



**City of Oakland, Bicyclist & Pedestrian Advisory Commission  
Minutes from the August 17<sup>th</sup>, 2023 Meeting  
City Hall, 2<sup>nd</sup> Floor, Sergeant Daniel Sakai Hearing Room (A.K.A. Hearing Room 4)**

Meeting agenda at <https://www.oaklandca.gov/meeting/august-2023-bicyclist-pedestrian-advisory-commission-bpac-meeting>.

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 7 Commissioners present (X). One Commissioner arrived after roll call (x).

Commissioners	Present
Andrew Campbell	X
Alex Frank	X
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.

- Staff: Jorlen Garcia, Pierre Gerard, Jason Patton, Patrick Phelan, Michael Randolph.
- Other attendees: Anwar Baroudi, RB, Bryan Culbertson, Kevin Dalley, Hyde Ghaffari, Tom Holub, Jimmy Jessup, Alison Knowles, Heath Maddox, Natalie Mall, Robert Prinz, George Spies, Midori Tabata, Scottie Williamson.

**Item 2. Open Forum / Public Comment**

- George Spies reminds the public about a campaign to have the City of Oakland adopt a Complete Streets plan for Grand Avenue by visiting the Walk Oakland Bike Oakland website to sign the related petition: <https://wobo.org/grand-avenue/>.

**Item 3. Approval of Meeting Minutes**

→ A motion to adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from July 20<sup>th</sup>, 2023 was made (Whipps), seconded (Schader), and unanimously approved by roll call vote.

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

**Item 4. Recent Bicyclist and Pedestrian Fatal Traffic Crashes**

Commissioner Schader ([patricias.oakland@gmail.com](mailto:patricias.oakland@gmail.com)) led the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.

Summary of Discussion:

- On Sunday, August 6th, 2023 at approximately 5:03 PM, a driver parked his vehicle and opened the car door into a bicyclist being operated by a 36-year-old Oakland resident with his 4-year-old daughter being trailered on a tag along bike behind him. The collision caused them to fall off the bicycle. Upon seeking medical attention, the 4-year-old suffered severe injuries and later passed on August 12<sup>th</sup>, 2023. Based upon statements from the involved and witnesses, the bicyclist was traveling southbound on Lakeshore Ave near Hanover Ave within the dedicated bike lane when the driver opened his car door into them.
- Shots were fired at a bicyclist on Clay Street on August 2<sup>nd</sup>, 2023.
- A pedestrian was killed crossing the Highway 880.
- A student was robbed of his mountain bicycle in the Berkeley hills on July 21, 2023.
- Hydeh Ghaffari shared the story of her granddaughter's death due to a car door opened on her father. OakDOT learned on 8/16/23 of the fatality from the Oakland Police Department and is beginning to investigate the incident under the Rapid Response Protocol.

Speakers other than Commissioners: Hydeh Ghaffari, Jason Patton.

## Item 5. BART Bicycle Programs and Projects

Heath Maddox, Manager of Bicycle and Micromobility Access Programs at BART, gave an overview and update on relevant BART customer access efforts in Oakland.

Summary of Discussion:

- The Preferred Path of Travel Capital Plan is focused on the immediate vicinity of each BART Station to connect it with nearby bikeways.
- BART keeps counts of bicycle parking occupancy every year. Bicycle parking counts decreased with the pandemic, as BART ridership also decreased.
- Safe Routes to BART projects are funded by Measure RR, by which local jurisdictions build bicyclist and pedestrian infrastructure to close gaps between BART Stations and nearby bikeways and pedestrian sidewalks and pathways.
- OakDOT may have active Safe Routes to BART projects, but staff will need to check in to confirm.
- An egress and Americans with Disabilities Act (ADA) analysis was performed to determine whether bike-specific stairway channels could be installed.
- Bike East Bay participated in in-person outreach (via tabling) to get bicyclists signed up with BikeLink cards to access and use eLockers for longer-term secure bicycle parking.
- The BPAC Infrastructure Committee heard in July 2023 a presentation on a neighborhood bikeways design proposal for 81<sup>st</sup> and 85<sup>th</sup> Avenues, which would provide lower-stress bicycle access to the Coliseum BART Station.
- **BART has published the [Bikes on BART Elevator Dimension Guide](#) to take the guesswork out of combining BART with larger, often electric-assist cargo and family bikes that are too heavy to be carried up and down BART's stairways.**
- The Coliseum Joint Powers Authority used to have authority over the multi-use bridge from the Coliseum BART Station to the Oakland Coliseum, which could provide access to the shoreline.

- Heath encourages the public to continue riding their bikes, and to continue advocating for safer streets.

Speakers other than Commissioners: Jason Patton, Robert Prinz, RB, Tom Holub.

## Item 6. Oakland E-Bike Lending Pilot Project

Michael Randolph, OakDOT Transportation Planner ([MRandolph@oaklandca.gov](mailto:MRandolph@oaklandca.gov)), and Jorlen Garcia, Student Trainee ([JGarcia2@oaklandca.gov](mailto:JGarcia2@oaklandca.gov)), provided an update on the Oakland Electric Bike Lending Pilot Program

(<https://www.oaklandca.gov/projects/electric-bike-lending>). This project will provide communities with access to affordable medium and long-term rentals with approximately 136 e-bikes, cargo bikes, and adaptive bikes at launch, while supporting community-run bike shops to perform maintenance and educate users. This five-year project is funded by a \$1,000,000 grant from the Clean Mobility Options Voucher (CMO) program (<https://cleanmobilityoptions.org/>). Staff has also applied for an additional \$500,000 from the CMO Voucher program, to help support operations of the program.

Summary of Discussion:

- GRID Alternatives is no longer involved with this project. OakDOT staff are engaging with possible reservation partners, who will be involved with lending and limited bicycle maintenance.
  - West Oakland and East Oakland neighborhoods like San Antonio and Fruitvale are some of the neighborhoods that will be served by this program.
  - The program is designed to be funded by a State voucher for the first three years (through June 2026), and then for it to be self-sufficient in its fourth year of operation.
  - A fee-based program (with \$250 deposit) may be less accessible to members of the public who cannot afford it. The program may create capacity to allow electric bicycle lending for those who cannot afford the low-income \$5-per-week lending fee.
  - East Oakland access to the pilot program may be limited without an East Oakland-based program partner to help distribute and receive electric bicycles for lending reservations. Access to the program in deep East Oakland should be a priority for OakDOT, and OakDOT staff are committed to prioritizing this access despite funding, insurance, and partner organization capacity limitations.
  - East Bay Community Energy may also be pursuing a similar electric bicycle lending program, in parallel with the City's pilot program.
  - The Scraper Bike Team has not yet had any direct communication with OakDOT about this program.
- A motion **stating that BPAC does not support the current status of the Oakland E-Bike Lending Pilot Program and that the BPAC will develop a letter to OakDOT regarding the Oakland E-Bike Lending Pilot Program's issues with equity and program access** was made (Yee), seconded (Schader), and unanimously approved by roll call vote.

Speakers other than Commissioners: RB, Tom Holub, George Spies.

- A motion **to extend the meeting until 8:30 PM** was made (Yee), seconded (Schader), and unanimously approved by voice vote.

## Item 7. Bike Plan Update

Bicycle and Pedestrian Program staff, Patrick Phelan ([PPhelan@oaklandca.gov](mailto:PPhelan@oaklandca.gov)) and Pierre Gerard ([PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov)), summarized progress implementing the projects and programs in “Let’s Bike Oakland,” the citywide bike plan adopted in July 2019 (<https://www.oaklandca.gov/resources/bicycle-plan>). The presentation was included in the agenda packet.

### Summary of Discussion:

- The Bancroft Ave bike lanes are used as travel lanes. Drivers drive in the bike lanes as passing lanes. In the most recent restriping, an effort was made to break of the extra space to deter drivers from passing illegally on the left or right of the travel lane.
- Buffered bike lanes shouldn’t be considered low-stress bike lanes. More physical separation needs to be provided between travel lanes and bike lanes.
- It would helpful to bring bike parking installation in-house.
- In the future consider tracking how much of the total miles of proposed protected bike lanes have been implemented.
- Three pedestrians were killed on Bancroft Ave after the paving project. OakDOT needs to prioritize traffic safety improvements that get delivered through paving.
- Address other means of measuring outcomes, including bicyclist counts and survey responses. OakDOT does annual counts of pedestrians and bicyclists at 35 locations and follows the annual releases of the American Community Survey data from the US Census Bureau.
- The ramp-up to building protected bike lanes has been slow. But there are a lot of funded projects underway, particularly in the downtown.
- Focus on the quality of bikeways, particularly with neighborhood bike routes and buffered bike lanes. Some may be low stress but others are not.
- The utility coordination has been very beneficial. But it is opportunistic and it may not be advancing our equity goals. It would be good to back-check where this work is being done to see if more needs to be done in priority neighborhoods.
- It would be helpful to see a report of projects that did not include the bikeway proposed by the Bike Plan.
- Put more resources into collecting speed data and communicating it publicly.

Speakers other than Commissioners: George Spies, Jimmy Jessup, Natalie Mall, Robert Prinz.

- A motion **to extend the meeting until 9:00 PM** was made (Yee), seconded (Schader), and unanimously approved by voice vote.

## Item 8. Committee report-backs

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

### Summary of Discussion:

- Policy and Legislative Committee: pedestrian greening, quick-build policy, public availability of data after a crash.

- Infrastructure Committee: an OakDOT staff presentation and Major Projects Division presentation are scheduled for the September meeting, and ACTC East Bay Greenway presentation is scheduled for the November meeting.
- 2023 Recruitment Committee: please let members of the public know to apply to be a Commissioner at the following link: <https://www.oaklandca.gov/services/become-a-bpac-commissioner>

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

The three-month look-ahead and announcements was included in the meeting’s agenda packet.

Announcement:

- OakDOT parking and mobility team staff are bringing an item to the September 26<sup>th</sup> Public Works and Transportation Committee that will increase citation amounts for safety-related parking violations, including double parking and parking in the bike lane, on sidewalks, and in crosswalks. This item will also define the term “traffic island” in the municipal code and create a new \$110 citation for parking in a traffic island. This will allow parking enforcement staff to issue citations to vehicles parked on the traffic islands on Telegraph. If there are any questions or comments on this item, please email Kerby Olsen at [KOlsen@oaklandca.gov](mailto:KOlsen@oaklandca.gov).”

#### *Suggestions for Meeting Topics*

- N/A

Meeting adjourned at 8:57 PM.

Attachments:

- *Updated:* Oakland E-Bike Lending Pilot Program presentation
- Oakland Police Department Traffic Case Information about the bicyclist fatality on August 6<sup>th</sup>, 2023

Minutes recorded by Pierre Gerard, Bicycle & Pedestrian Program Transportation Planner II, emailed to meeting attendees for review on 8/18/23 with comments requested by 9/1/23 to [PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov). Revised minutes were attached to the September 2023 meeting agenda and adopted at that meeting.



City of  
Oakland

Department of  
Transportation

# Oakland Electric Bike Lending Pilot

Oakland Department of Transportation

Bicyclist and Pedestrian Advisory Commission (BPAC)

August 17<sup>th</sup>, 2023



# OUTLINE

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- Program Overview & Goals
- Current Progress
- Bike Procurement
- Operations
- Next Steps



# Program Goals

- Implement an alternative to traditional bikeshare
- Allow participants to experience ownership of an e-bike at a subsidized rate
- Focus on serving Oakland communities impacted by economic and environmental injustices



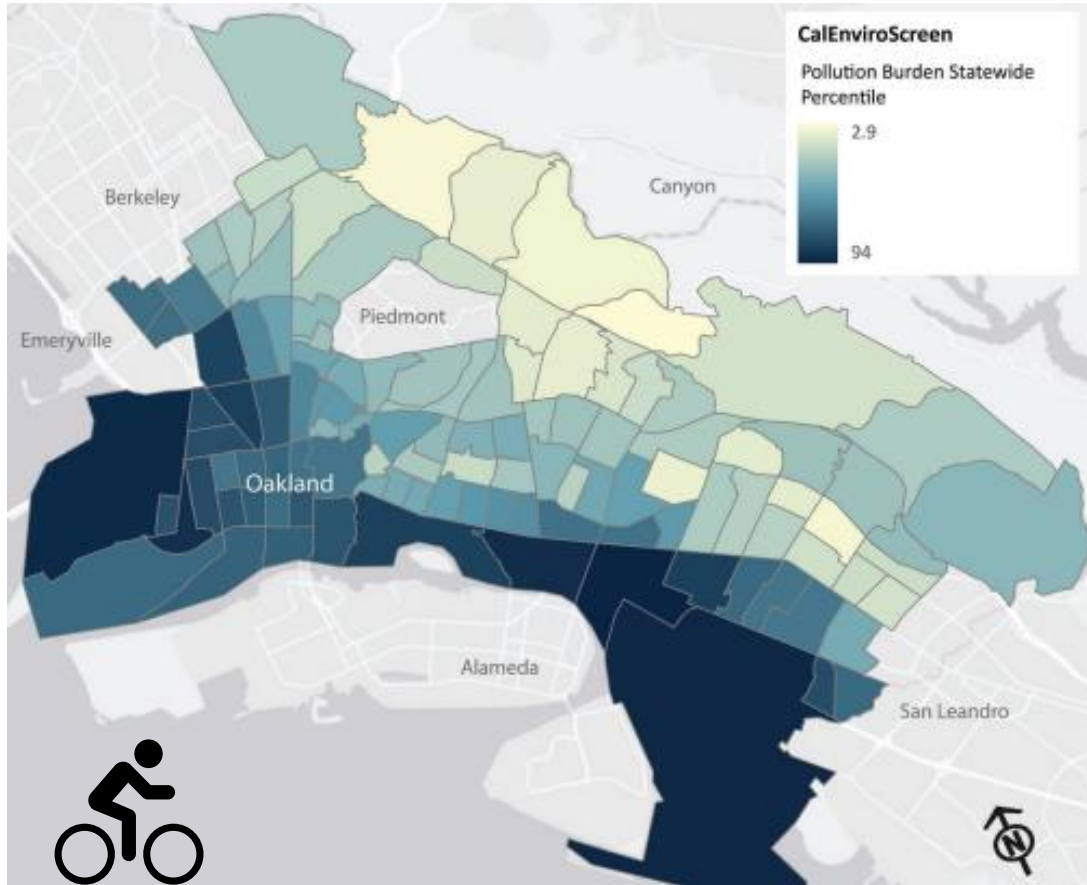


# Program Overview

- Inspired by Lets Bike Oakland! 2019 Bike Plan
- Funded by the Clean Mobility Options Voucher Program: \$1 million
- Applied for additional \$500,000
- 137 E-bikes
- 3-4 week rental periods
- 3 locations where bikes can be checked out
- GRID Alternatives no longer involved. Staff taking some aspects in house



# Program Overview



## Storefront / Reservation partners

Focus on serving East Oakland, West Oakland, San Antonio, Chinatown, Fruitvale and other Oakland communities impacted by economic and environmental injustices

# Current Progress

## Drafting Request for Proposals

- Engaging with potential reservation partners
- Procuring insurance



# Tentative Timeline



City of  
Oakland

Department of  
Transportation

Kickoff  
June 2022

Vehicle Procurement  
Research and Data  
Analysis Winter  
2022/2023

Apply to CMO for  
additional \$500,00  
August 2023

Public Outreach – Survey,  
Focus groups  
Summer and Fall 2022

Cancellation of GRID  
Alternatives  
Contract Spring-  
Summer 2023

Release RFPs for  
Operations and  
Maintenance  
Contracts  
September 2023

# Tentative Timeline



City of  
Oakland

Department of  
Transportation

Complete Operations  
and Maintenance  
Contracts  
September/October 2023

Launch E-bike  
Lending Pilot  
November  
2023

Operation Year 4:  
Self-sufficiently  
Funded June 2026 –  
June 2027

Acquire all planned  
electric bike  
vehicles  
October 2023

Operations Year 1 -3,  
CMO Voucher Funded  
November 2023 –  
June 2026

Voucher Term  
Ends – End of Pilot  
June 2027

# ***E-bike Procurement – Traditional***

- 111 E-bikes in total
- Procurement pending partner contracts
- Tentative Procurement:
  - Pedego Avenue (Standard step through)
  - Pedego Comfort Cruiser 24" and 26" (standard step through)
  - Pedego Latch (standard folding)
  - Pedego Boomerang 24" and 26"
  - Gazelle Medeo T9 City HMB (standard suspension)



# E-bike Procurement – Other

- 15 Family Style Cargo Bikes
  - Tern HSD
  - Tern Quickhaul
  - Urban Arrow Family
- 3 Trikes
  - Pedego Trike
- 7 Adaptive E-bikes
  - Sport-on XCR
  - Van Raam Fun2Go 6F
  - Pedego Tandem



# Operations & Logistics

## Overview of Tasks

- Contract with “Reservation Operation” partners – Community-based organizations
- Outreach & Engagement for E-bikes and the program
- Safety Education
- Conducting Rentals - Fare & Fee Operations
- Storage of Bikes
- Limited Maintenance





# Operations & Logistics

## Pricing & Financial Sustainability

- Pricing structure & Deposit can be determined by contractor. Min. Deposit \$250
- Must be financially sustainable in Year 4, no Voucher Funds available
- Suggestion: \$5 per week low-income, \$25 per week market-rate



# Maintenance

## E-bike Maintenance Contract

- Repair services for the Lending Program and any future city fleet E-bike vehicles
- Transporting E-bikes for Program and City Fleet if needed



***NEXT STEPS***

# ***Next Steps – Summer/Fall 2023***

- Release the RFPs for Operations and Maintenance
- Additional \$500,000 funding from CMO
- Completion of Operations and Maintenance Contracts
- Complete Procurement of Vehicles



- Chief of Police
- Assistant Chief
- D/C Field Operations
- D/C Services
- Robbery

- Assault
- Property Crimes
- Homicide
- Patrol Desk
- Patrol Lieutenants

- Intelligence-Include Report
- Support Operations Division
- Youth & Family Services
- Other:

- For Public Release
  - Not For Public

## **Traffic Case** **Information**

For Additional Information:  
A/Lt. G Bellusa  
Ext. 510-777-8707

23-042277

On 6 Aug 23, at approx. 1703 hrs, Oakland Police and Oakland Fire Department were dispatched to the 1900 block of Lakeshore Ave for a vehicle vs bicycle collision.

On scene, it was determined that a driver parked his vehicle and opened the car door into the bicyclist causing injury.

The bicycle was being operated by a 36-year-old Oakland resident with his 4-year-old daughter being trailered on a tag along bike behind him. The collision caused them to fall off the bicycle. Upon seeking medical attention, the 4-year-old suffered severe injuries and later passed on 12 Aug 23 at Children's Hospital in Oakland.

Based upon statements from the involved and witnesses, the bicyclist was traveling S/B on Lakeshore Ave near Hanover Ave within the dedicated bike lane when the driver opened his car door into them.

It is unknown if alcohol/drugs were a factor in this collision.

The identities of the involved individuals are being withheld pending further investigation.

This incident is still under investigation. Anyone with information is asked to contact the Oakland Police Department Traffic Investigation Unit at (510) 777-8570.

Sgt Tim Dolan  
Officer Tim DeLaVega  
Traffic Investigations Unit  
Support Operations Division