



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the June 16<sup>th</sup>, 2022 meeting**  
**Teleconference**

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

Meeting called to order at 6:00 pm by BPAC Chair Patricia Schader.

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

At roll call, quorum was established with eight Commissioners present (X). One Commissioner arrived shortly after roll call (x).

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

Introductions were made.

- Other attendees: Mike Alston, Dave Campbell, Bryan Culberston, Jose Feroso, Hans Chavez Ferreyra, Danielle Dynes, Tom Holub, Chris Hwang, Deepak Jagannath, Jimmy Jessup, Jason Liao, Mona Messier, Adrian Napolitano, Robert Prinz, Midori Tabata, Patrick Traughber, Brian 104, David P., Jeff, Kevin, Max D
- Staff: Maya Amichai, Celina Chan, Nicole Ferrara, Sean Fleming, Ofurhe Igbinedion, Jason Patton, David Pene, Noel Pond-Danchik, Charlie Ream, Ryan Russo, KTOP

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

- Patrick Traughber commented on two issues: the lack of progress on implementing the protected bike lane proposals in the 2019 Bike Plan; and that the protected bike lanes under design for 14<sup>th</sup> St were narrowed due to Fire Department clearance requirements.
- Tom Holub announced the East Oakland Futures Festival this weekend, Saturday, June 18<sup>th</sup>, which includes a rideout starting at 11:00am from The Shed at the Martin Luther King Jr Branch Library and a ribbon-cutting for the 90<sup>th</sup> Ave Scraper Bikeway. See [www.eastoaklandfuturesfest.org](http://www.eastoaklandfuturesfest.org).
- Adrian Napolitano echoed Patrick Traughber's comment on the lack of progress implementing protected bike lanes. He also expressed his concern with public spaces around Lake Merritt being fenced off.
- Bryan Culbertson, a West Oakland resident, commented on the pedestrian "beg buttons" at traffic signals. Oakland should have walk phases come up with every cycle of the traffic signals.

- Chair Schader announced that OakDOT is hiring crossing guards. Please share this opportunity with potential applicants.

### Item 3. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from May 19<sup>th</sup>, 2022** was made (Whipps), seconded (Frank), and approved with Commissioners Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee voting in favor, and Commissioner Campbell abstaining. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

### Item 4. 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 (Mangrum), seconded (Ralston), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously).

The resolution is attached to these meeting minutes.

Speakers other than Commissioners: None

### Item 5. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

Chair Schader led the Commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.

- On Sunday, 5/21/22 at 10:33pm, a 63-year-old Black female Oakland resident was struck by multiple vehicle drivers and on Bancroft Ave between 62nd Ave and 63rd Ave.
- On Friday, 5/27/22 at 10:38pm, Jonathan Waters, a 60-year-old male, was struck and killed by a vehicle driver at while bicycling at Shattuck Ave and 55th St.
- On Tuesday, 5/31/22 at 5:33pm, Emelia Martinez, a 78-year-old Hispanic female pedestrian was struck and killed while crossing the street in a marked crosswalk by a driver at 16th Ave and International Blvd. The vehicle driver fled the scene.

Summary of Discussion:

- At 55<sup>th</sup> St and Shattuck Ave, there are no protected left turns and overtaking drivers often pass turning drivers in the bike lanes. Barriers should be installed to keep drivers out of the bike lanes and protected left turn lanes should be installed.

- At 16<sup>th</sup> Ave/International Blvd, drivers are using the bus lanes as travel lanes and making illegal left turns from them. This should be prevented with physical barricades, and the walk signal should always be enabled.
- BPAC should request from OPD the speed of the vehicle involved in the Shattuck Ave/55<sup>th</sup> St crash.
- There was speculation regarding the traffic signal timing at Shattuck Ave/55<sup>th</sup> St, and that oncoming directions of traffic may get red and green lights at different times.

Speakers other than Commissioners: Bryan Culberston, Kevin, Lieutenant Sean Fleming, Patrick Traugher

### **Item 6. Remarks from OakDOT Director Ryan Russo**

Outgoing OakDOT Director Ryan Russo shared about his experience at OakDOT and with the BPAC. Ryan noted that he was honored to help launch OakDOT, build the team, and lead the new department through its first five years. He noted this new report, OakDOT’s Strategic Plan – June 2022 Update, that compiles five years of accomplishments: [www.oaklandca.gov/resources/department-of-transportation-a-strategic-plan](http://www.oaklandca.gov/resources/department-of-transportation-a-strategic-plan). Ryan thanked the BPAC for their advocacy and the Commissioners for their commitments to traffic safety, data-driven decisions, and equity.

Summary of Discussion:

- Commissioners thanked Director Russo for his service to Oakland and his commitment to equity-driven transportation improvements. They thanked him for his involvement in the BPAC, for leading OakDOT staff, and for taking constructive feedback in the spirit of collaboration to advance traffic safety.

Speakers other than Commissioners: None

### **Item 7. Bike to Wherever Day Report Back**

Chris Hwang from Walk Oakland Bike Oakland (WOBO) reported on the outcomes of the May 20, 2022 Bike To Wherever Day celebrations in Oakland. Chris shared a slideshow with highlights from the day. A full gallery of photos of the event by Malcolm Wallace can be found here: <https://malcolmwallacephotography.pixieset.com/biketowhereverday2022/>.

Speakers other than Commissioners: None

### **Item 8. One Bay Area Grant (OBAG) Grant Application Projects**

OakDOT Transportation Planners Charlie Ream and Celina Chan presented on two projects, the 66th Ave Coliseum BART to Bay Trail project and the Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) – Phase 2 project. These projects and the 27th St Bay PI Project – which was heard at the May BPAC meeting – are being submitted as One Bay Area Grant (OBAG) applications for the June 30, 2022 deadline. The Commission reviewed the Complete Streets Checklists for these three projects. Additional comments may be sent to Charlie Ream ([cream@oaklandca.gov](mailto:cream@oaklandca.gov)) by June 23, 2022.

- The 66th Avenue Coliseum BART to Bay Trail project (<https://www.oaklandca.gov/projects/66th-ave>) seeks to re-establish the connection between East Oakland and the San Leandro Bay waterfront by installing a Class 1 off-street multi-use pathway along 66th Avenue between San

Leandro Street and Oakport Street. This will involve realignment of the freeway on and off-ramps on both sides of the I-880 freeway to allow for a continuous Class I pathway on the south side of 66th Avenue, with full signal separation at all intersection crossings. This project will tie directly into the upcoming East Bay Greenway Phase 2 pathway being constructed on San Leandro Street.

- The Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS) – Phase 2 project (<https://www.oaklandca.gov/projects/lammeps2project>) will build on a community-based transportation planning effort, LAMMPS Phase 1, which resulted in several transportation improvements along MacArthur Boulevard, including an off-street shared-use pathway from Green Acre Road to Richards Road. The LAMMPS Phase 2 project proposes to extend this off-street shared-use pathway on MacArthur Boulevard from Richards Road to Seminary Avenue. There will also be other safety improvements, including upgraded transit stops, pedestrian refuge islands, and closure of the slip lanes at 55th Avenue and Seminary Avenue.

The presentations for the 66th Ave Coliseum BART to Bay Trail project and the LAMMPS Phase 2 project were included in the meeting's agenda packet. The Complete Streets Checklists for these two projects plus the Checklist for the 27th St/Bay PI Project were also included in the meeting's agenda packet.

#### Summary of Discussion:

##### *LAMMPS Phase 2*

- MacArthur Blvd along Mills College is a challenging area and the neighbors' traffic safety concerns are well-founded. See if additional traffic calming measures can be implemented to reduce speeds and reduce red light running.
- Consider using the Complete Streets Checklist for all projects, not just grant-funded projects.
- The concrete pedestrian safety islands are good but consider doing posts and other "rapid response" style treatments at more intersections.
- Commissioner Ralston, in his past capacity as City of Oakland staff, was instrumental in the early community organizing and in writing the Caltrans grant application that resulted in the LAMMPS Community-based Transportation Plan. This groundwork led to the successful completion of the first phase of the LAMMPS project.
- Consider quick build treatments along MacArthur Blvd as this location was previously identified as an opportunity area for quick build separated bike lanes because of the existing buffered bike lanes and no curbside parking.
- At MacArthur Blvd/Seminary Ave, closure of the slip turn is a good idea. Consider a protected intersection instead of a diagonal bicyclist crossing.
- These kinds of projects do take a long time to deliver, and the Phase 1 project has provided significant benefits to these neighborhoods. Please support the Phase 2 application.
- The results of the application process should be available in early 2023. If the grant is awarded, the timeframe for design and construction is anticipated to be around five years.

##### *66<sup>th</sup> Avenue BART to Bay Trail*

- The grant application is for the design phase only given the complexity of the design and the needed coordination with Caltrans and the Union Pacific Railroad. If the grant is awarded, the project would be funded to 100% design.
- This is a hard project, and it is a very important project. OakDOT and advocates should continue to push and advance a high-quality solution for this needed connection.
- There has to be something that can be done sooner – like on a two-year timeframe – instead of on an eight-year timeframe.

- Commissioner Frank noted that he leads rides for homeless youth along 66<sup>th</sup> Ave because it is the only way to get to the waterfront. The vision is very good, and a solution is needed much sooner.
- A motion **for BPAC to write letters of support for the LAMMPS Phase 2 and the 66<sup>th</sup> Avenue BART to Bay Trail** was made (Ralston), seconded (Frank), and approved with Commissioners Campbell, Frank, Gardner, Lok, Mangrum, Ralston, Schader, Whipps, and Yee voting in favor (unanimous).
- Caltrans has plans to replace two pedestrian overcrossings over I-580. The BPAC and advocates could raise this with Caltrans as an equity concern, as Deep East Oakland has tremendous need for pedestrian overcrossings over I-880.

Speakers other than Commissioners: Jason Patton, Robert Prinz, Midori Tabata, Bryan Culberston, Dave Campbell

- A motion to **extend the meeting to 9:00pm** was made (Gardner), seconded (Yee), and approved unanimously by voice vote.

### Item 9. Safe Oakland Streets Initiative Update including AB 43 Implementation

OakDOT Policy & Intergovernmental Affairs Advisor Nicole Ferrara presented updates on the Safe Oakland Streets (SOS) Initiative (<https://www.oaklandca.gov/topics/safe-oakland-streets>). SOS was launched in 2021 with the primary goal of preventing severe and fatal crashes and related disparities impacting Black, Indigenous, and People of Color (BIPOC) communities, persons with disabilities, seniors, children, and low-income populations. This presentation provided an overview of the initiative, progress made in 2021, and focal points for work in 2022 and beyond. The presentation was included the meeting's agenda packet.

Summary of Discussion:

- The inter-departmental approach is commendable, as is the urgency the Safe Oakland Streets Initiative brings to approaching fatal and severe traffic crashes as an emergency.
- Quick build projects are a part of the overall Initiative. An appendix to the forthcoming City Council agenda report lists the safety projects that have been constructed and includes the quick build projects that were implemented through traffic safety service requests, rapid responses, and sideshow prevention efforts.
- It would be helpful to have more crash data being made available in real-time. The challenge is the volume of that data and the staffing needed to get it out in a format that is accessible to the public. OakDOT and OPD are working on making information on fatal traffic crashes publicly available in a timely and understandable format.
- The reduction in traffic stops is dramatic – roughly an 85% reduction from 2017 to 2021. Consider how this reduction in enforcement is impacting traffic safety. Engineering is important, but it is also time-consuming and expensive.
- The High Injury Network tends to look back in time because it is based on past crashes. The Safe Oakland Streets Initiative should look for ways to be more predictive, for example, by identifying the street design factors of where crashes have occurred in the past and then identifying where those factors exist throughout Oakland.
- Consider if speed limits could be set by the average speed of drivers, as some number of drivers are going back-and-forth between accelerating to high speeds and breaking to a stop. In comparison, a

driver moving at a consistent and lower speed may travel the corridor in a similar amount of time. Unfortunately, speed limits generally need to be set based on the “free flow” speed of drivers.

- Extreme speeding is becoming increasingly common. It’s scary. This behavior is hard to prevent when, for example, people are willing to drive on the wrong side of the road. Pedestrian safety islands can help keep people on the right side of the road, but people may still go around those on the wrong side of the road. OPD is doing targeted speed enforcement on the High Injury Network, but OPD’s capacity for these operations is limited.
- We need to radically reimagine street safety if we are going to get to zero deaths in twenty years. We lost Slow Streets. We have three-lane streets in downtown. There are lots of solutions to these problems, and slight changes to speed limits will not get us to zero deaths.

Speakers other than Commissioners: Bryan Culbertson

### **Item 10. Commissioner Outreach Report Backs**

Chair Schader led a discussion on BPAC Commissioners outreach to each other, getting to know each other in-person to help recover from the isolation of the pandemic. Commissioners shared anecdotes of getting to know each other through Bike to Wherever Day and from rides with Rails-to-Trails and Bike East Bay. With some Commissioners just recently meeting in person for the first time, they noted that some Commissioners were taller or shorter than expected, and that some Commissioners are fast and fashionable cyclists.

Speakers other than Commissioners: None

### **Item 11. Committee Report Back**

Committees of the BPAC provided brief updates to the Commission. A list of active committees was included in the agenda packet and at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.

Summary of Discussion:

- Legislative Committee: Commissioner Gardner noted the Committee met on June 6 to develop its agenda. They discussed crash data and the benefit of having more data and having it in a timely manner. They also discussed opportunities for traffic calming legislation. This committee meets the first Monday of the month at 5:00pm.

Speakers other than Commissioners: None

### **Item 12. Three-month look-ahead, suggestions for meeting topics, announcements**

A Three-month look-ahead was included in the meeting agenda packet.

*Suggestions for meeting topics*

- Commissioner Gardner requested one item on both OPD’s traffic crash investigations and OakDOT’s rapid response investigations.

- Commissioner Lok requested an update on the A's Howard Terminal project and its impact on pedestrians and bicyclists.

#### *Announcements*

- Commissioner Gardner noted the City Council will hear another supplemental report on traffic calming at its meeting on June 21.
- OakDOT staff Noel Pond-Danchik noted upcoming road closures at Lake Merritt for Juneteenth, and at Lake Merritt and on Grizzly Peak Blvd for 4<sup>th</sup> of July: <https://www.oaklandca.gov/news/2022/city-of-oakland-prepares-to-support-large-crowds-visiting-lake-merritt-for-juneteenth-fourth-of-july-weekends>.
- OakDOT staff Noel Pond-Danchik noted an upcoming planning meeting on June 29 for the West Oakland Link that would create a bicyclist/pedestrian connection from Mandela Pkwy to the Bay Bridge: <https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility/west-oakland-link>.
- Vice-Chair Yee noted that National Night Out is coming up on August 2 ([www.oaklandca.gov/topics/national-night-out-2022](http://www.oaklandca.gov/topics/national-night-out-2022)) and that the Acorn/Oak Center Neighborhood Council will have a planning meeting for National Night Out on June 22, 6:00pm.

Meeting adjourned at 9:00 pm.

#### **Attachments**

- Resolution to Continue Teleconference Meetings

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on June 21, 2022, with comments requested by 5pm, July 5, 2022, to [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov). Revised minutes will be attached to the July 2022 meeting agenda and considered for adoption at that meeting.

# OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

## Meeting of June 16, 2022, Item #4

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**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.