



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the November 15, 2018 meeting**  
**City Hall, 2<sup>nd</sup> Floor, Sgt. Daniel Sakai Hearing Room (aka Hearing Room 4)**

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/11-15-18-BPAC-Agenda.pdf>.

Meeting called to order at 6:05 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 excused (provided notice of absence as specified in by-laws). One arrived later during the meeting (x).

Commissioners	Present
Reginald K Burnette Jr	X
Andrew Campbell	X
Christopher Kidd	
George Naylor	-
Mariana Parreiras	X
Midori Tabata (Chair)	X
Rosa Villalobos	X
Kenya Wheeler (Vice Chair)	x

Introductions were made.

- Other attendees: Brett Hondorp, Beth Martin, Phoenix Mangrum, Mitch Fine, Jon Bauer, Cory McCollow, Ana Sloan, Silvia McCollow, Jesse Jones, and Robert Prinz
- Staff: Jason Patton, Noel Pond-Danchik, David Pene, Brytane Brown, Hank Phan, Lily Brown, and Bruce Williams

**Item 2. Approval of meeting minutes**

→ A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from October 18, 2018** was made (Parreiras), seconded (Villalobos), and approved by consent. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

Jason Patton announced that Item 6. OakDOT Organizational Update is postponed and will be rescheduled. Due to air quality issues, the presenter was not able to attend.

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

- Mitch Fine noted his concern about e-scooters riding on the pedestrian walkway around Lake Merritt.
  - Commissioner Tabata replied that the commission is working to improve relationships with the Oakland Police Department.
  - Jason Patton, OakDOT staff, noted that the applicable regulations are different for public right-of-way and for parkland. He offered to continue the conversation further offline and recommended the Legislative Committee consider the issue of bikes in designated parkland.

- Ana Sloan (Manager) and Cory and Silvia McCollow (Owners) of NIDO Kitchen & Bar, expressed concerns regarding a condition of approval on their project to build a new restaurant, Nido's Backyard. The condition requires pedestrian safety and access improvements across Embarcadero at Oak St. They are concerned that the cost of the improvements is a burden on their business.
  - Jason Patton, OakDOT staff, offered to follow up with them outside the meeting.

**Item 4. Committee Report Back** (*list of committees and liaisons attached*)

Committees of the BPAC with activities in the past month provided brief updates to the Commission. A list of active committees is attached.

- The Legislative Committee is researching lowering speed limits in school zones. California Assembly Bill 321 allows engineers to lower speed limits near schools without a traffic study to 15 MPH and can extend the length of 25 MPH zones around a school. California Assembly Bill 539 allows double fines in school zones where speed limits cannot be lowered beyond 25 MPH. These changes have been implemented in many cities across the state. The Committee is looking at grants to fund the implementation of the changes and will conduct outreach with the schools and OakDOT staff.
- The Infrastructure Committee met November 1. They discussed with OakDOT staff the pedestrian crossing signs and bollards to protect the signs along Fruitvale Ave which create a pinch point for cyclists and cause drivers to swerve into the bike lanes. No immediate solution was determined but staff will return in January with ideas. The Committee also discussed the 2019 Paving Plan. Notes from the meeting will be posted at <https://docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA/edit?ts=5a30853e>.

**Item 5. Let's Bike Oakland Update** (*presentation and map handout attached*)

Lily Brown, project manager of Oakland's bike plan update, and Brett Hondorp from Alta Planning + Design, provided an overview of the plan's draft programs and network. The team shared how these draft recommendations were informed by the plan's extensive outreach process over eight months to date and shared an overview of the draft network methodology. Next, they are looking to get feedback on their draft network and prioritizing routes. See the attached presentation and proposed bikeway network map for more details.

Summary of Discussion:

- Seminary Ave. needs treatment (seconded) especially up to Mountain Blvd. It seems unlikely that people will ride on 73<sup>rd</sup> Ave.
- The plan will include recommendations on aspects other than infrastructure including programs and policies such as using Martin Luther King Jr. Library as a hydration and fix it station, having full time bike mechanics at the libraries, more books and DVDs about biking in the libraries, stipends for groups like the Scraper Bike Team to lead bike rides, and the Open Streets Program.
- There should be better integration of bicycling programs with Oakland Unified School District in East Oakland, embedding bicycling programs into the curriculum
- What kinds of additional staff and resources might be needed going into the new two-year budget cycle so that the Commission can make recommendations?
- Low stress must be addressed especially on streets with transit like MacArthur Blvd and Seminary Ave.
- The new bike plan needs to acknowledge scooter and other shared mobility use and their implications for bike lanes, bike parking, etc.
- The plan needs to address speed limits, traffic calming and other speed related measures.

- One way and two-way protected bikeways should be differentiated on the map although in general, two-way protected bikeways should be used on one-way streets, or the one-way streets should be converted to two-way, to deter wrong way bicycling.
- You can comment on the draft network here: <http://www.letsbikeoakland.com/survey/#/home>

Speakers other than commissioners: Hank Phan, Jon Bauer, Robert Prinz, Jason Patton

**Item 6. OakDOT Organizational Update**

This item was postponed and will be rescheduled. Due to air quality issues, the presenter was not able to attend.

**Item 7. Measure KK FY17-18 Transportation Expenditures** *(presentation attached)*

Bruce Williams, DOT Funding Program Manager, discussed the programming and spending of the Measure KK transportation funds to date. Measure KK was a bond approved in 2016 which provided \$350 million (out of \$600 million total) to transportation over 10 years. The bond has an equity component to its projects which will be considered more heavily in spending the bond money moving forward. See the attached presentation for more details.

Summary of Discussion:

- There was an input process for the public to suggest projects for the Capital Improvement Program (CIP) which will be determined and funded using an equity lens. The CIP project choices will be open to public comment. Williams can return with a report to the Commission when a draft list of CIP projects is available for comment.
- There is an advisory committee to address how Measure KK funds are spent.
- The existing and future Bike Plans relate to KK funds in that the associated costs must be evaluated through the CIP process to decide how much KK money they will receive, but the Plans’ priorities supersede CIP prioritization.
- The money could be used to fund traffic signal updates or ADA compliance updates.

Speakers other than commissioners: Brenden Pittman, Jason Patton, Jesse Jones

**Item 8. Repairing Telegraph** *(presentation and curb management handout attached)*

Hank Phan, Transportation Planner, Planning & Project Development Section of OakDOT, provided an update on the Repairing Telegraph project. He reported on project background and concept design for Telegraph Avenue from 42<sup>nd</sup> Street to 52<sup>nd</sup> Street. The project is on a fast track due to a City Council directive to have a continuous bikeway and paving up to the Berkeley border. The team did a merchant survey, “user survey” and tabled at events during the summer and early fall to hear from stakeholders. From the approximately 1,500 survey responses, about seventy-five percent of respondents voted for a parking protected bike lane option over a buffered bike lane option. The project design includes parking protected bike lanes, converting Shattuck Ave between 46<sup>th</sup> St and Telegraph Ave into a pedestrian plaza, painted areas for scooter and dockless bikeshare, geofencing Uber and Lyft drop of zones, and more commercial loading zones, among other changes. See the presentation and handout for more details.

Summary of Discussion:

- The design team is working with AC Transit to designate a queue-jump for the bus/bike lane but that type of change it is not within the purview of the project

- Acknowledging that cars in the bike lanes on lower Telegraph are a problem, this is addressed by creating smaller, six foot entrances to the bike lanes with bollard posts, using bollard posts as barriers between the parking spaces and bike lanes, and painting the bike lanes green with bicycle and scooter stencils.
- There were multiple concerns that the controversial changes on lower Telegraph were not evaluated before implementing a similar modification to upper Telegraph due to the rushed time frame. The project is in a prominent area and includes risky and untested aspects like bus boarding islands.
- There were visibility concerns about the parking protected bike lanes for turning vehicles.
- There was a concern that the people could have responded to the survey more than once, skewing the results. It was suggested that the consultants review the responses.
- The proposal shown will go to Public Works Committee on December 4 and to City Council on December 11<sup>th</sup>.
- There was a concern of the efficacy of the rumble strips which were suggested by the DOT director and have been used in New York City.
- It can be difficult to convince Uber and Lyft to force their drivers to use the geofenced zones so there should be an additional enforcement aspect to ensure drivers are using the zones.
- Time-of-day loading zones like the ones proposed here should be implemented throughout the city especially in downtown.
- There was a concern about the compliance of scooter drivers parking scooters in designated zones.
- Signage may help turning vehicle drivers to expect bicyclists.
- There was a concern about the transparency and neutrality of OakDOT staff because staff claimed they would present the two options (buffered or parking protected bike lanes) to City Council but they are presenting only the parking protected option. The online map is misleading in only showing the parking protected option. (Reiterated by Parreiras)

→ A motion to **extend the meeting by 15 minutes** was made (Parreiras), seconded (Wheeler), and approved by consent.

- There were visibility concerns about the parking protected bike lanes. Obstacles like dumpsters, parked cars, and people in the bike lane are another concern, forcing bicyclists to swerve in unpredictable ways. If the bike lane is narrower than on lower Telegraph, bicyclists will have nowhere to go.
- The bus boarding islands on lower Telegraph are too dark and should have barriers on the back so pedestrians cross at only one point.
- The design on Mission St in San Francisco with one dedicated bus/bike lane could be considered as an alternative.

→ A motion to **formally oppose the parking protected bike lane design** was made (Parreiras), and seconded (Burnette Jr.). Three commissioners voted in favor (Burnette Jr., Parreiras, and Villalobos) and three commissioners abstained (Campbell, Tabata, and Wheeler). The motion did not pass.

- Brytanee Brown, the lead on the team designing the project, asked opponents to propose an alternative that takes equity, small businesses, bicyclists, and pedestrians into account. You can email her at [BRBrown@oaklandca.gov](mailto:BRBrown@oaklandca.gov).
- The buffered bike lane option was recommended by Jon Bauer and Mariana Parreiras.

Speakers other than commissioners: Brytanee Brown, Jon Bauer, Tom Holub

→ A motion to **extend the meeting by 5 minutes** was made (Wheeler), seconded (Burnette Jr.), and approved by consent.

**Item 9. Annual Open Forum Committee Report** (*report attached*)

Midori Tabata (chair) from the Open Forum Committee reported back on the status of items presented to the BPAC by the public in 2018. See the attached report for more details.

→ A motion to **endorse the report and include it in the annual report which goes to the Public Works Committee** was made (Campbell), seconded (Wheeler), and approved by consent.

**Item 10. Three-month look-ahead, suggestions for meeting topics, announcements**

See the agenda packet for the listed three-month look-ahead and announcements.

*Three-month look-ahead*

- Look out for a BART update from Mariana Parreiras and colleagues next month (December).

*Suggestions for meeting topics*

- CIP Project Update (Tabata)
- Bike Plan Programs and Policies (Campbell)
- Reschedule the OakDOT Organizational Update which was postponed from this meeting

*Announcements (handouts attached)*

- From Ali Schwartz who will be presenting on this project next month: Estuary Park Community Meeting on December 5, 2018 from 6pm – 8pm at Jack London Aquatic Center (115 Embarcadero, Oakland, Ca 94606). See [www.oaklandca.gov/projects/estuary-park](http://www.oaklandca.gov/projects/estuary-park) to learn more about the project and email [a.sabo@circlepoint.com](mailto:a.sabo@circlepoint.com) to RSVP and indicate if you require translation services.
- From Chris Kitner: Rich City Rides Presents: Mobility4All with Dr. Adonia Lugo on Sunday, December 2<sup>nd</sup> from 4pm – 6pm at Your Way Pizza (1428 Macdonald Ave, Richmond, CA). This panel discussion, co-sponsored by Transport Oakland, and East Bay For Everyone, will feature Dr. Adonia Lugo, author of “Bicycle/Race: Transportation, Culture & Resistance”, Najari Smith of Rich City Rides, and leaders from Oakland’s Red Bike & Green and the Scraper Bikes. See <https://docs.google.com/document/d/1UKAduFVdcJgWKvqcGij7zT4CeRZ0yZaXcBN9vuskmKY/edit#heading=h.f49owmcunu5v> for more information.
- From Commissioner Burnette Jr: A community bike ride in memory of Deontae Bush is being organized for November 27<sup>th</sup> on 35<sup>th</sup> Ave. Commissioner Burnette Jr will share details as he receives them.

Meeting adjourned at 8:36pm.

Minutes recorded by Noel Pond-Danchik, Bicycle & Pedestrian Program Staff, emailed to meeting attendees for review on Wednesday, November 21, 2018, with comments requested by 5pm, Thursday, December 6, 2018, to [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov). Revised minutes will be attached to the December, 2018 meeting agenda and considered for adoption at that meeting.