Meeting agenda at www2.oaklandnet.com/w/OAK070567.

Meeting called to order at 6:01 pm by BPAC Chair, Midori Tabata.

**Item 1. Roll Call/Determination of Quorum/Introductions**

At roll call, quorum was established with five commissioners present (X). One was absent, unexcused (-). One was absent, excused (✓). Two arrived shortly after roll call (x).

<table>
<thead>
<tr>
<th>Commissioners</th>
<th>Present</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reginald K Burnette Jr</td>
<td>X</td>
</tr>
<tr>
<td>Andrew Campbell</td>
<td>✓</td>
</tr>
<tr>
<td>Christopher Kidd</td>
<td>x</td>
</tr>
<tr>
<td>Fred McWilliams</td>
<td>X</td>
</tr>
<tr>
<td>George Naylor</td>
<td>X</td>
</tr>
<tr>
<td>Mariana Parreiras</td>
<td>X</td>
</tr>
<tr>
<td>Midori Tabata (Chair)</td>
<td>X</td>
</tr>
<tr>
<td>Rosa Villalobos</td>
<td>-</td>
</tr>
<tr>
<td>Kenya Wheeler (Vice-Chair)</td>
<td>x</td>
</tr>
</tbody>
</table>

Introductions were made.

- Other attendees: Clarrissa Cabansagan, Bob Fearman, Aileen Frankel, Grey Gardner, Hope Gist, Steven Grover, Tom Holub, Chris Hwang, Chris Kintner, Phoenix Mangrum, Aaron Matthews, Tiff Mueller, Libby Nachman, Jean Walsh
- Staff: Mohamed Alaoui, Matt Jones, Kerby Olsen, Jason Patton, Diane Tannenwald

**Item 2. Approval of meeting minutes**

→ A motion to adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from April 19, 2018 was made (McWilliams), seconded (Parreiras), and approved by consent. Adopted minutes online at http://bit.ly/Oak-BPAC-Min.

**Item 3. Open Forum / Public Comment**

- None

**Item 4. Commissioner Liaison Positions**

Chair Tabata presented background information on the Commissioner liaison roles for each of the two Commissions.

Chair Tabata announced that Commissioner Campbell had previously volunteered to serve as the liaison for the Mayor’s Commission on Persons with Disabilities with Commissioner Parreiras as the alternate liaison.
A motion to **have Commissioner Campbell serve as the liaison to the Mayor’s Commission on Persons with Disabilities, with Commissioner Parreiras as an alternate**, was made (Wheeler), seconded (McWilliams), and approved by consent.

Commissioner Naylor volunteered to serve as liaison to the Affordable Housing & Infrastructure Bond Public Oversight (Measure KK) Committee with Commissioner Kidd as the alternate liaison.

A motion to **have Commissioner Naylor serve as the liaison to the Affordable Housing & Infrastructure Bond Public Oversight Committee, with Commissioner Kidd as an alternate**, was made (Wheeler), seconded (Burnette Jr.) and approved by consent.

Speakers other than commissioners: none

**Item 5. Lake Merritt to Bay Trail Update (presentation attached)**

Diane Tannenwald, OPW staff and Steven Grover, consultant for the project, presented the Lake Merritt to Bay Trail (LM2BT) Update.

BPAC had previously provided a support letter to help the City receive $3.2 million in ATP grant funding for the design work. The City is now returning to BPAC for the construction phase of the project, which might not start until 2020.

- The project is designed to connect Oakland with the waterfront and to address walking and biking gaps in the community.
- There are East/West and North/South connections that will safely connect people to homes, businesses and transportation options.
- The project’s unique design and close location to Lake Merritt and Oakland’s waterfront allows for it to become a possible landmark for the City.

Discussion:

- The LM2BT project connects with the Embarcadero Bridge project and considers the delays associated with that project.
- The bridge also touches down at the Peralta Community Colleges property with intermittent touchdowns at the Laney College parking lot and new Channel Park (Brooklyn Basin Development)
- Staff will look at several options for grant matching funds including Measure DD Several million in matching grants funds will be required.
- Design work will cost approximately $4 million, $3.2 million is funded through an ATP (Active Transportation Program) grant. Project construction costs are between $25-30 million, which will require multiple grant sources to fund the project. Construction costs are rising so the City will want to move forward with the project.
- The City will continue to seek private sources of funding, including from nearby developers.
- City staff have been deliberate about contacting nearby agencies for permitting and to ensure a smooth construction timeline.
- City staff has developed the Design Guidelines document, on the project website, located under the Design Tab, to clearly identify and get concurrence on all of the Project constraints and requirements (www.LM2BT.com they encourage public review.
- Staff seeks additional letters of support from other agencies.

→ A motion to **give the Chair permission to draft and sign a letter from the BPAC in support of any additional grants to support the project** was made (Parreiras) and seconded (McWilliams), and approved by consent.
Item 6. Bikeshare Update: Station Relocation Guidelines, Bike Share for All (presentation attached)

Kerby Olsen, BikeShare Program Coordinator, and Clarrissa Cabansagan, Shared Mobility Manager at TransForm, introduced themselves.

Kerby provided an overview of the BikeShare station implementation to-date. Oakland has about 1,500 bikeshare members, systemwide there are about 14,000. There are 79 stations in Oakland – with consideration for one more in the Lakeside area. There’s no current discussion on new Bikeshare stations – Motivate is looking at Phase 4 and 5 in San Francisco and the South Bay. Motivate would need to move forward to Phase 6 to consider new stations in Oakland. For station placement requests, send to Kerby Olsen or to Motivate. Station relocation process should be finalized by end of May. The City currently lacks statistically significant survey of bikeshare members. A member survey has been completed but it’s subject to selection bias. Relocation requests is not a primary focus – the goal is to focus on completing the expansion of the system. Bikeshare and Paving staff will work with Motivate to coordinate on temporary station relocation on repaving projects. Kerby Olsen presented the Draft Criteria for evaluating public requests to move bike share stations, which is an amendment to the City’s Bike Share Station Planning and Siting Guidelines. No comments were given.

Clarrissa provided more information about the Bikeshare for All equity program. TransForm has been working with MTC on an equity framework since the launch of the program in 2013/2014. TransForm led a grassroots effort engaging Cycles of Change and the Scraper Bike Team. Ridership changes between August 2017/2018 have included increases by gender, black and brown communities, lowest-income residents, unbanked individuals. The most frequent use is outside the service area (e.g. Richmond) offering access to people who might drive. Thus, people are exponentially benefitting from access to Bikeshare and there is significant modeshift. Diverse ridership won’t just happen – it requires going to where people are and understand where they’re coming from. Public agencies will need to be proactive and forward-thinking as new technologies emerge.

Discussion:
- There currently aren’t additional opportunities for pedal Bikeshare expansion in Oakland. Motivate has a 10-year contract with pedal bikeshare. There is a possibility of e-bike expansion, either with Motivate or another provider. There was an exclusivity period – a right of first offer with Motivate, which passed without an agreement in place.
- There is also a possibility for dockless Bikeshare. The process for e-bikes is separate.
- The City could ask that all E-Bikeshare providers meet the same equity requirements that are being incorporated into Motivate’s program.
- The City is considering e-bike/dockless programs with Motivate and/or other operators as part of a permitting program – it would be open to the entire market.
- Ford GoBike’s site has open data available for download.

Speakers other than Commissioners: Tom Holub, Chris Kintner, Robert Prinz, Phoenix Mangrum

Item 7. Bike to Work Day Report Back

Chris Hwang from Walk Oakland / Bike Oakland reported back from Bike to Work Day. Chris thanked the Commissioners who led the pedal pools, the sponsors from City of Oakland and private companies, and in-
kind support. She thanked the outreach effort – neighborhood subscription lists, NextDoor posts, BART and AC Transit digital signs to help get the word out. There are 18 groups that assisted with the effort this year.

Discussion:
- Outreach strategies for next year could include engaging with local news networks. In a prior year, a reporter livestreamed their bike commute to work.

Speakers other than Commissioners: Robert Prinz

**Item 8. Traffic Control Plan – Enforcement**

Mohamed Alaoui presented on the enforcement of the City’s Traffic Control Plan. Construction activity is dynamic – vehicles are often loading or unloading. The City staff often needs to make judgment calls of when they need to close a lane. There are two types of violations from developers: temporary and longer-term violations. With temporary violations, often the violation has ceased by the time the inspector can arrive. For longer-term violations, the City is hoping to focus on major repeat offenders. Utility companies have a standing meeting with the City to address maintenance coordination. They move quickly and can be tough to track down – City staff hope for 100% compliance with the policy. There are currently two people in the entire City for enforcement, which constrains the City. The City recently hired a third inspector who used to review the traffic control plans and they’re hoping for synergy.

Discussion:
- 311 is the main reporting method for traffic control plan violations. If the public thinks it is a violation, it should be reported as it is likely a violation.
- The City could consider providing more information about the resolution of construction conflicts.
- The new policy is a shift for the department – it’s resource intensive and requires priorities for outreach.
- Possible violations were reported at the following locations: 2nd St and Franklin St/Webster St (closed bike lane, walkway), Embarcadero and 16th Ave (closed right slip lane), Piedmont Avenue next to the Flex Gym (sidewalk closed).
- Opportunities to increase compliance could include pulling the business license, providing a bounty to members of the public that result in the resolution with the contractor, or increasing the amount of the fines for noncompliance, making tweaks to the competitive bid process.
- Changes to Council-approved items is complicated; the City could pursue easier tweaks like asking the public to take pictures of violations with the company logo included.
- City staff could consider looking at the temporary traffic control policy from San Francisco – are they experiencing the same frequency of violations?

Speakers other than the Commissioners: Bob Fearman, Chris Kintner, Robert Prinz

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

The agenda items planned for June, July and August were printed in the agenda. Suggestions for new agenda items included:
- Commissioner Kidd – question about the Strategic Planning Projects item.
  - This is a recurring item from the planning department every 6 months.
- Robert Prinz said that the MacArthur BART item is scheduled in July 2018. There is a groundbreaking in June with completion in November – this item can be pushed back.
Announcements:

- Commissioner Kidd – Transport Oakland and East Bay for Everyone are having a birthday party for OakDOT at Telegraph Beer Garden on June 13th from 5pm-7pm.
- Chair Tabata – a meeting took place last week with OakDOT upper management. Items discussed included the update on the OakDOT organization/hiring, Pedestrian Plan position vacancy, Park boulevard project and traffic signal timing.
- Robert Prinz – There is a Bike Education course on Saturday from 1-3pm. Additionally, Port of Oakland will receive a portion of SB1 funding. This can help with the connection between West Oakland and Bay Bridge.
- The City of Oakland is updating our process to select and fund capital projects that improve and maintain our public facilities and infrastructure. We have four in-person community meetings coming up in June and a 2-minute survey on our website. We have flyers on the back table with more information. If you’d like a soft copy to distribute to your networks let Matt Jones know and he can forward these along.

Chair Tabata adjourned the meeting at 8:07 pm.

Minutes recorded by Matt Jones, Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on Wednesday, May 29 with comments requested by 5pm on Monday June 4 to mbjones@oaklandnet.com. Revised minutes were added to the June 2018 meeting agenda and adopted at that meeting.
LAKE MERRITT TO BAY TRAIL CONNECTION

CITY OF OAKLAND
PROJECT HISTORY & UPDATE

• Introduction
  • Diane Tannenwald, City of Oakland
  • Steven Grover, Steven Grover and Associates

• Excited to relaunch the project

• Multi-agency coordination challenge regarding water clearance requirements resolved

• Moving forward with the design development phase

• Thank you for your past support which contributed to the ATP grant award of $3.2M for the project Design and Right of Way phases
## PROJECT TIMELINE

### CONCEPTUAL ENG. & CEQA

### PRELIMINARY ENGINEERING & NEPA
Spring 2016 - Fall 2017

### FINAL DESIGN
Winter 2017 - Winter 2019

### BID & AWARD
Spring 2019 - Summer 2019

<table>
<thead>
<tr>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>WINTER</td>
<td>SPRING</td>
<td>SUMMER</td>
<td>FALL</td>
</tr>
<tr>
<td>WINTER</td>
<td>SPRING</td>
<td>SUMMER</td>
<td>FALL</td>
</tr>
<tr>
<td>WINTER</td>
<td>SPRING</td>
<td>SUMMER</td>
<td>FALL</td>
</tr>
<tr>
<td>WINTER</td>
<td>SPRING</td>
<td>SUMMER</td>
<td>FALL</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CEQA CLEARANCE</th>
<th>CTC APPROVED FUNDING ALLOCATION</th>
<th>ACQUIRE RIGHT OF WAY</th>
<th>NEPA CLEARANCE</th>
<th>REGULATORY APPROVALS</th>
<th>DESIGN APPROVAL</th>
<th>BEGIN CONST.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winter 2016</td>
<td>May 2016</td>
<td>Summer 2017</td>
<td>Fall 2017</td>
<td>Winter 2019</td>
<td>Winter 2019</td>
<td>Fall 2019</td>
</tr>
</tbody>
</table>

### PUBLIC WORKSHOPS
- Public Workshop 1: March 2014
- Public Workshop 2: August 2014

### SEEK CONSTRUCTION FUNDING GRANTS
Summer 2017

More info | [www.LM2BT.com](http://www.LM2BT.com)
Recent and Future Development
DESIGN CHALLENGES & SOLUTIONS

• Complex site constraints
  • 15 regulatory agencies
  • 10 rights-of-way (properties)
  • Variety of clearance requirements

• S-shaped alignment
  • ADA slope requirements

• Team developed detailed project design criteria developed to ensure that requirements are met
  • Visit www.LM2BT.com for Design Guidelines document and more information (click on Design tab)
SAMPLE CONSTRAINT DIAGRAMS IN DESIGN GUIDELINES

LAKE MERRITT TO BAY TRAIL CONNECTION
Design Guidelines and Requirements

EBMUD

- No permanent structures
- Permanent support structure possible (coordination with EBMUD required)
- EBMUD pipes 10'-15' below, 120' truck loading and crane traverse loading okay, no crane parking or staging allowed
- 23' minimum vertical clearance from grade required around EBMUD facilities and maintenance access area, no permanent support structures allowed in this area
- 16.5' x 22' parking area to the east of EBMUD interceptor structure for maintenance access

Potential Construction Access

CITY OF OAKLAND

Strip map used for access and staging during construction

Maintain public access open space

Minimum 10' permanent clearance above existing bridge and pathways accessing bridge

Supports okay outside of 20' easement (66' relief sewer approx. 5' below ground)

18' minimum vertical clearance from existing ground

20' minimum vertical clearance above width of roadbed
ARCHITECTURAL DESIGN GOALS

- Evocative of Flowing Movement
- Unity of Form
- Series of Discoveries for Users
- Feels Like it Belongs
- Unique to Oakland
SUPPORT FOR LM2BT

- Project recommended by former BPAC Chair, Chris Hwang, in a letter to Mr. Fred Blackwell for Active Transportation Funding:
  
  “This multi-use trail project will provide a critical missing link between a rejuvenated Lake Merritt with the waterfront Bay Trail. It will provide an alternative to dangerous and often illegal crossings of train tracks and busy roadways. And for the first time will allow both recreational and commute access between downtown and waterfront neighborhoods at the very center of the City. The request is for design development and right of way phases of this multi-million dollar project.” May 19, 2014

- The LM2BT team requests that the Commission provide authority to Chair Tabata to sign letters of support for grant applications and associated publicity, as needed, on behalf of the Commission for the LM2BT Project.
THANK YOU!

For project information: www.LM2BT.com

Project Manager: Diane Tannenwald
dtannenwald@oaklandnet.com
Bike Share Update
Hi! I’m Kerby Olsen. I’m the Shared Mobility Coordinator in the Parking and Mobility Division of the City of Oakland’s Department of Transportation.

I’m coordinating the Bike Share, Car Share and Regional Wayfinding Programs.

I live in West Oakland.

Feel free to contact me:
Kolsen@oaklandnet.com
510-238-2173
What’s Happening?

In July of 2017, Oakland launched its first bike sharing program, in partnership with Bay Area Motivate, MTC, Berkeley, Emeryville, San Francisco and San Jose.

Installation was completed in late March. Bike to Work Day (May 10th) set a new record with 1,050 rides.

- 79 stations
- 850+ bikes
- 150,000+ Rides in Oakland
- 1,500 members in Oakland

= More people biking
= Healthier Oakland
= Less traffic
What’s Guiding This Work?

Strategic Plan Goals:
• Expand access to shared mobility services
• Support the roll out of Bay Area Bike Share (now Ford GoBike)

Citywide policies
• Bike Sharing Policy (2015)
• Complete Streets Policy (2013)
• Parking Principles for Commercial Districts (2013)
• Oakland Energy and Climate Action Plan (2012)
• Transit First and Alternative Modes Policy (1996)
Regionwide, 52% of stations deployed as of 5.15.18
Regionwide, 21% Low-Income Members, highest U.S percentage
5.15.18

- Berkeley
- Oakland
- San Francisco
- San Jose
- Emeryville
- Outside
- Unknown

All memberships vs Low-Income Members
Follow up from December 17 presentation

Draft Criteria for evaluating station move requests
- Finalize by end of May
- Contact requestors in early June
- Determine station moves by July

Ford GoBike member demographics
- Only available through member survey
Follow up from December 17 presentation

Ford GoBike user survey demographics

- 77% White or Caucasian
- 8% Asian
- 3% Asian / Pacific Islander
- 4% Black or African American
- 4% Hispanic or Latino
- 1% Native American or American Indian
- 1% Other
- 2% Two or More
Thank you!

Feel free to contact me:
Kolsen@oaklandnet.com
510-238-2173

Questions?
NOTE: These are preliminary/draft evaluation results of Ford GoBike Equity Outreach. With the exception of gender, demographic data for discounted members who self-obtained the discounted bike share membership comes from a self-selected sample.*
Bike Share For All (BS4A) Discount:
- $5 for first year, $5/month in later years
- 60 minute time limit
- Cash payment option
- Eligible groups: CalFresh, PG&E CARE, Muni Lifeline

- Funded by MTC ($120K) and Motivate ($140K)
- Address barriers to access/participation
- Change who rides bike share and the narrative of who bike share is for
DRAFT Results of Equity Outreach

Increased participation by:

- Unbanked individuals
- Black and brown communities
- Gender
- Lowest-income residents

Website Reach

- 3,437 pageviews / 1,285 unique visits
- Interest beyond Bay Area:
  - 35 countries
  - 30 other states
BS4A as a Percentage of Total Riderships

1 out of every 6 members in Oakland has a BS4A membership
Cash Payment by BS4A Member Type

- Barriers to computer access/smartphone exist
- Lack of ability to walk into a payment location during hours of operation
- **Meeting people where they are is crucial**
Equity Outreach allowed us to prioritize discounted memberships to black and brown community members.

- 97% Non-white
- 36% Black
Gender

- BS4A Equity Outreach: 4% Female, 53% Male, 43% Other
- BS4A Self-Obtained: 2% Female, 59% Male, 39% Other
- Full-Price: 2% Female, 67% Male, 29% Other
Income by BS4A Member Type*

- BS4A Equity Outreach
- BS4A Self-Obtained

<table>
<thead>
<tr>
<th>Income Range</th>
<th>BS4A Equity Outreach</th>
<th>BS4A Self-Obtained</th>
</tr>
</thead>
<tbody>
<tr>
<td>under $15,000</td>
<td>70%</td>
<td>68%</td>
</tr>
<tr>
<td>$15,000 - $24,999</td>
<td>16%</td>
<td>17%</td>
</tr>
<tr>
<td>$25,000 - $34,999</td>
<td>5%</td>
<td>9%</td>
</tr>
<tr>
<td>$35,000 - $49,999</td>
<td>4%</td>
<td>2%</td>
</tr>
<tr>
<td>$50,000+</td>
<td>4%</td>
<td>4%</td>
</tr>
</tbody>
</table>
Frequency of Rides by BS4A Equity Outreach Members

More use by BS4A Equity Members outside of vs. within service area

Avg. Monthly Trips by BS4A Equity Outreach Members per Zip Code

- ≤0.5
- ≤1
- ≤3
- ≤8

Bikeshare
Key Takeaways

- **Diverse ridership does not just happen on its own**
  - Cannot expect cash-strapped residents vulnerable to displacement to go out of their way to obtain access bike share
  - Cultural and informational barriers

- Ridership by those outside of service area speaks to a **demand for bike resources**.

- **Work with & fund local grassroots groups in the earliest phases**.

- Bike share can be an **important option** for communities of color
  - Sensitivity to the housing/displacement crisis
  - Opportunity to elevate the work of bike groups already engaging communities of color on mobility issues.