



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the July 21st, 2022 meeting
Teleconference

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/July-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).

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

Introductions were made.

- Other attendees: Edgar Arellano, Danielle Dynes, Jose Feroso, Hans Chavez Ferreyra, Megan Grant, Jimmy Jessup, Jose Hernandez, Tom Holub, Seung Yen Hong, Assata Olugbala, Robert Prinz, George Spies, Midori Tabata, Deepak, Justin
- Staff: Edna Aguilar, Phoebe Chiu, Manuel Corona, Jason Patton, Noel Pond-Danchik, Michael Randolph, Craig Raphael, Maya Sapienza, Samantha Serafica, KTOP

Item 2. Open Forum / Public Comment

- Assata Olugbala asserted that Keller Ave between Skyline Blvd and Mountain Blvd should not be accessible to bicyclists. The hill is too steep and too many bicyclists are losing control and falling off their bikes. Additionally, the City of Oakland's Parks and Recreation Advisory Commission (PRAC) approved a mountain bike race in Joaquin Miller Park. The item was controversial because it sought to raise the speed limit on bikes in the park. This is problematic because bicyclists are already getting hurt in the park. Jason Patton, OakDOT staff to the BPAC, confirmed that Joaquin Miller Park is a City of Oakland park and that the PRAC has a role in approving private events in City parks.

Item 3. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from June 16th, 2022** was made (Ralston), seconded (Whipps), and adopted by roll call vote with the following

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

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 Thursday, 06/16/2022 at 8:21 pm, a 42-year-old white male bicyclist was fatally struck by a driver in a hit-and-run at 14th St and Jefferson St.
- On Saturday, 06/26/2022 at 1:51 am, a 29-year-old black male pedestrian was fatally struck by a driver at International Blvd and 64th Ave.
- At approximately 10pm on 7/18/2022, a black male pedestrian was fatally struck on Bancroft Ave at 62nd Ave. This was the third fatal pedestrian crash in 2022 on two blocks of Bancroft Ave. The previous two crashes were on 1/21/22 (at Bancroft Ave and 61st Ave) and 5/21/22 (on the 6200 block of Bancroft Ave).

Summary of Discussion:

- The circumstances of the International Blvd crash are very sad. It should not be possible to go 100 mph down International Blvd.
- There should be a more systematic and proactive approach to implementing traffic calming in locations like Bancroft Ave. If there is not enough maintenance staff to do these installations, getting more staff should be the highest priority.
- Kids should never have to see their father killed in a traffic crash. We need to do better, and we can do better.
- OakDOT staff are working to schedule an item on the City's follow-up investigations to fatal traffic crashes. This item was requested at the June BPAC meeting is planned for the October meeting.
- With people being killed each month, this matter is urgent. As each month passes, more people die.
- At an AC Transit-Oakland meeting today, there was discussion that a quick build follow-up on the International Blvd BRT corridor could take three years.

- The BPAC is an advisory body and BPAC has provided significant input to the City in recent years on the need for quick builds to redress traffic fatalities. BPAC should continue to push City Council for needed changes and budget allocations.
- Doing “more” isn’t enough. What gets done need to be the right changes. Plenty of changes have been made to 98th Ave and International Blvd, for example, and still the fatalities occur.

Speakers other than commissioners: George Spies, Assata Olugbala

Item 6. Oakland Electric Bike Library

OakDOT Transportation Planner Michael Randolph and GRID Alternatives Micromobility Program Manager Edgar Arellano provided an update on the Oakland Electric Bike Library (<https://www.oaklandca.gov/projects/electric-bike-library>). This project will provide communities with access to affordable medium and long-term rentals with approximately 500 e-bikes, cargo bikes, and adaptive bikes, while supporting community-run bike shops to perform maintenance and educate users. Staff are seeking input on bike types, rental periods, and other program aspects. This five-year project is funded by \$1,000,000, grant from the Clean Mobility Options Voucher (CMO) program (<https://cleanmobilityoptions.org/>). The updated presentation is attached to these meeting minutes.

Summary of Discussion:

- This project is exciting because it’s addressing a need in Deep East Oakland that has not been addressed by the bike share and scooter share companies.
- Find easy ways – like bike rodeos – to expose people to e-bikes. Electric cargo bikes can be challenging to find opportunities to test ride. E-bikes are so much fun and giving people even brief exposure to them will open people’s minds to new possibilities.
- Have longer term rentals that give people time to figure out how they would change their routines to take advantage of the possibilities that e-bikes create (like taking kids to school).
- With the rental period, have a lot of turnover to maximize the number of people that are exposed to the e-bikes.
- Be sure to have sites in District 7 when the program starts.
- Use the rental transaction with people to communicate information on bike safety, and on traffic safety in general. Consider making this mandatory.
- Consider opportunities for local fabrication, both to ensure the bikes are representative of Oakland and for local economic development.
- The frequency of seeing two people on a scooter shows a demand for people wanting to be out together. Have bikes in the fleet that enable people to ride together.
- Have a long enough rental period (a week?) that people can really get into it and see how it fits their needs and helps them do new things.
- Why have a rental cost? Think of it truly as a library.
- Have your input survey in multiple languages and, if there is a rental cost, have a sliding scale.
- Have bikes with upright bars and step-through frames for more stability when riding and more flexibility in fitting bikes to people of various sizes.
- Currently there are four storefronts interested in hosting rental sites and outreach is continuing to more possible storefronts.
- Consider partnering with Bike East Bay to pair bike education with the e-bike rentals.

- The Scraper Bike Team was involved in the Lyft Up grant that explored doing bike lending. One of the challenges in Deep East Oakland is the lack of bike shops to serve as rental sites and to service the bikes. Schools could be a possible alternative.
- Consider how people's insurance does or does not cover e-bikes; and consider how putting e-bikes in bike lanes may could create conflicts.

Speakers other than commissioners: Robert Prinz, Tom Holub, Assata Olugbala

Item 7. Active Transportation Program (ATP) Cycle 6 Grant

Manuel Corona (mcorona@oaklandca.gov), OakDOT Transportation Planner, presented on two projects: the Bancroft Avenue Greenway project and the 73rd Avenue Active Routes to Transit project. These projects were heard at the February BPAC meeting and have been submitted as Active Transportation Program Grant applications for the June 15th deadline. Staff requested that the Commission review the Metropolitan Transportation Commission (MTC) Complete Streets Checklists attached to this meeting's agenda packet for each project and share comments back to Manuel Corona by July 28th, 2022.

- The Bancroft Ave Greenway project (<https://www.oaklandca.gov/projects/bancroft-avenue-greenway>) seeks to provide a low-stress Class I multi-use path on the existing Bancroft Avenue median from 73rd Avenue to 103rd Avenue. This will involve dedicated bicycle signals at all intersections and new pedestrian-scale lighting. In addition, this project will install new wayfinding signage, benches, landscaping, and spaces for people to meet or picnic. This project is a result of community engagement for multiple planning efforts and was previously submitted to the ATP Cycle 5 grant.
- The 73rd Ave Active Routes to Transit project (<https://www.oaklandca.gov/projects/73rd-avenue-active-routes-to-transit>) will connect three transit hubs by upgrading existing Class II bike lanes to Class II Buffered bike lanes. This will provide more separation from motor vehicles. This project will also install two concrete protected intersections at International Blvd and Bancroft to provide spaces for bicyclists and pedestrians to wait and shorten their crossing distance. In addition, there will be a new direct connection to Coliseum BART by linking the bikes lanes to a Neighborhood Bike route south of International Blvd.

Summary of Discussion:

Bancroft Ave Greenway

- Protected bike lanes should be included as the default design in all projects.
- Consider putting traffic on one side of the Bancroft Ave median and bicyclists and pedestrians on the other side of the median.
- Seek funds for quick build improvements now while the long-term project is being developed.
- Through the outreach process, community members expressed a desire for the median path rather than protected bike lanes.
- The path meanders around trees to reduce the number of trees that will need to be removed.
- The project is investigating opportunities to widen the median.
- Think about the potential conflicts with bicyclists using the path along with people barbecuing and recreating in the median. Protected bike lanes would separate these uses and reduce conflicts.
- Good lighting is very important in this location and for this project.
- Long-term maintenance will be important to keep the Bancroft Ave Greenway looking nice.

- Community outreach will be very important when the project goes into detailed design. OakDOT's Racial Equity Team is developing a community engagement procedure that will inform this process.
- The Bancroft Ave Greenway was previously – and unsuccessfully – submitted for funding from the Active Transportation Program. OakDOT is trying again to fund this project.
- Speeding and red-light running are serious problems on Bancroft Ave, as is illegal dumping. The situation is out of control. These issues need to be fixed first. People are afraid of the shootings. They don't go out to recreate on Bancroft Ave. Protected bike lanes are the safest way to have biking on Bancroft Ave.
- The number of streets that cross the median may compromise people's comfort and cause safety concerns.

73rd Ave Active Routes to Transit

- We need to be doing protected bike lanes not only for bicyclists but to implement road diets that physically narrow roadways to slow traffic. Paint is not sufficient to create the needed separation.
 - The connection to Coliseum BART is very important and appreciated.
 - The number of driveways on 73rd Ave makes it challenging to implement protected bike lanes.
 - At the bus boarding islands, the bike lanes will be protected.
 - The Bike Plan recommendations should be a minimum, not a maximum. The Bike Plan recommendation for buffered bike lanes should be set aside in favor of protected bike lanes.
 - Consider local one-way streets on either side of 73rd Ave to provide access to the residents and get bicyclists away from the through traffic on 73rd Ave. This local access would be separated by a raised median from through traffic.
- A motion to **extend the meeting by 25 minutes** was made (Gardner), seconded (Lok), and adopted by voice vote with all Commissioners voting in favor.
- Oakland Unified School District recently closed schools resulting in more students needing to cross 73rd Ave to reach Markham Elementary. These kinds of community issues should be addressed by these kinds of projects.
 - Consider elders in the design of these transportation projects. Driving in Oakland has become very stressful, especially for seniors.
 - The inclusion of the protected intersection at 73rd Ave/International Blvd is exciting and welcomed.
 - San José's recent project on 10th St and 11th St provides a slow lane for residential access and bicyclists. This lane is separated for the rest of the street. This could be a good concept for 73rd Ave. Consider adding speed humps to improve upon the San José design.

Speakers other than commissioners: Assata Olugbala, George Spies, Robert Prinz

Item 8. BPAC Commissioner Recruitment Outreach

OakDOT Senior Transportation Planner and staff to the BPAC, Jason Patton, provided an overview of the BPAC recruitment process for 2023, led a discussion on outreach, and sought volunteers to create a Recruitment Committee to review applications. He noted that the three commissioners whose terms are expiring are allowed and plan to apply for a second term. Applications for terms beginning in 2023 will be due August 18, 2022 to allow time for review by the BPAC's Recruitment Committee. The recruitment committee will review applications and their recommendation will be presented at the September BPAC meeting for discussion. The recommendation will be shared with the Mayor's office. Commissioner

appointments are made by the Mayor and confirmed by City Council. See the meeting's agenda packet for a document detailing the status of current commissioners' terms and the recruitment process.

- A motion to ***form a Recruitment Committee to recommend Commissioner appointments for 2023, with the Committee consisting of Midori Tabata, Commissioner Mangrum, and Commissioner Frank*** was made (Frank), seconded (Schader), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Ralston, Schader, Whipps, and Yee.

Speakers other than commissioners: None

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: Commissioner Ralston noted the Committee last met on 7/7/22 in a workshop format with City staff and community members to discuss permanent Slow Streets. The discussion will be continued at their next meeting on 9/1. The Infrastructure Committee meets the first Thursday of every other month.
- Legislative Committee: Commissioner Gardner noted the Committee last met on 6/27/22. Their regular meeting schedule is the first Monday of the month at 5:00pm. The next meeting will be on 8/1/22. They are seeking more information from OPD on crash data and how to obtain more timely crash data. The Committee also discussed options for eliminating "beg buttons" (i.e., pedestrian push buttons) and the complete streets planning underway in Chinatown.

Speakers other than commissioners: None

Item 10. Three-month look-ahead, suggestions for meeting topics, announcements

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

Suggestions for meeting topics

- Commissioner Ralston suggested that current Caltrans discussion about I-580 be taken up by the Infrastructure Committee to address opportunities for improving bicyclist access.
- Commissioner Gardner requested an item on filling vacancies at OakDOT.
- Commissioner Gardner requested confirmation that the rapid response item planned for the October meeting will address crash data and crash investigations by both DOT and OPD.

Announcements

- No announcements were made at the meeting. See the announcements that were included in the agenda packet.

Meeting adjourned at 8:26 pm.

Attachments

- Resolution to Continue Teleconference Meetings
- Updated Presentation on the Oakland E-Bike Library Program

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on July 22, 2022, and adopted at the August 2022 meeting.

OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

Meeting of July 21, 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.



City of Oakland Electric Bike Library Program

Edgar Arellano
Summer 2022



Clean
Mobility
Options

Agenda

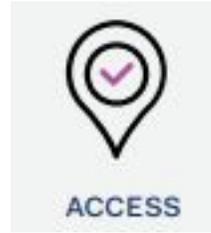
What we'll go over:

- Program overview
- Current progress
- Proposed program timeline - Winter launch
- Discussion
- Survey collection

Program overview

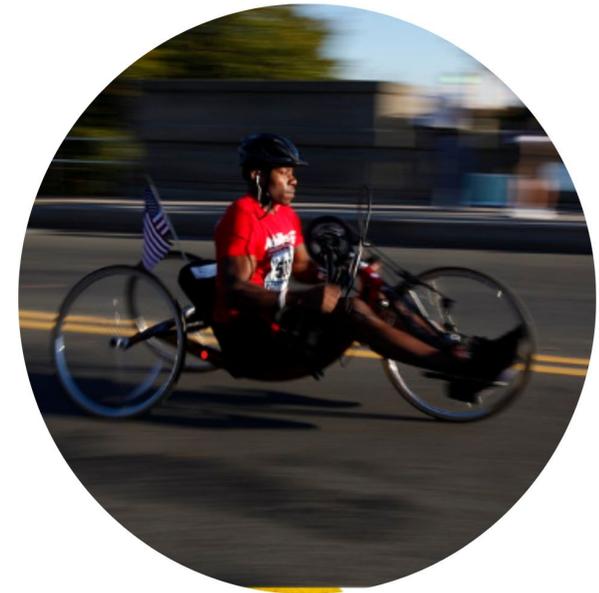
City of Oakland e-Bike Library

Uplifting goals in Let's Bike Oakland Plan



Storefronts

Focus on serving East Oakland, West Oakland, San Antonio, Chinatown, Fruitvale and other Oakland communities impacted by economic and environmental injustices



Current progress

Current progress

Connecting, Collaborating and Strengthening

- Engaging Let's Bike Oakland stakeholders
- Sharing community engagement resources
- Exploring opportunities for focus groups
- Establishing support structures
- Establishing operations and maintenance plans



Photo: Clane Gessel Photography

Tentative program timeline

Tentative Timeline

engagement

Kickoff
June 2022

Survey
Release

Focus Groups
August 2022

Data
Analysis

Winter 22/23
Program
Launch

Begin
Procurement
process

Storefront
info
meeting

Receive and
assemble
e-bikes Oct.
2022

procurement

Discussion

Community feedback

Goal to understand Oakland e-bike

- Use cases and general transportation needs
- Interest
- Hesitations



Program Design

- **What types of e-bikes should we ensure we have available?**
- **How long should a rental or “rent” period be?**
- **How much should it cost to “rent” a bike? What should we consider when structuring the cost?**

Survey collection

Survey collection

The survey is open to all Oakland residents

- Cross promotion with Let's Bike Oakland stakeholders
- Find it on City of Oakland website
- Sign up for updates
- Focus groups being coordinated

Take the
survey!



bit.ly/ebikelibrarysurvey



Thank You

Contact for questions: earellano@gridalternatives.org, 510-731-0975

Survey: bit.ly/ebikelibrarysurvey

Go to accesscleanca.org for other clean energy incentives

The e-Bike Library Program is part of California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment — particularly in disadvantaged communities.