



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the November 19<sup>th</sup>, 2020 meeting**  
**Teleconference**

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/November-2020-BPAC-Agenda.pdf>.

Meeting called to order at 6:01 pm by BPAC Chair George Naylor.

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

At roll call, quorum was established with eight commissioners present (X). One (-) was excused (provided notice of absence as specified in by-laws).

Commissioners	Present (x)
Reginald K Burnette Jr	X
Andrew Campbell (Vice-Chair)	-
Grey Gardner	X
Jesse Jones	X
Phoenix Mangrum	X
George Naylor (Chair)	X
Mariana Parreiras	X
Patricia Schader	X
Dianne Yee	X

Introductions were made.

- Other attendees: Scott Blanks, Tom Holub, Maire Lanigan, Kent Lewandowski, Amy Lopez, Natalie Mall, Jeremiah Maller, Howard Matis, John Minot, Trinity Nguyen, Colin Piethe, Rodney Pimentel (HNTB), David Ralston, Eric Simundza, Daniel Swafford, Midori Tabata, Mana Tominaga, Montclair Village Association, Felix, gabrielho, 15107736XXX
- Staff: Manuel Corona, Noel Pond-Danchik, Chris Diano, Audrey Harris, Lily MacIver, Jason Patton, David Pené, Charlie Ream, Megan Wier, KTOP

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

- Howard Matis, member of the Alameda Countywide BPAC, spoke regarding the need for a bicyclist/pedestrian connection over Highway 24 between Lake Temescal and Hiller Dr. This was the location of the Landvale Bridge (1930s to 1960s). A preliminary study for a new bicyclist/pedestrian bridge was included as a candidate for the City of Oakland's settlement funds for Caldecott Fourth Bore project. Funds were used for lower priority projects, but this was not advanced as a project. He urged that since this is a well discussed project, that funds be provided for it.
- Daniel Swafford, Executive Director of the Laurel District Association, spoke regarding MacArthur Blvd between 35<sup>th</sup> Ave and High St, and is requesting the City of Oakland pursue a new project for a road diet in the Laurel District, building on and extending the work of the LAMMPS project which recently connected the eastern end of the Laurel commercial district to Mills College. He noted recurring safety issues with vehicles leaving the roadway.

- Kent Lewandowski submitted a Capital Improvement Program proposal for streetscape improvements on E 21<sup>st</sup> St in the San Antonio neighborhood. He requested medians or traffic circles to reduce speeding and exhibition driving. The street is very wide from 14<sup>th</sup> Ave to 23<sup>rd</sup> Ave.
- Maire Lanigan, a homeowner on Caldecott Lane, spoke on behalf of 340+ residents who live near the Caldecott Tunnel. These residents have signed a petition asking the City of Oakland to complete the sidewalk gap along Tunnel Rd/Caldecott Lane and make improvements at the Caldecott Lane/Kay Overcrossing intersection. These improvements were prioritized in the City of Oakland's settlement agreement with Caltrans over the Caldecott Fourth Bore. The petition is on change.org. They are asking the City of Oakland to complete these prioritized projects to provide basic pedestrian connectivity for this neighborhood.

[NOTE: Due to time constraints for the presenter on the Oakland Alameda Access Project, this item was heard before the item for the approval of the October meeting minutes.]

### Item 3. Oakland Alameda Access Project

Rodney Pimentel ([rspimentel@hntb.com](mailto:rspimentel@hntb.com)) presented on the Oakland Alameda Access Project which has been planned for over 30 years and has suffered several failed attempts to reach consensus on a build alternative. Recent progress by the Alameda County Transportation Commission (Alameda CTC) and Caltrans has led to the circulation of a Draft Environmental Impact Report/Environmental Assessment (EIR/EA). Pending selection of a preferred alternative, the project should be in construction by 2023. A copy of the presentation is attached to the meeting agenda. The presentation included a short simulation video that is available at <https://oaklandalamedaaccessproject.com/>.

#### Summary of Discussion:

- Consider the bikeway connection along 7<sup>th</sup> St from Laney College (where there are existing bike lanes on 7<sup>th</sup> St) instead of the bikeway proposed by the project on 6<sup>th</sup> St.
- Currently the cycle track is shown as being separated by traffic from striping. The City of Oakland has requested that concrete separation be included.
- Making the pedestrian/bicyclist access in the Posey and Webster Tubes each for one-way travel would be an improvement for these narrow sidewalks. Passing people is challenging, and one-way flow would help this.
- If the tubes are made one-way for pedestrian/bicyclist access, consider how pedestrians and bicyclists get from one tube to the other at either end. Currently these connections are challenging.
- These connections in the tubes will remain poor for pedestrians and bicyclists. This barrier should be solved by a bicyclist and pedestrian bridge across the Oakland Estuary. This bridge concept could be advanced with \$6 million to fund two studies needed to develop this possibility.
- People can submit comments on the Draft Environmental Document until November 30, 2020.

Speakers other than commissioners: Kent Lewandowski, John Minot, Lucy Gigli

### Item 4. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from October 15, 2020** was made (Parreiras), seconded (Burnette), and approved by consent. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

[NOTE: The item on the Safe Oakland Streets (SOS) Initiative Update was heard before the items on the 14<sup>th</sup> Ave Streetscape Project and the Fruitvale Alive Project.]

### **Item 5. Safe Oakland Streets (SOS) Initiative Update**

Audrey Harris ([aharris2@oaklandca.gov](mailto:aharris2@oaklandca.gov)), OakDOT Transportation Planner, and BPAC Commissioner Phoenix Mangrum ([phoenixoakbpac@gmail.com](mailto:phoenixoakbpac@gmail.com)), lead of Bicyclist/Pedestrian and Police Relations Committee, updated the commission on progress on public safety efforts, including the Safe Oakland Streets Initiative, an equity-centered analysis to inform traffic safety and crash prevention. A copy of the presentation is attached to the meeting agenda.

#### Summary of Discussion:

- Oakland's effort is advancing key recommendations from the State's Zero Traffic Fatalities Task Force.
- Automated speed enforcement currently is not legal in California, but the California City Transportation Initiative (CACTI), a coalition of large California cities is working to advance the necessary legislation.
- While there is not a specific strategy for quick build work across the High Injury Network, OakDOT is using the HIN to prioritize all aspects of safety improvements, from grant applications for major capital projects to smaller spot improvements implemented with local funds.
- Because automated speed enforcement is automated, it is less prone to bias because an officer is not deciding who to target. However, the fine structure could still be a source of bias.
- The publicly available police stop data only has geographic information by police beat, not by the specific location of each stop. The analysis that OakDOT has underway is using data that does have more specific location information.
- Enforcement is not only a biased and less effective means of addressing traffic safety. It can also actively cause harm through the associated searches and arrests.
- It is especially important to include people from the most affected neighborhoods – East Oakland, Fruitvale, West Oakland – but they are also the hardest to reach and the least likely to participate. The Reimagining Public Safety Task Force a large body that is connecting to a lot people and organizations, and BPAC can help in making these connections.

Speakers other than commissioners: Kent Lewandowski, Tom Holub, John Minot, Kenya Wheeler

### **Item 6. 14th Ave Streetscape Project**

### **Item 7. Fruitvale Alive Project**

[NOTE: The presentations for these two items were given back-to-back. The presentations were followed by a discussion of both projects.]

14th Ave Streetscape Project: OakDOT is continuing with Measure BB-funded pedestrian and bicycle improvements on 14th Avenue. Phase 1 of the project installed pedestrian crossing improvements, sidewalk upgrades, and new curb ramps between International Boulevard and E 19th Street. This upcoming phase of work will convert one lane of vehicle traffic on 14th Avenue to a buffered bike lane from Foothill to E 27th Street, install rapid flashing pedestrian beacons at seven intersections along the corridor, add

corner bulbouts at all intersections from E 19<sup>th</sup> to E 27<sup>th</sup>, and plant new street trees on the sidewalk and median. Transportation Planner on OakDOT's Great Streets Planning & Project Development Team, Charlie Ream, ([cream@oaklandca.gov](mailto:cream@oaklandca.gov)) presented on the project and the presentation is attached to the meeting agenda.

Fruitvale Alive Project: At long last, OakDOT is approaching Final Design for the Fruitvale Alive! Project. OakDOT Transportation Planner on the Great Streets Planning & Project Development Team, Charlie Ream, ([cream@oaklandca.gov](mailto:cream@oaklandca.gov)) presented on this project which will create a protected bicycle connection between the Fruitvale Avenue Bridge and E 12<sup>th</sup> Street. In addition to closing this critical gap in the City's bicycle network, this project will improve pedestrian crossings on the corridor and install new landscaping and sidewalk lighting. OakDOT is thrilled to be bringing this important project to construction. The presentation provided an update on final design details and a schedule for construction.

#### Summary of Discussion:

- [14<sup>th</sup> Ave] Parking protected bike lanes should be the starting point for projects like 14<sup>th</sup> Ave and Park Blvd. This was considered, but it is challenging because of the prevalence of driveways. The concern is not drivers crossing the bike lane to their residential driveways, but rather the parking prohibition needed for sightlines at the driveways. Because the driveways are closely spaced, a large proportion of the on-street parking would need to be removed.
- [14<sup>th</sup> Ave] The buffered bike lanes will serve as a passing lane. A possible response to this concern is widening the median to reduce the overall width of the roadway to discourage illegal passing.
- [14<sup>th</sup> Ave] If not a protected bike lane, consider options for discouraging driving in the bike lanes such as green paint and bollards at the start of bike lanes on every block.
- [Fruitvale Ave] The curb ramps at the corners are designed for both pedestrians and bicyclists.
- [14<sup>th</sup> Ave] The project as scoped ends in the uphill direction at E 27<sup>th</sup> St/Vallecito Pl. This is the way the grant was scoped, and staff acknowledges that this does not make a complete bikeway connection to the MacArthur Blvd bikeway. Completing this connection was explored, but there are technical challenges with this additional stretch of roadway, and these challenges are beyond what the current project can absorb.
- [14<sup>th</sup> Ave] Consider emergency access to Highland Hospital in the project's design.

Speakers other than commissioners: Felix, Kent Lewandowski

- A motion to **extend the meeting by 30 minutes** was made (Parreiras), seconded (Jones), and approved by consent.

#### Item 8. 2019 Chair's Report

Kenya Wheeler ([kenya@kenyawheeler.com](mailto:kenya@kenyawheeler.com)), former BPAC Commissioner who served as the 2019 BPAC Chair, presented the draft 2019 BPAC Chair's Report to the Oakland City Council for the BPAC's review and approval. A copy of the draft report is included in the agenda.

#### Summary of Discussion:

- Chair George Naylor and Jason Patton (OakDOT staff) thanked former Commissioner Wheeler for his service to the Commission and for his leadership in completing the 2019 Report.

- A motion to **approve the 2019 Chair's Report** was made (Parreiras), seconded (Schader), and approved by consent.

Speakers other than commissioners: Jason Patton

### **Item 9. Committee Report Back**

Committees of the BPAC provided brief updates to the Commission. A list of active committees and report backs from committees were included in the agenda packet. Information on BPAC's committees is available at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.

Summary of Discussion:

- Infrastructure Committee: Commissioner Yee noted the committee is building its agenda for its December 3rd meeting which will include AC Transit addressing the Bus Rapid Transit (BRT) project. Commissioner Yee and Robert Prinz welcome suggestions for meeting topics.
- Legislative Committee: Commissioner Gardner noted that a written update was included in the agenda packet under Announcements.
- Liaison to the Measure KK Oversight Committee: Chair Naylor noted the Committee has not met.
- Liaison to the Mayor's Commission on Persons with Disabilities: Commissioner Parreiras noted the Commission met last Monday but there were no items within BPAC's purview.
- Open Forum Committee: Commissioner Jones noted nothing to report.
- Bicyclist Pedestrian Police Relations Committee: Commissioner Mangrum is looking forward to getting deeper into the police stop data and associated recommendations at their next meeting. Their priority is meeting with representatives of the Police Department, Department of Transportation, and Department of Race & Equity as recommended by Oakland's Bicycle Plan.
- Planning Commission Review Committee: Commissioner Schader and Chair Naylor noted the committee met last week and will meet again next week. After a hiatus, the committee is reviewing its mission and preparing for new Commissioners who will join the BPAC in January 2021.

Speakers other than commissioners: None.

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

The three-month look-ahead was included in the agenda packet along with one announcement.

*Suggestions for meeting topics*

- Commissioner Gardner suggested a December agenda item on legislative priorities for 2021, including the reduction of speed limits in school zones.

Meeting adjourned at 8:37 pm.

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on Tuesday, November 24, 2020 with comments requested by 5pm, Tuesday, December 8<sup>th</sup>, 2020 to [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov). Revised minutes will be attached to the December 2020 meeting agenda and considered for adoption at that meeting.