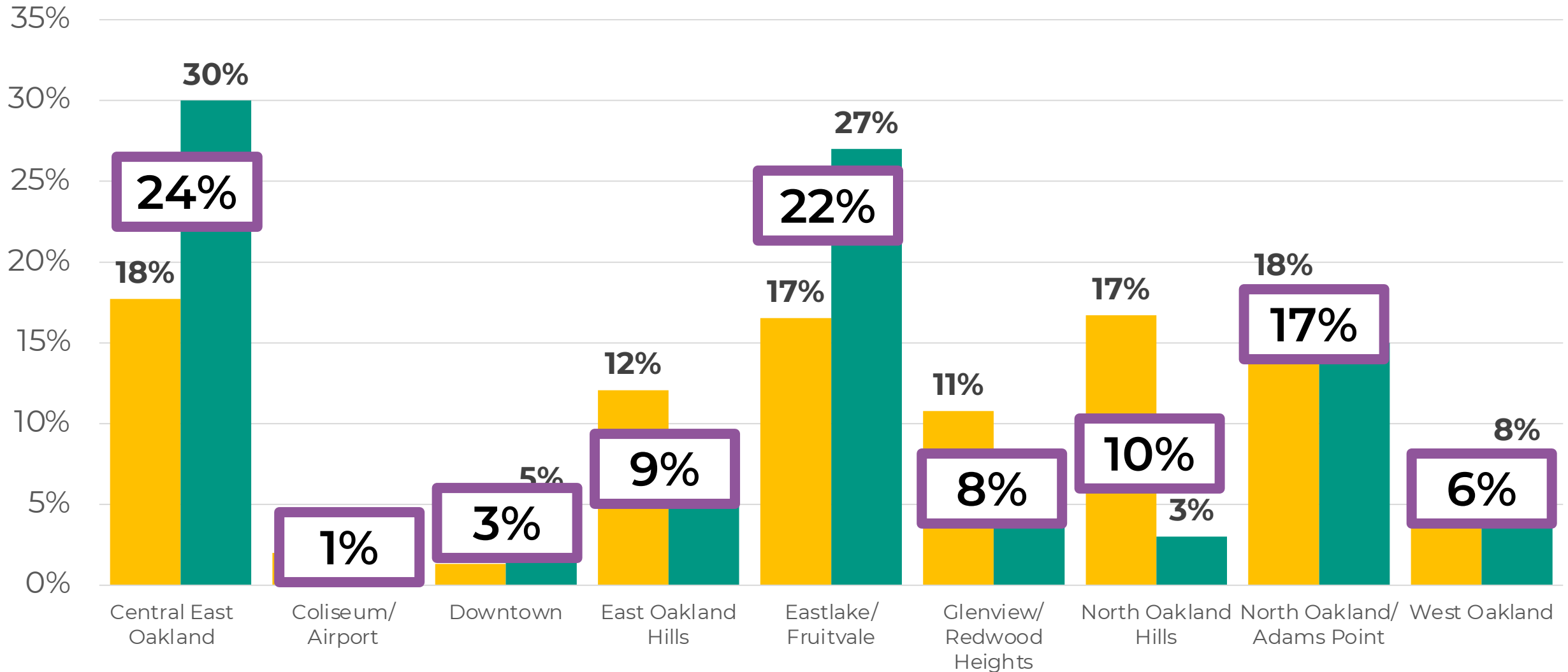
Street Condition & Equity

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

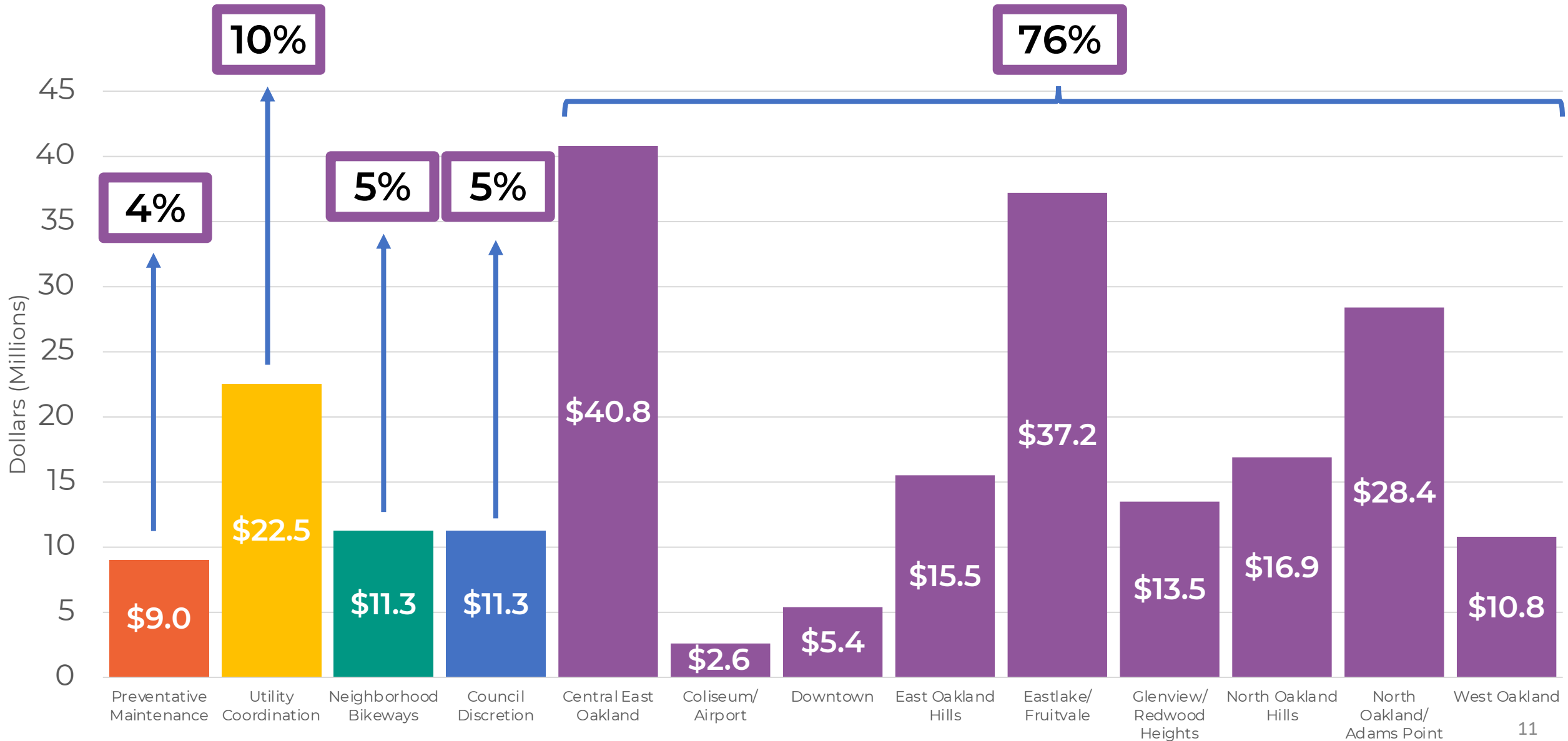


Funding By Planning Area

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



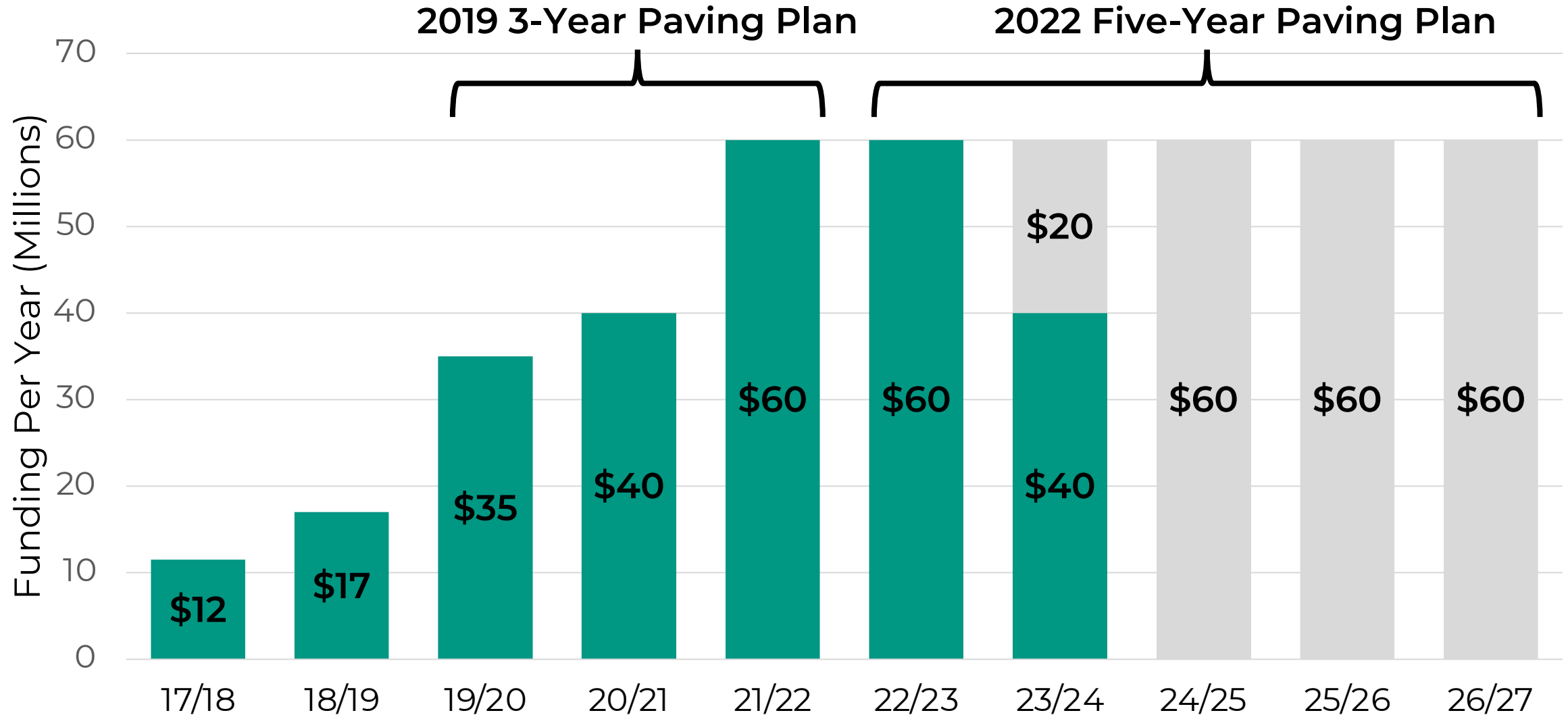
Proposed Local Streets Funding



Plan Funding

Takeaway:

- 2016 Measure KK Bond partially funds 5YP
- 2022 Measure U partially funds 5YP – assuming City has access to debt capacity



Status of 5YP Recommendations

5YP RECOMMENDATION

STATUS

Following a successful funding measure, increase staff resources within all phases of project work

No new paving-supportive FTEs proposed in DOT departmental FY 23-25 budget due to uncertainty regarding Measure U funding and the City's near-term debt capacity

Introduce a joint venture contracting program which prioritizes one major contract a year for joint venture bidders

Lack of staff to provide necessary support infrastructure to initiate this in Year 1.

Continue the contract award authorization established in the 3YP to get paving projects moving as quickly as possible

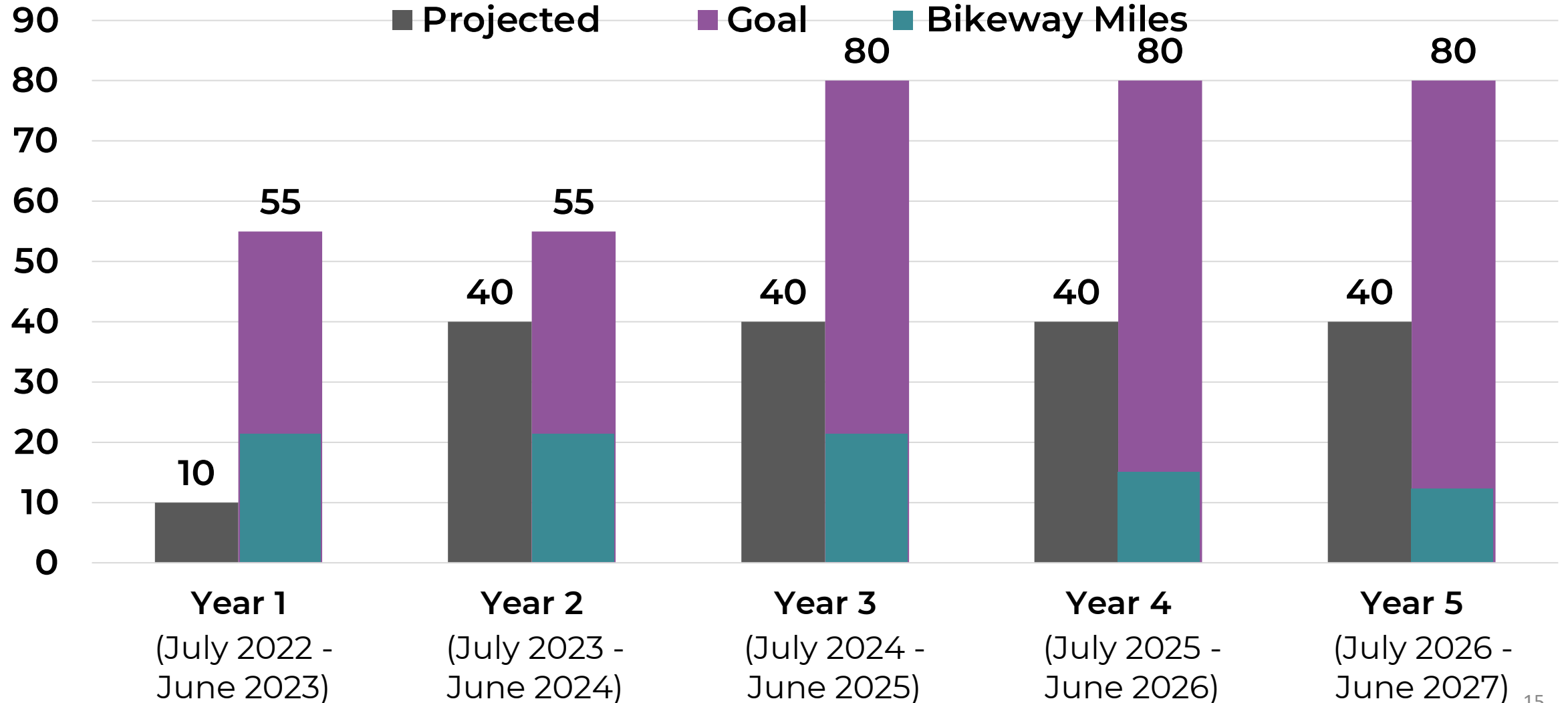
This has been exercised to advance contracts.

Progress Report: 5YP Year 1 to Date

	FY 22-23 YTD	5YP TO DATE	TOTAL PLANNED	% DONE
MILES PAVED	5.0	7.8	395.9	2%
MILES DESIGNED	28.7	28.7	395.9	7%
TIME (MONTHS)	6.0	6.0	60.0	10%

- At just five paved miles completed with less than six months remaining in the fiscal year, OakDOT will not meet its annual mileage goal of 55 miles.
- Completed design mileage reflects work that is ready for construction. Completed design miles are also not on track for this six-month period, given that the annual target is 55 miles and completed design mileage is just under 30 miles.

Progress Report: 5YP Year 1 to Date



Key Issues - Vacancies

- **Delay in Design**

- 33% vacancy rate in OakDOT's pavement design team among assistant engineers, impacting OakDOT's ability to both prepare design in-house and manage consulting contracts.
- 38% vacancy rate in DOT's paving crews, which impacts the City's ability to staff full crews for paving, leading to less efficient scheduling and less mileage production

- **Lack of resilience**

- From February to June 2022 during supervisor's leave of absence, staff who acted for the supervisor were doing three jobs: their own, their supervisor's, and their assistant engineer's.

Key Issues – Contracting

- **Lack of contracts and construction delays**
 - All new contract paving work is approximately 9-12 months behind schedule due to lack of available contracts and delays in contract execution.
 - During this first six months of the 5YP staff would have expected to complete 15-20 miles of contracted paving. Less than 2 miles of contracted paving work was completed during this period.
- **Consulting contract delays**
 - Consultant work order processes that used to take 1-2 months are now taking 5-7 months, not counting period of performance
 - This has delayed the start of new design projects, which will impact completed mileage for the next 12-18 months.

Key Issues – Construction (In-House)

- **Operational Issues**

- No miles were paved in November 2022 due to an equipment issue with the City's main milling machine.
- No mileage was completed in December 2022 due to winter storms.
- On average, OakDOT's in-house crews pave 0.75 a month. During this six-month period, in-house averaged 0.3 miles a month.

5YP Budget Revisions

Five Year Plan Budget (5YP Report)

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Major Streets Program Construction	\$11.0	\$11.0	\$15.0	\$19.0	\$19.0
Local Streets Program Construction	\$35.0	\$35.0	\$45.0	\$55.0	\$55.0
Soft Costs	\$11.5	\$11.5	\$15.0	\$18.5	\$18.5
Total	\$57.5	\$57.5	\$75.0	\$92.5	\$92.5

Revised

	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Major Streets Program Construction	\$11.0	\$11.0	\$11.0	\$11.0	\$15.0
Local Streets Program Construction	\$35.0	\$35.0	\$35.0	\$35.0	\$45.0
Soft Costs	\$11.5	\$11.5	\$11.5	\$11.5	\$15.0
Total	\$57.5	\$57.5	\$57.5	\$57.5	\$75.0

Thank you!