



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the November 21, 2019 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting agenda at <https://www.oaklandca.gov/documents/november-2019-bpac-meeting-agenda>.

Meeting called to order at 6:04 pm by BPAC Vice-Chair, George Naylor.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with six commissioners present; three arrived later during the meeting.

Commissioners	Present
Reginald K Burnette Jr	X
Andrew Campbell	X
Jesse Jones	X
Phoenix Mangrum	X
George Naylor (Vice-Chair)	X
Zachary Norris	X
Mariana Parreiras	X
Midori Tabata	X
Kenya Wheeler (Chair)	X

Introductions were made.

- Other attendees: Jeremiah Maller, Grey Gardner, Steven Jones (AC Transit), Garrett Gritz (Diablo Engineering), John Minot, Josh Handel, Oboi Reed, Tom Holub, Brian Toy, Emily Warren, Brendan Pittman, Patricia Schader, Brian Mineart, Claudia Burgos (AC Transit), Robert Prinz, Brian Toy, Tiff Mueller
- Staff: Michael Ford, Lisa Jacobs

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from October 18, 2019** was requested. A correction was noted (Naylor): page 2, Item #4, fourth bullet, change 90th Ave to 98th Ave. The motion was made (Tabata), seconded (Naylor), and approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- Robert Prinz: An EBMUD project dug up concrete on MacArthur Blvd and it hasn't been replaced. This is an example of a too-frequent problem. Robert suggested that EBMUD be invited to make a presentation to BPAC.
- John Minot: When will the Bay Wheels/Lyft e-bikes removed from Oakland be returned? This question will be addressed during agenda item #5.

Item 4. Committee Report Back

- Planning Commission Review Committee: last met October 15. A letter authorized by BPAC with comments on the Downtown Oakland Specific Plan was submitted to the Planning Commission; **see handout.**
- Police Committee: job reductions have been reported. The committee will be busy in 2020.
- Infrastructure Committee: no report; next meeting planned for first week in December.
- Affordable Housing and Infrastructure Bond Oversight Committee: no report; next meeting in December.
- Mayor's Commission on Persons with Disabilities: reported on problems with the accessibility of an online forum to address curb ramp issues as well as the condition of some ramps.

Chair Wheeler invited members of the public to join committees.

Item 5. Parking Update

Michael Ford, Oakland Department of Transportation (OakDOT) Parking & Mobility Division Manager, reported on Parking Enforcement (PE), efforts to adjust fine amounts, e-bikes for PE Technicians, and a review of standard operating procedures that appear to conflict with the City's priorities and objectives. He explained that Parking Principles adopted by City Council guide staff to actively manage parking, considering supply and demand, and allowing the use of parking rates to meet broader citywide goals, including safety and equity. Parking rates that can be adjusted based on supply increases the availability of spaces and decreases motorists circling the block looking for spots, improving safety. Staff are working on a Progressive Parking Fine initiative to address safety with an equity lens. Michael reported that the Bay Wheels/Lyft e-bikes (removed from circulation due to technical issues) are expected to be back early in 2020 after amending the existing franchise agreement. E-bikes have been offered to Parking Technicians, and interest has been increasing. To address complaints about exceeding time limits, license plate cameras on parking tech vehicles help enforce time limits.

Summary of Discussion

- Of the 320k annual citations given (bringing in \$25m in general fund revenue):
 - 51% are for street sweeping, followed by 16% for expired meters.
 - There are four to five thousand sidewalk violations per year. On narrow streets, vehicles sometime park with two wheels on the sidewalk and are rarely fined.
 - There are 1,500-2,000 bike lane violations; the \$48 fine is probably too low; it's \$150 in SF.
 - Changes should be considered for all traffic related citations; the Legislative Committee has a list.
 - Parking techs should never park in bike lanes and incentives should be provided to encourage better behavior. Bike East Bay has driver safety training courses that could be provided to the City.
 - Because flexible pricing frees up spaces and raises more revenue, the goal is that the number of citations will decrease while remaining budget neutral.
 - All Oakland parking meters are credit card and GPS enabled, providing real time data and reprogrammable remotely. The City learned from neighboring cities that sensors don't work well.
- A motion was made (Parreiras) and seconded (Burnette Jr.) that the ***BPAC ask OakDOT to make it policy that no City vehicle gets to park in the bike lane, and that OakDOT work internally to make provisions for where people should park and train its staff to make use of those spaces instead of in the bike lane.***

Amendments (Wheeler): ***OakDOT also work with other public agencies to ensure that their vehicles do not block bicycle lanes and sidewalks and that OakDOT take a holistic look at revising the schedule of fines and fees to prioritize safety as the paramount directive for setting fines.***

Discussion

- Commissioner Norris observed that staff parking in the bike lane is a liability issue for City (because it's unsafe), that there should be two motions, and that ability to pay be considered when setting fines and fees. Michael Ford reported that equity-based fines and fees are under study.

The second half of the amendment was rescinded (Wheeler). The note taker requested that the motions be restated:

- A motion was made (Parreiras) and amended (Wheeler) ***urging OakDOT to make it policy to prioritize safety with regards to City vehicles and other agency vehicles parking in the bike lane, (and in crosswalks and on sidewalks), and urging DOT to come up with the alternative to parking in the bike lane and train its staff and every other agency staff to use the appropriate location to park.*** The motion was seconded (Burnette Jr) and passed unanimously.
- A motion was made (Wheeler) to ***ask that OakDOT consider a revision of the fines and fee schedule for all parking and traffic related fines that prioritizes safety and includes a lens of geographic and income equity in setting of the fines and fees.*** The motion was seconded (Parreiras) and passed unanimously.

It was noted that Assembly Bill 503 allows cities to have payment programs for low-income individuals to pay (traffic) fines. The City should adopt this type of program. The Legislative Committee is available to review proposed changes (contact Parreiras), as well as the Infrastructure Committee (contact Tabata) re: official vehicles in bike lanes.

Speakers other than commissioners: Josh Hammel, Robert Prinz, Emily Warren, Jennifer Stanley

Item 6. AC Transit Bus Rapid Transit (BRT) and other Bike Ped Projects (see attached presentation)

Steven Jones, AC Transit External Affairs Representative, reported on AC Transit's 9.5-mile BRT project, currently in construction (87% complete), and slated to begin service in March 2020. The AC Transit board established that the service will be free for the first 90 days. Most of International Blvd has been repaved, and most stations have been constructed. The next step is to install traffic striping. Each vehicle will have on-board racks for up to three bikes. A companion project by OakDOT will pave Broadway from Embarcadero to W Grand Ave, and install "red carpet" bus lanes within the next several years. During construction, Public Outreach Teams have been on hand with an office at 3322A International Blvd. The City has provided technical assistance to businesses along the corridor. The project's hiring goals were noted along with a workforce development fund to train disadvantaged workers.

Summary of Discussion:

- If in-vehicle bike racks are full, bikes will be allowed on board.
- Signs will direct users to the safest crossings. The speed limit has been reduced to 25 mph, and there are 34 unsignalized pedestrian crossings, most of which have 6' median refuges. All but one of the planned bulb-outs will be installed.
- Future safety concerns will be addressed collaboratively by the City, Caltrans, and AC Transit.
- BRT has allowed the City to address long-standing pedestrian safety concerns.

- Every existing traffic signal is being upgraded along with streetlights at intersections. Additional lighting at unsignalized crossings are being upgraded to current standards. The City has provided an additional \$2 million to upgrade lighting.
- During construction the pedestrian detours (“temporary traffic control,” TTC) have not been adequate, particularly in East Oakland. The project was divided into 14 zones, and 60% of on-street parking must be maintained in each during construction. It was acknowledged that the contractor didn’t always do a great job. Garrett Gritz (project Traffic Engineer, Diablo Engineering) offered to attend a BPAC committee to describe TTC for the project (which may have predated OakDOT’s new standards).

Speakers other than commissioners: John Minot, Robert Prinz

Item 7. Legislative Resolution (see attachment)

The Legislative Committee shared a draft resolution for City Council’s consideration that would prioritize bicyclist and pedestrian safety over vehicle parking. Councilmember Gallo is sponsoring the resolution and Councilmember Kalb is an active supporter. The resolution addresses safety, process, policy/priorities, and resources.

Summary of Discussion:

- The Committee requested feedback on traffic enforcement. Enforcement is a component of safety, but race-based stops are a major concern.
- The draft resolution raises from \$1 to \$1.5 million the City Administrator’s contract approval authority to speed up project delivery. The downside of this proposal is that going to Council is one way to ensure adequate public outreach. It was noted that Council meetings sometimes aren’t the best public outreach venue. An alternative would be to get BPAC approval.
- Automated traffic enforcement was proposed as a method to ensure more equitable outcomes.
- The proposal to prioritize filling DOT vacancies above those of other departments would be hard to justify. Using contract labor may not be possible due to union rules.

Speakers other than commissioners: Robert Prinz, Emily Warren, Lisa Jacobs

- A motion to extend the meeting time by 15 minutes was made (Wheeler), seconded (Burnette Jr) and passed with all voting in favor.

Item 8. Open Forum Committee Report.

The Open Forum Committee reported on the status of items presented by the public to the BPAC in 2019.

Summary of Discussion:

- SeeClickFix referrals don’t always work; construction related problems are confusing because there is no category for construction related complaints.
- OakDOT staff are a resource for the BPAC to follow up on Open Forum items.
- This Final report will be passed on to the BPAC Chair as both committee members (Tabata, Jones) will not be serving on the commission in 2020.

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

In addition to items listed in the agenda, it was noted that the environmental review documents for the proposed A’s ballpark are expected to be released in January 2020.

Suggestions for meeting topics

- Bike plan update (currently scheduled for February)
- Telegraph Ave projects update
- 14th St (could go to Infrastructure Committee)
- Strategic Planning Process for BPAC

Announcements

- Naylor: City Council approved three new commissioners who will start in January 2020: Grey Gardner Patricia Schader, and Dianne Yee.
- Norris: resigning as of December 2019; will continue to support BPAC's Police Relation's committee.
- Tabata: after the December BPAC meeting, there will be a get together at Downtown Wine Merchants.
- Patton: modifications to the bicycle boulevard on Shafter Ave, including reinstallation of stop signs, are underway. The Infrastructure Committee will review this on December 5.
- Stanley: BikeLink eLockers will be integrated with the regional Clipper card starting on December 1.

Meeting adjourned at 8:16 pm.

Attachments *(to be appended to adopted minutes)*

- Planning Commission Review Committee handout
- AC Transit BRT presentation
- Draft legislative resolution

Minutes recorded by Jennifer Stanley, emailed to meeting attendees for review on December 2, 2019 with comments requested by 5pm, Monday, December 9, to jstanley@oaklandca.gov. Revised minutes will be attached to the December 2019 meeting agenda and considered for adoption at that meeting.