



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the October 21st St, 2021 meeting
Teleconference

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/October-2021-BPAC-Meeting-Agenda.pdf>.

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

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with seven commissioners present (X). One was excused (-) (provided notice of absence as specified in by-laws).

Commissioners	Present
Reginald K Burnette Jr	X
Andrew Campbell (Chair)	X
Grey Gardner	X
Mike Lok	-
Phoenix Mangrum	X
David Ralston	X
Patricia Schader (Vice-Chair)	X
Dianne Yee	X
(one vacancy)	

Introductions were made.

- Other attendees: Jesse Boudart, Tyler Dragoni, Danielle Dynes, Alex Frank, Tom Holub, Jeremiah Maller, Lenore McDonald, Keta Price, Ronnie Spitzer, Midori Tabata, Nick Whipps, Andrew, Deepak, Ernesto, Jean, Keneda, Bike East Bay, Golden Gate
- Staff: Josie Ahrens, Sarah Fine, Ofurhe Igbinedion, Jason Patton, Noel Pond-Danchik, Maya Sapienza

Item 2. Open Forum / Public Comment

- Lenore McDonald works with the Center for Elders' Independence and the Mayor's Commission on Aging to advocate for older Oaklanders and Oaklanders with disabilities. She proposed to build the relationship between the BPAC and the Mayor's Commission on Aging by doing a follow-up presentation to the BPAC.

Item 3. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from September 16th, 2021**, was made (Schader), seconded (Ralston), and approved by Commissioners Burnette, Gardner, Mangrum, Ralston, Schader, and Yee, with Chair Campbell abstaining. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 4. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

Vice Chair Schader led the commission in a discussion of recent fatal traffic crashes in Oakland involving bicyclists and pedestrians:

- On 10/1/21 at approximately 9:56pm, a Black male pedestrian was struck and severely injured by an eastbound speeding driver on Bancroft Ave in the unmarked crosswalk at 85th Ave.
- On 10/2/21 at approximately 3:34pm, an adult male electric scooterist was struck and severely injured on the 8500 block of International Blvd by an unknown driver who fled the scene.
- Another fatal pedestrian crash occurred at Foothill Blvd and Miller Ave on 10/18/21. This incident is being investigated as a homicide. See www.eastbaytimes.com/2021/10/18/pedestrian-killed-in-oakland-hit-and-run-3/amp/.

Summary of Discussion:

- The information on fatal crashes included in the BPAC agenda packet is provided by the Oakland Police Department to OakDOT immediately following the crashes. The fatal crashes involving pedestrians and bicyclists are investigated as part of OakDOT's Rapid Response Program.
- The killing of the pedestrian at Foothill Blvd and Miller Ave may have been deliberate, with the pedestrian having broken into cars and a victim of the theft retaliating by killing the pedestrian.
- A crash involving two cars of young people occurred this week on Park Blvd near Oakland High School on the portion of Park Blvd that is pending improvements through the Lower Park Blvd Project.

Speakers other than commissioners: None.

Item 5. Martin Luther King Jr Shoreline Access Study

Marquita Price, Director of Urban & Regional Planning and Danielle Dynes, Neighborhood and Transportation Planner, at East Oakland Collective (EOC) explained EOC's focus on shoreline access by highlighting the new Power the People: MLK Jr. Shoreline Access Study, which aims to explore feasible clean mobility options that can connect East Oakland residents to the MLK Jr. Shoreline. See <https://www.eastoaklandcollective.com/power-the-people-project.html>. The presentation is attached to these minutes.

Summary of Discussion:

- There are many barriers between East Oakland neighborhoods and the shoreline, including the railroad tracks, the Coliseum, and the freeway.
- The proposed electric bus is envisioned as a cultural expression of East Oakland in addition to providing a clean mobility connection to the shoreline. It is also envisioned as economic development, with East Oaklanders operating and maintaining the bus.
- There are great opportunities for bicyclists, scooterists, and pedestrians with connecting the East Bay Greenway, the San Leandro Creek Trail, and improved access to the Martin Luther King Jr Shoreline.
- The current access points – 66th Ave, Hegenberger Rd, and 98th Ave – are especially poor.
- The access study is advancing important improvements for older adults and people with disabilities. The shoreline park providing valuable recreational opportunities for seniors.
- The City of Oakland has unsuccessfully applied for funding to improve 66th Ave. This access study can help build support for future grant applications to be successful.

- The Measure DD Coalition could be a resource and a partner in its work to improve access to and along Oakland's waterfront.
- The pedestrian bridge from Coliseum BART to the Coliseum has been closed, which is unfortunate because this has been one of the better ways to get towards the waterfront.
- Taking 30 to 50 people from Liberation Park to the Shoreline was a daunting prospect. It is very hard to find good routes. It takes guts to use the overpasses in their current condition.
- The Scraper Bike Team in partnership with Higher Ground is running an afterschool bike program. The program is located close to the shoreline but the connections are scary and create barriers for youth rides.

Speakers other than commissioners: Lenore McDonald, Robert Prinz, Alex Frank, Tom Holub

Item 6. 3-Year Paving Plan Update + Next Paving Plan

Note that the presentation provided for this item in the agenda packet was an outdated version. The updated presentation is now in the agenda packet and attached to these meeting minutes.

Sarah Fine, Paving Program Manager, presented an update on the status of the 2019 3-Year Paving Plan and provided an overview of the proposed 2022 5-Year Paving Plan (5YP). Additional information about the proposed 2022 5YP, including a draft map of streets, can be reviewed here:

<https://www.oaklandca.gov/projects/20225yp>. The presentation was included in the agenda packet.

Summary of Discussion:

- After the City paves a street, the street has a five-year moratorium for cutting into it. If a utility company needs to break the moratorium, the restoration requirements are stricter than for streets without a moratorium.
- Feedback can be submitted through the web page for the Draft Paving Plan: <https://www.oaklandca.gov/projects/20225yp>.
- The Draft Paving Plan presents many opportunities to improve Oakland streets by implementing recommendations in the Bicycle Plan and the Pedestrian Plan. But some projects require analysis and community process to identify and resolve potential tradeoffs. OakDOT continues to be challenged by staff capacity, with one in four OakDOT positions currently being vacant.
- There are also coordination opportunities and needs with AC Transit and the Alameda County Transportation Commission (ACTC).
- The project timeline has the Draft Plan being approved by City Council in late 2021. The plan would be adopted without all funding having been identified and secured. A new bond to continue the work of Measure KK could be on the ballot in November 2022.
- The presentation to the Rockridge NCPC is being rescheduled for November. Tonight's presentation is posted on the web page for the Draft Plan.
- There is interest in understanding if the paving and redesign of major corridors has changed the speeds on those corridors.

Speakers other than commissioners: Ronnie Spitzer

Item 7. BPAC 2022 Commissioner Recommendations

The Recruitment Committee reported back with recommendations from its review of applications of people seeking to be appointed to the BPAC for 2022-2024 terms. The Committee recommended Phoenix Mangrum (reappointment), Alex Frank, and Nick Whipps. Commissioners are appointed by the Mayor and confirmed by City Council. The Recruitment Committee was composed of Midori Tabata (former BPAC Chair), Vice-Chair Schader, Commissioner Burnette, and Commissioner Mangrum. The Committee actively recruited by hosting an open house and reaching out to neighborhood groups and organizations. Twelve applications were received, and it was strong group of candidates. The Committee developed its recommendations on the strength of the candidate's applications and to cultivate geographic and demographic diversity on the Commission.

Summary of Discussion:

- While Commissioners are appointed by the Mayor and confirmed by City Council, BPAC has added value to this process by recruiting, vetting, and recommending candidates to the Mayor.
 - Thanks to the applicants for the time and effort they put into their applications. It was a strong group of candidates. Non-commissioners are encouraged to participate in the BPAC, especially in the committees, which welcome public participation.
- A motion to **recommend Phoenix Mangrum (reappointment), Alex Frank, and Nick Whipps to the BPAC for 2022-2024 terms** was made (Campbell), seconded (Schader), and approved by Commissioners Campbell, Gardner, Mangrum, Ralston, Schader, and Yee with Commissioner Burnette abstaining.

Speakers other than commissioners: None

Item 8. 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: Commissioner Yee announced their October committee meeting was postponed to Thursday, November 4, 3:30pm.
- Legislative Committee: Commissioner Gardner announced that AB 43 passed allowing the posting of lower speed limits. The Committee and the Commission supported this legislation.
- Bicyclist Pedestrian Police Relations Committee: Commissioner Mangrum noted the Committee has scheduled its next ride with the Oakland Police Department. They are working to update the Committee's mission statement by the end of the year and will be considering how to devote more time to pedestrian issues.

Speakers other than commissioners: None

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

The three-month look-ahead was included in the agenda packet.

Suggestions for meeting topics

- Status of the Coliseum BART to Bay Trail project (along 66th Ave) (Ralston)
- Public access to the pedestrian bridge between Coliseum BART and the Coliseum (Ralston)
- OakDOT staff vacancies (Gardner)
- Preparation of Committee reports for the Commission’s annual report (Tabata)

→ A motion to **extend the meeting by 10 minutes** was made (Campbell), seconded (Schader), and approved by consent.

Announcements

- See three announcements in the agenda meeting packet (page 86 of the pdf file) on “Traffic Fatalities – 2021 Calendar Year to Date”, “San Francisco Bay Ferry – Lower Fares and More Service”, and “OakDOT’s Universal Basic Mobility Pilot”.

Meeting adjourned at 8:07 pm.

Attachments

- Martin Luther King Jr Shoreline Access Study – Presentation
- 3-Year Paving Plan Update + Next Paving Plan – Updated Presentation

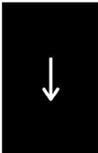
Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on October 26, 2021 with comments requested by 5pm, November 9, 2021 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the November 2021 meeting agenda and considered for adoption at that meeting.

01

POWER THE PEOPLE: MLK JR. SHORELINE ACCESS STUDY



Bike and Pedestrian
Advisory Committee
Presentation 10.21.21



02

Keta Price,
Director of Urban & Regional
Planning

Danielle Dynes,
Planner

Neighborhood & Transportation Planning

The Neighborhood & Transportation Planning (NTP) area is designed to disrupt the status quo of traditional city and regional planning processes by supporting East Oakland neighborhoods with culturally competent community planners to lead equitable community engagement for Environmental, Parks and Open Space, and Transportation related projects and policies are shaped by East Oakland residents and not for

03

Presentation Flow



Why focus on shoreline access for East Oaklanders? (Keta)

Past community engagement

Power the People: MLK Jr. Shoreline Access Study (Keta + Dani)

Project breakdown

East Oakland projects in alignment with PTP (Keta)

San Leandro Creek Urban Greenway

Q&A

BPAC Presentation

04

Why focus on shoreline access for East Oaklanders?

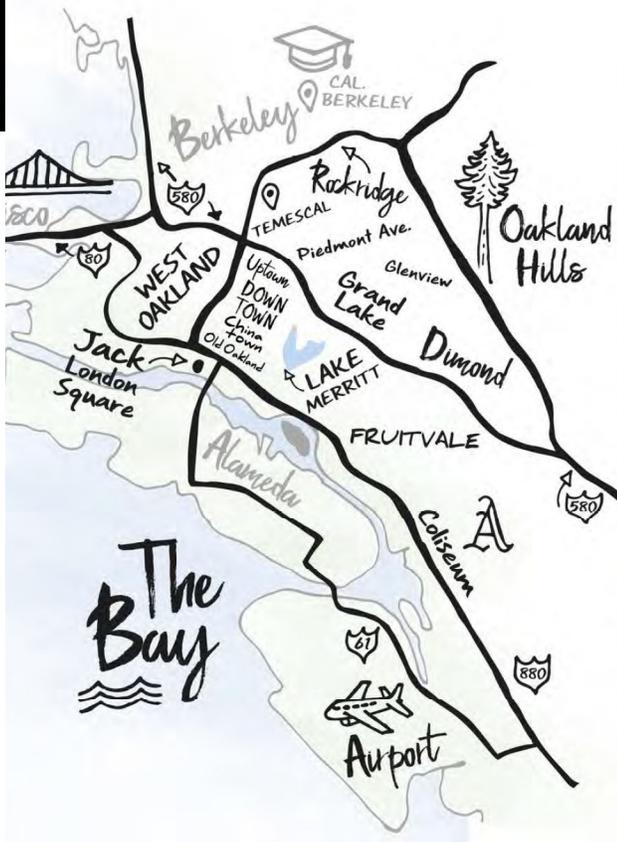
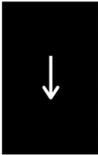
LOCAL AND REGIONAL INVESTMENTS IN CLIMATE X TRANSPORTATION

PAST COMMUNITY ENGAGEMENT

- Let's Bike Oakland
- Resilient by Design
- East Oakland Neighborhood Initiative
- East Oakland Mobility Action Plan



BPAC Presentation



LOCAL AND REGIONAL INVESTMENTS IN CLIMATE X TRANSPORTATION

We recognized the increase of incoming funding and policy changes to address the intersecting challenges of climate and transportation.

BPAC Presentation



PAST COMMUNITY ENGAGEMENT

What did we hear?

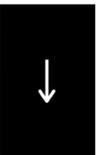
LET'S OAKLAND

2019 OAKLAND BIKE PLAN

City of Oakland | Department of Transportation

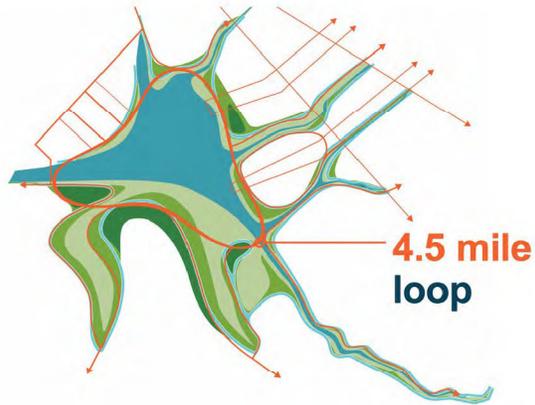


EAST OAKLAND MOBILITY ACTION PLAN



BPAC Presentation

Resilient by Design



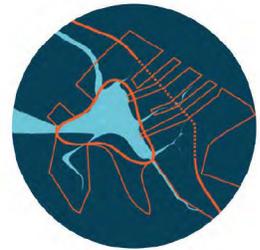
Adapt

the estuary to protect against flooding, restore ecosystems, create pathways, and provide gathering space



Stitch

together neighborhood and shoreline through new transportation and ecological corridors



BPAC Presentation

08

Power the People: MLK Jr. Shoreline Access Study

Summary + Timeline + Key Goals

Presentations are tools that can be used as reports.

Partner Structure and Roles

Presentations are tools that can be used as reports.

Existing Conditions

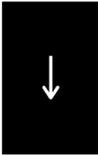
Current phase

Community Engagement

Overall strategy and past events



BPAC Presentation



Power the People: Martin Luther King Jr. Shoreline Access Study, is a project that will explore the feasibility of creating a new Non-Fare zero emissions bus route along 73rd Ave and other clean mobility options that will bring East Oakland residents from 94603, 94605 and 94621 zip codes to the Martin Luther King Jr. Shoreline park. In belief that the same neighbors of East Oakland deserve better neighborhoods, this project aims to model how community can plan for improvements without displacing existing low - moderate income BIPOC residents.

**Getting to the Shoreline
the Clean Way**



Walking



Biking



Skating



Electric Vehicles



Zero Emission Public Bus



Electric Scooters

BPAC Presentation

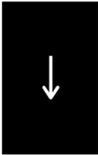


KEY GOALS

- Identify clean mobility options to reach MLK shoreline
 - study the feasibility of a non-fare zero emission bus along 73rdAve/ Hegenberger Rd
 - Identify anti-displacement solutions to existing conditions of the people, the physical corridors and the bus stop infrastructure
- Identify appealing programming opportunities at the shoreline



BPAC Presentation



Community Partners



David R. Brower, Ronald V. Dellums
Institute for Sustainable Policy Studies

Project Lead



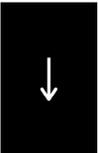
- **CARB** is providing the funding.
- **OakDOT** is project lead.
- **Community partners** will lead the community engagement of the study. We meet monthly.
- **UCB Urban Planning grad student** is volunteering to support us with research. We meet monthly.
- In contact with **AC Transit**.

BPAC Presentation

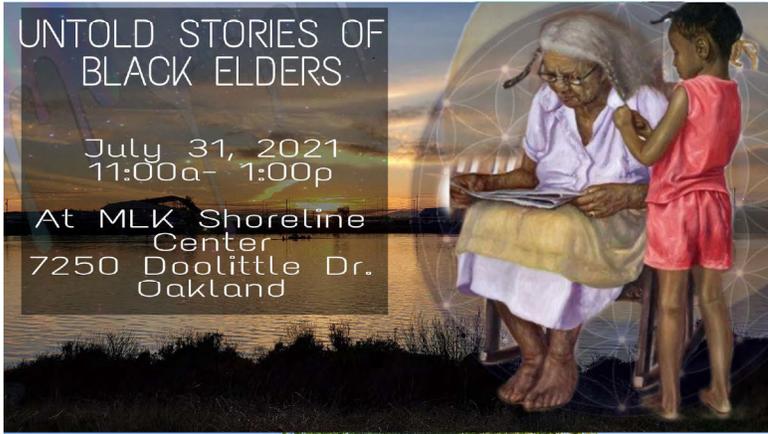
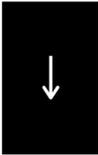
Technical Assistance



EXISTING CONDITIONS



BPAC Presentation



COMMUNITY ENGAGEMENT

PAST AND UPCOMING EVENTS:

- JULY 31: Untold Stories of Oakland's Black Elders
- OCTOBER 9: CA Clean Air Day Bike ride and Creek clean up
- NOVEMBER 2021: Kayaking in San Leandro Creek



BPAC Presentation

CA CLEAN AIR DAY 2021



October 9, 2021

Thanks to EBRPD, and community based organizations Higher Ground, Scraper Bike Team, Cycles of Change, Camp Mobility, Brower Dellums Institute for Sustainable Policy Studies, the Black Cultural Zone Collaborative and the 81st Library staff.

We engaged 35 residents at this event.



BPAC Presentation

KAYAKING THE MLK JR. SHORELINE



KAYAKING
the MLK Jr. Shoreline

EXPLORE DEEP EAST OAKLAND BY WATER

Join us at the East Oakland waterfront to kayak the Oakland Estuary or the San Leandro Bay. Learn about the history of the Oakland shoreline, identify shoreline habitat and discuss solutions to bridge access to the shoreline.

Dates & Location

November 13, 2021
November 20, 2021

4675 Tidewater Ave,
Oakland, CA 94601

SPACES ARE LIMITED- REGISTRATION LINK

BPAC Presentation

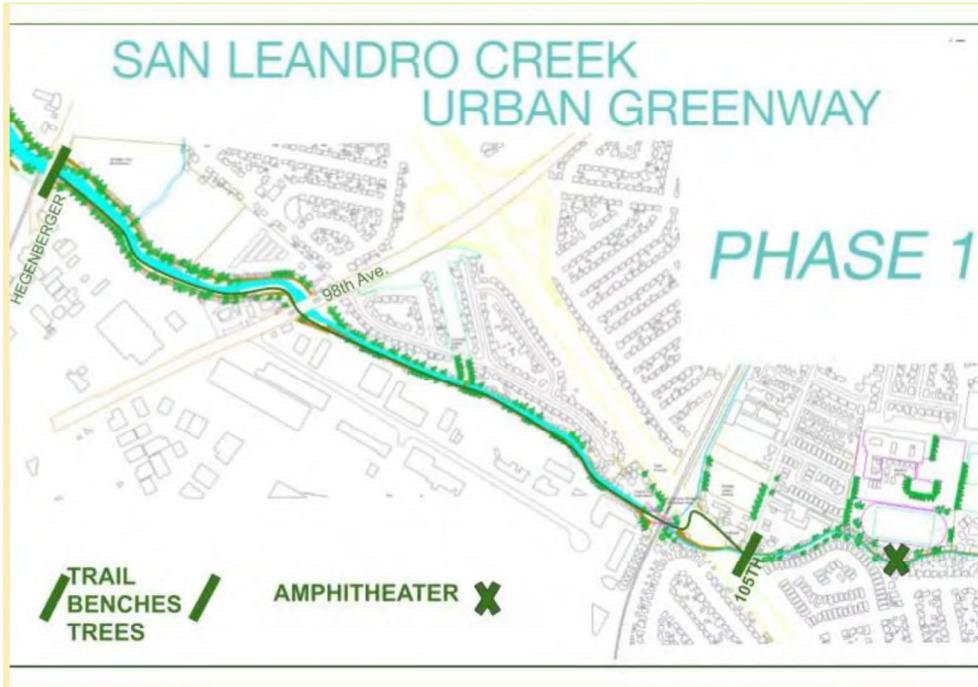


BPAC Presentation

Projects in Alignment to PTP

San Leandro Creek Urban Greenway

San Leandro Creek Urban Greenway



San Leandro Creek Urban Greenway



How to Support this Project?

Data Collecting and Sharing

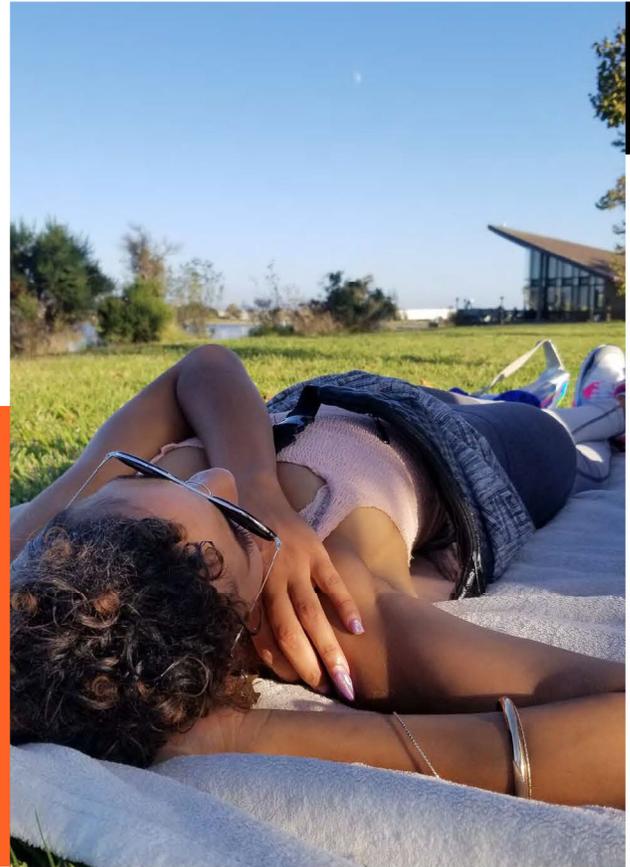
Assist in person site observations or provide data sources to existing conditions questions

Technical Advisory Committee

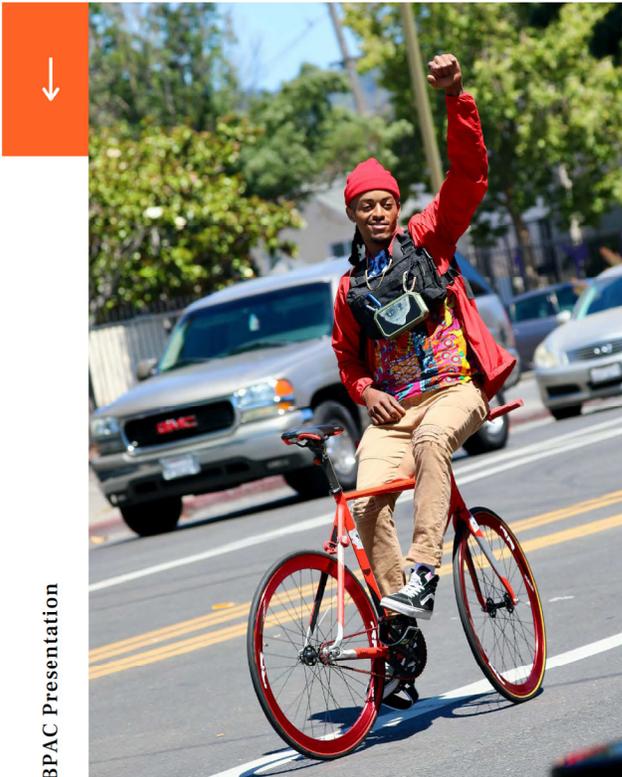
Bi-monthly meeting to advise PTP project and other related East Oakland climate x transportation projects

Implementation Funding

Share funding sources to implement the project



The East Oakland Collective



BPAC Presentation



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The East Oakland Collective

Planning 4 the People Newsletter

<https://www.eastoaklandcollective.com/planning.html>

Contact Us

EOC Website

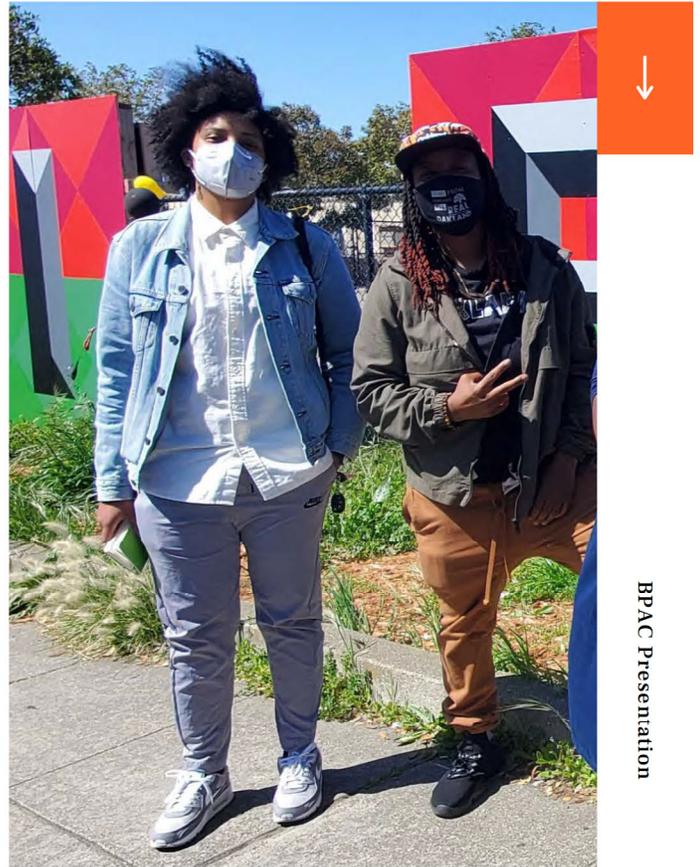
www.eastoaklandcollective.com

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Danielle Dynes

danielle@eastoaklandcollective.com



BPAC Presentation



Quick Definitions

Pavement Condition Index (PCI)

A grade that describes the condition of a street on a scale of 0 to 100. Anything between 0-50 is a street in poor condition. 100 is a brand new street.

Planning Area

A simple way of referring to different parts of Oakland:

- Central East Oakland
- Coliseum/Airport
- Downtown
- East Oakland Hills
- Eastlake/Fruitvale
- Glenview/Redwood Heights
- North Oakland Hills
- North Oakland/Adams Point
- West Oakland

2

Quick Definitions

Underserved Populations

Populations and communities that have experienced historic or current disparities.

This definition includes **people of color, low-income households, people with disabilities, households with severe rent burden, people with limited English proficiency, and youth/seniors.**

Equity

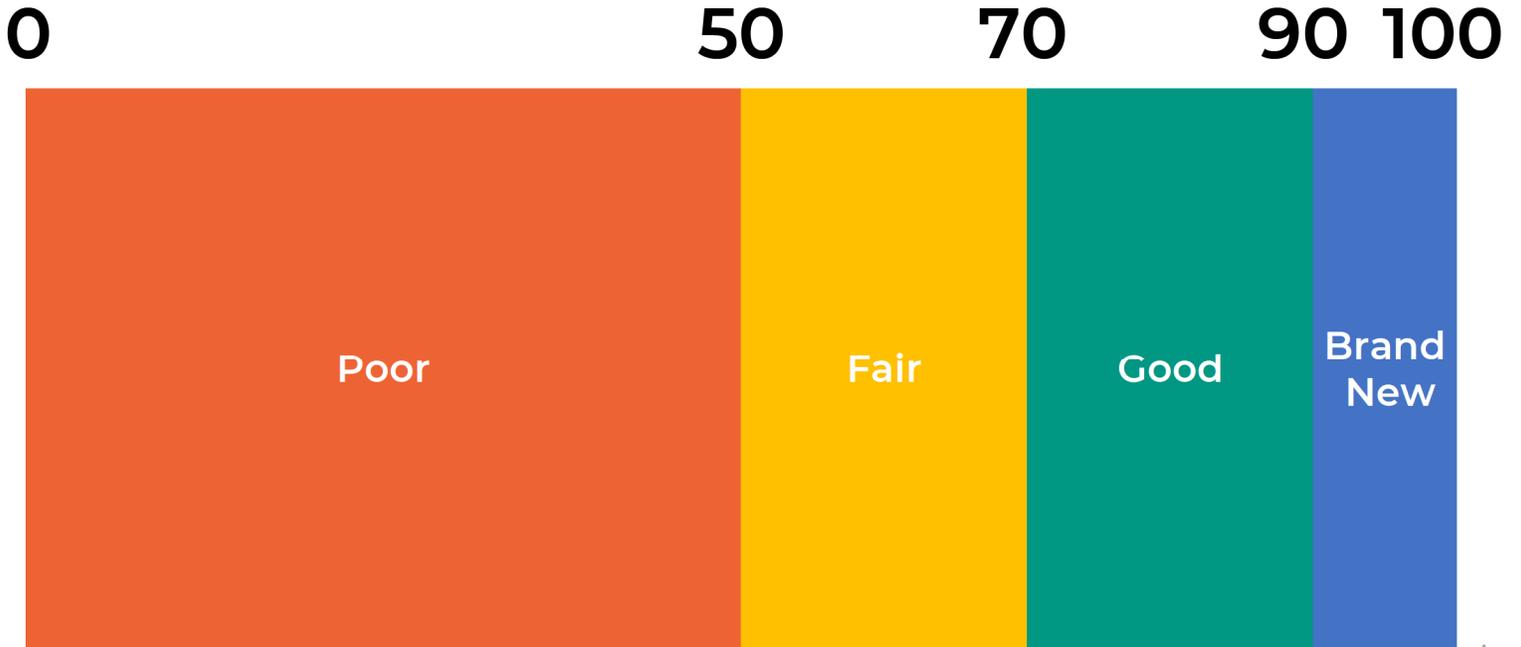
Equity is a goal. It means that your identity has no detrimental effect on the distribution of resources, opportunities, and outcomes for our City's residents. **To achieve equity, we prioritize the needs of underserved populations.**

3

Paving Basics

Pavement Condition Index (PCI)

- A numeric grade that scores the condition of street on a scale of 0 to 100.

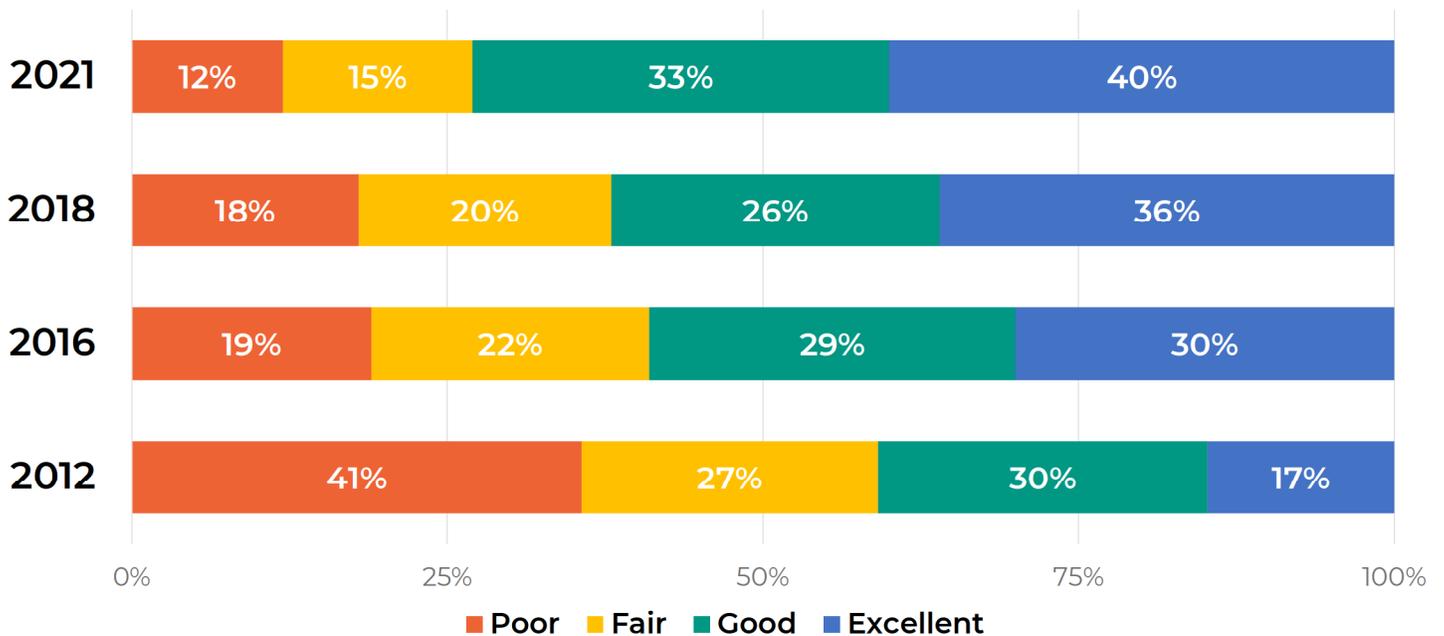


4

Current Conditions

Major Streets Continue to Improve

- Nearly $\frac{3}{4}$ of major streets are in good or excellent condition
- Examples: MacArthur Blvd, Telegraph Ave

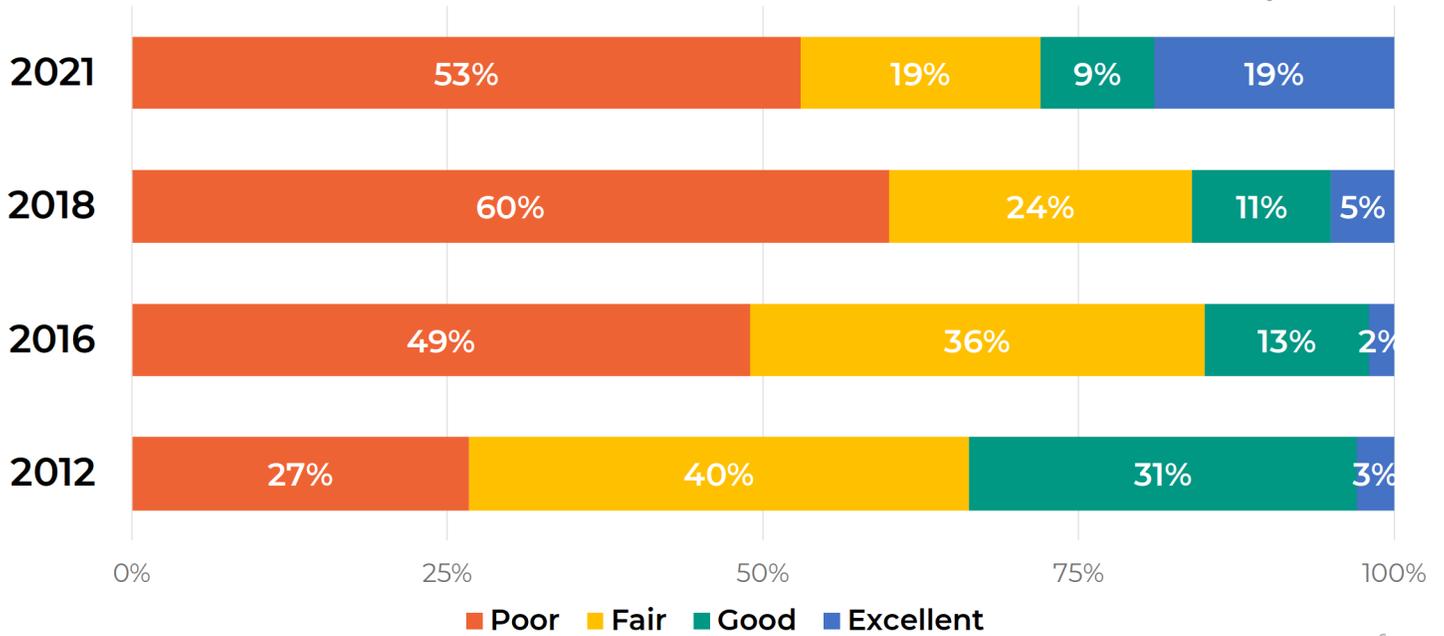


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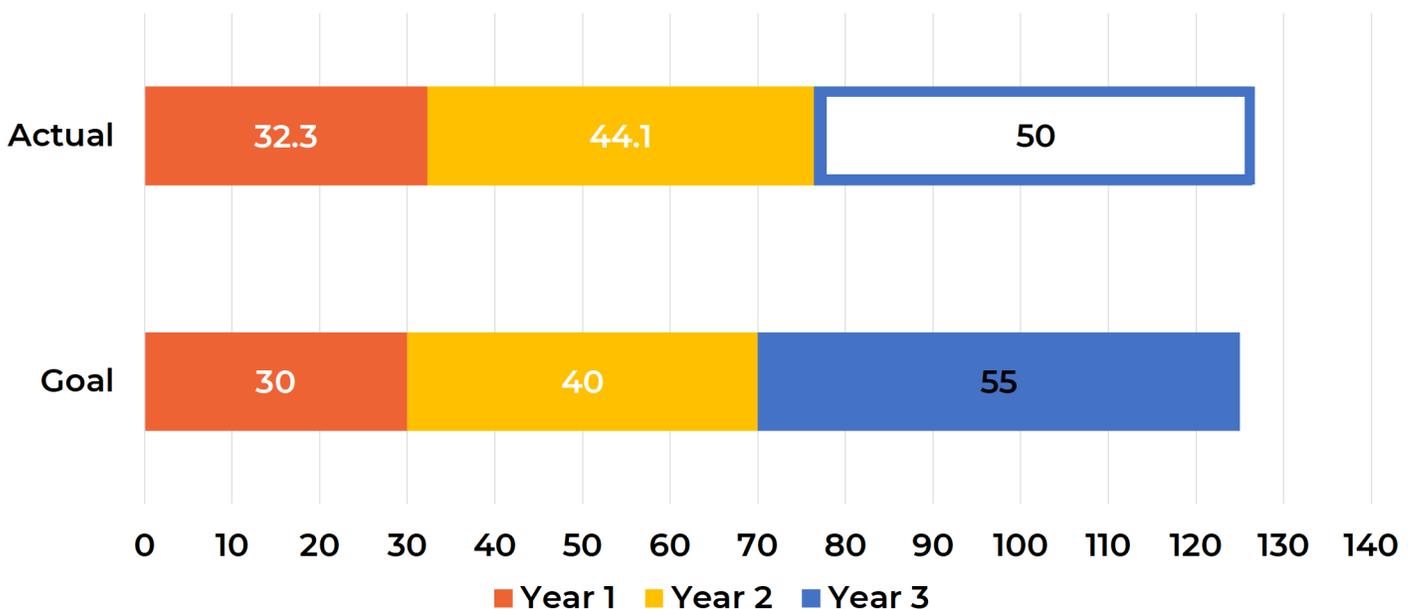
Current Conditions

Local Streets Turned the Corner

- A quarter of local streets are now in Good or Excellent condition
- Reduction in share of streets in poor condition for the first time in 10 years



2019 3-Year Plan Exceeded Goals



Evaluating the 2019 3-Year Plan

THE BAY LINK News, Views and Analysis from the Metropolitan Transportation Commission and the Association of Bay Area Governments

HOME ABOUT CONTACT

METROPOLITAN TRANSPORTATION COMMISSION Association of Bay Area Governments

TRANSPORTATION

Oakland paving plan wins California Transportation Foundation award

JULY 9, 2020

CTF Transportation Awards Sustainable/Environmental...

Oakland's 2019 3-Year Paving Plan II has won the California Transportation Foundation Sustainable/Environmental Enhancement Project of the Year.

Until now, Oakland has only been able to prioritize a handful of major streets for repaving due to limited funds. But with Oakland's Infrastructure Bond (Measure KK) and guaranteed gas tax revenues (Senate Bill 1), the city can increase paving on neighborhood streets, while still keeping major roads in good condition.

Following policy direction from City Council, staff developed a plan that incorporates equity, street

RECENT POSTS

- Transit operators rolling out big September discounts and free rides August 31, 2021
- BART offers 50% off all Clipper fares in September August 30, 2021
- Federal Railroad Administration to offer \$362 million in grants August 27, 2021
- Report: Bay Area sees apartment construction despite pandemic August 26, 2021
- Feds: Air traffic creeps toward pre-pandemic levels August 25, 2021

HEADLINES

DATA-SMART CITY SOLUTIONS HARVARD Kennedy School ASH CENTER for Democratic Governance and Innovation

INFRASTRUCTURE EQUITY IN URBAN IMPROVEMENTS: OAKLAND'S G...

Equity in Urban Improvements: Oakland's Great Pave

BY BETSY GARDNER • JULY 15, 2021

Oakland, California has long fought against gentrification, and for racial equity, but it has rapidly become one of the most gentrified areas of the country, with limited housing availability and a high cost of living. These changes have particularly impacted folks of color in the city, an issue that city leaders are working hard to combat.

One of the ways that the city is addressing these challenges is through the Department of Race and Equity, launched in 2016 to work with city departments "to create a city where our diversity is maintained, racial disparities have been eliminated and racial equity has been achieved." The Race and Equity team consistently uses community engagement and data mapping to discover and track inequalities in the city. The Oakland Department of Transportation (OakDOT)

8

2022 Paving Plan



Develop **5 year street list** and **10-year capital plan** to improve and maintain Oakland's streets



Deliver **\$300M+ in paving construction**



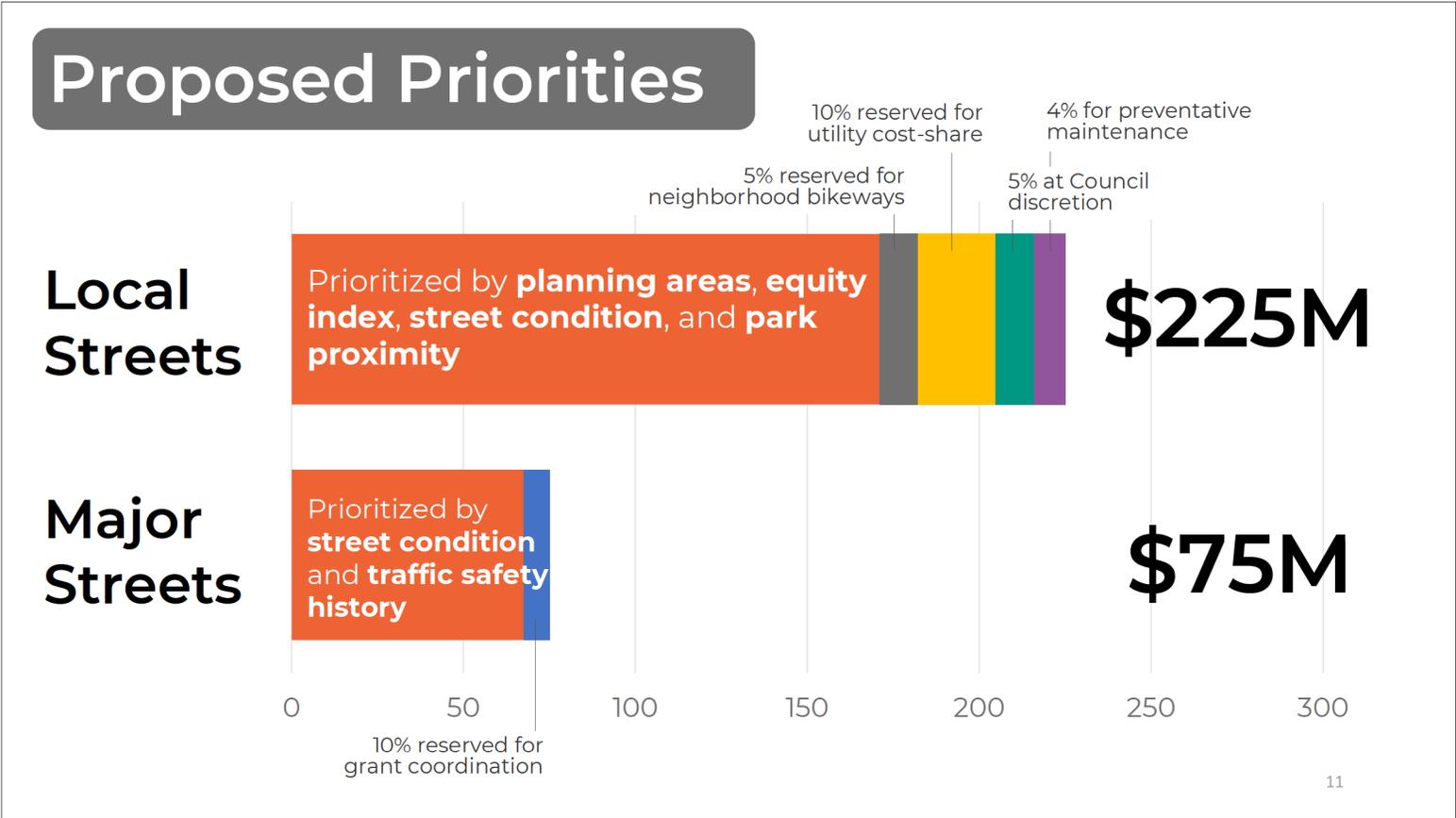
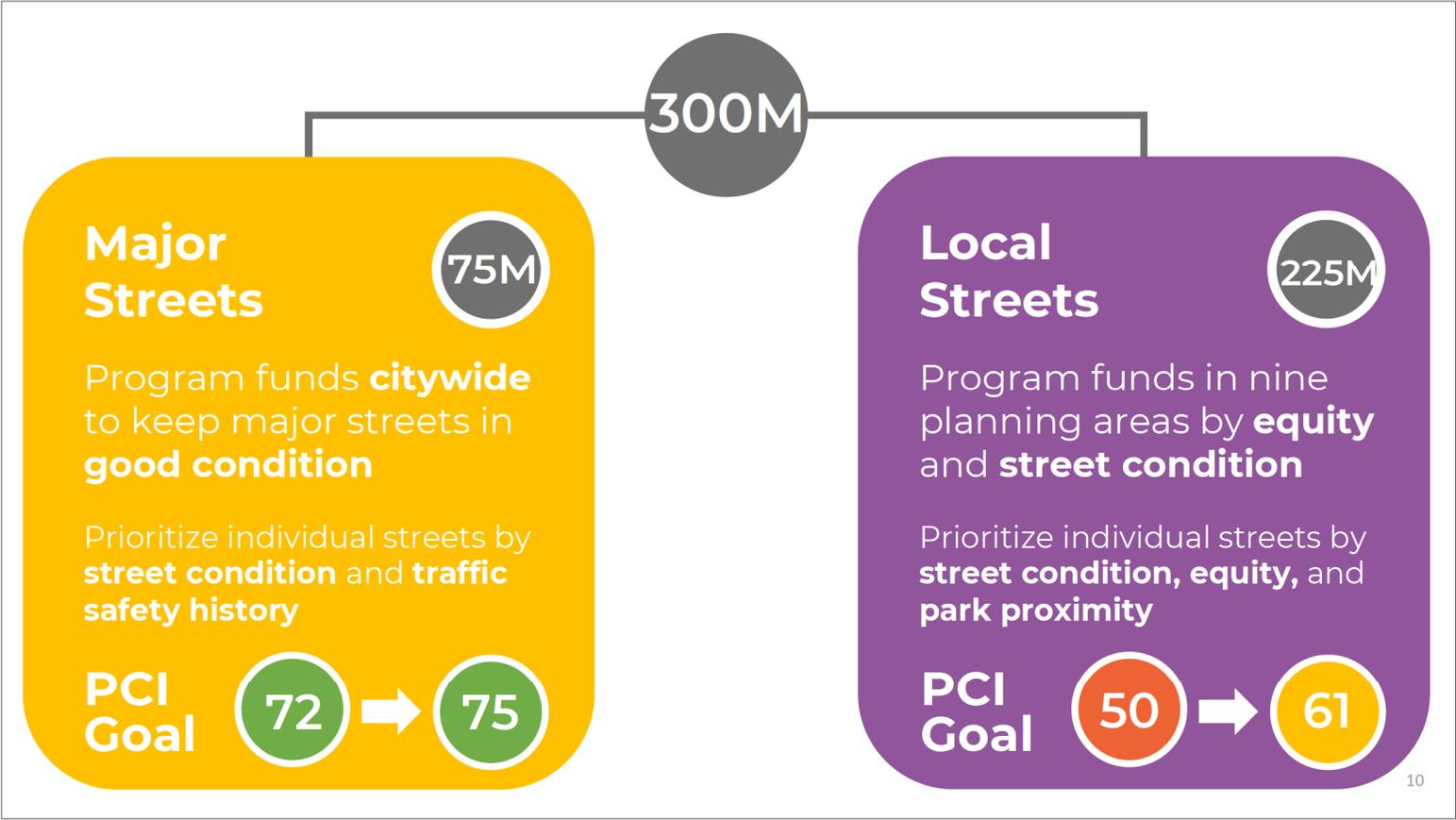
Rehabilitate and maintain local streets to improve neighborhood quality of life



Identify staffing and capital facilities needs to sustain long-term in-house program



Anticipate a second bond measure and identify consequences of failed measure



Planning Areas

- Larger than neighborhoods
- Smaller than Council Districts
- Simple way of looking at distributing paving resources



Planning Areas

- Use Planning Areas to identify **Local Streets** needs based on **street condition, population density, and equity factors.**

	Pop.	Total Street Miles	Median Income	Avg Street Slope	% People of Color	% Low Income
Central / East Oakland	101,611	165	\$54k	1.3%	93%	48%
Coliseum / Airport	4,687	20	\$47k	2.1%	98%	51%
Downtown	19,410	40	\$57k	1.2%	75%	49%
East Oakland Hills	31,704	98	\$101k	5.1%	72%	26%
Eastlake / Fruitvale	100,503	134	\$50k	2.1%	83%	46%
Glenview/Redwood Heights	31,911	78	\$122k	4.7%	47%	18%
North Oakland Hills	24,950	110	\$191k	7.6%	31%	11%
North Oakland / Adams Point	81,976	126	\$83k	2.1%	48%	29%
West Oakland	27,641	60	\$58k	2.1%	74%	48%
Citywide	424,393	830	\$66k	3.2%	71%	37%

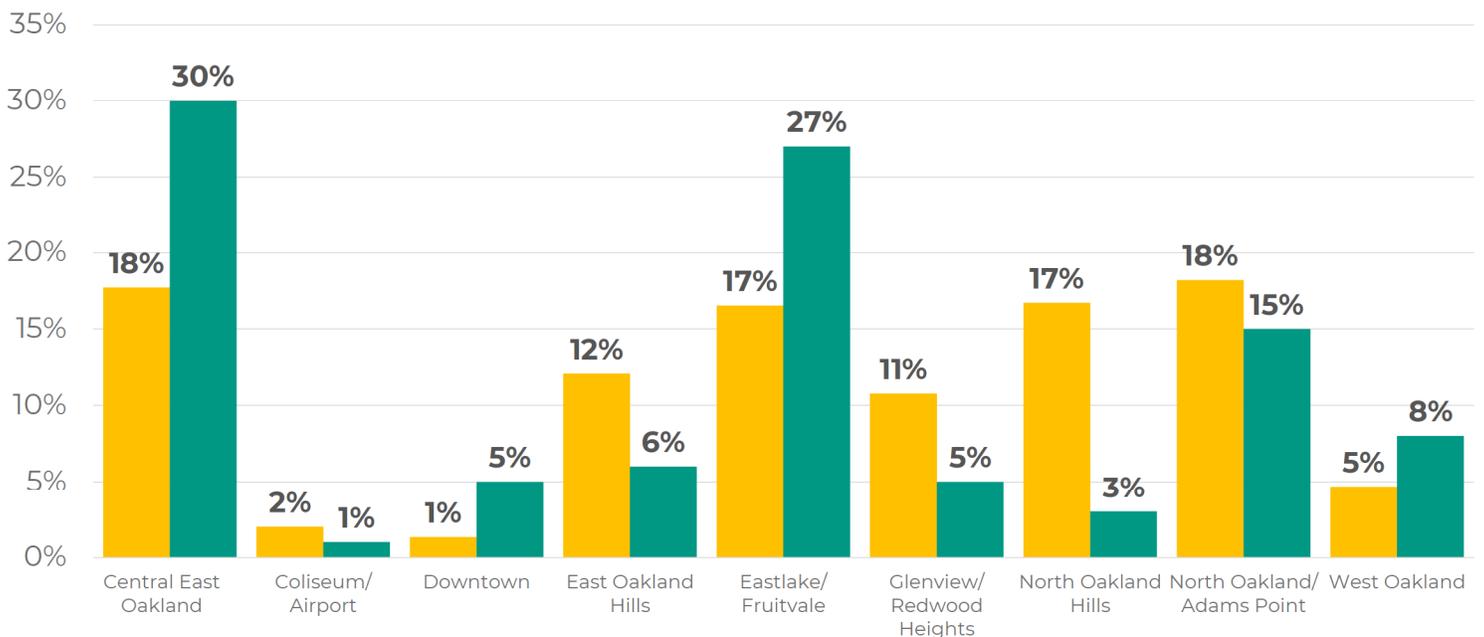
Planning Areas

- Use Planning Areas to identify **Local Streets** needs based on **street condition, population density, and equity factors.**

	Pop.	Citywide Share of Underserved Pop.	Citywide Share of Local Street Miles (PCI < 50)	Local Streets Avg PCI	People Per Local Street Mile (PCI < 50)
Central / East Oakland	101,611	30%	18%	51	1,452
Coliseum / Airport	4,687	1%	2%	49	670
Downtown	19,410	5%	1%	61	2,773
East Oakland Hills	31,704	6%	12%	52	773
Eastlake / Fruitvale	100,503	27%	17%	47	1,675
Glenview/Redwood Heights	31,911	5%	11%	50	840
North Oakland Hills	24,950	3%	17%	49	409
North Oakland / Adams Point	81,976	15%	18%	48	1,224
West Oakland	27,641	8%	5%	57	1,728
Citywide	424,393			52	1,156

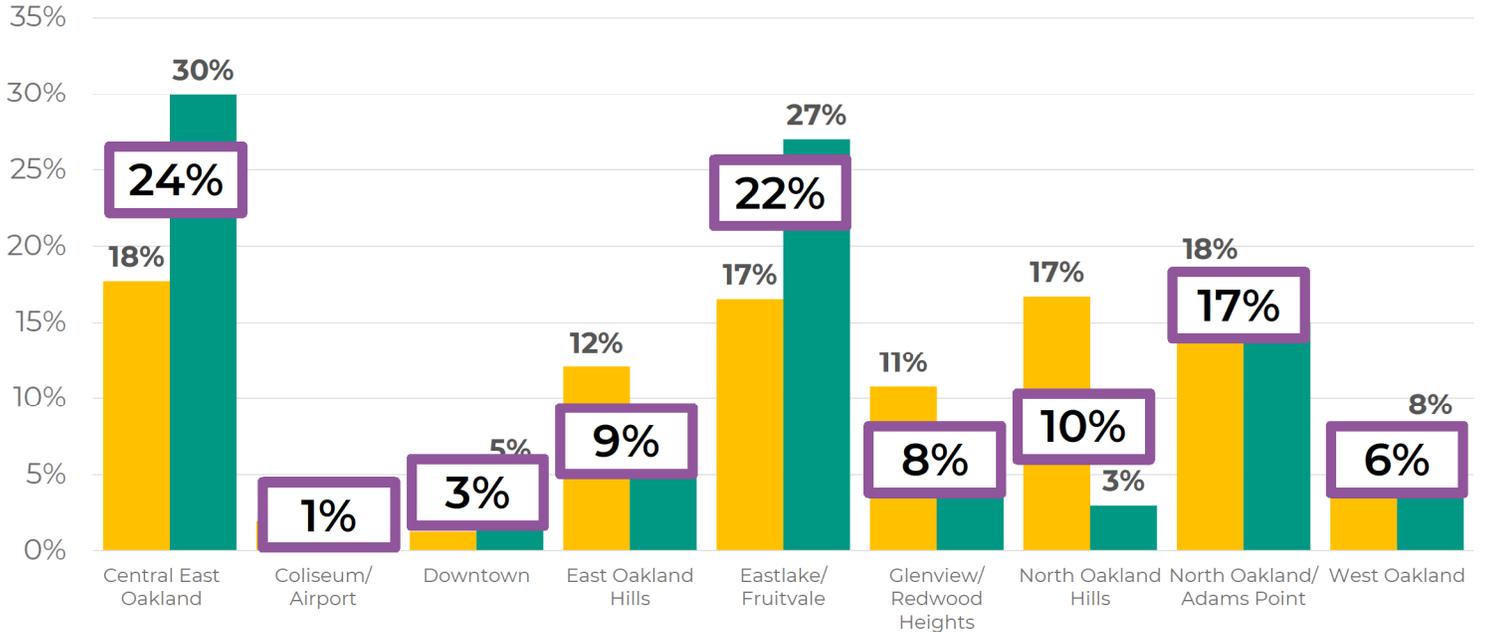
Street Condition & Equity

- Share of Local Streets in Poor Condition
- Share of Underserved Populations

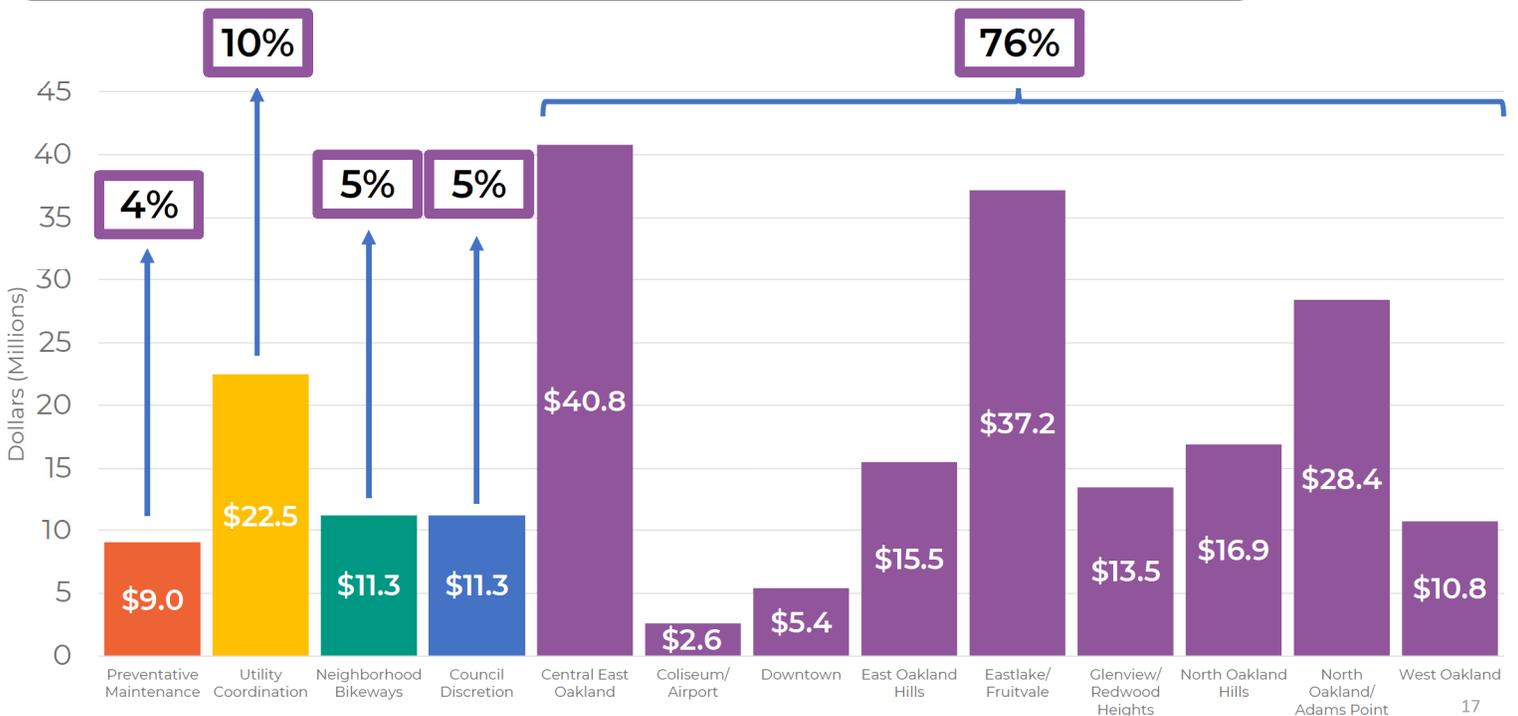


Funding By Planning Area

- Distribute funding for local streets by the share of underserved populations and share of local street miles in poor condition



Proposed Local Streets Funding



Local Streets Prioritization

Local Streets

225M

Program funds in nine planning areas by **equity** and **street condition**

Prioritize individual streets by **street condition, equity, and park proximity**

PCI Goal

50



61

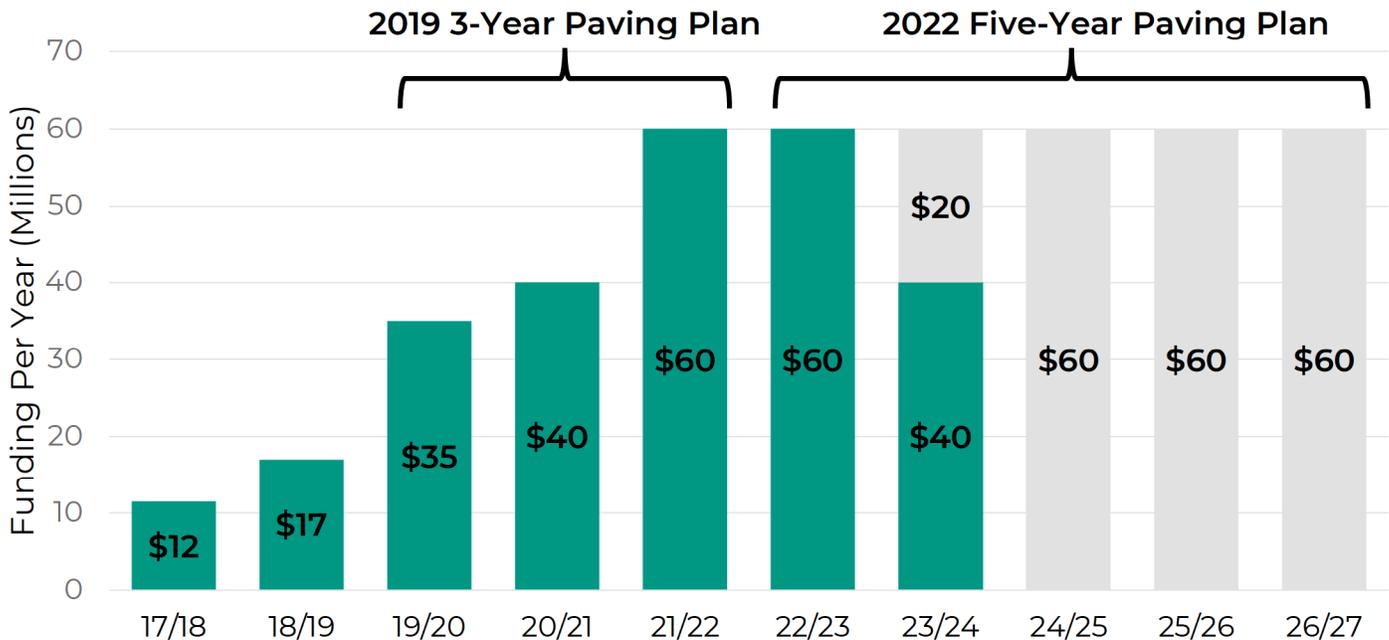
How We Prioritized Local Streets:

- Use the dollar amount by planning area
- Estimate cost of all streets
- Add streets in poor condition near parks
- Add streets in poor condition until dollar target is met
- **Reserve 4% of program budget for local streets preventative maintenance**

Plan Funding

Takeaway:

- 2016 Measure KK Bond only partially funds this plan
- New bond measure or extension of Measure KK needed to complete majority of 2022 5YP



Plan Timeline

