



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the June 18th, 2020 meeting
Teleconference

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

Meeting called to order at 6:13pm by BPAC Chair George Naylor.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with eight commissioners present (X). One commissioner arrived later during the meeting (x).

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

Introductions were made.

- Other attendees: Mike Alston, Jennifer Anderson, Feliz Hill, Tom Holub, Chris Kitner, Charlie Lenk, Amy Lopez, David Long, Kaley Lyons, John Minot, Robert Prinz, Christopher Sanders, Max Sgro, Ronnie Spitzer, Midori Tabata, Jean Walsh, Josie Webb, Kenya Wheeler, Brian
- Staff: Craig Raphael, Megan Wier, Nicole Ferrara, Ryan Russo, Warren Logan, Noel Pond-Danchik, Jason Patton, Ariel Espiritu Santo, KTOP

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from February 20, 2020** was made by Parreiras, seconded by Mangrum, and approved by consent. Adopted minutes online at <https://www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings>.

Item 3. Open Forum / Public Comment

- Christopher Sanders commented that bicycle traffic laws need to be updated so as not to criminalize people.
 - Chair Naylor recommended the issue go to the Committee on Bicyclist/Pedestrian and Police Relations.

- Josie Webb commented that a lot of bicyclists are not following the laws, like stopping at stop signs, and this is causing havoc for people in their cars. She cited an example of driving on Foothill Blvd when a bicyclist did not stop at the stop sign on a cross street and almost hit her car.
 - Robert Prinz responded to Josie Webb, providing information on upcoming bicycle education classes offered by Bike East Bay. See BikeEastBay.org/BikeEdOnline for upcoming classes.

Item 4. Oakland Slow Streets

Nicole Ferrara (nferrara@oaklandca.gov), OakDOT Policy and Intergovernmental Affairs Advisor, and Megan Wier (mwier@oaklandca.gov), Safe Streets Division Manager, presented an overview of Oakland's Slow Streets initiative in response to COVID-19, community engagement, its evolution to date, and planning for the next phase as the county gradually reopens. See the presentation in the meeting agenda packet.

Summary of Discussion:

- Locations were prioritized based initially on existing and proposed neighborhood bike routes, neighborhoods lacking easy access to parklands, and equity. After the initial very quick rollouts, priority is also being given to partnerships and collaborations with neighborhood groups.
- The program has been funded through countywide sales tax funds for transportation, and the City will be requesting reimbursement from FEMA as part of the City's emergency response.
- In East Oakland, Slow Streets have been implemented on the Arthur/Plymouth corridor and on Ney Ave. Essential Places in East Oakland have been implemented at Bancroft Ave/Avenal Ave and three locations around Eastmont Town Center.
- The program has been notable for being quick and inexpensive in slowing traffic. Additional funds would be appreciated to continue and expand this meaningful work.
- There doesn't seem to be much standardization on how streets are closed, in terms of the materials used. These issues can be reported through 311 using the "Slow Streets" category. The treatment is standard, but the materials are moving around and need to be monitored and put back in place. One speaker noted that this last weekend he observed multiple locations on Plymouth Ave where barricades had been moved out of the way and that signs were missing.
- Some streets have been closed around Lake Merritt, in part to address crowding issues at the lake.
- Slow Streets have been great for parents and kids being in the street together. However, this benefit is not distributed across Oakland, with the streets in North Oakland being more conducive to children playing than the streets in East Oakland, even with the partial street closures.
- Plan the future of Slow Streets so the Slow Streets form a network.

Speakers other than commissioners: Warren Logan, Charlie Lenk, Max, Ronnie Spitzer

Item 5. OakDOT Mid-Cycle Budget

Oakland Department of Transportation (OakDOT) Director Ryan Russo (rrusso@oaklandca.gov) and OakDOT Agency Administrator Ariel Espiritu-Santo (aespiritusanto@oaklandca.gov) discussed the proposed mid-cycle budget amendment to the Fiscal Year 2020-21 budget. This proposal reflects significant reductions to key transportation revenue sources resulting from the current global health crisis. Russo described the proposed budget balancing measures and potential impact to OakDOT operations. The presentation is attached to these meeting minutes

Summary of Discussion:

- Despite the economic hardship, a lot of good safety work can continue because signs and stripes are inexpensive and these treatments can be effective safety improvements.
- Bringing back the program that necessitated bikes to be registered for a fee like cars was recommended as a form of income but it was noted that the program was inequitably enforced and caused the City to lose money processing the registrations.
- Measure KK allowed OakDOT to shift some staff positions from operations & maintenance to capital work. This shift makes these positions more resistant to the economic downturn, as those positions are secure for the duration of Measure KK.
- Recently there are a handful of examples of construction bids coming in under budget, and OakDOT is cautiously optimistic that construction costs may be getting lower for major capital projects.
- A silver lining to the economic downturn is that it may create a larger applicant pool for OakDOT jobs as OakDOT continues working to reduce its vacancy rate.
- OakDOT remains challenged in not having the staff needed to respond to the large number of safety-related requests that the department receives.
- While frozen positions are unlikely to jeopardize OakDOT's ability to meet grant deadlines, OakDOT is striving to accelerate its work and do better than the status quo. The economic downturn is likely to create challenges for OakDOT delivering projects more quickly.

Speakers other than commissioners: Josie Webb, Chris Kitner, Robert Prinz

→ A motion to ***extend the meeting by thirty minutes*** was made (Parreiras), seconded (Burnette), and passed with all commissioners voting in favor.

Item 6. OakDOT Grants Update: Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), Safe Routes to BART

Senior Transportation Planner in the Capital Finance Section Craig Raphael (craphael@oaklandca.gov) provided an update on upcoming competitive grant opportunities, including potential OakDOT project applications and the status of past grant awards. The presentation is in the meeting agenda packet.

Summary of Discussion:

- OakDOT would appreciate letters of support, with the Safe Routes to BART grant being the most time-sensitive with its 7/23/20 deadline.
- The BPAC is familiar with the two projects under consideration for the Safe Routes to BART grant: E 12th St Bikeway and the 19th St BART ATP project on 20th St. There was past discussion with BPAC and the Infrastructure Committee regarding design issues with the 19th St ATP project.
- HSIP has a kind of inherent contradiction, where the need is based on crash history and safety issues, but the timeframe is long to implement an HSIP project. OakDOT should make sure that the HSIP applications are addressing the locations and issues that are important, as these are time-consuming projects for staff to deliver.

Speakers other than commissioners: Robert Prinz

Item 7. 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. Select committee reports were provided in advance and included in the agenda packet. Chair Naylor encouraged the public to participate in the committees.

Summary of Discussion:

- Robert Prinz reported out on behalf of the Infrastructure Committee. The Committee has met twice since the last BPAC meeting, and meeting notes are available at <https://docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANTzix-CisiWA/edit>.
- Commissioner Gardner reported on behalf of the Legislative Committee that met on June 9. They discussed the ongoing legislative discussion to expedite safety improvements, and possibilities for reforming fines regarding traffic violations. The committee will meet next on June 30.
- Commissioner Mangrum reported on behalf of the Bicyclist Pedestrian Police Relations Committee. First, the City is searching for a new police chief and the committee is drafting a letter to the Mayor for BPAC's consideration. Second, the 90th Ave Scraper Bikeway had issues with police parking on the bikeway, and this seems to be getting resolved. Third, the committee will be discussing bicyclist stops in Deep East Oakland with OakDOT staff.
- Commissioner Naylor noted the Affordable Housing & Infrastructure Bond Public Oversight Committee has not met.
- Commissioner Parreiras noted that the Mayor's Commission on Persons with Disabilities has not met.

Speakers other than commissioners: None

Item 8. Three-month look-ahead, suggestions for meeting topics, announcements

Three-month look-ahead

- See the list in the agenda packet.

Suggestions for meeting topics

- Commissioner Yee requested that previously funded HSIP projects be brought for discussion, potentially to the Infrastructure Committee.

Announcements

- Commissioner Burnette Jr announced that Urban Peace Movement's 2nd Annual Bike Ride For Justice would be Saturday, June 20th, 2020.
- Commissioner Parreiras announced the East Oakland Neighborhoods Initiative is receiving a \$28 million grant from the Strategic Growth Council's Transformative Climate Communities program.
- The City of Oakland was successful with both of its grant applications to the Affordable Housing and Sustainable Communities Program, which combines funding for affordable housing projects with sustainable transportation improvements. The two grant awards are for Mandela Station - West Oakland BART Transit-Oriented Development which will fund a new transportation project on 18th St (\$3.26 million); and the Fruitvale Village Phase II B which provide additional funding for the Fruitvale Alive Gap Closure and International Blvd Pedestrian Lighting projects (\$4.55 million).

Meeting adjourned at 8:35 pm.

Attachments *(to be appended to adopted minutes)*

- OakDOT Mid-Cycle Budget presentation

Minutes recorded by Jason Patton, Senior Transportation Planner, emailed to meeting attendees for review on June 23, 2020 with comments requested by 5pm, July 7, 2020 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the July 2020 meeting agenda and considered for adoption at that meeting.