



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the September 19, 2024, Special Meeting
81st Ave Library, 2nd Floor Community Room, 1021 81st Ave, Oakland,
CA 94621

Meeting agenda at <https://www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings>

Meeting called to order at 6:04 PM by BPAC Chair Gardner.

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 five Commissioners present (X). Commissioners Altman, Schader, and Whipps were excused (-). Commissioner Mangrum arrived part way through the meeting (x).

Commissioners	Present
Priyanka Altman	-
Alex Frank	X
Grey Gardner (Chair)	X
Jimmy Jessup	X
Phoenix Mangrum	x
David Ralston (Vice-Chair)	X
Patricia Schader	-
Nick Whipps	-
Dianne Yee	X

Introductions were made.

1. Kevin Dalley (BPAC Policy and Legislative Committee), George Spies (Traffic Violence Rapid Response), Irene Farnsworth, Midori Tabata (WOBO), Ross Parish, Jesse Olsen, Drew Martin, Tonya Love, Brian Lindseth, Gwendolyn Bikis, Bryan Culbertson, July Tenenbaum
2. Staff: Jason Patton (Oakland Department of Transportation – OakDOT), Noel Pond-Danchik (OakDOT), Yvonne Chan (OakDOT), Mica Amichai (OakDOT), Audrey Harris (OakDOT), Patrick Phelan (OakDOT), Megan Weir (OakDOT), Josh Rowan (OakDOT), Manuel Corona (OakDOT), Anthony Propernick (Oakland Public Library), RB Burnette Jr. (Oakland Public Library)

Chair Gardner 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:

<https://www.oaklandca.gov/topics/traffic-fatality-tracking>.

- At around 6:37pm on August 19th, 2024, a vehicle driver struck two pedestrians crossing the street at 72nd Ave and International Blvd. One of the pedestrians hit was a 17-year-old, Hispanic, female Oakland resident who died as a result of her injuries. The other pedestrian hit was a 46-year-old, Hispanic, female Oakland resident who was injured. The driver fled the scene but was later located.

- At around 9:33pm on August 29, 2024, a vehicle fatally struck a 70-year-old, Black pedestrian from Oakland near 98th Ave and Bancroft Ave in a hit and run crash.

Summary of Discussion:

- Traffic Violence Rapid Response is a direct-action group that brings attention to traffic violence and is looking for more information on both crashes.
- Last month, an Oakland Police Department officer crashed their car on 69th Ave.

Speakers other than Commissioners: George Spies

Item 2. Open Forum / Public Comment / Announcements

A list of announcements and attachments were included in the meeting's agenda packet. There is a liaison to Open Forum who follows up with members of the public and tracks Open Forum comments at

https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/html

- The City may not issue bonds including the Measure U bond which pays for paving.
- There is a window cling available at the meeting to stick in car windows to remind drivers to check for bicyclists before opening doors. These were made after a fatality involving a bicyclist being doored last year.
- There will be a demonstration project involving a diverter at the intersection of 81st Ave and Plymouth St as part of the Calm East Oakland Streets Project which will be in place from now through November.

Speakers other than Commissioners: George Spies, Patrick Phelan (OakDOT), Manuel Corona (OakDOT)

Item 3. Approval of Meeting Minutes

The draft meeting minutes from the August 2024 BPAC meeting were considered for adoption.

→ A motion to adopt the Bicyclist & Pedestrian Advisory Commission August 2024 meeting minutes was made (Mangrum), seconded (Frank), and approved unanimously by voice vote.

Adopted minutes online at www.oaklandbikes.info/BPAC

Item 4. Committee Report Backs

Everyone is encouraged to attend committee meetings. A list of existing committees was provided in the agenda packet for this meeting.

- Infrastructure Committee: The committee met on September 5, 2024. They discussed the Regional Measure 3 (RM3) Safe Routes to Transit & Bay Trail (SR2TBT) grant applications and the Alameda County Transportation Commission (ACTC) Countywide Comprehensive Investment Plan (CIP) status of ongoing CIP projects and application review which were also presented at this full BPAC meeting. They also discussed the Caltrans Doolittle Dr Paving Project. More info available at: www.oaklandca.gov/meeting/september-2024-bicyclist-pedestrian-advisory-commission-bpac-infrastructure-committee-meeting Their next meeting is

planned for November 7, 2024, from 3:30-5:30. Committee notes at:

<https://docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA/>

- Policy and Legislative Committee: The committee last met on August 12, 2024. They discussed items on 311 Service Requests and fatality/injury related bicyclist or pedestrian crash data. They chose new committee co-chairs: Commissioner Nick Whipps and Kevin Dalley. The next meeting will be Tuesday, November 12th from 5:30-7:00 in City Hall.
- Ad Hoc 2024 Recruitment Committee: The BPAC is seeking applications from people seeking to become a commissioner for three-year terms beginning in January 2025. Applications have closed, the committee has received the packet for review, and the committee will bring a recommendation for the Mayor's Office for review by the Commission at the October BPAC Meeting.

Speakers other than Commissioners: Jason Patton, Kevin Dalley

Item 5. Safe Oakland Streets Annual Update

OakDOT Safe Oakland Streets Coordinator (SOS) Mica Amichai (mamichai@oaklandca.gov) presented information from the 2023 annual Safe Oakland Streets update (<https://oakland.legistar.com/LegislationDetail.aspx?ID=6771140&GUID=B5E827EC-A572-48ED-AE82-DF536F565A9C&Options>). More info at: <https://www.oaklandca.gov/topics/safe-oakland-streets>

A copy of the presentation was included in the agenda packet.

Summary of Discussion:

- More projects should be implemented on the High Injury Network (HIN).
- There should be near-term safety improvements at every intersection on the HIN.
- In addition to the HIN, some projects are prioritized at schools, and some projects are City Council discretionary funds projects.
- The lower number of projects on the HIN and in high priority equity communities may be because many projects have already been implemented there.
- The Paving Plan delivers low-cost treatments like daylighting, curb ramps, and crosswalk marking, but paving projects are not included in the list of projects.
- There is an incredibly constrained citywide budget this year. Budget planning is beginning as early as December.
- More 311 requests should be responded to for new infrastructure and the community-initiated traffic calming pilot should be expanded.
- More evaluation should be done on the biggest projects and programs.
- A post-evaluation of the quick-build on International Blvd is being done.
- Evaluation will be done for the automated speed enforcement program.
- It is difficult to measure crashes before and after since crash data has a long timeline.
- It would be helpful to hear feedback on weighing the priority of doing evaluation versus new projects.
- The West St Evaluation Study and other evaluations should be brought to the BPAC.
- Funding for evaluations should be included in the project budget at the outset.
- More project elements should be added if an evaluation shows speeds did not go down.
- Evaluation is underappreciated.

- Instead of using crash data for evaluation, conditions like the number of left turns as well as speed and traffic volume data can be used.
- Speeding is only considered a primary crash factor in crash reports at 11 miles per hour over the speed limit even though going 40-mph in a 30-mph speed limit area is very dangerous.
- Speeding as a primary factor of crashes is underrepresented since speeding is one of multiple factors in most fatalities.
- OPD, CHP, Alameda County Sheriffs, and BART Police drive unsafely and should instead model safe driving.
- OPD has been working with OakDOT on improved fatality reporting.
- Speed limits should be lowered further, but speed limit lowering is limited by state law.
- Implementation of speed limit lowering in Business Activity Districts to 20 MPH is currently underway.
- Assembly Bill 43 which enables speed limit lowering may legislate the allowing of speed limit lowering on additional streets on the HIN in the future.
- The City installs speed bumps on more than 50 streets every year.
- The resident petition needed in the resident application for installing speed bumps is an unnecessary barrier.
- Crash data comes from the state and does not include data on whether or not drivers are in bus or bike lanes, but this data should be explored.
- There should be more enforcement of people driving in bus lanes.
- Speed tables should be evaluated versus speed humps. The speed tables on 81st are easier to ride over on a bike but harder to speed over and pedestrians use them to cross the street.
- Speed bumps may be more effective because they are more abrupt than speed tables. Speed cushions are considered the second most effective.
- There are many speed tables in Emeryville which are very effective.
- Other traffic calming features should be able to be requested in addition to speed bumps.
- Members of the public can request traffic safety measures at <https://www.oaklandca.gov/services/oak311>. It is most helpful to provide the location and the traffic safety issue rather than recommending a specific treatment. This better helps the engineers reviewing the requests to make evaluations.

Speakers other than Commissioners: Megan Weir (OakDOT), George Spies, Jason Patton (OakDOT), Ross Parish, Tonya Love, RB Burnette Jr., Jesse Olsen, July Tenenbaum

Item 6. Upcoming Grant Applications

OakDOT staff Audrey Harris, Senior Transportation Planner, and Yvonne Chan, Acting Funding Strategy Lead, provided a high-level overview of two grant programs and project proposals. The projects were reviewed at the September 5th Infrastructure Committee meeting. Comments will be collected on the MTC Complete Streets Checklists, a required component of the SR2TBT applications.

- Metropolitan Transportation Commission (MTC) Regional Measure 3 (RM3) Safe Routes to Transit & Bay Trail (SR2TBT) Grant: OakDOT staff shared an overview of the new MTC RM3 SR2TBT grant program and project proposals for the October 14, 2024, application deadline. OakDOT will be submitting the 8th Street Corridor Improvements Project (<https://www.oaklandca.gov/projects/8th-corridor-improvements>), 5th Ave Project, and 85th Ave Project and MTC will be submitting the West Oakland Link Project

(<https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility/west-oakland-link>). BPAC reviewed the MTC Complete Streets Checklists for the City of Oakland projects on 5th Ave, 8th St, and 85th Ave and for MTC's West Oakland Link project.

- Alameda County Transportation Commission (ACTC) Countywide Comprehensive Investment Plan (CIP) Grant: OakDOT staff provided a status update on funded projects through the ACTC CIP. The upcoming ACTC application round will also include a new funding category, called the Three Major Trails program, specifically for projects connecting to the Bay Trail, East Bay Greenway, or Iron Horse Trail. OakDOT staff shared upcoming project proposals for the October 31, 2024, application deadline.

Updated presentations are provided as attachments to these minutes.

Summary of Discussion:

- The BPAC Infrastructure Committee recommended supporting the projects proposed for the two funding sources.
- The MTC West Oakland Link project is also under review for the MTC complete streets checklist.
- The 5th Ave Project should continue further up past E 10th St to E 12th St or E 18th St.
- One vehicle lane is recommended to be removed as part of the 8th St Project.
- The current bikeway gap is not recommended to be filled on 8th St in the business district due to local community feedback.
- Network analysis will be done as part of the Chinatown set of projects.
- Business districts improve greatly with bicycle access and that access should be made available for bicyclists on 8th St.
- OakDOT is considering creating spaces for bicyclists to park nearby to access the 8th St commercial area.
- OakDOT should advance Bay Trail gap closures. Community groups will be doing an intensive tree planting on 85th Ave near Railroad Ave this October. This effort could be a connection with the proposed 85th Ave proposed project.
- The 8th St project will study a reduction in the number of lanes from four to two and four to three.
- There should be additional enforcement of vehicles parking in bike lanes on 8th St.
- The additional space for pedestrians as part of the 8th St project is great.
- The 85th Ave project should be prioritized.
- Paint and bollard bulb-outs are being proposed at the intersection of Washington St and Harrison St.

→ A motion **write a letter of support for the projects** was made (Gardner), seconded (Schader), and approved unanimously by voice vote.

Speakers other than Commissioners: Jason Patton (OakDOT), Manuel Corona (OakDOT), Bryan Culbertson, July Tenenbaum, George Spies

Item 7. Near-Term Improvements to Connect East Oakland to the Waterfront

OakDOT Bicyclist and Pedestrian Program staff Patrick Phelan (PPhelan@oaklandca.gov) & Jason Patton (jpatton@oaklandca.gov) shared about a community-submitted Capital Improvement Project to create a safe biking and walking route through the Sobrante Park and Brookfield Village

neighborhoods. They explained how elements of the project idea will be implemented through paving and wayfinding projects and expanded to reach the waterfront and the wider bikeway network.

Summary of Discussion:

- Part of the San Leandro Creek Greenway Project from Columbia Garden Park to Hegenberger Dr. is going into construction this month.
- Tom Holub of the Scraper Bike Team is credited with the original Capital Improvement Program application for this project.
- It is difficult to pass the train tracks.
- Past the train tracks, there is an empty creek bed near Planting Justice that is already being used informally to bike on.
- There are teams working to bring on a contractor for to design the 66th Ave Project (<https://cao-94612.s3.us-west-2.amazonaws.com/documents/BART-to-Bay-Trail-presentation.pdf>), but there are many right of way difficulties with Caltrans including freeway access as well as the railroad.
- Caltrans has best practices on designing freeway entrances while accommodating bicyclists and pedestrians.
- Access through the Coliseum parking lot should be reinstated to provide ADA and bicyclist access, however, the City has lost rights to the property since it was sold.
- BART is applying for RM3 funding for a project at the Coliseum BART station.
- Bicyclist wayfinding signage should be lowered on the pole and as big as possible.
- Bicyclist wayfinding signage is 24 inches wide, which is relatively wide. The bikeway signage and pavement markings for this project should be brought to Infrastructure Committee for additional review.
- The first paving project has already been completed and looks great.
- Lighting approaching the overcrossing should be improved.
- There will be signage improvements but no additional lighting or other improvements for the overcrossing itself. Electrical work was excluded from the scope of this project. This project is planned to be implemented through existing programs and coordinated with paving. The goal of this method is to create a usable bikeway as soon as possible and look for opportunities for additional improvements in the future.
- The overpass should be kept clean.

Speakers other than Commissioners: RB Burnette Jr., George Spies, Ross Parish, Anthony Propernick

→ A motion **extend the meeting by 15 minutes** was made (Gardner), seconded (Frank), and approved unanimously by voice vote.

Item 8. Three-month agenda look-ahead, suggestions for meeting topics

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

Suggestions for Meeting Topics

- West St Evaluation
- Budget and Policy Priorities

Announcements

- Commissioner Frank has decided not to reapply for another term. He would like to be able to spend more time in Deep East Oakland to support his work on the commission, and not having the time to do that, he's stepping down. (Commissioner Frank)
- Tomorrow is World Gratitude Day. Thank the OakDOT staff that attended the meeting, (OakDOT Director Rowan)
- The meeting had a great turn out.
- Thank you to the 81st Ave Library for the use of the space for the meeting.

Meeting adjourned at 8:16 PM.

Attachments:

- Item 6. Highway Safety Improvement Program (HSIP) Grant Cycle 12 OakDOT Applications Updated Presentation

Minutes recorded by Noel Pond-Danchik, Bicycle & Pedestrian Program Transportation Planner, emailed to meeting attendees for review on September 25, 2024, with comments requested by October 7, 2024, to npond-danchik@oaklandca.gov. Revised minutes will be attached to the October 2024 meeting agenda and considered for adoption at that meeting.

Application Review for Alameda County Transportation Commission (ACTC) Comprehensive Investment Plan & Three Major Trails Program

Bicyclist and Pedestrian Advisory Commission (BPAC)
September 19, 2024



Status of Previously Awarded ACTC CIP Projects

Project	Phase	Next Milestone	Award Amount (millions \$)
14 th Avenue Streetscape	Design	Advertise construction contract in fall 2024	6.6
27 th Street Complete Streets	Design	Begin construction in 2025	10.3
42 nd & High St I-880 Improvements	Right-of-Way	Complete property acquisition negotiations	10.0
66 th Avenue BART to Bay Trail	Starting Design	Advertise design contract in fall 2024	2.1
Broadway Streetscape Improvements	Design	Begin construction in 2025	10.2
Broadway Transit Lanes	Completed	N/A	4.0
East 12 th Street Bikeway	Design	Advertise construction contract in fall 2024	1.5
East Oakland Mobility Action Plan	Completed	N/A	0.1
Fruitvale Alive! Gap Closure	Construction	Complete in 2025	1.6
LAMMPS Phase I	Completed	N/A	2.5
LAMMPS Phase II	Starting Design	Advertise design contract in fall 2024	1.2
Lincoln Elementary Safe Routes to School	Construction	Complete by December 2024	0.4
MacArthur Smart City Corridor	Starting Construction	Award construction contract in late 2025	11.0
Oakland Mobility Transportation Demand Management (TDM)	Completed	N/A	0.2
Oakland Traffic Management Center Upgrade	Design	Begin construction in 2025	0.4
West Oakland Transit Improvements & Universal Basic Mobility Pilot	Design	Advertise construction contract in 2025	2.0

UPCOMING CALL FOR PROJECTS

2026 ACTC Comprehensive Investment Plan

- \$100 million call for countywide projects across five years (2025-2030)

2026 CIP Fund Estimate		
Program Category	Fund Sources	Amount (in millions)
CIP Discretionary Programs		
Bicycle and Pedestrian Program	MB Countywide Bike/Ped Discretionary Program MBB Bike/Ped Discretionary Funds VRF Bike/Ped Discretionary Funds Transportation Fund for Clean Air (TFCA)	\$15.0
Transit Program	MB Express Bus VRF Transit for Congestion Relief Program	\$20.0
Community and Transit Oriented Development	MB Transit Center Development Fund MBB Community Development Investment Program	\$10.0
Technology Program	VRF Discretionary Technology Funds	\$15.0
Subtotal Discretionary Fund Estimate		\$60.0
Major Trails Grant Matching Program		
Measure BB Three Major Trails Grant Matching Program		\$40.0
Total 2026 CIP Fund Estimate		\$100.0

Proposed Applications

CIP Discretionary Program (max of 3 applications)

1. Speed Camera Program Implementation
2. Chinatown 9th Street Corridor Design
3. Martin Luther King Jr Paving Project

Three Major Trails Program (1 application allowed per applicant)

1. 8th Street Corridor Improvements

Project Type	Minimum Request	Maximum Request
Capital Improvement	\$500,000	\$2,000,000
Three Major Trails (MBB TEP-42) Grant Matching Program	\$100,000	Maximum request of up to 30% of the sponsor match identified in an external grant application, up to a maximum of \$10M (whichever is less). Alameda CTC will award the matching funds only to successful external grant award recipients

(1) CIP: Speed Safety Camera Program Implementation

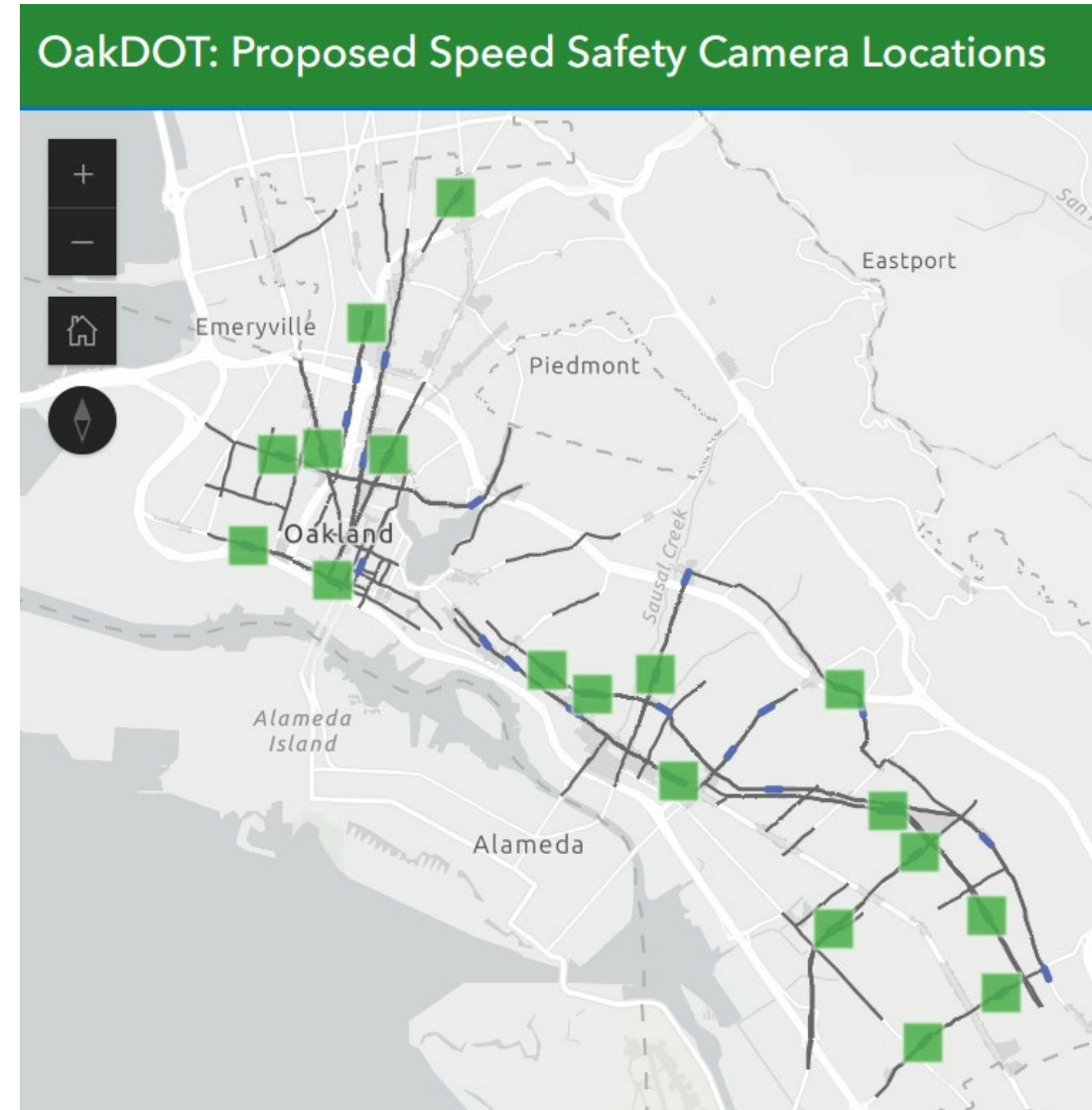
Funding Request: \$2M for program implementation

Funding Prioritization: Prioritized under the Traffic Signal Management Program adopted in the Oakland Midcycle Budget in June 2024

Program Details: Presented at the July 18, 2024 BPAC meeting

- Funding to support installation and operation of automated speed enforcement cameras under authorization from Assembly Bill 645

<https://www.oaklandca.gov/projects/assembly-bill-645-friedman-speed-safety-systems-pilot-program>



(2) CIP: Chinatown Complete Streets – 9th Street Design

Funding Request: \$2M for design

Funding Prioritization: 9th Street is the highest priority corridor identified in the Chinatown Complete Streets Plan

Project Details: Begin implementation of past planning efforts by advancing design for the 9th Street corridor (between Castro and Fallon). This design process will investigate feasibility of a one-way to two-way street conversion.

<https://www.oaklandca.gov/projects/chinatown-complete-streets-plan>



Table AP/M-6: Potential Streets to be Studied for One-Way to Two-Way Conversions

STREETS: SOUTH TO NORTH				
Project Name (Street)	Cross Street A	Cross Street B	Category	Recommendation
7th St	Castro St	Fallon St	Priority two-way street conversion	Convert from one-way to two-way street
8th St	Castro St	Fallon St	Priority two-way street conversion	Convert from one-way to two-way street
9th St	Castro St	Fallon St	Priority two-way street conversion	Convert from one-way to two-way street

(3) CIP: Martin Luther King Jr. Complete Streets Paving

Funding Request: \$2M for construction

- Total project cost: over \$10M

Funding Prioritization: Prioritized under the Complete Streets Capital Program adopted in the Oakland Budget. Project is nearly shovel-ready.

Project Details: Presented at the May 19, 2022 BPAC meeting

- Install road diet from 6 lanes to 4, separated bike lanes, traffic safety improvements, pedestrian hybrid beacons, and a new pedestrian crossing

<https://www.oaklandca.gov/projects/mlk-paving>



Three Major Trails: 8th Street Corridor Improvements

Funding Request: ~\$1M for construction

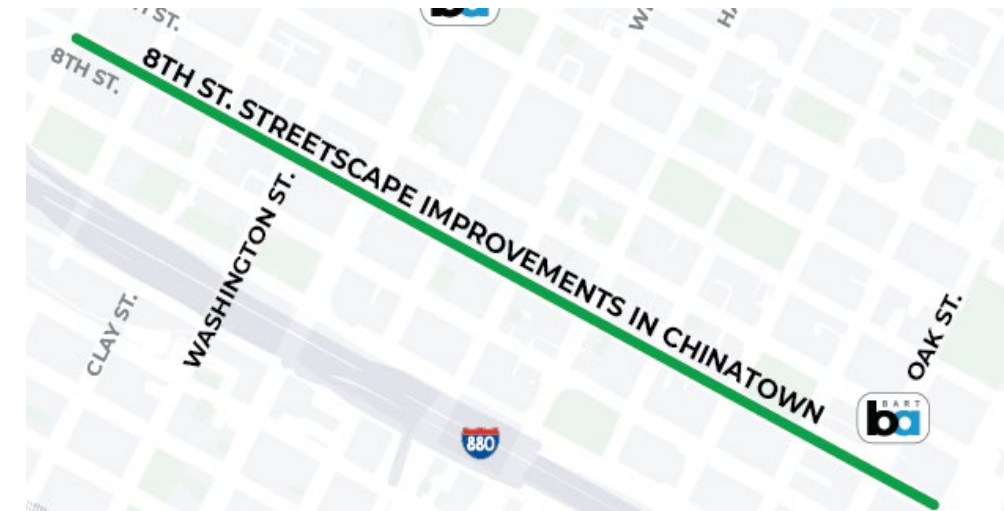
- Total project cost: \$22.4M
- Total secured grant funding: \$6M

Funding Prioritization:

- Prioritized under the Complete Streets Capital Program adopted in the Oakland Budget. Project has other committed State grant funds.

Project Details: Overview in previous agenda item

- Improve pedestrian safety and accessibility; enhance bike connections, access to local and regional transit, and access to regional trails



2026 ACTC Comprehensive Investment Plan

Request for BPAC

- Provide a letter of support following the September 19th Commission meeting

Important Dates

- Application Deadline: October 31, 2024
- ACTC Staff Recommendations: By May 2025

Thank you!

