



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the March 17th, 2022 meeting
Teleconference

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

Meeting called to order at 6:01 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).

Commissioners	Present
Andrew Campbell	X
Alex Frank	X
Grey Gardner	X
Mike Lok	
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, Danielle Dynes, Phil Erickson, Jose Feroso, Hancel Ferreyra, Rahul Gupta, Chris Hwang, Deepak Jagannath, Jimmy Jessup, Rebecca Kaplan, Jason Liao, Raul M, Ernesto Montenero, Assata Olugbala, Benita, Colin Dentel-Post, Robert Prinz, George Spies, Cathleen Sullivan, Midori Tabata, Patrick Traugher, Evan, Jean, Jeremy, Tim, telephone caller (8354)
- Staff: Maya Amichai, Ira Christian, Michael Ford, Ofurhe Igbinedion, Kerby Olsen, Jason Patton, Colin Piethe, Noel Pond-Danchik, Maya Sapienza, Quinn Wallace, KTOP

Item 2. Open Forum / Public Comment

- Midori Tabata, a resident of District 6 and a member of the BPAC's Open Forum Committee, asked for the public's assistance in contributing to the Open Forum Committee. The Committee tracks public comments and works with commenters to seek solutions to the issues they raise. Please consider joining and contributing to this Committee.
- Rebecca Kaplan, bicyclist, pedestrian, and Oakland City Councilmember At-Large, thanked the Commission for its efforts. She alerted the BPAC to an item scheduled for the 4/19 City Council meeting (Tuesday, 1:30pm) that will report on the City's efforts to install traffic calming with funds recently allocated by the City Council. More info at: <https://oakland.legistar.com/Calendar.aspx>
- Assata Olugbala voiced multiple concerns with street-related issues near the Lake Merritt tiny homes located at East 12th St. and 2nd Avenue. The issues include bicyclists and scooterists riding on the sidewalk; bicycles and motorcycles parking on the sidewalk; waste water and dog waste on

the sidewalk; electrical wiring running across the sidewalk; cars blocking the bike lane; and illegal dumping.

- Robert Prinz noted a bus stop on Broadway between 6th St and 7th St near the Police headquarters. The bus stop has been blocked by barricades for one and one-half years. The nearest stops are three to five blocks away. The police said the barricades are necessary for security, but there is no accommodation for the bus stop.
- Patrick Traugher requested that a monthly report be brought to BPAC on the City of Oakland's progress building protected bike lanes. He noted the small quantity of bike paths and protected bike lanes that have been built since the adoption of the 2019 Bike Plan. Over this time the City spent over \$100 million in paving streets for cars. He asked for updates on the continuation of protected bike lanes around Lake Merritt. Vice-Chair Yee noted OakDOT's twice-annual newsletter that tracks progress on Bike Plan implementation (<https://www.oaklandca.gov/resources/i-bike-oakland-newsletter>). Jason Patton noted the conceptual design for the Lake Merritt Blvd/Lakeside Dr separated bike lanes was shared with the Infrastructure Committee on December 3, 2020 (https://docs.google.com/document/d/1UWPGdki-HhHdKn-wcWLQwY8Xn_kUmxpKEq70u2fogBA/edit).
- Raul M lives on 55th St in District 1. He commented on the prioritization of the repaving of 55th St. Vice Chair Yee noted that portions of 55th St are on the Five-Year Paving Plan. An upcoming BPAC presentation on the Paving Plan will provide an opportunity to discuss how the timing of specific paving projects is determined.

Item 3. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from February 17th, 2022** was made (Campbell), seconded (Whipps), and approved unanimously (with eight Commissioners present). Adopted minutes online at 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 (Frank), seconded (Gardner), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously, with eight Commissioners present).

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.

- Around 2:15 am on Saturday, March 5, 2022, a 61-year-old, female pedestrian was struck and killed by a vehicle driver while crossing International Blvd between 98th Ave and 99th Ave. The vehicle driver fled the scene.

Summary of Discussion:

- Commissioner Campbell announced that the perpetrator of a previously reported fatal crash was identified and arrested by the Oakland Police Department. The crash occurred on October 29, 2021, at around 10pm. Michelle Marbley was riding an e-scooter on the 2200 block of Foothill Blvd when she was struck and killed by a driver who had gone into oncoming traffic.
- Commissioner Frank stressed that the word “crash” should be used, rather than “accident”, as crashes are preventable.
- In February, a pedestrian was killed while walking on I-580 near Park Blvd. There are other instances of recent pedestrian fatalities on freeways. These fatalities should be tracked.
- Commissioner Gardner noted a hit-and-run crash this week near International Blvd and 76th Ave.

Speakers other than commissioners: Patrick Traugher

Item 6. 2022 Bike to W(herever) Day Planning

Chris Hwang, Walk Oakland Bike Oakland (WOBO) Board President, presented on the May 20th, 2022 Bike to Wherever Day and ways to get involved. WOBO invited partners who can and are interested in sharing resources that help Oaklanders experience the city by bicycle to email info@wobo.org if they'd like to participate in programming or to sponsor the event. Please stay tuned for additional details, go to <https://bayareabiketowork.com/> and follow @walkoakbikeoak on social media for announcements and how to get involved. The presentation is attached to these minutes.

Summary of Discussion:

- To get involved, contact info@wobo.org.

Speakers other than commissioners: None

Item 7. Parking Enforcement Update & Proposal to Add Parking Meters to Commercial Loading Zones

Michael Ford (Manager of OakDOT's Parking & Mobility Division), Quinn Wallace (Transportation Planner), Kerby Olsen (New Mobility Supervisor), and Ira Christian (Parking Enforcement Supervisor) provided an update on parking enforcement activities and policies at OakDOT in relation to bicycling and walking in the city. OakDOT New Mobility Supervisor Kerby Olsen sought support from the commission to add parking meters to commercial loading zones with the goal of reducing instances of commercial delivery drivers parking illegally in bike lanes and bus stops by making yellow loading zones more available to delivery drivers. The presentation was included in the agenda packet.

Summary of Discussion:

- The Abandoned Auto Unit is currently within the Oakland Police Department. City Council approved the relocation of this function to OakDOT as part of the City's larger efforts to move functions that do not require sworn officers out of the Police Department.
 - With regards to the commercial loading recommendations, OakDOT staff is seeking input from the very large delivery corporations (e.g., UPS, FedEx, Amazon), but it can be challenging to find the right people in such large businesses. OakDOT staff has had a detailed discussion with Amazon which daylighted the issue of who – employers, employees, or contractors – would sign up for the program.
 - The attention to abandoned autos is important, as it can currently take up to two months to get an abandoned auto removed. Reports of abandoned autos in East Oakland are 30% more likely to be valid than reports in North Oakland.
 - The Parking Enforcement Unit used to be in the Police Department, and staff advocated to get reorganized into the new Transportation Department. In OakDOT, the combined skill set of enforcement staff, planning staff, and policy staff is leading to more policy-directed solutions that get at the causes of parking issues. Previously this was challenging to do when parking was largely handled as an enforcement issue.
 - Multiple commenters thanked the presenters for being responsive to the BPAC's feedback on a similar presentation in 2019 that provided an overview of the Parking & Mobility Division's functions that are related to walking and biking.
 - The Parking & Mobility Division is putting their citation data on a web map that can be queried by violation type. This can be used as a tool to identify hot spots. This data should be considered as a source of new physical improvements that would reduce the prevalence of violations in those locations. (The web map is at: <https://data.oaklandca.gov/dataset/Citation-Data-Portal/47cn-ddn9>)
 - The Parking & Mobility Division uses citations to educate the public. On occasion, they have used warnings in a systematic manner (like when street sweeping was reinstated after having been suspended at the beginning of the pandemic).
 - Consider using parking enforcement technicians to help enforce issues with construction-related blockages of sidewalks and bike lanes, as these issues are prevalent and inspection staff are limited.
 - The metering of commercial loading zones would provide automatic payment for those who register for the program. There is a concern that business owners might use their nearby loading zones as parking spaces for their businesses. This would be enforced by the parking enforcement technicians, using license plate reading technology to determine if the registered vehicle has overstayed the limit.
 - After hours parking enforcement does occur, and it is typically associated with street sweeping or responding to a specific complaint. Technicians may not have time to enforce violations they come across when addressing their designated tasks.
 - The metered yellow zones would go in locations where there are already yellow zones in areas that are already metered. There are fewer metered areas in East Oakland.
 - Around City Hall there continues to be issues with City vehicles parking illegally on the nearby streets, including egregious violations like parking in front of fire hydrants. The Fire Dept has 40 to 50 inspectors based out of Frank Ogawa Plaza and some have used their privilege under State law to park where it is illegal for others to park. City functions that are reliant on vehicle fleets for their daily responsibilities may be better located at office locations outside of downtown.
- A motion to **support the proposal to modernize commercial loading zones by adding parking meters** was made (Campbell), seconded (Frank), and approved by Campbell, Frank, Gardner, Mangrum, Ralston, Schader, Whipps, and Yee (unanimously, with eight Commissioners present).

Speakers other than commissioners: Robert Prinz

- A motion to **extend the meeting by 30 minutes** was made (Whipps), seconded (Frank), and approved unanimously (with eight Commissioners present).

Item 8. San Pablo Ave Corridor Plan

Alameda County Transportation Commission planner Colin Dentel-Post (CDentel-Post@alamedactc.org) presented on the San Pablo Avenue Corridor Project. The project has completed a long-term visioning phase and has now embarked on a near-term implementation phase aiming to improve safety, transit efficiency, and placemaking along the corridor within 3-5 years. The proposed project concept in Oakland, Emeryville, and South Berkeley includes pedestrian safety enhancements, conversion of one traffic lane in each direction to a dedicated bus lane, and conversion of each curbside parking lane to a protected bike lane. The project concept will go to the Public Works Committee and City Council later this spring for action. For more information, see www.alamedactc.org/sanpablo. The presentation was included in the agenda packet.

Summary of Discussion:

- Currently San Pablo Ave is a very challenging street to bicycle on, much like International Blvd. Hopefully this project will make it easier and encourage people to drive less and use other modes.
 - Seek ways to calm right-turning traffic from the bus lane onto side streets like, for example, by extending the bike lane protection as far as possible to make the right turn as sharp as possible.
 - Many businesses on San Pablo Ave depend on their patrons driving to their businesses, and this has been the case for many years. This is also the case for many churches, especially as their members may be living further away due to housing costs. The project would have a major restructuring on these businesses and churches.
 - There are examples of shared bus-bike lanes in San Francisco on low-volume bus routes that are working better than one might think.
 - Concrete curb between the bike lane and travel lane may not keep drivers out and may cause bicyclists to fall into the travel lane. Consider the recent work on Milvia St in Berkeley for lessons learned.
 - Fixing bus reliability needs to address the entire San Pablo Ave corridor, otherwise buses getting stuck in Contra Costa County will affect reliability in Alameda County. Work in Contra Costa County is moving forward, but on a different track due to added complications with San Pablo Ave's more variable width in Contra Costa County.
 - If safety is the project's highest priority, there may be a tension with the proposal to have right-turn lanes shared by bicyclists. The mixing zone concept is intended to improve transit speed and reliability by creating a separate right turn, but this is at the expense of the bike lane.
- A motion to **extend the meeting by 15 minutes** was made (Whipps), seconded (Raltson), and approved unanimously (with eight Commissioners present).
- The project's potential for diverting traffic off San Pablo Ave is a concern. That traffic may get diverted to other streets that are currently important for bicycling. Consider improving different streets for different modes if it is not realistic to accommodate all modes on San Pablo Ave.

Speakers other than commissioners: Robert Prinz

Item 9. 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:

- Infrastructure Committee: Vice-Chair Yee announced the Committee's next meeting will be on Thursday, 4/7, 3:30-5:30pm. The agenda is to be determined.
- Legislative Committee: Commissioner Gardner reported that the Committee met with OakDOT staff to discuss the reintroduction of automated speed enforcement legislation at the State level (AB 2336). This proposed legislation names Oakland as a pilot city. It will be heard in the Assembly's Transportation and Privacy Committees before the BPAC meets in April. On behalf of the Committee, Commissioner Gardner will submit a letter of support that references the BPAC's formal support for previous legislation to allow automated speed enforcement. The committee also received an update from OakDOT staff on reducing speed limits in commercial corridors (per the recently adopted AB 43) and on updating speed limit signs at gateway locations throughout Oakland.
- Bicyclist Pedestrian Police Relations Committee: Commissioner Mangrum noted that Deputy Chief Eric Lewis retired and that he was the Committee's primary OPD contact. They are working to establish a new key contact. They are also working to organize a meeting on stop data. They are investigating the circumstances of a recent incident in which OPD confiscated the bicycle of an unhoused individual without making an arrest.

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.

Suggestions for meeting topics

- Commissioner Gardner requested an update on OakDOT vacancies and hiring, and this item is scheduled tentatively for May as a "DOT Organizational Update".

Announcements

- New Paint the Town Mural on 9th Ave at Franklin Elementary School: The first Paint the Town mural painting event of the permanent Paint the Town Program is scheduled for this Sunday, 3/20, 1pm-4pm, on 9th Ave between E 15th St and Foothill Blvd next to Franklin Elementary School. (Preparations will begin on Friday.) The mural is in cartoon style of a bird saying peace, the Oakland skyline, and a tiger. The mural is being organized in collaboration with the District 2 Council Office, Oakland Trybe, and Franklin Elementary School, with support from OakDOT in partnership with EastSide Arts Alliance and Safe Passages.

Meeting adjourned at 8:48 pm.

Attachments

- Resolution to Continue Teleconference Meetings
- 2022 Bike to W(herever) Day Planning presentation

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on Friday, March 18, 2022 with comments requested by 5pm, Friday, April 1, 2022 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the April 2022 meeting agenda and considered for adoption at that meeting.

OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

Meeting of March 17, 2022, 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.

Oakland Bike To W(herever) Day 2022

Bicyclist and Pedestrian Advisory Commission

March 17, 2022

Chris Hwang, Walk Oakland Bike Oakland

WOBO.org

(Photos by Malcolm Wallace)

WHEN
IS
BTWD2022?


MAY 20 2022

OAKLAND
BIKE > TO > WORK DAY






2022

Celebrate at Lake Merritt
+
OneOakland Ride - to Pergola
@ El Embarcadero



Lake Merritt Pergola 3pm - 7pm

Bring your friends and family

Enjoy free bites and beverages

Connect with WOBO and
Community at the Pergola

OneOakland Ride

3:00pm Meet up in Deep East Oakland
→ 3:30pm Roll Out → 5:00pm Arrival at
Lake Merritt



JOIN IN

- **Ride Planning for the OneOakland Ride**
 - **Pergola Activation Sign-ups, Bike Bags and Bikeway Maps distribution**
 - **Pre-Event Media: Signage, Digital Stories**
 - **Tell your friends and neighbor to join you!**
-

SHARE SOCIALLY

@walkoakbikeoak @bikeeastbay
#BTWD2022



Media Kits and Photos will be available at
wobo.org/BTWD2022

**BIKE TO
WHEREVER DAY**
Friday, May 20th
2022



MAY 20 2022  **BIKE > TO >** **WHEREVER DAY**
 **OAKLAND** 

CONTACT: chris@wobo.org to get involved