



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the January 20th, 2022 meeting
Teleconference

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/January-2022-BPAC-Meeting-Agenda.pdf>.

Meeting called to order at 6:00 pm by BPAC Chair Andrew Campbell.

Item 1. Roll Call/Determination of Quorum

At roll call, quorum was established with nine commissioners present (X).

Commissioners	Present
Andrew Campbell (Chair)	X
Alex Frank	X
Grey Gardner	X
Mike Lok	X
Phoenix Mangrum	X
David Ralston	X
Patricia Schader (Vice Chair)	X
Nick Whipps	X
Dianne Yee	X

- Other attendees: Jennifer Anderson, Jeff Appareti, Debbie Barragan, Emily Brady, Brian Brown, RB Burnette Jr, Andrew Charman, Hans Chavez Ferreyra, Keith Cormier, Danielle Dynes, Gordon Douglas, Kai Drekmeier, Ryan Fauver, Jose Feroso, Hancel Ferreyra, Ryan Flores, Will Freyman, Gilbert Gong, Merry Beth Gong, Rahul Gupta, Collette Hanna, Tegan Hoffmann, Tom Holub, Ryan Houriga, Chris Hwang, Hunter Irvin, Rocky Kamen-Rubio, Amanda Leahy, Nathan Leefer, Margaret Lehrkind, Jason Liao, Miles Lincoln, Deva Lowenthal, Kate Lydon, Lenore McDonald, Ann McMurdo, Peter Merholz, Therese Mitros, Diedra Moss, Karen Motlow, Ardash Pandit, Raphael Parker, Bret Peterson, Julianna Phillips, Robert Prinz, Sudip Ray, Treva Reid, Jose Resuleo, Edmund Rogers, Michael Rosenthal, Greg Rozmarynowycz, Morgan Solem, Georg Spies, Midori Tabata, Patrick Traughber, Phil Yip, Miriam Zamora-Kantor, Alex, John, Max D, telephone callers (6569, 1220)
- Staff: Sarah Fine, Ofurhe Igbinedion, Fred Kelley, Jason Patton, Noel Pond-Danchik, Maya Sapienza, Megan Wier, KTOP

Item 2. Introductions and Welcoming New Commissioners

Chair Andrew Campbell welcomed new commissioners Alex Frank and Nick Whipps. Commissioners introduced themselves, providing background about themselves and sharing their priorities and goals for the BPAC. OakDOT staff introduced themselves and read the names of the other meeting attendees.

Item 3. Open Forum / Public Comment

- George Spies spoke to the Telegraph Ave protected bike lanes in the Temescal District. He is a nearby resident on Webster St. He is supportive of the protected bike lanes but sees the plastic bollards creating negative feedback towards the project because of the bollards' visual impact. The bollards also create visual clutter that can be distracting, thus creating potential safety issues. He is seeing cut-through traffic on Webster St with people in a hurry and not stopping at stop signs.
- Adarsh Pandit asked why Oakland does not have modern roundabouts given the cost, safety, and greening benefits compared to traffic signals. He advocated for car-free areas in commercial districts like Lakeshore Ave, Piedmont Ave, downtown, and the Laurel. He spoke in favor of the safety benefits of protected bike lanes for separating bicyclists from drivers.
- RB Burnette identified two streets – Redding St and Quigley St between 35th Ave and High St – that were recently paved and need more speed humps to keep down speeding.
- Michael Rosenthal commented on the look and feel of the Telegraph Ave project in the Temescal, and how that project is pushing traffic into the neighborhoods. He lives near Alcatraz Ave and is concerned that a future phase of the Telegraph Ave project could push traffic into his neighborhood. He suggested bike routes on neighborhood streets rather than reducing the capacity of major streets like Telegraph Ave.
- Karen Motlow commented on traffic circle at Shafter Ave and Cavour St as not being proportioned properly. When drivers pass around the island they often come too close to the crosswalks. Additionally, the intersection of Telegraph Ave and 51st St is more complicated than ever, and she goes out of her way to avoid it. She asked that the plastic bollards not be replaced by concrete.
- Patrick Traugher spoke in support of protected bike lanes and traffic circles. The plastic bollards on Telegraph Ave should be replaced with planters filled with plants, flowers, and trees. The purpose of the Telegraph Ave project is to make it harder for people to drive and to speed and thus frustration from drivers should be expected.
- Rahul Gupta echoed Patrick Traugher's comments regarding the Telegraph Ave bike lanes. It is now a significantly better street for bicycling than it was ten years ago. Regarding Telegraph Ave and 51st St, if anything bike lanes are needed on 51st St. Rahul thanked the BPAC for supporting the Telegraph Ave projects. Regarding diversion, we should look to the larger goal of reducing traffic on both the main streets and in the neighborhoods.
- Jose Resuleo lives on Ney Ave and grew up in East Oakland. He is supportive of bicycling in that he did not have this opportunity when he was young. He is interested in reading the 2021 BPAC Chair's Report and having the Commission advance equity goals through its work.
- Brian Brown encouraged the City of Oakland to repair the bike lane on Mandela Pkwy between 34th and W Grand Ave. Half of the bike lane is unusable due to utility work.

Item 4. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from December 16th, 2021** was made (Frank), seconded (Schader), and approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Speakers other than commissioners: None

Item 5. Renewal of Resolution to Continue Teleconference Meetings

The Commission considered renewing a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its committees would present imminent risks to attendees'

health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of Assembly Bill 361 (AB-361).

- The Commission ***adopted a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its Committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361.*** The motion was made (Frank), seconded (Ralston), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Ralston, Schader, Whipps, and Yee.

The resolution is attached to these meeting minutes.

Speakers other than commissioners: None

Item 6. Nominations & Elections for BPAC Chair and Vice Chair

Staff facilitated nominations and elections for 2022 BPAC Officers, following the process described in BPAC's By-Laws (<https://cao-94612.s3.amazonaws.com/documents/BPAC-By-Laws.pdf>).

Summary of Discussion:

- Chair Campbell nominated Commissioner Schader for Chair.
 - Vice Chair Schader accepted the nomination.
 - Chair Campbell spoke to Vice Chair Schader's strong service to the Commission as 2021 Vice Chair.
- A motion to ***elect Commissioner Patricia Schader as the 2022 BPAC Chair*** was made (Whipps), seconded (Gardner), and approved by Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee.
- Chair Schader nominated Commissioner Yee for Vice Chair.
 - Commissioner Yee accepted the nomination.
 - Chair Schader noted the excellent job that Commissioner Yee has done as a Co-Chair of the Infrastructure Committee and that she will do an excellent job as Vice Chair of the Commission.
- A motion to ***elect Commissioner Dianne Yee as the 2022 BPAC Vice Chair*** was made (Schader), seconded (Frank), and approved by Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee.

Speakers other than commissioners: None.

Item 7. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

Commissioner Schader referred attendees to the meeting agenda's section on recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians. Per the latest Oakland Police Department (OPD) information there were 25 confirmed traffic fatalities in 2021, eight of which involved a pedestrian, two involved a motorcyclist, one involved a scooterist, and two involved a bicyclist. This total does not include the Oct 28th crash at 7th St and Madison St where a pedestrian was transported to the

hospital with severe head injuries. No new bicyclist or pedestrian related crashes have been shared by OPD to OakDOT since the December 2021 BPAC Meeting Agenda was posted.

Summary of Discussion:

- None

Speakers other than commissioners: None

Item 8. Slow Streets – Essential Places Program Updates

Megan Wier and Jason Patton, OakDOT staff in the Safe Streets Division, presented on upcoming changes to the Slow Streets – Essential Places Program in response to the ongoing and changing nature of the COVID-19 pandemic. Changes include removing the temporary Slow Streets and Essential Places materials, including temporary street closures, and shifting efforts to longer term strategies for pedestrian safety and neighborhood traffic calming. For more details, see www.oaklandca.gov/projects/oakland-slow-streets. The presentation was included in the meeting agenda packet.

Summary of attendee discussion:

- Slow Streets were not used as much for recreating in the street in West and East Oakland as they have been in North Oakland. Slow Street Corridors should be kept in locations where they are highly used in North Oakland.
- Slow Streets Corridors should be made permanent including Tiffin Rd, Colby St, Ney Ave, and Shafter Ave. Colby St should be reclassified as a local street.
- The pandemic is still ongoing and space is still needed for pedestrians to physical distance.
- Slow Streets are used for students to commute to school.
- Neighbors living on or near popular Slow Streets Corridors in higher resourced neighborhoods should be empowered to own and maintain their own Slow Streets to reduce the burden on staff and allow the Slow Streets Corridors to continue.
- The Slow Streets barricades provide a major benefit for Ney Ave, especially with crime. The permanent traffic calming measures on Ney Ave are greatly appreciated and the barricades should remain in place permanently or until the permanent traffic calming is fully constructed.
- Wisconsin St should be removed as a Slow Street.
- Commenters reported that streets adjacent to Slow Streets including Lawton Ave, adjacent to Shafter Ave, and streets adjacent to Brookdale Ave, have had a rise in vehicular traffic and are negatively impacted by the adjacent Slow Street Corridors. OakDOT does not have Oakland specific data on how vehicle volumes on adjacent streets are affected by Slow Streets Corridors.
- The barricades should not be removed until after other traffic safety improvements are installed. It will be more difficult to install Slow Streets in the future after removing them now.
- The Slow Street corridors are dangerous because it is unsafe to have pedestrians in the road along with vehicles especially for vulnerable pedestrians including elderly people.
- The Slow Streets Corridors were positive overall but stopped working over time as more drivers began to ignore them and fewer pedestrians used them.
- Support was shown for a Slow Streets network. Slow Streets networks can and should work in tandem with Pop-Up Slow Streets.
- The design elements for the proposed Slow Streets Network will be largely the same to those described in the Neighborhood Bike Route Implementation Guide, however neighborhood context

will be considered more and the Slow Streets Network will be installed as a part of Five Year Paving Plan implementation.

- Neighborhood level planning efforts are needed.
- Staff efforts should be directed to traffic calming projects in the works.
- Support was expressed for installing more Essential Places improvements on the High Injury Network.
- Locations used by unhoused populations should be prioritized as Essential Places.
- Ten of the existing fifteen essential places locations have already been upgraded to more durable materials. Four have permanent improvements planned. One does not yet have a proposed permanent improvement. More will be planned and installed using both temporary and durable materials.
- Bold-thinking transit and active transportation infrastructure should be installed citywide.

Summary of commissioner discussion:

- The temporary Slow Streets materials should remain in place because they have helped address the citywide issue of speeding. East Oakland reacted differently to Slow Streets Corridors in that they were less used for recreating in the street but the barricades did help with slowing traffic.
- Staff is not proposing an option to keep the barricades in place. This decision has been almost a year in the making. Staff feels they do not have the resources to do the necessary neighborhood level planning they believe necessary to make the program work and thus have made the decision to remove the temporary materials and transition toward more permanent infrastructure.
- Whether to recommend that the corridors continue to be represented as Slow Streets on navigation maps is still under discussion.
- Temporary materials like flex posts should be used to implement traffic calming treatments quickly throughout the city and to install more Essential Places.
- Support was shown for the Pop-Up Slow Streets proposal including simplifying the process for residents to borrow materials for street closures.
- Through the proposed Pop-Up Slow Streets program, residents would be provided permits for recurring soft street closures, for instance, once a week throughout the summer, and staff would provide the barricades, signage, and other materials.
- Staff should have provided more space for community input before making the decision to move forward with Phase 3 of the Slow Streets – Essential Places Program.
- Each Slow Street should be studied individually to see if it should remain or be removed.
- Support was shown for Slow Streets Corridors as a way to radically change public space and rapidly implement car-free spaces. The energy and support for such spaces should be continued in some way like Oaklavia.
- At least three Essential Places should be installed in Deep East Oakland including at the 81st Ave Library, Roots Community Health Center on International Blvd and 99th Ave, and Alameda County Social Services off 85th Ave.
- Meeting attendees were encouraged to reach out to their councilmembers to share their comments on the Slow Streets – Essential Places program.
- Many surveys and a lot of outreach has been done over the course of the program. However, citywide surveys were not representative and the corridor level outreach was inconclusive.
- The Police Relations committee wanted to work to connect with OPD on the Slow Streets. Slow Streets should be considered as a long-term project.
- Maintenance needs to keep the Slow Streets program going are significant. OakDOT staff work overtime every day to maintain and replace the materials. This takes their time away from addressing traffic safety related service requests of which there is a long backlog. There are also

- tradeoffs in terms of time dedicated to planning, outreach, and design. While the materials are relatively cheap, the ongoing need to replace the materials has also been costly over time.
- Staff should upgrade to more durable but still quickly implementable materials such as type III barricades and flex posts.
 - Installing more durable materials requires a significant amount of community engagement that there is not staff capacity for.
 - Temporary barricades were installed at a time when traffic volumes dropped significantly and are now causing operational concerns at some intersections with major streets. These concerns could be addressed but would involve a significant amount of planning.
 - The City should increase the number of staff who plan, design, install, and maintain infrastructure to do more projects like Slow Streets – Essential Places.
 - OakDOT recently hired two traffic painters and two traffic maintenance staff and are working to fill vacancies.
- A motion to **recommend that OakDOT delay the reformulation of the Slow Streets – Essential Places program, given the disruption of COVID, to allow time for neighborhood level engagement** was made (Ralston), seconded (Frank), and approved by Frank, Gardner, Mangrum, Ralston, Schader, Whipps, and Yee. Commissioner Campbell abstained. Commissioner Lok was absent at the time of the vote.

Speakers other than commissioners: Jose Resuleo, George Spies, Karen Motlow, Alex, Tegan Hoffman, Chris Hwang, Andrew Charman, Ardarsh Pandit, Michael Rosenthal, Greg Rozmarynowycz, Morgan Solem, Robert Prinz, Collette Hanna, Miriam Zamora-Kantor, Patrick, Ann McMurdo, Caller 6569, Phil Yip, Miles Lincoln, Jose Feroso, Rahul Gupta

- A motion to **extend the meeting by 30 minutes** was made (Whipps), seconded (Frank), and approved unanimously.
- A motion to **extend the meeting until 9:15 minutes** was made (Mangrum), seconded (Frank), and approved unanimously.
- A motion to **extend the meeting by 30 minutes** was made (Campbell), seconded (Frank), and approved unanimously.

Item 9. Committee Overviews, Report Backs, and New Assignments

This item was deferred until the February 2022 meeting.

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

A three-month look-ahead was included in the meeting’s agenda packet.

Suggestions for meeting topics

- Commissioner Gardner noted the recent request for a presentation from OPD and OakDOT regarding the investigation of fatal traffic crashes.

Announcements

- Vice Chair Yee announced the BPAC Infrastructure Committee will meet on Thursday, January 27th, to review the 14th St Active Transportation Project and the Rapid Response Program. The Committee will meet again on Thursday, February 3rd, to review a 17th St bikeway design being developed by the Paving Program and the Town for All project.

Meeting adjourned at 9:41 pm.

Attachments

- Resolution to Continue Teleconference Meetings

Minutes recorded by Jason Patton, Bicycle and Pedestrian Program Supervisor, and Noel Pond-Danchik, Transportation Planner, emailed to meeting attendees for review on January 24, 2022 with comments requested by 5pm, February 7, 2022 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the February 2022 meeting agenda and considered for adoption at that meeting.

OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

Meeting of January 20, 2021, Item #4

ADOPT A RESOLUTION DETERMINING THAT CONDUCTING IN-PERSON MEETINGS OF THE BICYCLIST & PEDESTRIAN ADVISORY COMMISSION AND ITS COMMITTEES WOULD PRESENT IMMINENT RISKS TO ATTENDEES' HEALTH, AND ELECTING TO CONTINUE CONDUCTING MEETINGS USING TELECONFERENCING IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 54953(e), A PROVISION OF AB-361.

WHEREAS, on March 4, 2020, Governor Gavin Newsom declared a state of emergency related to COVID-19, pursuant to Government Code Section 8625, and such declaration has not been lifted or rescinded. See <https://www.gov.ca.gov/wp-content/uploads/2020/03/3.4.20-Coronavirus-SOE-Proclamation.pdf>; and

WHEREAS, on March 9, 2020, the City Administrator in their capacity as the Director of the Emergency Operations Center (EOC), issued a proclamation of local emergency due to the spread of COVID-19 in Oakland, and on March 12, 2020, the City Council passed Resolution No. 88075 C.M.S. ratifying the proclamation of local emergency pursuant to Oakland Municipal Code (O.M.C.) section 8.50.050(C); and

WHEREAS, City Council Resolution No. 88075 remains in full force and effect to date; and

WHEREAS, the Centers for Disease Control (CDC) recommends physical distancing of at least six (6) feet whenever possible, avoiding crowds, and avoiding spaces that do not offer fresh air from the outdoors, particularly for people who are not fully vaccinated or who are at higher risk of getting very sick from COVID-19. See <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>; and

WHEREAS, the CDC recommends that people who live with unvaccinated people avoid activities that make physical distancing hard. See <https://www.cdc.gov/coronavirus/2019-ncov/your-health/about-covid-19/caring-for-children/families.html>; and

WHEREAS, the CDC recommends that older adults limit in-person interactions as much as possible, particularly when indoors. See <https://www.cdc.gov/aging/covid19/covid19-older-adults.html>; and

WHEREAS, the CDC, the California Department of Public Health, and the Alameda County Public Health Department all recommend that people experiencing COVID-19 symptoms stay home. See <https://www.cdc.gov/coronavirus/2019-ncov/if-you-are-sick/steps-when-sick.html>; and

WHEREAS, persons without symptoms may be able to spread the COVID-19 virus. See <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>; and

WHEREAS, fully vaccinated persons who become infected with the COVID-19 Delta variant can spread the virus to others. See <https://www.cdc.gov/coronavirus/2019-ncov/vaccines/fully-vaccinated.html>; and

WHEREAS, the City's public-meeting facilities are indoor facilities that do not ensure circulation of fresh / outdoor air, particularly during periods of cold and/or rainy weather, and were not designed to ensure that attendees can remain six (6) feet apart; and

WHEREAS, holding in-person meetings would encourage community members to come to City facilities to participate in local government, and some of them would be at high risk of getting very sick from COVID-19 and/or would live with someone who is at high risk; and

WHEREAS, in-person meetings would tempt community members who are experiencing COVID-19 symptoms to leave their homes in order to come to City facilities and participate in local government; and

WHEREAS, attendees would use ride-share services and/or public transit to travel to in-person meetings, thereby putting them in close and prolonged contact with additional people outside of their households; and

WHEREAS, on October 21, 2021 the Bicyclist & Pedestrian Advisory Commission adopted a resolution determining that conducting in-person meetings would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361; now therefore be it:

RESOLVED: that the Bicyclist & Pedestrian Advisory Commission finds and determines that the foregoing recitals are true and correct and hereby adopts and incorporates them into this resolution; and be it

FURTHER RESOLVED: that, based on these determinations and consistent with federal, state and local health guidance, the Bicyclist & Pedestrian Advisory Commission renews its determination that conducting in-person meetings would pose imminent risks to the health of attendees; and be it

FURTHER RESOLVED: that the Bicyclist & Pedestrian Advisory Commission firmly believes that the community's health and safety and the community's right to participate in local government, are both critically important, and is committed to balancing the two by continuing to

use teleconferencing to conduct public meetings, in accordance with California Government Code Section 54953(e), a provision of AB-361; and be it

FURTHER RESOLVED: that the Bicyclist & Pedestrian Advisory Commission will renew these (or similar) findings at least every thirty (30) days in accordance with California Government Code section 54953(e) until the state of emergency related to COVID-19 has been lifted, or the Bicyclist & Pedestrian Advisory Commission finds that in-person meetings no longer pose imminent risks to the health of attendees, whichever occurs first.