



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the May 17, 2018 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting agenda at www2.oaklandnet.com/w/OAK070567.

Meeting called to order at 6:01 pm by BPAC Chair, Midori Tabata.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with five commissioners present (X). One was absent, unexcused (-). One was absent, excused (✓). Two arrived shortly after roll call (x).

Commissioners	Present
Reginald K Burnette Jr	X
Andrew Campbell	✓
Christopher Kidd	x
Fred McWilliams	X
George Naylor	X
Mariana Parreiras	X
Midori Tabata (Chair)	X
Rosa Villalobos	-
Kenya Wheeler (Vice-Chair)	x

Introductions were made.

- Other attendees: Clarrissa Cabansagan, Bob Fearman, Aileen Frankel, Grey Gardner, Hope Gist, Steven Grover, Tom Holub, Chris Hwang, Chris Kintner, Phoenix Mangrum, Aaron Matthews, Tiff Mueller, Libby Nachman, Jean Walsh
- Staff: Mohamed Alaoui, Matt Jones, Kerby Olsen, Jason Patton, Diane Tannenwald

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from April 19, 2018** was made (McWilliams), seconded (Parreiras), and approved by consent. Adopted minutes online at <http://bit.ly/Oak-BPAC-Min>.

Item 3. Open Forum / Public Comment

- None

Item 4. Commissioner Liaison Positions

Chair Tabata presented background information on the Commissioner liaison roles for each of the two Commissions.

Chair Tabata announced that Commissioner Campbell had previously volunteered to serve as the liaison for the Mayor's Commission on Persons with Disabilities with Commissioner Parreiras as the alternate liaison.

- A motion to **have Commissioner Campbell serve as the liaison to the Mayor's Commission on Persons with Disabilities, with Commissioner Parreiras as an alternate**, was made (Wheeler), seconded (McWilliams), and approved by consent.

Commissioner Naylor volunteered to serve as liaison to the Affordable Housing & Infrastructure Bond Public Oversight (Measure KK) Committee with Commissioner Kidd as the alternate liaison.

- A motion to have **Commissioner Naylor serve as the liaison to the Affordable Housing & Infrastructure Bond Public Oversight Committee, with Commissioner Kidd as an alternate**, was made (Wheeler), seconded (Burnette Jr.) and approved by consent.

Speakers other than commissioners: none

Item 5. Lake Merritt to Bay Trail Update (*presentation attached*)

Diane Tannenwald, OPWstaff and Steven Grover, consultant for the project, presented the Lake Merritt to Bay Trail (LM2BT) Update.

BPAC had previously provided a support letter to help the City receive \$3.2 million in ATP grant funding for the design work. The City is now returning to BPAC for the construction phase of the project, which might not start until 2020.

- The project is designed to connect Oakland with the waterfront and to address walking and biking gaps in the community.
- There are East/West and North/South connections that will safely connect people to homes, businesses and transportation options.
- The project's unique design and close location to Lake Merritt and Oakland's waterfront allows for it to become a possible landmark for the City.

Discussion:

- The LM2BT project connects with the Embarcadero Bridge project and considers the delays associated with that project.
- The bridge also touches down at the Peralta Community Colleges property with intermittent touchdowns at the Laney College parking lot and new Channel Park (Brooklyn Basin Development)
- Staff will look at several options for grant matching funds including Measure DD. Several million in matching grants funds will be required.
- Design work will cost approximately \$4 million, \$3.2 million is funded through an ATP (Active Transportation Program) grant. Project construction costs are between \$25-30 million, which will require multiple grant sources to fund the project. Construction costs are rising so the City will want to move forward with the project.
- The City will continue to seek private sources of funding, including from nearby developers.
- City staff have been deliberate about contacting nearby agencies for permitting and to ensure a smooth construction timeline.
- City staff has developed the Design Guidelines document, on the project website, located under the Design Tab, to clearly identify and get concurrence on all of the Project constraints and requirements (www.LM2BT.com) they encourage public review.
- Staff seeks additional letters of support from other agencies.

- A motion to **give the Chair permission to draft and sign a letter from the BPAC in support of any additional grants to support the project** was made (Parreiras) and seconded (McWilliams), and approved by consent.

Speakers other than commissioners: Bob Fearman, Chris Kintner

Item 6. Bikeshare Update: Station Relocation Guidelines, Bike Share for All (*presentation attached*)

Kerby Olsen, BikeShare Program Coordinator, and Clarrissa Cabansagan, Shared Mobility Manager at TransForm, introduced themselves.

Kerby provided an overview of the BikeShare station implementation to-date. Oakland has about 1,500 bikeshare members, systemwide there are about 14,000. There are 79 stations in Oakland – with consideration for one more in the Lakeside area. There’s no current discussion on new Bikeshare stations – Motivate is looking at Phase 4 and 5 in San Francisco and the South Bay. Motivate would need to move forward to Phase 6 to consider new stations in Oakland. For station placement requests, send to Kerby Olsen or to Motivate. Station relocation process should be finalized by end of May. The City currently lacks statistically significant survey of bikeshare members. A member survey has been completed but it’s subject to selection bias. Relocation requests is not a primary focus – the goal is to focus on completing the expansion of the system. Bikeshare and Paving staff will work with Motivate to coordinate on temporary station relocation on repaving projects. Kerby Olsen presented the Draft Criteria for evaluating public requests to move bike share stations, which is an amendment to the City’s Bike Share Station Planning and Siting Guidelines. No comments were given.

Clarrissa provided more information about the Bikeshare for All equity program. TransForm has been working with MTC on an equity framework since the launch of the program in 2013/2014. TransForm led a grassroots effort engaging Cycles of Change and the Scraper Bike Team. Ridership changes between August 2017/2018 have included increases by gender, black and brown communities, lowest-income residents, unbanked individuals. The most frequent use is outside the service area (e.g. Richmond) offering access to people who might drive. Thus, people are exponentially benefitting from access to Bikeshare and there is significant modeshift. Diverse ridership won’t just happen – it requires going to where people are and understand where they’re coming from. Public agencies will need to be proactive and forward-thinking as new technologies emerge.

Discussion:

- There currently aren’t additional opportunities for pedal Bikeshare expansion in Oakland. Motivate has a 10-year contract with pedal bikeshare. There is a possibility of e-bike expansion, either with Motivate or another provider. There was an exclusivity period – a right of first offer with Motivate, which passed without an agreement in place.
- There is also a possibility for dockless Bikeshare. The process for e-bikes is separate.
- The City could ask that all E-Bikeshare providers meet the same equity requirements that are being incorporated into Motivate’s program.
- The City is considering e-bike/dockless programs with Motivate and/or other operators as part of a permitting program – it would be open to the entire market.
- Ford GoBike’s site has open data available for download.

Speakers other than Commissioners: Tom Holub, Chris Kintner, Robert Prinz, Phoenix Mangrum

Item 7. Bike to Work Day Report Back

Chris Hwang from Walk Oakland / Bike Oakland reported back from Bike to Work Day. Chris thanked the Commissioners who led the pedal pools, the sponsors from City of Oakland and private companies, and in-

kind support. She thanked the outreach effort – neighborhood subscription lists, NextDoor posts, BART and AC Transit digital signs to help get the word out. There are 18 groups that assisted with the effort this year.

Discussion:

- Outreach strategies for next year could include engaging with local news networks. In a prior year, a reporter livestreamed their bike commute to work.

Speakers other than Commissioners: Robert Prinz

Item 8. Traffic Control Plan – Enforcement

Mohamed Alaoui presented on the enforcement of the City’s Traffic Control Plan. Construction activity is dynamic – vehicles are often loading or unloading. The City staff often needs to make judgment calls of when they need to close a lane. There are two types of violations from developers: temporary and longer-term violations. With temporary violations, often the violation has ceased by the time the inspector can arrive. For longer-term violations, the City is hoping to focus on major repeat offenders. Utility companies have a standing meeting with the City to address maintenance coordination. They move quickly and can be tough to track down – City staff hope for 100% compliance with the policy. There are currently two people in the entire City for enforcement, which constrains the City. The City recently hired a third inspector who used to review the traffic control plans and they’re hoping for synergy.

Discussion:

- 311 is the main reporting method for traffic control plan violations. If the public thinks it is a violation, it should be reported as it is likely a violation.
- The City could consider providing more information about the resolution of construction conflicts.
- The new policy is a shift for the department – it’s resource intensive and requires priorities for outreach.
- Possible violations were reported at the following locations: 2nd St and Franklin St/Webster St (closed bike lane, walkway), Embarcadero and 16th Ave (closed right sliplane), Piedmont Avenue next to the Flex Gym (sidewalk closed).
- Opportunities to increase compliance could include pulling the business license, providing a bounty to members of the public that result in the resolution with the contractor, or increasing the amount of the fines for noncompliance, making tweaks to the competitive bid process.
- Changes to Council-approved items is complicated; the City could pursue easier tweaks like asking the public to take pictures of violations with the company logo included.
- City staff could consider looking at the temporary traffic control policy from San Francisco – are they experiencing the same frequency of violations?

Speakers other than the Commissioners: Bob Fearman, Chris Kintner, Robert Prinz

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

The agenda items planned for June, July and August were printed in the agenda. Suggestions for new agenda items included:

- Commissioner Kidd – question about the Strategic Planning Projects item.
 - This is a recurring item from the planning department every 6 months.
- Robert Prinz said that the MacArthur BART item is scheduled in July 2018. There is a groundbreaking in June with completion in November – this item can be pushed back.

Announcements:

- Commissioner Kidd – Transport Oakland and East Bay for Everyone are having a birthday party for OakDOT at Telegraph Beer Garden on June 13th from 5pm-7pm.
- Chair Tabata – a meeting took place last week with OakDOT upper management. Items discussed included the update on the OakDOT organization/hiring, Pedestrian Plan position vacancy, Park boulevard project and traffic signal timing.
- Robert Prinz – There is a Bike Education course on Saturday from 1-3pm. Additionally, Port of Oakland will receive a portion of SB1 funding. This can help with the connection between West Oakland and Bay Bridge.
- The City of Oakland is updating our process to select and fund capital projects that improve and maintain our public facilities and infrastructure. We have four in-person community meetings coming up in June and a 2-minute survey on our website. We have flyers on the back table with more information. If you'd like a soft copy to distribute to your networks let Matt Jones know and he can forward these along.

Chair Tabata adjourned the meeting at 8:07 pm.

Minutes recorded by Matt Jones, Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on Wednesday, May 29 with comments requested by 5pm on Monday June 4 to mbjones@oaklandnet.com. Revised minutes were added to the June 2018 meeting agenda and adopted at that meeting.

LAKE MERRITT TO BAY TRAIL CONNECTION



CITY OF OAKLAND



PROJECT HISTORY & UPDATE

- Introduction
 - Diane Tannenwald, City of Oakland
 - Steven Grover, Steven Grover and Associates
- Excited to relaunch the project
- Multi-agency coordination challenge regarding water clearance requirements resolved
- Moving forward with the design development phase
- Thank you for your past support which contributed to the ATP grant award of \$3.2M for the project Design and Right of Way phases



PROJECT TIMELINE

CONCEPTUAL ENG. & CEQA
Winter 2014 - Winter 2016

PRELIMINARY ENGINEERING & NEPA
Spring 2016 - Fall 2017

FINAL DESIGN
Winter 2017 - Winter 2019

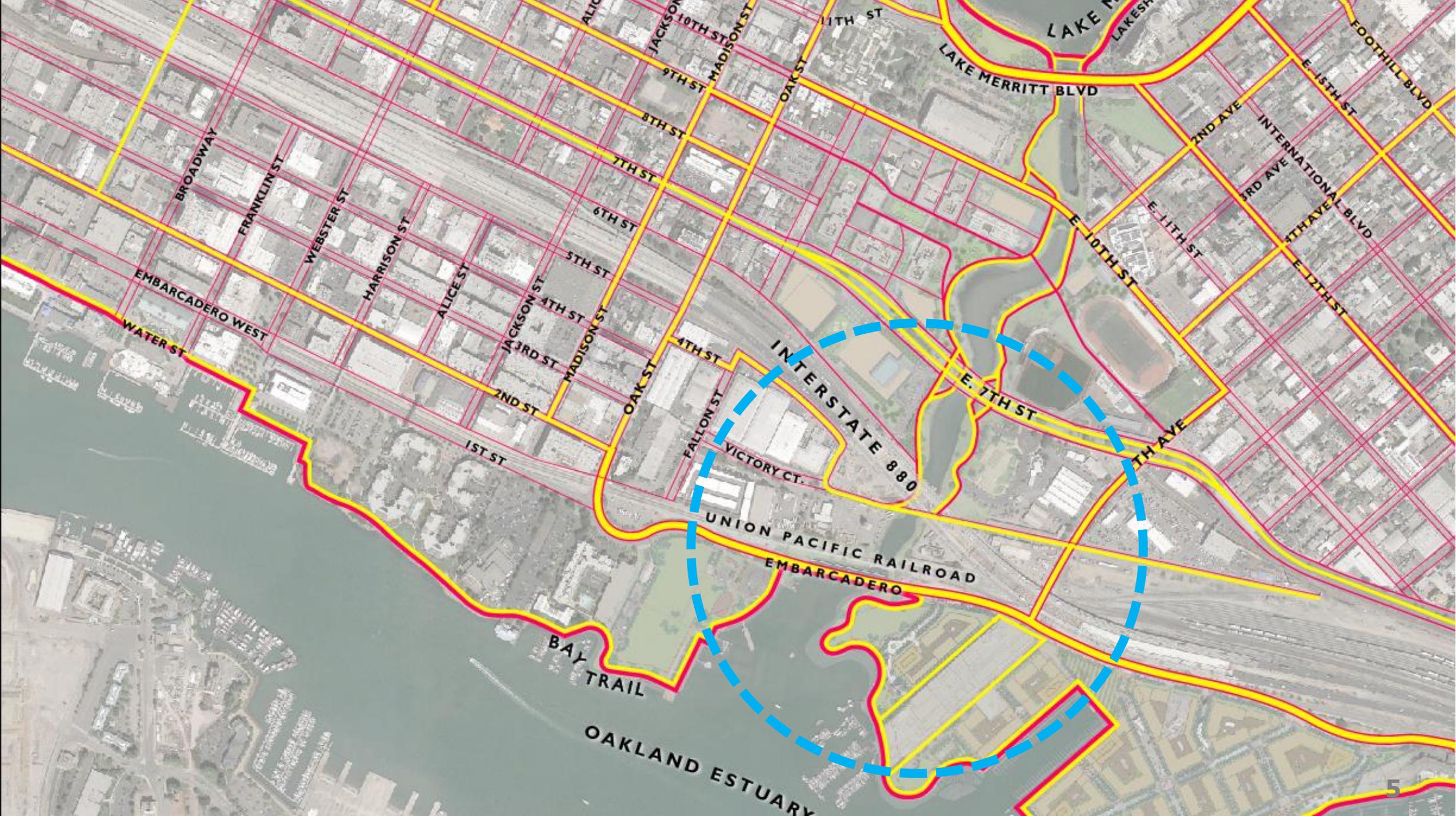
BID & AWARD
Spring 2019 - Summer 2019



MORE INFO | www.LM2BT.com







BROADWAY

FRANKLIN ST

WEBSTER ST

HARRISON ST

ALICE ST

JACKSON ST

MADISON ST

OAK ST

FALLON ST

VICTORY CT.

EMBARCADERO WEST

WATER ST

1ST ST

2ND ST

3RD ST

4TH ST

5TH ST

6TH ST

7TH ST

8TH ST

9TH ST

10TH ST

INTERSTATE 880

UNION PACIFIC RAILROAD
EMBARCADERO

BAY TRAIL

OAKLAND ESTUARY

LAKE MERRITT BLVD

E. 10TH ST

E. 11TH ST

E. 7TH ST

8TH AVE

2ND AVE

3RD AVE

4TH AVE

INTERNATIONAL BLVD

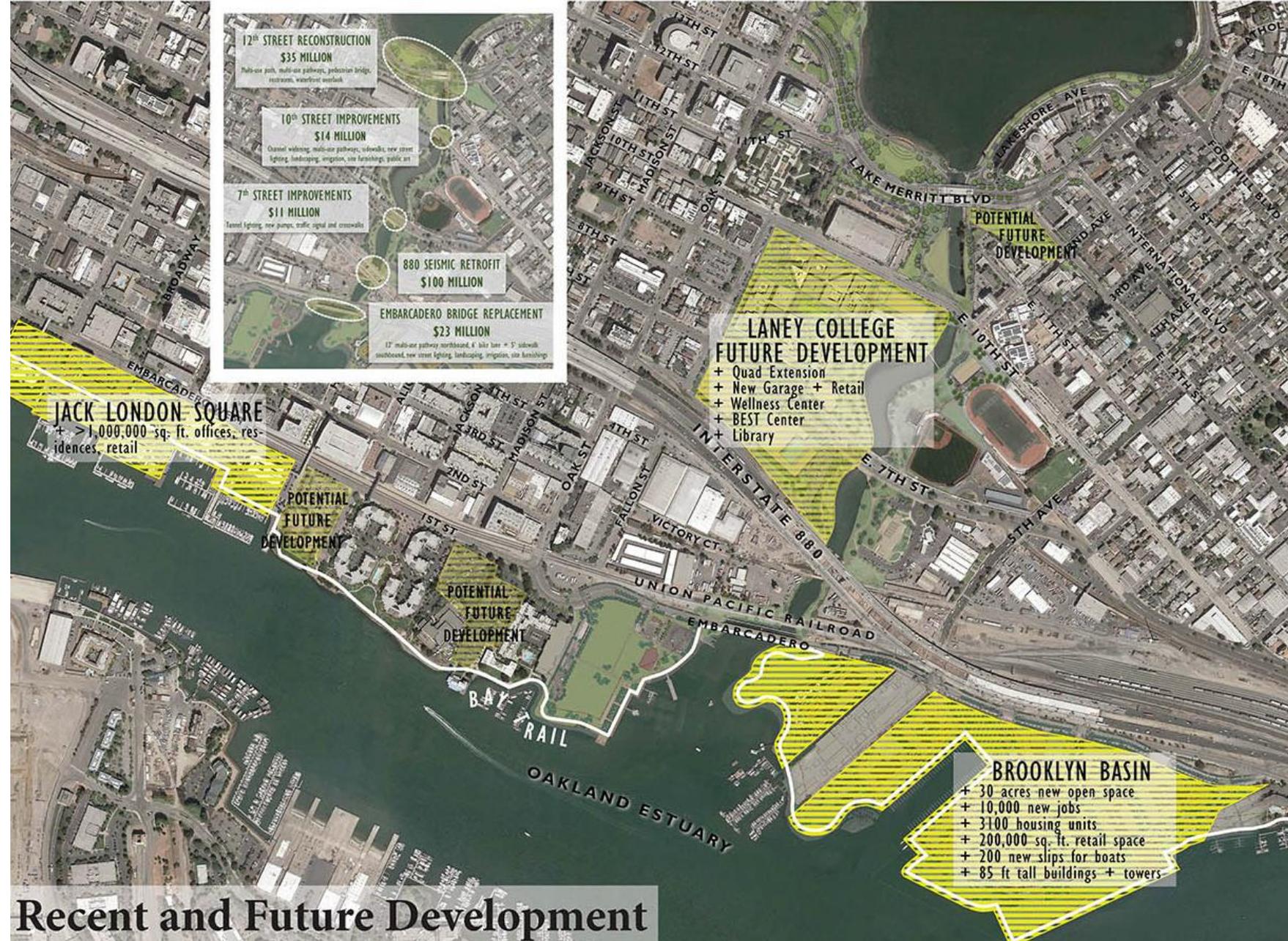
E. 12TH ST

E. 13TH ST

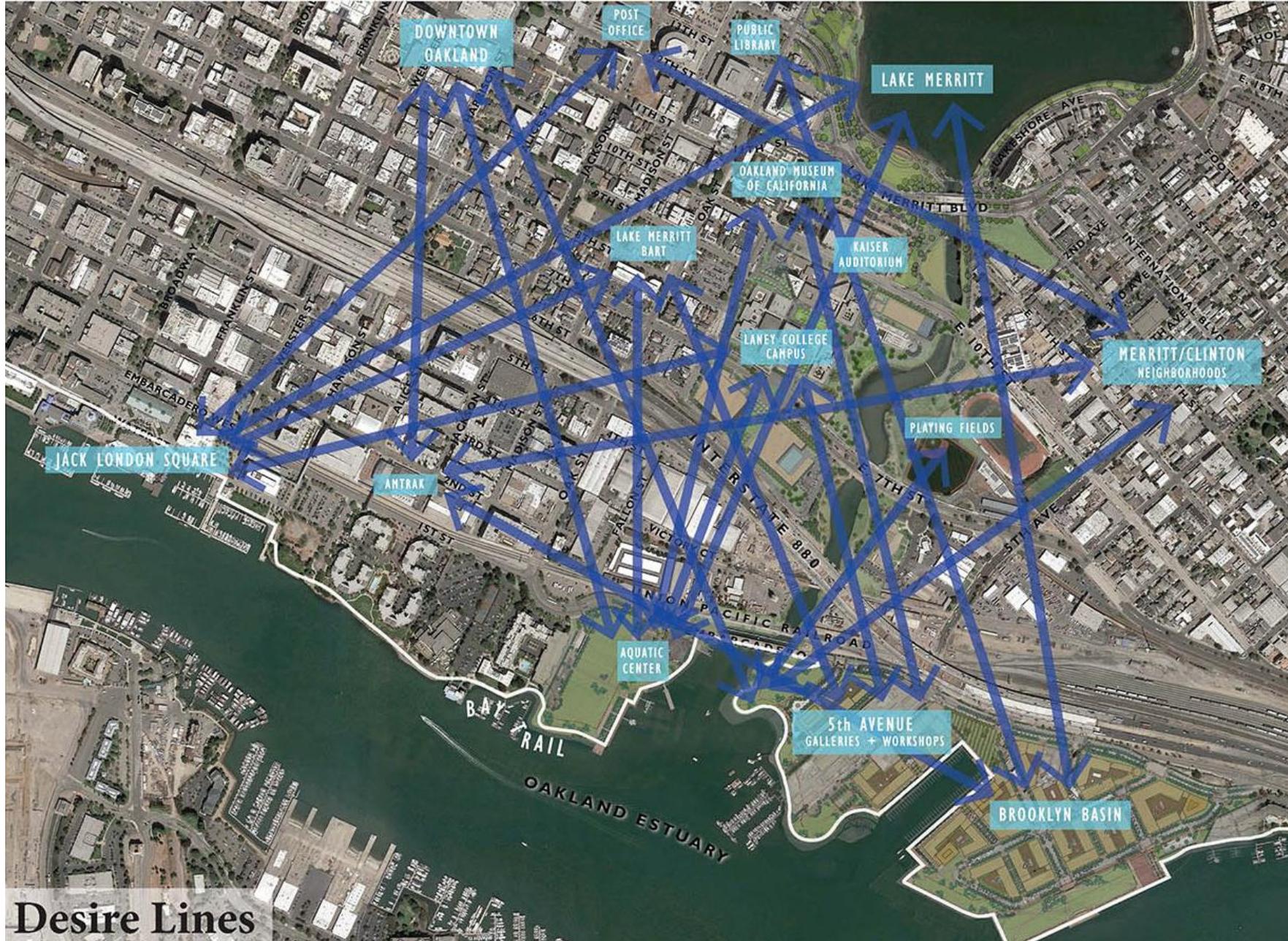
E. 14TH ST

E. 15TH ST

FOOTHILL BLVD



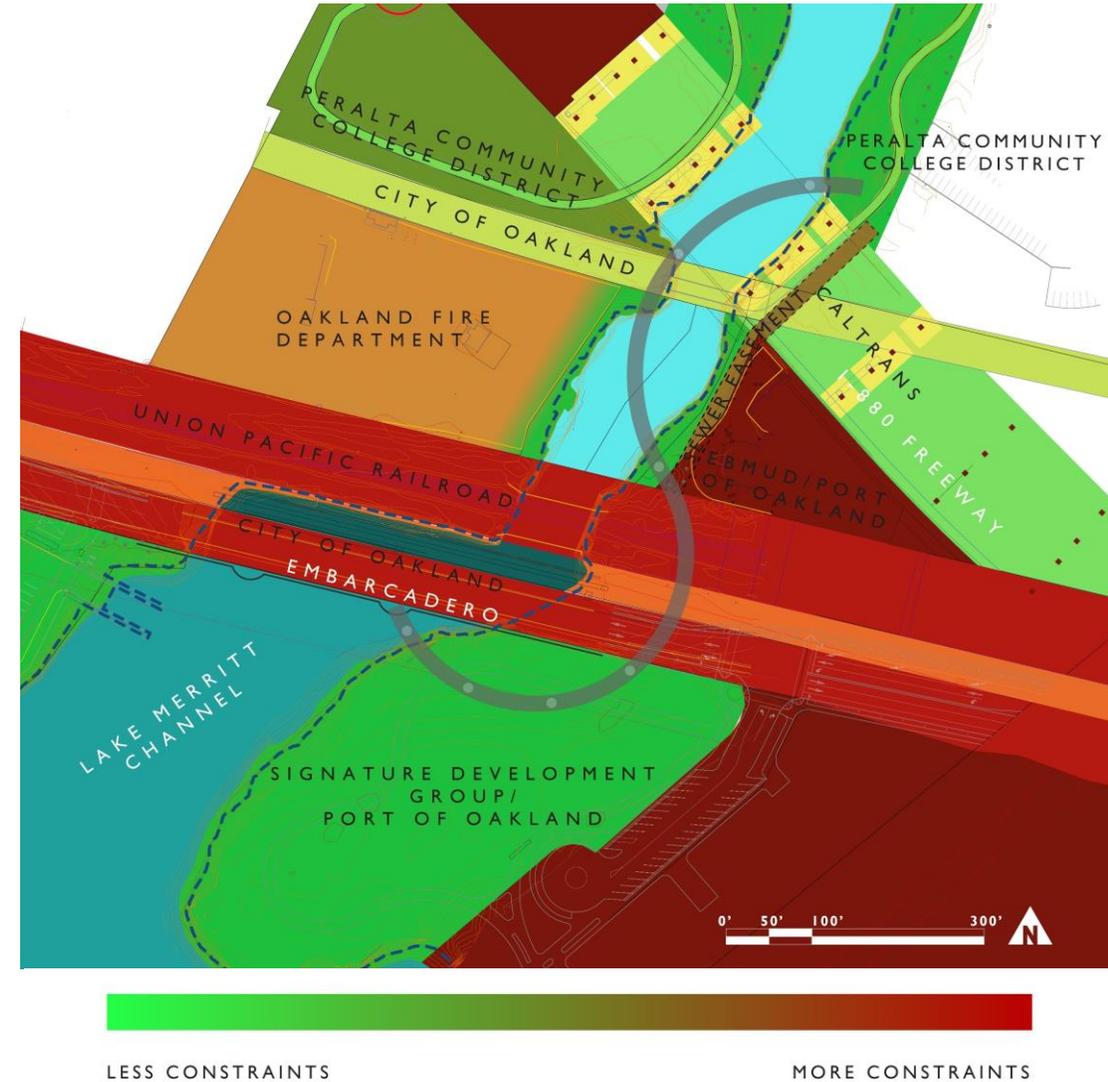
Recent and Future Development



Desire Lines

DESIGN CHALLENGES & SOLUTIONS

- Complex site constraints
 - 15 regulatory agencies
 - 10 rights-of-way (properties)
 - Variety of clearance requirements
- S-shaped alignment
 - ADA slope requirements
- Team developed detailed project design criteria developed to ensure that requirements are met
 - Visit www.LM2BT.com for Design Guidelines document and more information (click on Design tab)



SAMPLE CONSTRAINT DIAGRAMS IN DESIGN GUIDELINES

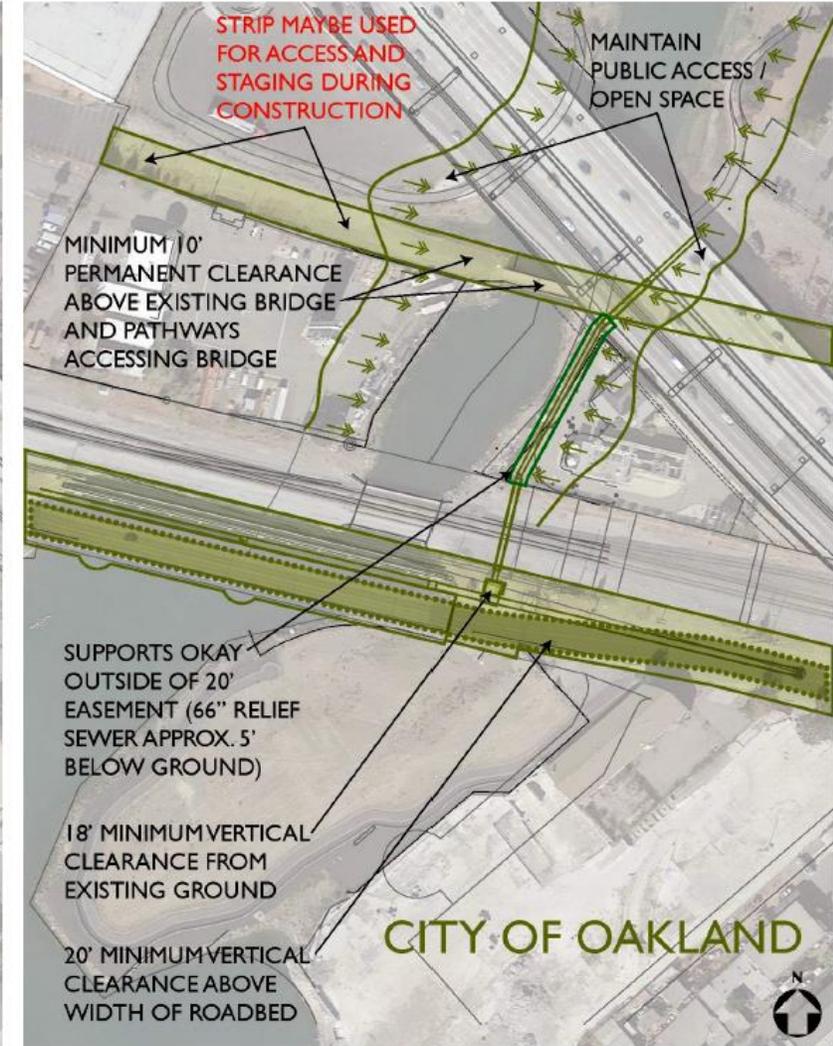
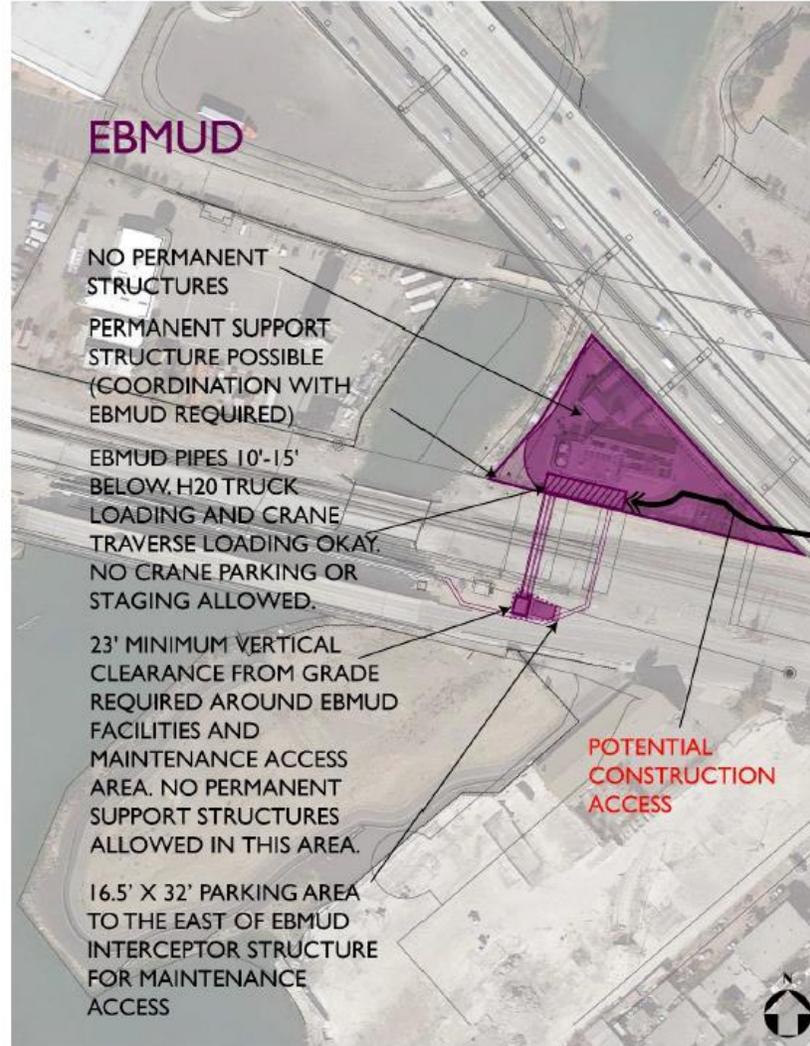


LAKE MERRITT TO BAY TRAIL CONNECTION

Design Guidelines and Requirements



CITY OF OAKLAND





FALLON ST

4TH ST

VICTORY CT

8TH ST

5TH AVE

EMBARCADERO

BAY TRAIL

(PRIVATE)

OAKLAND
FIRE DEPT

EBMUD

UNION PACIFIC RAILROAD



A

B

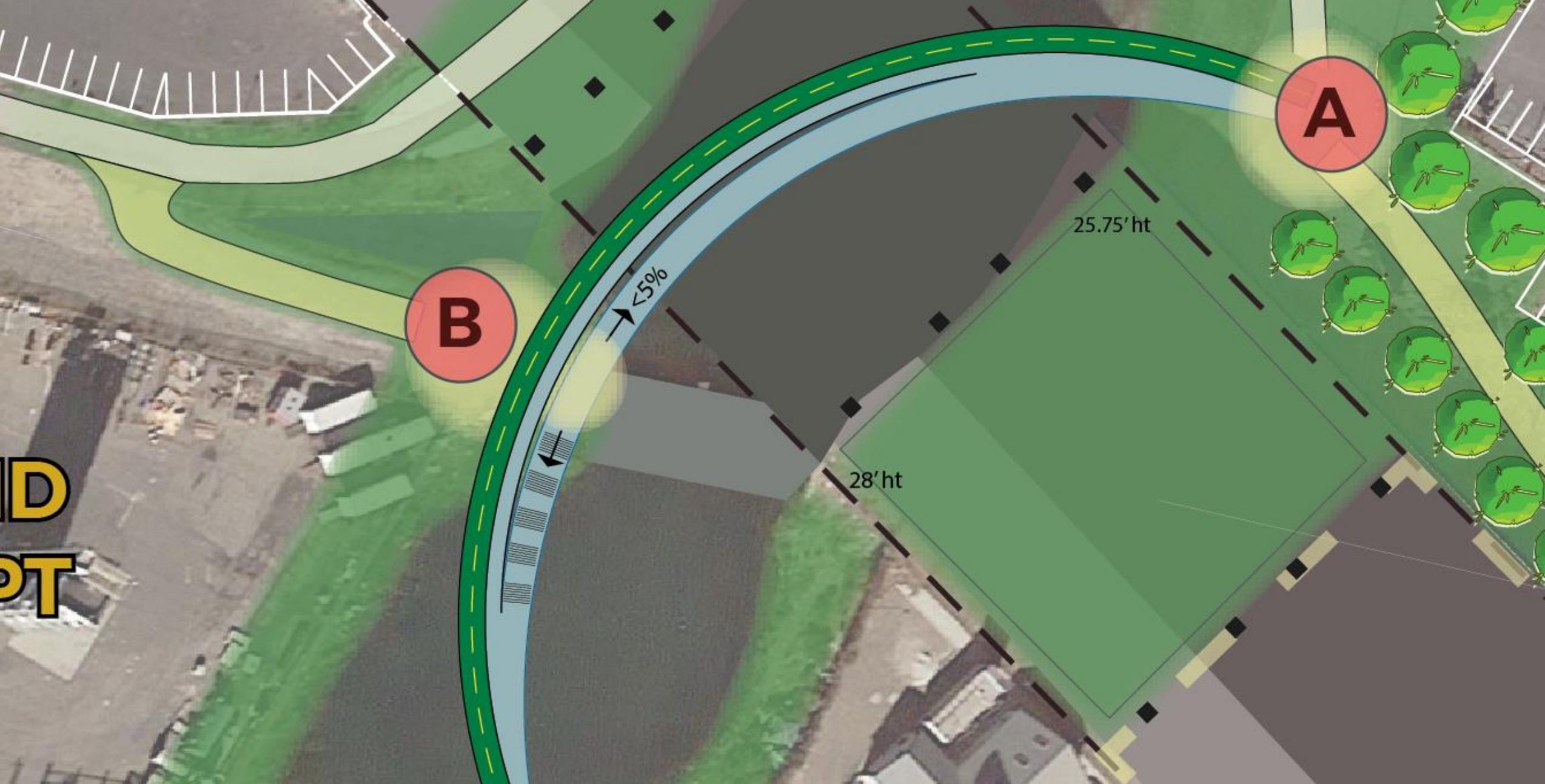
C

D

25.75' ht

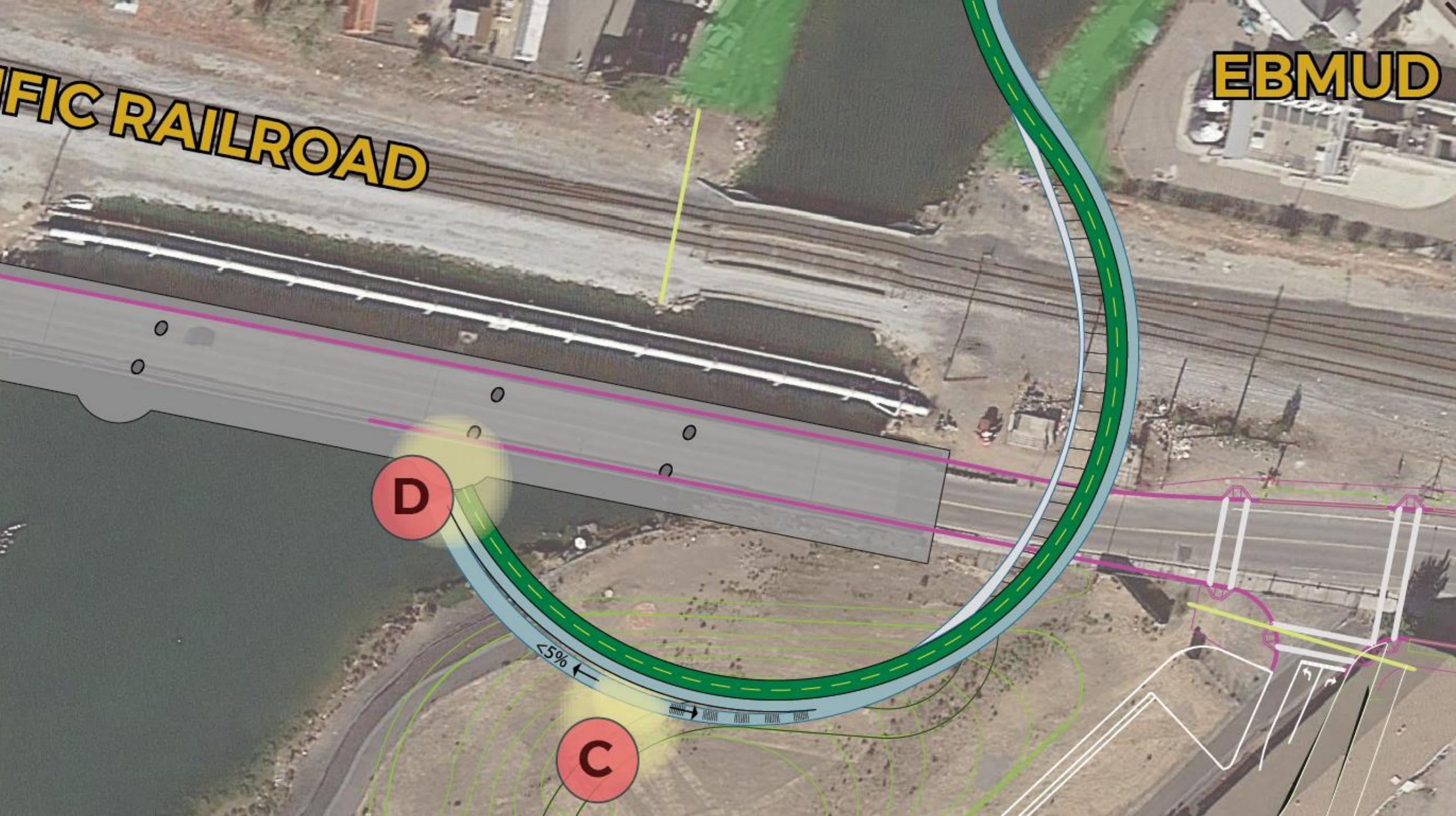
28' ht

15%



INDIAN RAILROAD

EBMUD



D

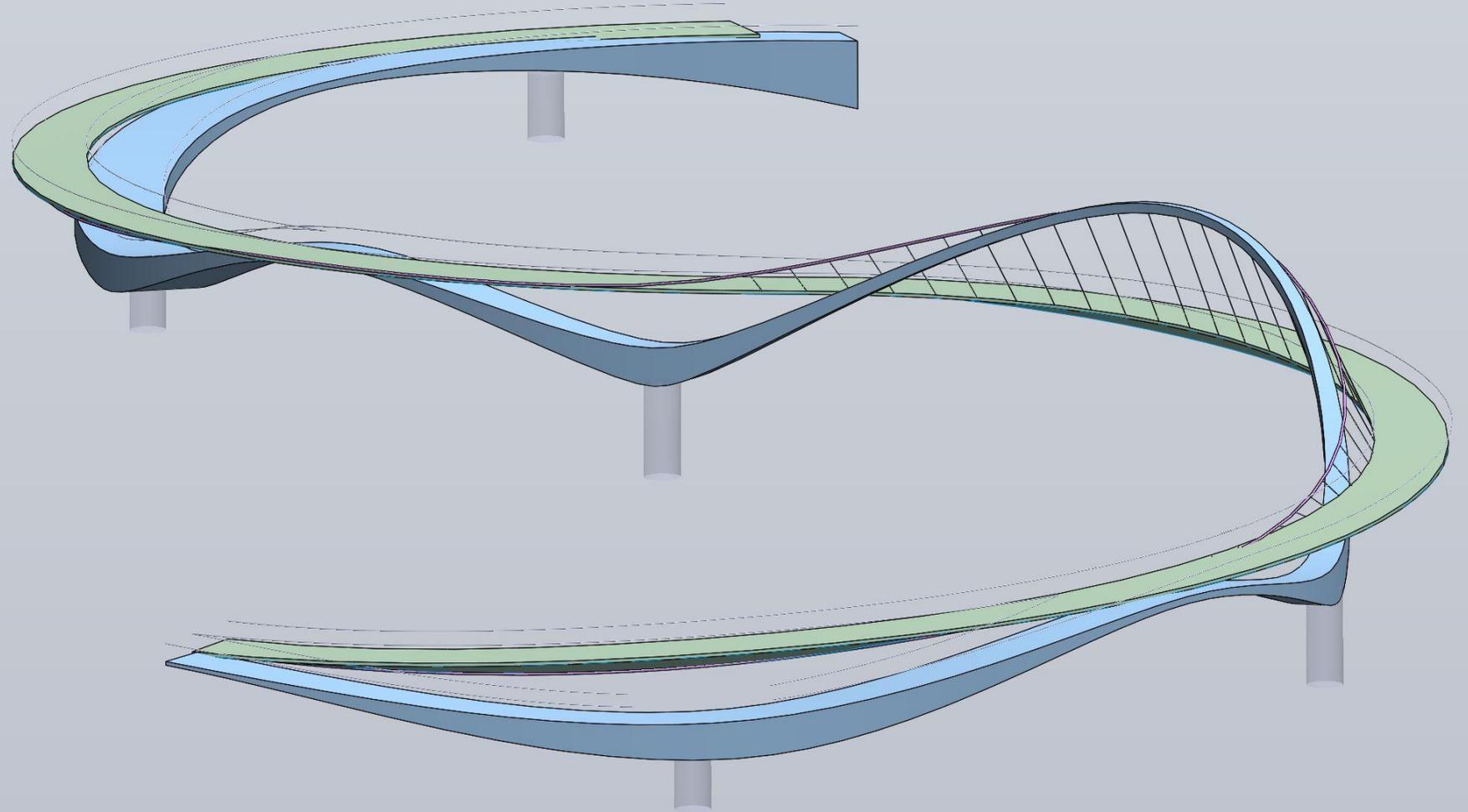
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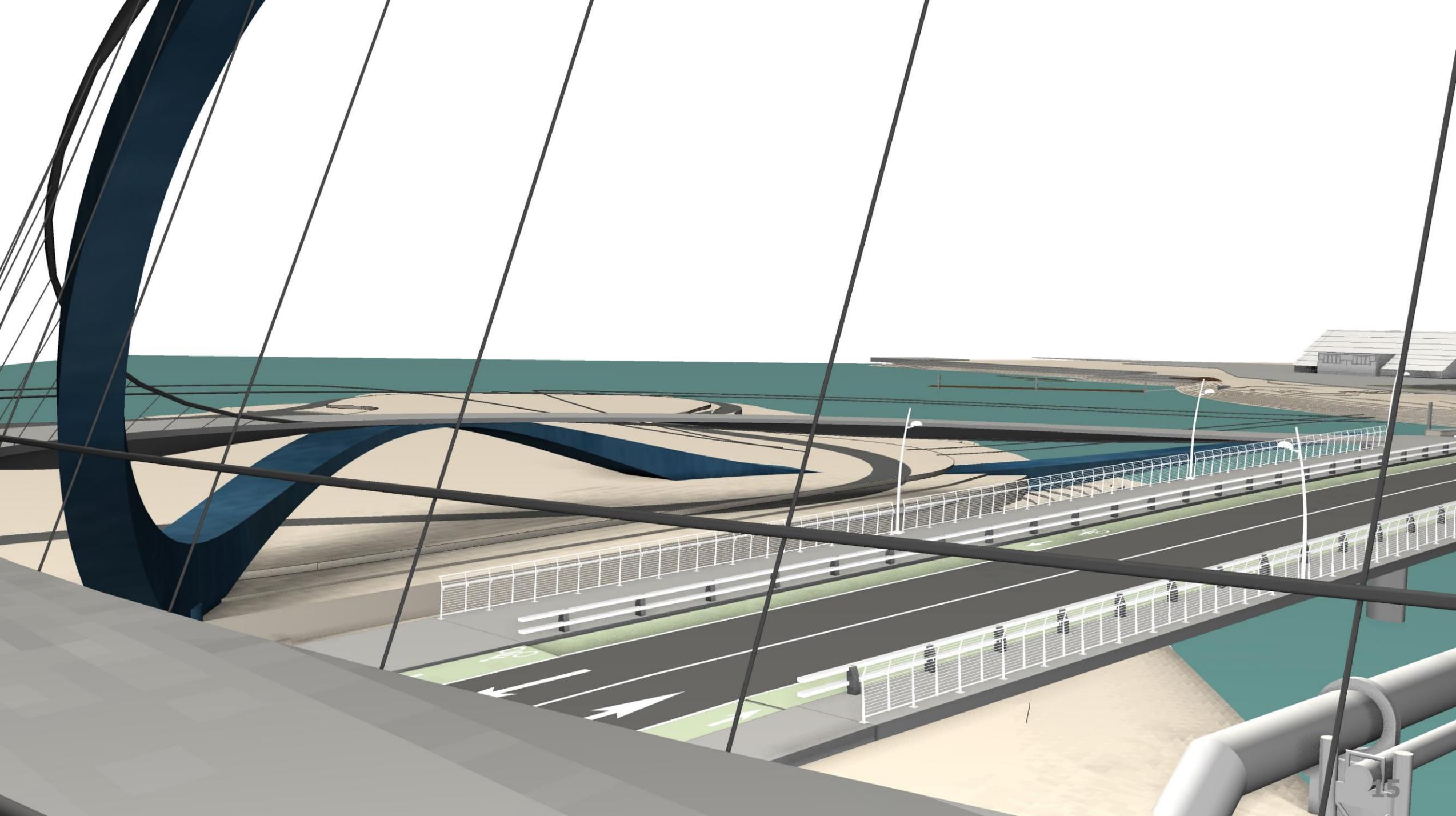
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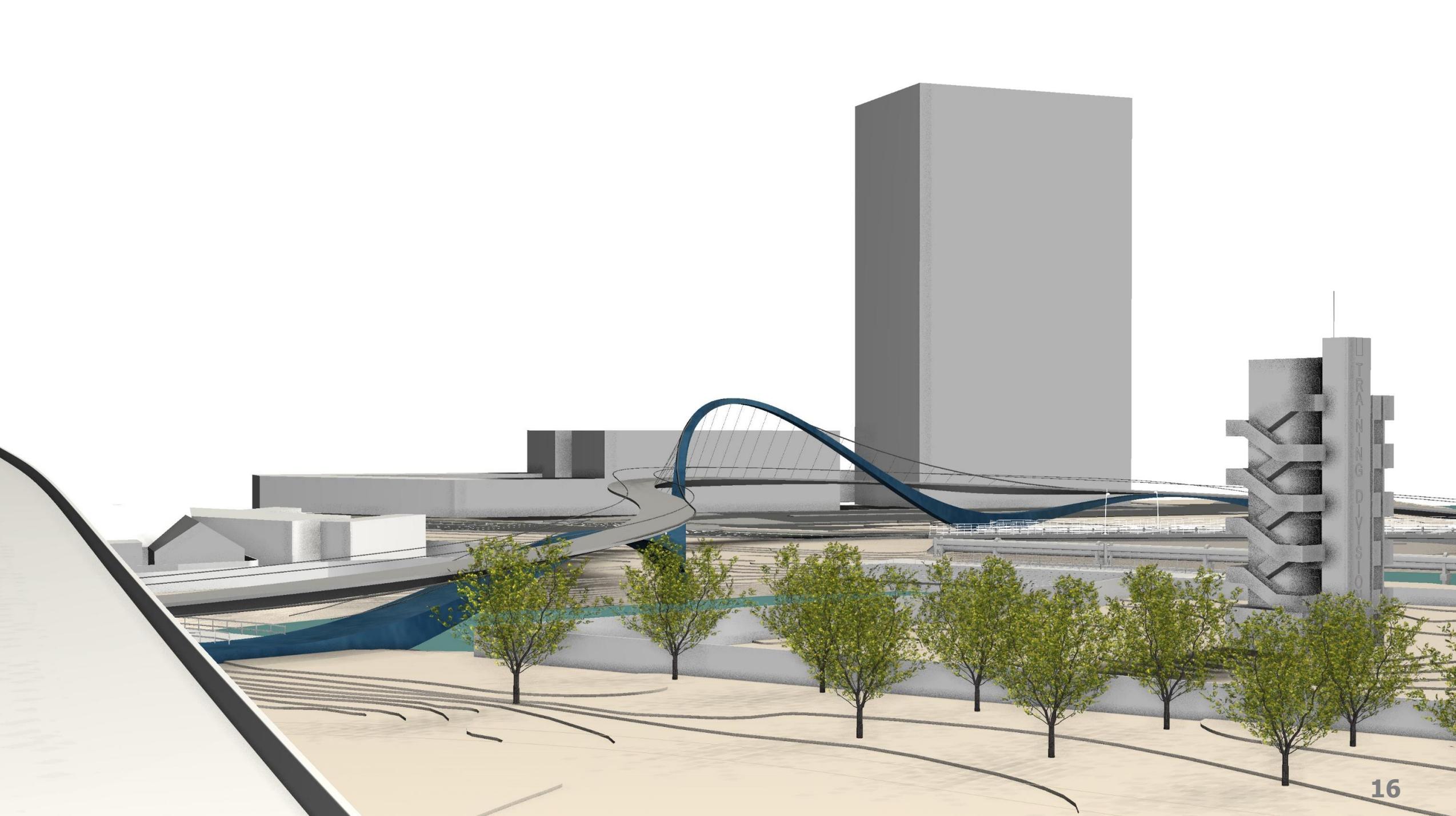
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ARCHITECTURAL DESIGN GOALS

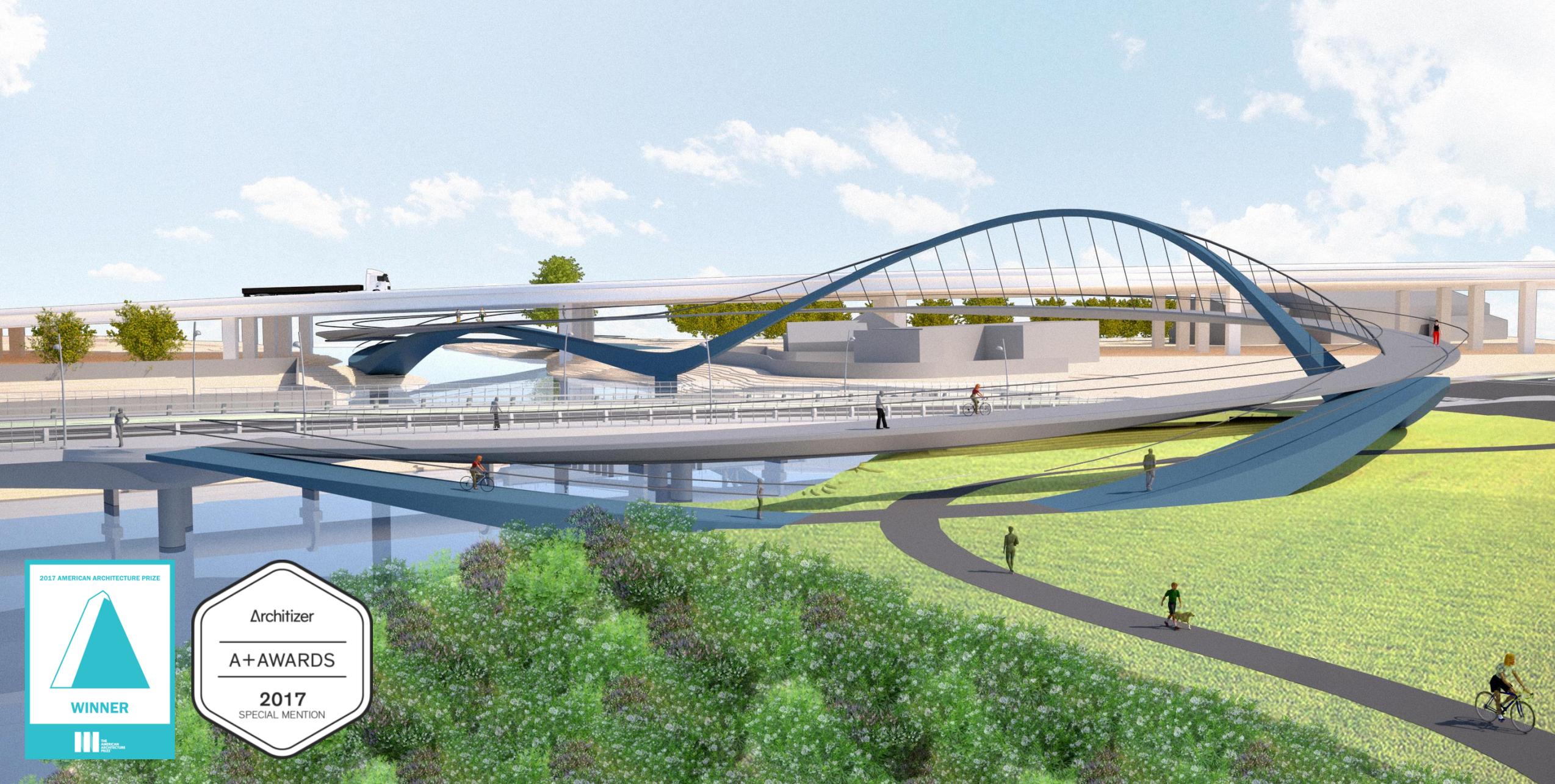
- Evocative of Flowing Movement
- Unity of Form
- Series of Discoveries for Users
- Feels Like it Belongs
- Unique to Oakland











LAKE MERRITT TO BAY TRAIL CONNECTION

SUPPORT FOR LM2BT

- Project recommended by former BPAC Chair, Chris Hwang, in a letter to Mr. Fred Blackwell for Active Transportation Funding:

“This multi-use trail project will provide a critical missing link between a rejuvenated Lake Merritt with the waterfront Bay Trail. It will provide an alternative to dangerous and often illegal crossings of train tracks and busy roadways. And for the first time will allow both recreational and commute access between downtown and waterfront neighborhoods at the very center of the City. The request is for design development and right of way phases of this multi-million dollar project.” May 19, 2014
- The LM2BT team requests that the Commission provide authority to Chair Tabata to sign letters of support for grant applications and associated publicity, as needed, on behalf of the Commission for the LM2BT Project.



THANK YOU!

For project information:

www.LM2BT.com

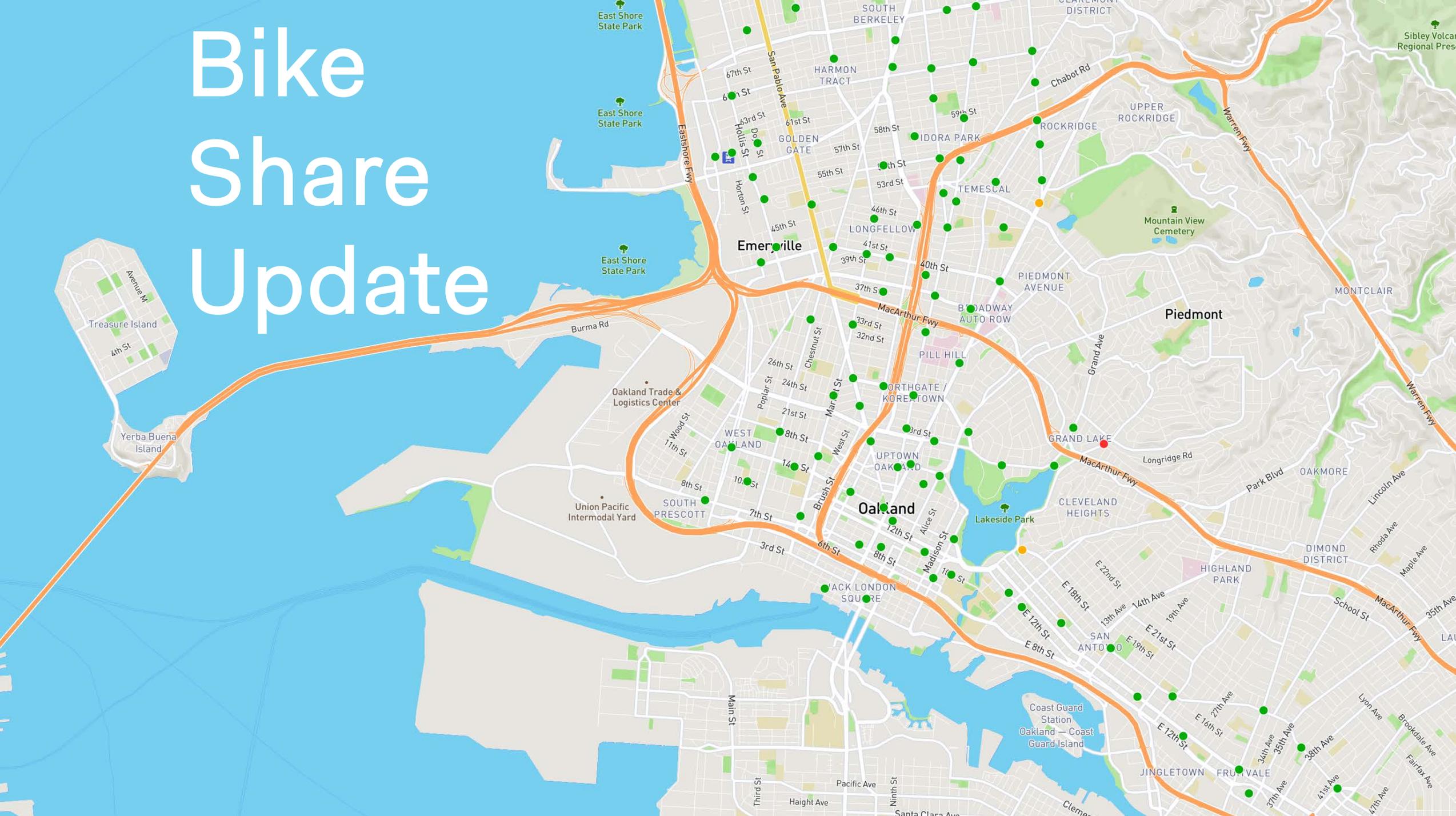
Project Manager: Diane Tannenwald

dtannenwald@oaklandnet.com

WITH SUPPORT FUNDING FROM



Bike Share Update



Who Am I?

Hi! I'm Kerby Olsen. I'm the Shared Mobility Coordinator in the Parking and Mobility Division of the City of Oakland's Department of Transportation.

I'm coordinating the Bike Share, Car Share and Regional Wayfinding Programs.

I live in West Oakland.



Feel free to contact me:
Kolsen@oaklandnet.com
510-238-2173



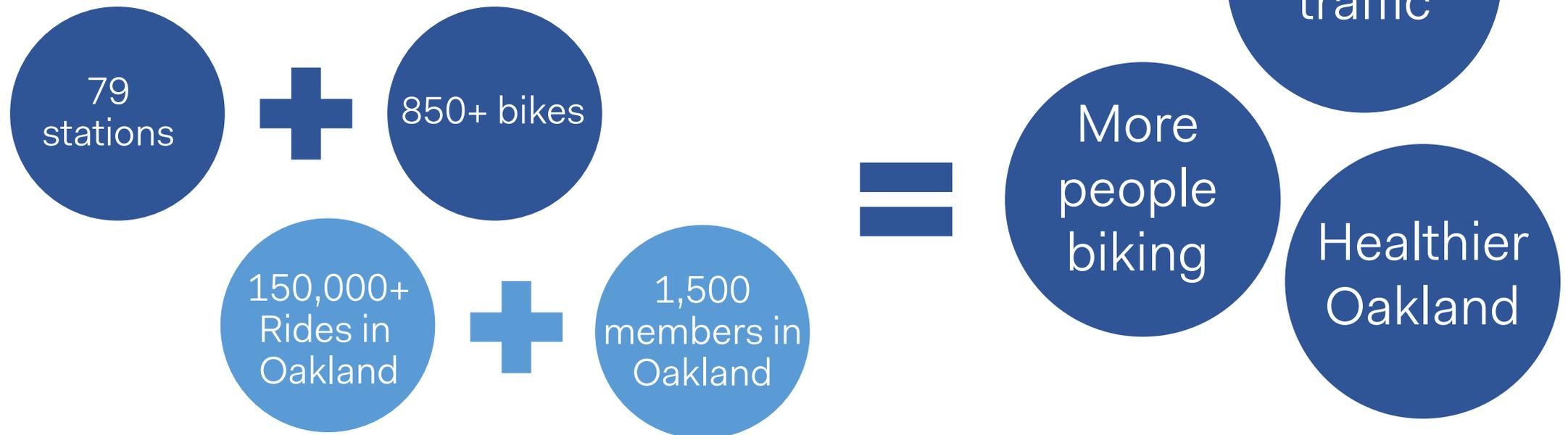
City of
Oakland

Department of
Transportation

What's Happening?

In July of 2017, Oakland launched its first bike sharing program, in partnership with Bay Area Motivate, MTC, Berkeley, Emeryville, San Francisco and San Jose.

Installation was completed in late March. Bike to Work Day (May 10th) set a new record with 1,050 rides.



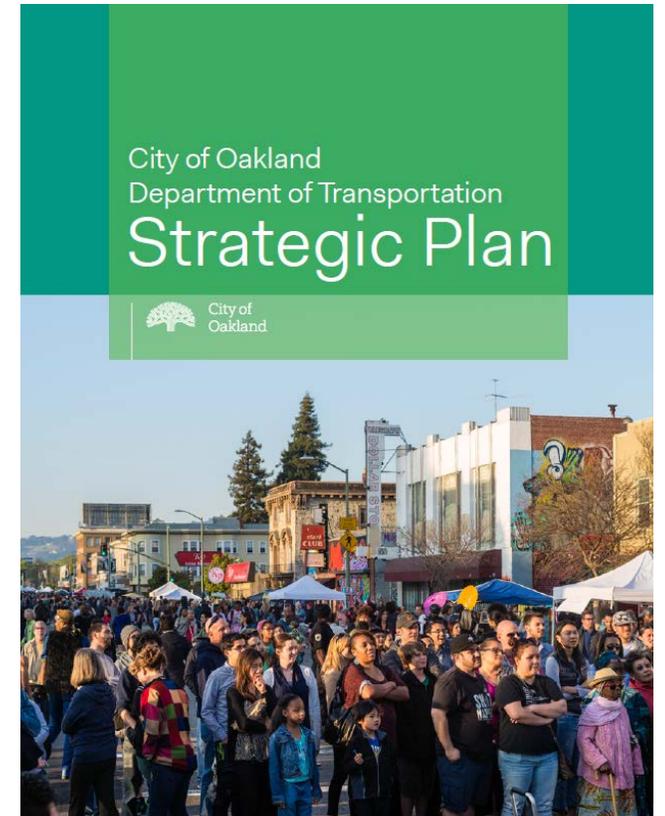
What's Guiding This Work?

Strategic Plan Goals:

- Expand access to shared mobility services
- Support the roll out of Bay Area Bike Share (now Ford GoBike)

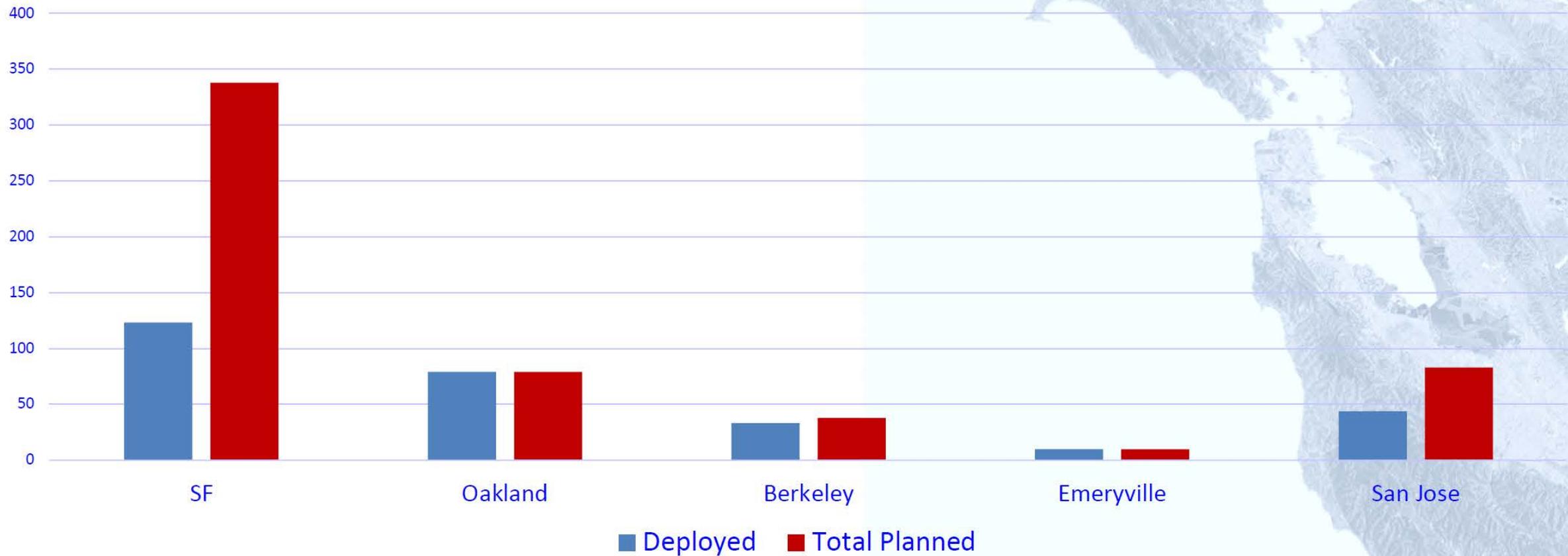
Citywide policies

- Bike Sharing Policy (2015)
- Complete Streets Policy (2013)
- Parking Principles for Commercial Districts (2013)
- Oakland Energy and Climate Action Plan (2012)
- Transit First and Alternative Modes Policy (1996)



Regional Perspective

Regionwide, 52% of stations deployed as of 5.15.18



Regional Perspective

Regionwide, 21% Low-Income Members, highest U.S. percentage
5.15.18



Follow up from December 17 presentation

Draft Criteria for evaluating station move requests

- Finalize by end of May
- Contact requestors in early June
- Determine station moves by July

Ford GoBike member demographics

- Only available through member survey

City of Oakland
Bike Share Planning and Siting Criteria –updated May 9,
2018



Public Requests for Station Relocation:

A stakeholder may initiate a request to relocate a bike share station by submitting a formal request to the bike share coordinator, via the bikeshare@oaklandnet.com email box. OakDOT staff will evaluate the request and be solely responsible for evaluating whether the request meets the evaluation criteria below. Staff will strive to avoid disputes by conducting an inclusive and transparent process.

Evaluation Criteria:

According to the Alternative Modes policy, the City will resolve disputes in favor of the travel mode "that provides the greatest mobility for people rather than vehicles, giving due consideration to the environment, public safety economic development, health and social equity impacts" (73036 C.M.S.).

Eligible requestor- The requestor must be a resident (renter or homeowner) or business owner directly abutting the station being requested to move. For public facilities, such as schools, libraries, etc., the requestor must be the primary decision maker at the facility, such as the principal or director.

Eligible objections-The following objections may be the basis for an appeal:

- A nearby location would better serve the same bike share users and business(es)
- The design doesn't meet the City's guidelines
- A different number of "docks" or bikes than proposed should be installed
- A request for a color curb (such as a yellow zone, green zone, blue zone or white zone) that creates an unavoidable conflict with the bike share station has been submitted and approved by OakDOT

The following objections will not be considered as they have been addressed during the design and planning process, are contrary to City policy (Alternative Modes Policy, Bike Sharing Policy) or they are subjective:

- The bike share station is ugly
- The bike share station is unnecessary
- The bike share station is dangerous
- The bike share station utilizes on-street parking

Evaluation period. If the station is determined to meet any of the above criteria, staff will notify the requestor and attempt to locate an alternative location for the station, within two blocks, that will maintain its utility and access to users of the bike share system. Stations in the bottom 10th percentile of usage (the sum of trips origins and destinations normalized by days in service) in Oakland may be moved to a location that is within the service area but not within two blocks of the original location. Stations will not be moved until an alternative location has been identified and a permit for the new location has been granted. If the station is determined not to meet the eligible criteria, staff will notify the requestor and attempt to address their concerns in another way.

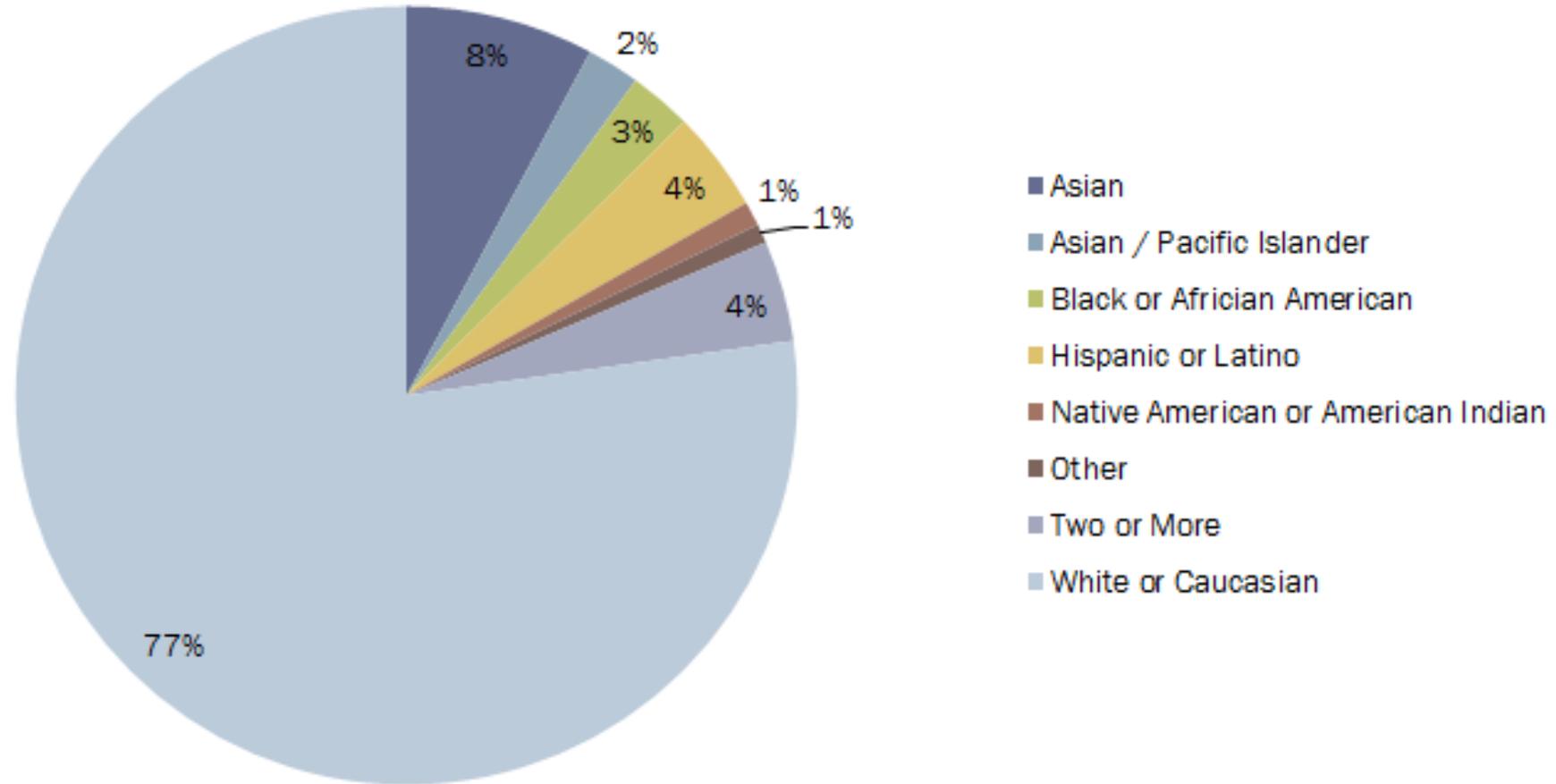


City of
Oakland

Department of
Transportation

Follow up from December 17 presentation

Ford GoBike user survey demographics



Thank you!

Questions?



Feel free to contact me:
Kolsen@oaklandnet.com
510-238-2173



City of
Oakland

Department of
Transportation

Bike Share For All Equity Outreach Update

City of Oakland BPAC

Clarrissa Cabansagan, TransForm

5.17.2018

*NOTE: These are preliminary/draft evaluation results of Ford GoBike Equity Outreach. With the exception of gender, demographic data for discounted members who self-obtained the discounted bike share membership comes from a self-selected sample.**



- **Bike Share For All (BS4A) Discount:**
 - \$5 for first year, \$5/month in later years
 - 60 minute time limit
 - Cash payment option
 - Eligible groups: CalFresh, PG&E CARE, Muni Life line
- Funded by MTC (\$120K) and Motivate (\$140K)
- Address barriers to access/participation
- Change who rides bike share and the narrative of who bike share is for



DRAFT Results of Equity Outreach

Increased participation by:

- Unbanked individuals
- Black and brown communities
- Gender
- Lowest-income residents

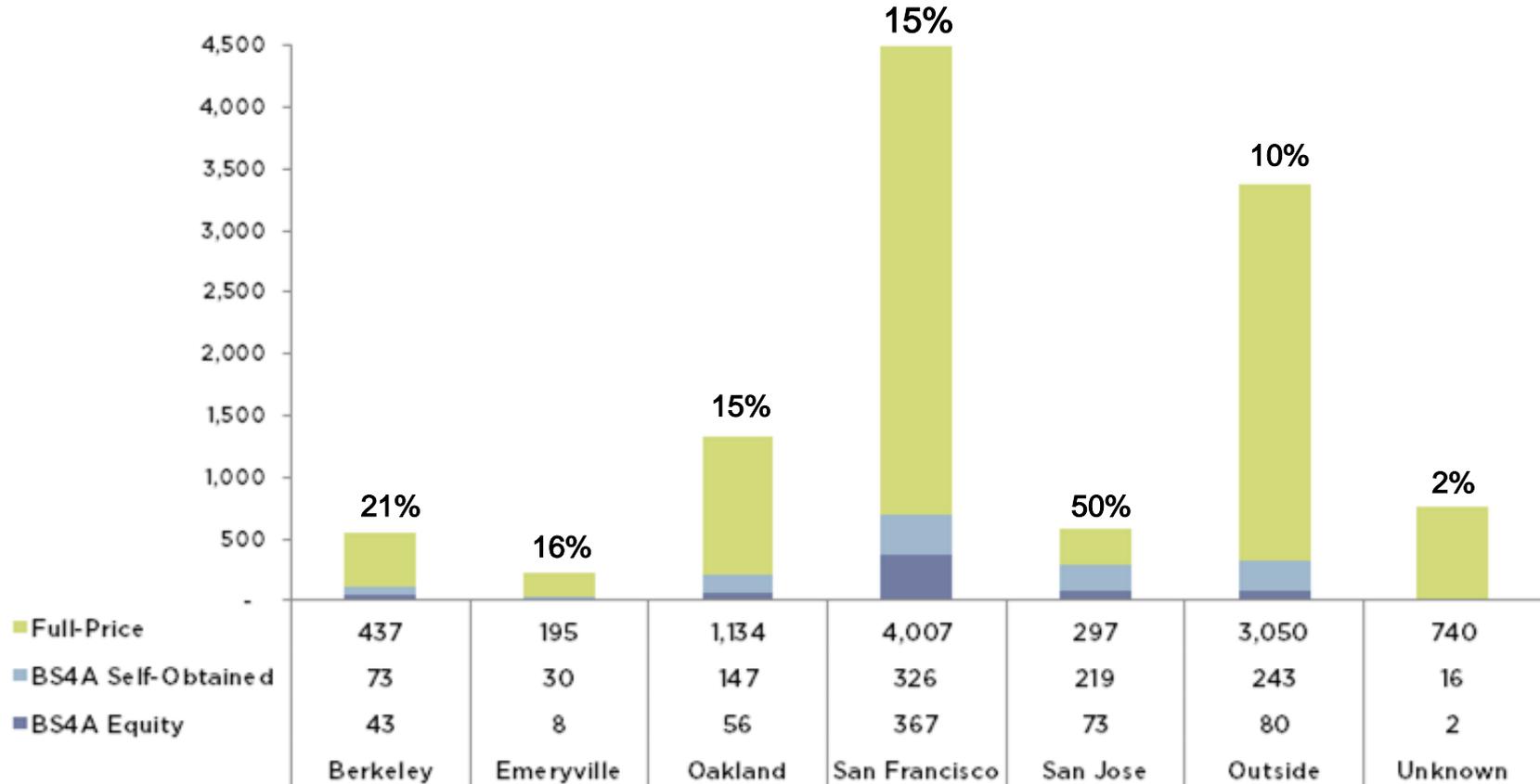
Website Reach

- 3,437 pageviews / 1,285 unique visits
- Interest beyond Bay Area:
 - 35 countries
 - 30 other states

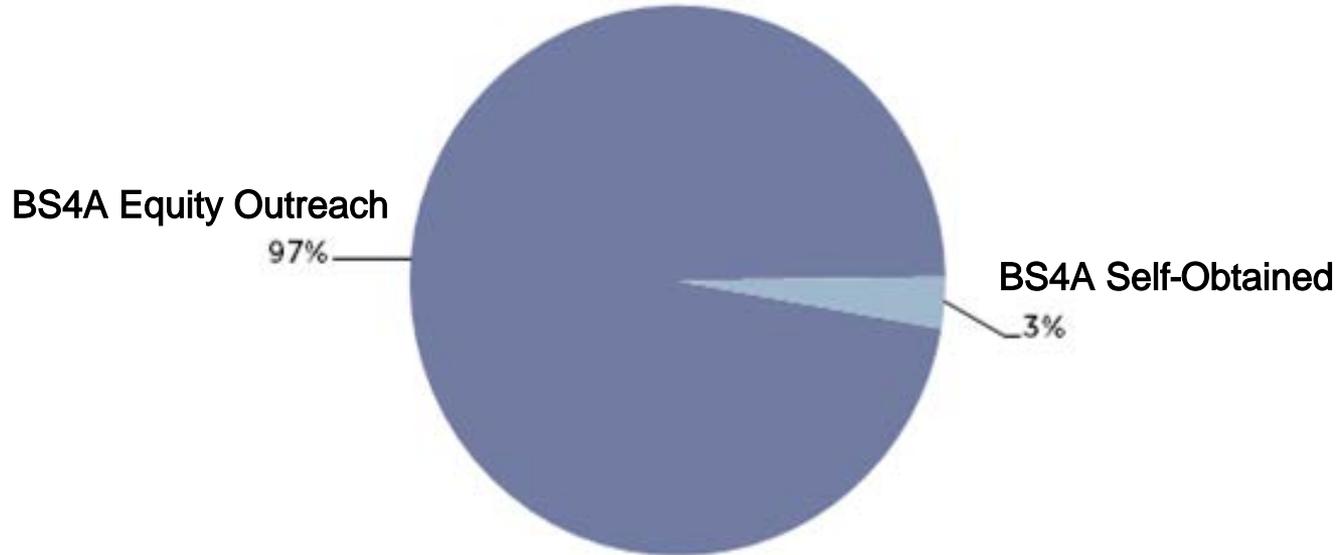


BS4A as a Percentage of Total Riderships

1 out of every 6 members in Oakland has a BS4A membership

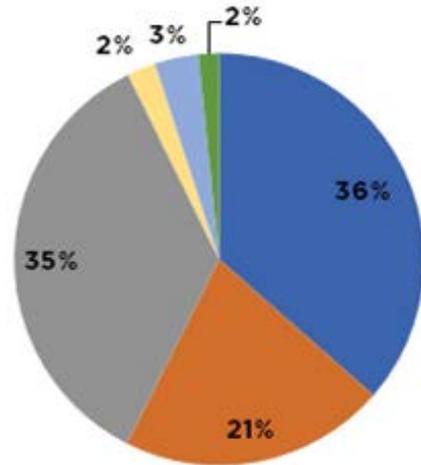


Cash Payment by BS4A Member Type

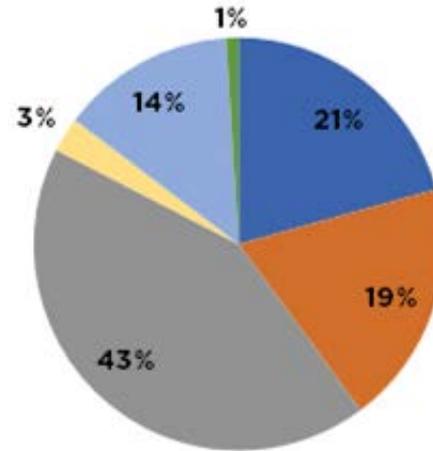


- Barriers to computer access/smartphone exist
- Lack of ability to walk into a payment location during hours of operation
- **Meeting people where they are is crucial**

Ethnicity*



BS4A Equity Outreach



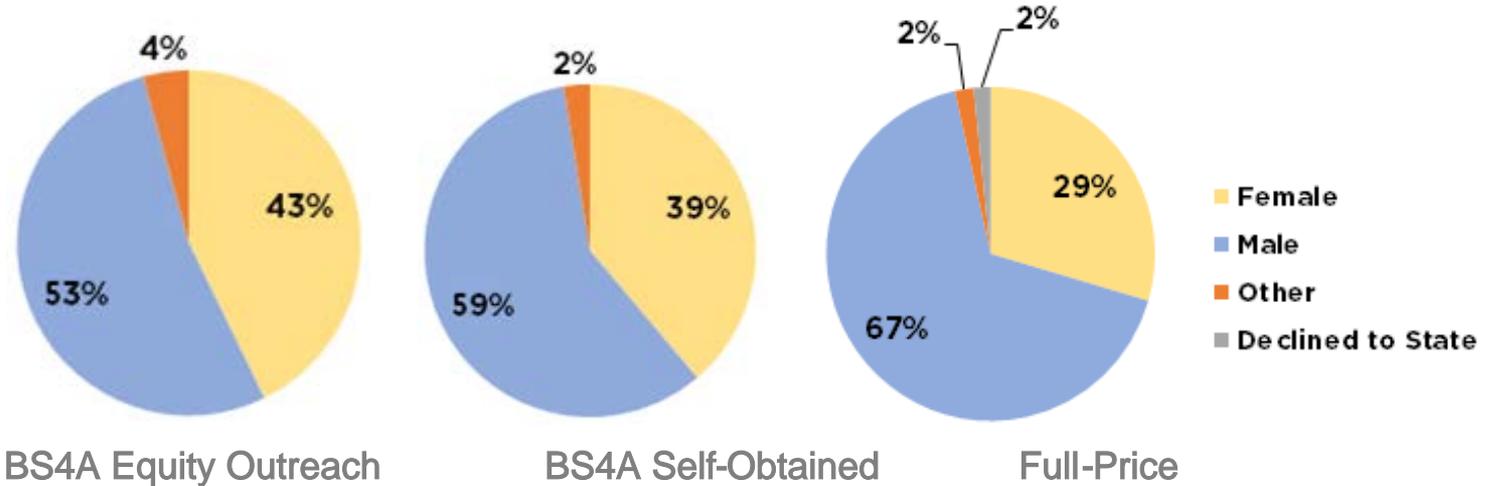
BS4A Self-Obtained



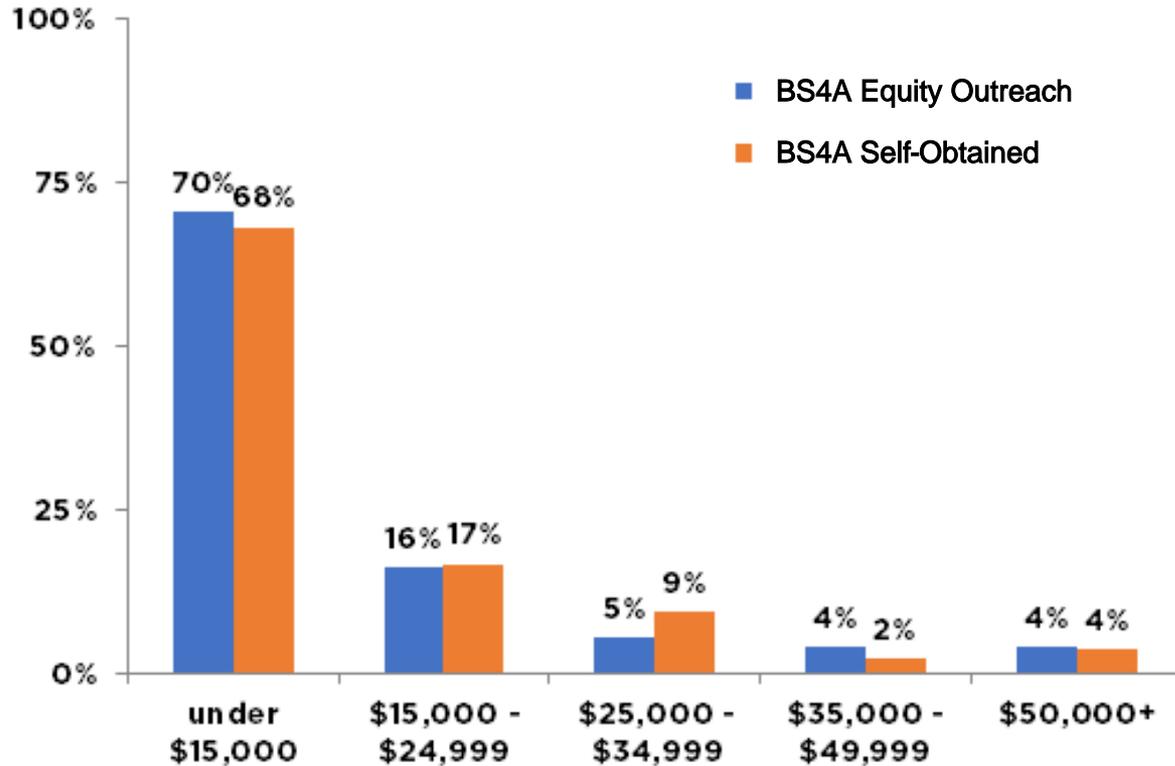
Equity Outreach allowed us to prioritize discounted memberships to black and brown community members.

- 97% Non-white
- 36% Black

Gender

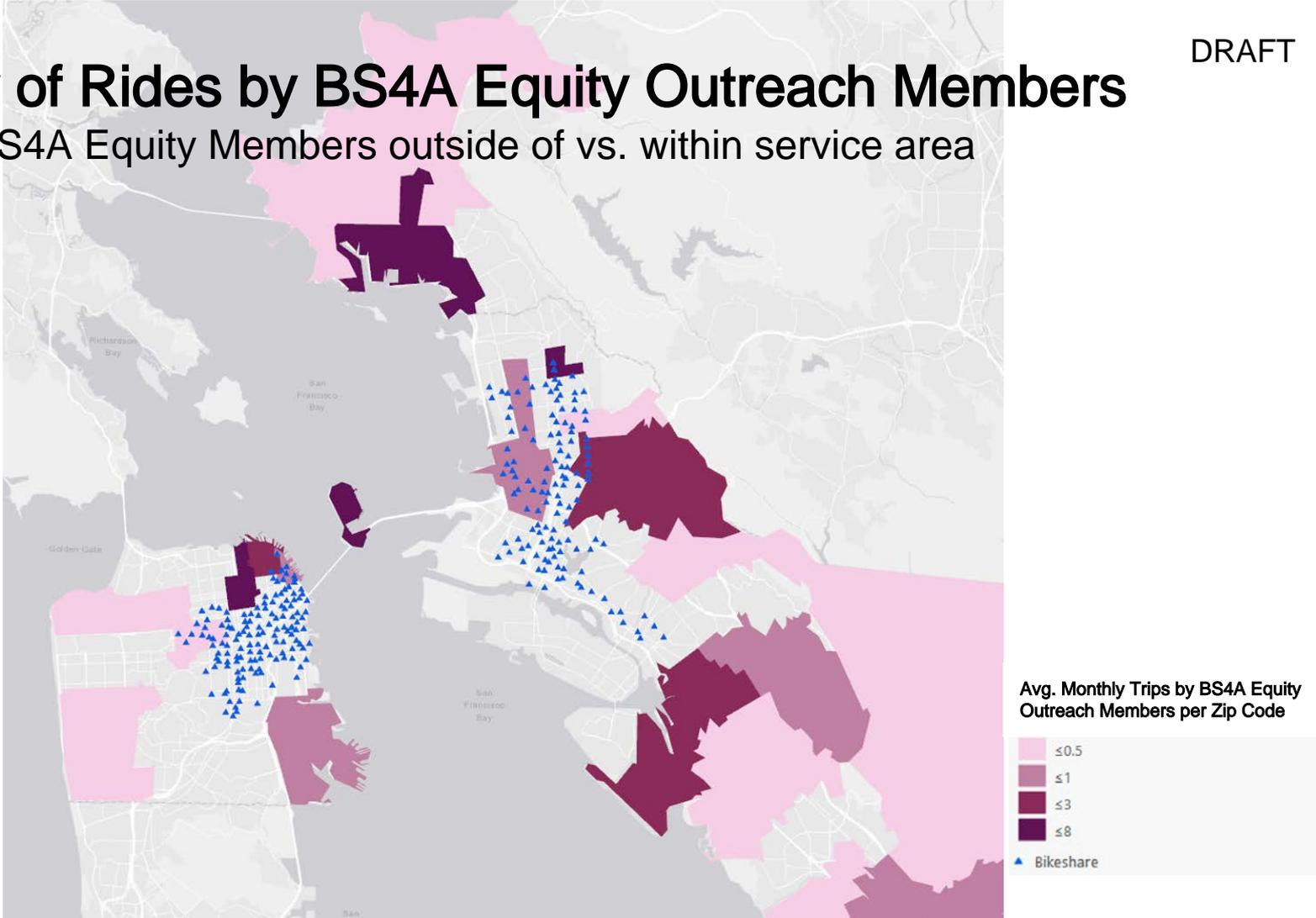


Income by BS4A Member Type*



Frequency of Rides by BS4A Equity Outreach Members

More use by BS4A Equity Members outside of vs. within service area



Key Takeaways

- **Diverse ridership does not just happen on its own**
 - Cannot expect cash-strapped residents vulnerable to displacement to go out of their way to obtain access bike share
 - Cultural and informational barriers
- Ridership by those outside of service area speaks to a **demand for bike resources** .
- **Work with & fund local grassroots groups in the earliest phases** .
- Bike share can be an **important option** for communities of color
 - Sensitivity to the housing/displacement crisis
 - Opportunity to elevate the work of bike groups already engaging communities of color on mobility issues.