



CITY OF OAKLAND

**City of Oakland, Bicyclist & Pedestrian Advisory Commission**

**Minutes from the February 20, 2025 Meeting**

**City Hall, 2<sup>nd</sup> Floor, Sergeant Daniel Sakai Hearing Room (A.K.A. Hearing Room 4)**

Meeting agenda at: [www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings](http://www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings)

Meeting called to order at 6:00 PM by BPAC Chair Ralston.

**Item I. Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes**

At roll call, quorum was established with 7 Commissioners present (X). 1 Commissioner arrived after roll call (x). 1 Commissioner was absent (-).

Commissioners	Present
Priyanka Altman	X
Kirsten Flagg	X
Grey Gardner (Chair)	X
Jimmy Jessup	X
Alexander Perry	x
David Ralston (Vice-Chair)	X
Patricia Schader	-
Nick Whipps	X
Dianne Yee	X

Introductions were made.

1. Oakland Department of Transportation (OakDOT) Staff: Pierre Gerard, Jason Patton, David Pené
2. Other attendees: Robert Prinz, Ann Killebrew, Kevin Dalley, Phoenix Mangrum, Bryan Culbertson, Claire Farrell.

Chair Ralston led the commission in an acknowledgement of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians; for more information visit:

[oaklandca.gov/topics/traffic-fatality-tracking](http://oaklandca.gov/topics/traffic-fatality-tracking).

Summary of Discussion:

- Related to the pedestrian killed on Grand Avenue, the upcoming BPAC Infrastructure Committee meeting may include an update on the Grand Avenue Repaving Project.
- Grand Avenue is currently difficult to cross as a pedestrian across much of the corridor.

- 37<sup>th</sup> St and West MacArthur Blvd generally run parallel to one another but may be interpreted as intersecting at Dover St and West MacArthur Blvd; this intersection is the location of the crash.

Speakers other than Commissioners: Robert Prinz, Kevin Dalley.

## Item 2. Open Forum / Public Comment / Announcements

A list of announcements and attachments were included in the meeting's agenda packet. Members of the public may comment on any issue within BPAC's subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. The BPAC's Open Forum Liaisons track Open Forum issues raised by the public. (See [tinyurl.com/Oakland-BPAC-OpenForumTracking](https://tinyurl.com/Oakland-BPAC-OpenForumTracking).) The Liaisons review the public comments on a periodic basis to identify policy issues for discussion by the Commission. To request City services, please contact the City of Oakland Call Center; information at [oaklandca.gov/services/oak311](https://oaklandca.gov/services/oak311).

### Summary of Discussion:

- Safe Routes to Transit and Bay Trail awards (via Regional Measure 3 bridge tolls):
  - Alameda CTC: East Bay Greenway (Phase 1: Lake Merritt to Bay Trail), \$25M award - Will "connect the dots" between Oakland projects in the works from Fruitvale BART to 54th Ave and between 85th Ave and Seminary
  - City of Berkeley: Adeline Street Quick Build, \$922k award - Separated bikeway from the Oakland border (MLK Jr Way) to Ashby BART in each direction - Will connect to Oakland's Upper MLK Jr Way separated bikeway in the works from the Berkeley border south to Children's Hospital
  - City of Emeryville: 40th Street Multimodal Project, \$13.167M award - Will add a 2-way protected cycletrack on the north side of 40th/Shellmound from the Oakland border at Adeline Street west to Ikea, with a Phase 2 extension up to Christie Ave and the Bay Trail - The project also includes dedicated bus lanes in each direction
  - SFCTA & BATA: Multimodal Bay Skyway, \$23.75M award- Will add a dedicated bike/walk pathway from the west side of the Bay Bridge east span path to Treasure Island via Treasure Island Road (7% grade vs 14% grade of the existing path on Macalla Rd) - A separate project will add an electric ferry connection between Treasure Island and SF with 15 minute headways by 2028
- Separately, the regional round of the state Active Transportation Program made the following award recommendation:
  - Southwest Berkeley Bicycle Boulevards, \$3.43M award - Will add traffic calming and major roadway crossing treatments to a number of bike boulevard corridors, which will connect to both the planned San Pablo Ave protected bikeway project from South Berkeley to Downtown Oakland, as well as to a number of Northwest Oakland neighborhood bikeways
- Two transportation-related forums are coming up; check [bikeeastbay.org](https://bikeeastbay.org) for more information:
  - 1) Mayoral candidates' forum on 3/4/25;
  - 2) District 2 candidates forum on 3/16/25.
- [The Quick Build International Boulevard Project](#) was completed in October 2024; only one traffic-related death on International Boulevard has been documented since that time, and the

incident location was not part of the quick-build project. There were more deaths within a comparable period of time on International Blvd prior to the quick-build project. Informally, it appears that swerving into the bus-only lane has decreased where delineator posts have been installed.

- Measure KK/U bond sales may be essential to a higher rate of paving plan implementation.

Speakers other than commissioners: Robert Prinz, Bryan Culbertson, and Kevin Dalley.

### Item 3. Approval of Meeting Minutes

The draft meeting minutes from the January 2025 BPAC meeting were considered for adoption.

→ A motion to **adopt the Bicyclist & Pedestrian Advisory Commission January 2025 meeting minutes** was made (Jessup) and seconded (Yee) The motion was approved by unanimous voice vote.

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

Speakers other than commissioners: N/A.

### Item 4. West Street Road Diet Project Evaluation

David Pené ([dpene@oaklandca.gov](mailto:dpene@oaklandca.gov)), Engineer in the Bicyclist and Pedestrian Program, Safe Streets Division at OakDOT, presented on the evaluation of the West Street Road Diet Project. Project info, including the evaluation report, is available on the project website: [www.oaklandca.gov/projects/west-street-road-diet-project](http://www.oaklandca.gov/projects/west-street-road-diet-project) A copy of the presentation was attached to this meeting's agenda.

Summary of Discussion:

- Chart on the “Bicycling Safety & Comfort” slide is from the FHWA.
- Bicyclist volumes were collected before and after the project, but multimodal data is difficult to collect over a long time window with pneumatic tubes (video-based counts result in clearer data).
- A 3-day pneumatic tube count costs roughly \$300-400, but costs much more in staff time to analyze.
- Speeding is generally more extreme during off-peak hours.
- Pedestrian safety islands likely play an outsized role in slowing motor vehicle speeds, assuming that speeding is generally correlated with the presence of more than one roadway lane in the same direction.
- Overall neighborhood feedback was positive, though there were concerns about motor vehicle congestion on West St. Those concerns are mitigated by the low traffic volumes on West St (data available in the feasibility study for this project).
- West Street was prioritized for this type of project due to a coordination opportunity with scheduled City repaving work. The streets parallel to West St, Market St and Martin Luther King Jr. Wy, include much higher traffic volumes, meaning a road diet on those streets would be more likely to cause motor vehicle congestion.
- A post-project survey was not conducted; a list of neighborhood contacts was generated pre-project and could be used for a post-project survey.
- The plant plan (for the pedestrian safety islands) generally includes low-maintenance plants due to City landscaping staff constraints.

- Speed cushions generally cost about \$5,000 each and traffic safety islands for this project cost about \$20,000 each, relatively affordable compared to paving budgets (roughly estimated in the 2010s at \$1,000,000 per mile).
- The Oakland Fire Department had no concerns with the project. The speed cushions were designed to reduce vertical deflection for fire trucks and ambulances.
- The City of Emeryville's Emery-Go-Round required coordination to have their shuttles moved onto Market St from West St.
- Speed cushions were installed closer to stop signs through this project than in the past.
- This project generally included a lot of experimentation that can be replicated in other traffic calming projects.
- Posted speed limits require State-mandated speed zone surveys to propose new speed limits.
- The project generally appeared to reduce motor vehicle speeds below 30 miles per hour and staff consider it a success by that standard.

Speakers other than Commissioners: Bryan Culbertson, Kevin Dalley, Ann Killebrew, and Robert Prinz.

### **Item 5. Report Back of Presentation of 2024 BPAC Annual Report to Public Works and Transportation Committee & 2025 BPAC Look Ahead**

BPAC 2024 Chair Gardner and 2025 Chair Ralston led the commission in a report back from the presentation of the 2024 BPAC Chair's Report ([www.oaklandca.gov/documents/bicyclist-pedestrian-advisory-commission-bpac-annual-chairs-reports](http://www.oaklandca.gov/documents/bicyclist-pedestrian-advisory-commission-bpac-annual-chairs-reports)) at the January 28<sup>th</sup>, 2025 Oakland City Council Public Works and Transportation Committee (PWTC) (<https://oakland.legistar.com/MeetingDetail.aspx?ID=1272678&GUID=D02916CF-0966-41F2-88CF-C4846AA4849F&Options=info|&Search=>) and a discussion on the vision and look ahead for BPAC in 2025.

#### Summary of Discussion:

- The report generally highlighted the need for more traffic calming projects in Oakland.
- The Councilmembers on the Committee appeared generally interested in the report and the topic of traffic safety in Oakland, with a robust discussion on related issues at the meeting.
- OakDOT Director Josh Rowan generally agreed with the challenges and priorities included in the report.
- PWTC Committee Chair Zac Unger appears to generally be in alignment with the BPAC's priorities.
- Commissioners should consider organizing bike rides with one another and their neighbors. Phoenix Mangrum is targeting the second Saturday of March for a group ride.
- There is continued interest in BPAC meetings at publicly-accessible locations other than City Hall. The 81<sup>st</sup> Avenue Branch Library is a good candidate location (the same off-site location used in 2024) because it's open late and City-staffed. The Fruitvale Branch Library has been used for Commissioner meet-and-greet events in the past, though at earlier evening hours than BPAC meetings.
- Language interpretation and translation may be necessary to perform more inclusive outreach in Oakland.
- Schools and school-related organizations (like parent-teacher associations (PTAs)) could be more intentionally targeted by the BPAC for outreach activities.

Speakers other than Commissioners: Kevin Dalley, Phoenix Mangrum.

## Item 6. Committee Overviews, Report Backs, and New Assignments

Committees of the BPAC provided brief updates to the Commission. All commissioners were given the opportunity to volunteer for, switch, or remove themselves from the Commission's committees and liaison positions. A list of active committees was included in the agenda packet and at [www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons](http://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons).

- Infrastructure Committee: The committee last met on January 9<sup>th</sup>, 2025. They heard presentations on [Embarcadero West Rail Safety and Access Improvements Project](#) and Bicycling and Pedestrian Infrastructure Design Details and Supplemental Guidance. More info at: <https://www.oaklandca.gov/meeting/january-2025-bpac-infrastructure-committee>. Their next meeting is scheduled on Thursday, March 6<sup>th</sup>, 2025, from 3:30 PM to 5:30 PM at 250 Frank Ogawa Plaza in the Broadway Conference Room, Suite 4304.
  - There will be an update on the fully-funded and –designed Lakeshore Avenue Separated Bike Lanes Project; this update is available now at the following City webpage: <https://www.oaklandca.gov/projects/lakeshore-avenue-separated-bike-lanes-project>
  - The 2025 Caltrans District 4 bike plan update (to the 2018 plan) is available for review and public comment: <https://experience.arcgis.com/experience/508f21b300fc4a9aa24a7999e1717145/page/Draft-Report/>
- Policy and Legislative Committee: The committee met last on February 10, 2025, and heard items on the City of Berkeley Fire Department's "street trauma prevention" program, and improved reporting of traffic injuries and fatalities. More information at: [www.oaklandca.gov/meeting/feb-2025-bpac-policy-and-legislative](http://www.oaklandca.gov/meeting/feb-2025-bpac-policy-and-legislative).
  - Their next meeting is scheduled for May 12, 2025 from 6:00 PM – 7:30 PM.
- Former commissioner, now community member Phoenix Mangrum, was considered for the role of liaison to the Oakland Police Department.

→ A motion to **appoint Phoenix Mangrum to the role of Liaison to the Oakland Police Department** was made (Ralston), seconded (Perry), and approved unanimously via voice vote.

Speakers other than Commissioners: Robert Prinz, Kevin Dalley, Phoenix Mangrum.

## Item 7. Agenda look-ahead, suggestions for meeting topics

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

Suggestions for meeting topics:

- Appointing a BPAC Liaison to the Oakland Fire Department (Kevin Dalley)
- Roundabouts/Traffic circles (Ann Killebrew)
- Citywide (major corridor) motor vehicle speed analysis (Commissioner Gardner)
- Update from the Ad Hoc Committee on Fire Code Amendments (Kevin Dalley)
- Pedestrian push-button timing and crosswalk accessibility (Commissioner Perry)

Speakers other than Commissioners: Kevin Dalley, Ann Killebrew.

Meeting adjourned at 8:00 PM.

Minutes recorded by Pierre Gerard, OakDOT Bicycle & Pedestrian Program Transportation Planner, emailed to meeting attendees for review on February 20, 2025 with comments requested by March 6, 2025, to [pgerard@oaklandca.gov](mailto:pgerard@oaklandca.gov). Revised minutes will be attached to the March 2025 BPAC meeting agenda and considered for adoption at that meeting.