



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the May 20th, 2021 meeting**  
**Teleconference**

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

Meeting called to order at 6:02 pm by BPAC Chair Andy Campbell.

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

At roll call, quorum was established with eight commissioners present (X). One arrived later (x) during the meeting.

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

Introductions were made.

- Other attendees: Alex April, Dave Campbell, Tim Courtney, Danielle Dynes, Shalonda Fuller, Tom Holub, Jeff Hoover, Alex Keating, Dominic Lucchesi, Michael Moore, George Naylor, Robert Prinz, Midori Tabata, Mana Tominaga, Warren Wells, Tamera White, Jean
- Staff: Nicole Ferrara, Pierre Gerard, Jason Patton, Ofurhe Igbinedion, Kerby Olsen, Noel Pond-Danchik, Ryan Russo, Seymond Sumulong, KTOP

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

- Tim Courtney thanked OakDOT for advancing work on 8<sup>th</sup> Street in West Oakland, with data collection currently underway and centerline hardening recently installed at two locations. He is interested in pursuing City legislation to change the functional classification of 8<sup>th</sup> St, and he requested input on other streets that may need changes.

**Item 3. Approval of meeting minutes**

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from April 15<sup>th</sup>, 2021** was made (Mangrum), seconded (Schader), and approved by consent. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

**Item 4. Recent Bicyclist and Pedestrian Related Crashes**

Vice Chair Schader led the commission in a discussion of recent bicyclist and pedestrian related crashes in Oakland. She noted a severe injury crash involving a 95-year old in Chinatown; another crash in Chinatown involving a person who was robbed and then struck by the assailant's car; and a fatal crash on Park Blvd involving a pedestrian on a sidewalk. Additional information on two of these crashes was provided in the Announcements section of the agenda packet.

Speakers other than commissioners: None

### **Item 5. CA Assembly Bills 43 and 550**

Nicole Ferrara, OakDOT's Policy & Intergovernmental Affairs Advisor, presented on and shared ways the BPAC can support two bills aimed at reducing dangerous speeding on California roadways that the State Legislature is considering: Assembly Bill AB 43 (Friedman): Speed Limit Setting, and AB 550 (Chiu): Speed Safety Systems. Both bills would implement Safe Oakland Streets (SOS) strategies, and the bills have been supported by City Council and the Mayor. Nicole Ferrara announced that as of today (5/20/21) AB 550 was held in Assembly Appropriations and will not advance this year. More details about the bills were provided in the agenda packet and in a presentation attached to these minutes.

Summary of Discussion:

- There may be statewide organizations with concerns regarding lower prima facie speed limits in business areas.
- The effective area for school zones may be expanded to higher speed, wider streets by SB 43.
- In Oakland, SB 43 would allow speed reductions across the High Injury Network by five miles per hour (in conjunction with a speed survey). The legislation would also allow existing speed limits to remain, even if a new speed survey would have previously led to an increase in that speed limit.
- The draft legislation does not appear to limit the extent of High Injury Corridors that would be eligible for speed limit reductions. The City of Oakland is involved in state-level discussion on standardizing how high injury networks are defined.
- The next step for the City of Oakland's possible use of red light cameras is assessing what happened to the program the City previously had. This is an important tool as "broadside crashes" are a significant source of severe and fatal crashes. A broadside crash involves a driver colliding with the side of another vehicle, a crash type that is associated with red light running.
- The Safe Oakland Streets Initiative and the upcoming City budget should continue to push for traffic enforcement of the most dangerous driving behaviors on the High Injury Network.

Speakers other than commissioners: Dave Campbell

- A motion to **write a letter of support for AB 43** was made (Gardner), seconded (Schader), and approved by consent. Commissioner Gardner volunteered to draft the letter.

### **Item 6. Moving Forward with the BPAC Police Relations Committee**

BPAC Commissioner Mangrum, lead of the BPAC Police Relations Committee, led a conversation with Commissioners focused on using group bicycle rides as a way for Oakland residents and the Oakland Police Department (OPD) to develop better relations. This item continued a discussion from the April 2021 BPAC

meeting. Commissioner Mangrum asked for input on the challenges the Committee may face in building relationships with OPD through riding bicycles together.

Summary of Discussion:

- There is a gap in Oakland between Black and Brown communities and OPD. Riding bicycles together may be a non-threatening way to help close that gap through individual connections.
- Building that relationship may be hard because the relationship is already broken. OPD staff may see Black bicyclists as a problem.
- Police and community ambassadors who are already bike riding as part of their duties will be allies in building these relationships.
- The City of San Leandro Police Department attracted negative attention for impounding the bikes of kids who were riding the wrong way. That led to more community-based and bike-themed work by San Leandro PD.
- Deputy Chief Bolton used to oversee the OPD bicycle patrol. Commissioner Mangrum is hopeful that Deputy Chief Bolton will be a partner in advancing this effort.
- Focusing on safety could be a strategy because the bicycle community and OPD both have common ground with advancing safety. Inviting OPD staff to safety classes could provide a context for welcoming officers into the bicycle community, and asking officers to come to the bike community with open minds about bicyclists, especially bicyclists of color.
- Uniforms and guns may be a turn-off that keeps people from coming together. In contrast, people could wear shirts with a positive message that could be embraced by both community members and the officers. Having the officers in civilian clothes will help humanize them.
- In the early 2010s Bike East Bay made sustained efforts to reach out to police departments, including OPD. Those efforts rarely got responses, and thus Bike East Bay has largely stopped putting effort into building these relationships.
- Asking City Council to put conditions on Office of Traffic Safety (OTS) grants that OPD receives could be a strategy to bring OPD to the table.
- It will be hard to get OPD's attention, but the intent is good and doing this work patiently and persistently is a good thing to do.

Speakers other than commissioners: Robert Prinz, George Naylor

### **Item 7. E-Scooter Update**

Kerby Olsen, New Mobility Supervisor, gave a quick update on the E-scooter program and introduced the three new operators for Fiscal year 2020-21: SPIN (Alex April, Michael Moore), VeoRide (Alex Keating, Dominic Lucchesi, Jeff Hoover), and LINK. Seymond Sumulong, Construction Inspector, gave an update on E-scooter parking enforcement and the effectiveness of the locking requirement. The presentation for this item was included in this agenda packet. Kerby Olsen noted an internal discussion underway on the possibility of e-scooter operators taking over maintenance responsibilities for some in-street bike parking corrals that have been orphaned by the businesses that originally requested the corrals.

Summary of Discussion:

- The e-scooter operators are interested in improving traffic safety and increasing the supply of bike parking. They can also help communicate news on the City's transportation improvements to their customers. To date they have not been involved in the funding or installation of traffic calming in Oakland. SPIN does have a precedent for this kind of partnership in San Francisco's Bayview neighborhood.

- BART is reinstalling wave racks for dedicated e-scooter parking zones. While wave racks do not work well for parking bicycles, they do work fine for e-scooters. (These are wave racks that BART had replaced with U-racks but still had in storage.)
- Currently there is not a limitation on how many e-scooters can be parked in a single area, so long as there is no more than one e-scooter per U-rack. The City has received some complaints from individual bicyclists about bike parking, and from some business owners concerned about e-scooters parking along their frontages.
- The traffic safety messages in the apps are better than previous versions in that they are “more in your face” and harder to breeze by.
- OakDOT has been flexible on the equity requirement that a certain percentage of e-scooters be deployed in specific priority equity areas. OakDOT can and should do better while acknowledging that the pandemic has been hard on the e-scooter business. The limited demand for e-scooters has limited the number of e-scooters deployed, and that has in turn limited where the e-scooters are deployed.
- It is hard to predict when the usage of e-scooters will recover from the pandemic and thus when they will be deployed more broadly. The companies need to build back up their customer bases.
- If the locking requirement is working, the e-scooter program should redirect City and operator resources from the e-scooter parking issue to address the equity issue of where e-scooters are deployed.
- The number of parking complaints has gone down, and so has e-scooter usage. While the rate of complaints versus usage has not been calculated, OakDOT staff believe the rate is lower because of the locking requirement.
- A longer cable with more slack would give some flexibility for bicyclists parking on the opposite side of a rack with an e-scooter. This “slack” could also be achieved by connecting the e-scooter cable around the bike rack and back to the cable, rather than back to the e-scooter as is currently done.
- The equity requirements in the e-scooter permits should be enforced irrespective of the profitability of the operators. OakDOT’s equity goals are more important.

Speakers other than commissioners: Dave Campbell, Robert Prinz, Tom Holub

### **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 is available at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.

Summary of Discussion:

- Infrastructure Committee (Commissioner Yee): The next committee meeting is on 6/3/21. Tentative agenda items include the 14<sup>th</sup> St Downtown ATP project, Franklin Street protected bike lanes, and the Lakeside Family Streets project.
- Open Forum Committee: Commissioner Jones followed up on a discussion from the April meeting regarding BPAC possibly supporting community-submitted proposals to the City’s Capital Improvement Program (CIP). Upon investigation, Commissioner Jones does not recommend BPAC support for individual proposals as this may be at cross-purposes with the City’s prioritization process for recommending which CIP projects should be funded.

Speakers other than commissioners: None

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

### *Three-month look-ahead*

- See the look-ahead published in the agenda packet.

### *Suggestions for meeting topics*

- Update from OakDOT on the proposed transfer of traffic enforcement responsibilities from OPD to OakDOT (Commissioner Jones)

### *Announcements*

- Bike to Wherever Day is Friday, May 21. Commissioner RB is leading his last Pedal Pool as a Commissioner, starting at Liberation Park and riding with Councilmember Taylor and District 6 community members. They will join with the District 5 Pedal Pool at Fruitvale BART. Commissioner Mangrum is leading the District 5 ride from Fruitvale BART with Councilmember Gallo to meet with District 4 participants on their way to Lake Merritt. Commissioner Jones is riding with Councilmember Kalb and Oakland School Board Member Sam Davis from Rockridge BART via Slow Streets and Telegraph Ave to Lake Merritt.
- A motion to **extend the meeting by 10 minutes** was made (Campbell), seconded (Mangrum), and approved by consent.
- Ryan Russo, OakDOT Director, announced the June BPAC agenda will include an update on the Telegraph Ave bike lanes in the KONO District. Following initial planning, a pilot project, and subsequent design adjustments, the former District 3 Councilmember called on OakDOT to do additional community outreach and return to City Council with recommendations on the project. It is anticipated that the recommendations will be publicly available in one to two weeks. The recommendations will be scheduled for the June BPAC meeting in advance of the recommendations being heard at the Public Works Committee in the latter part of June.

Meeting adjourned at 8:05 pm.

### **Attachments**

- Presentation - CA Assembly Bills 43 and 550

Minutes recorded by Jason Patton, Bicycle & Pedestrian Program Supervisor, emailed to meeting attendees for review on May 24, 2021 with comments requested by 5pm, Monday, June 7, 2021 to [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov). Revised minutes will be attached to the June 2021 meeting agenda and considered for adoption at that meeting.

# Safe Oakland Streets: State Policy Focus

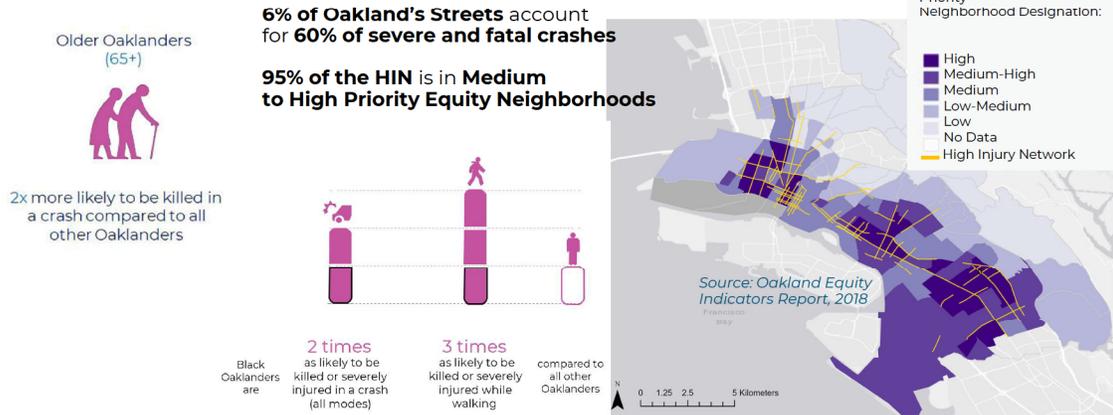
A Comprehensive, Interdepartmental Set of Strategies  
to Save Lives and Advance Traffic Safety and Equity

**Too many people are dying and being severely injured in traffic crashes on Oakland Streets**

- In **2020**, OPD reported a **spike in traffic-related fatalities** where **33 people** were killed on our roadways, compared to the 27 people killed in 2019
- Approximately **two life-changing or life-ending** traffic crashes happen **each week**



# Severe and Fatal Crashes are Highly Concentrated – BIPOC, Low Income Communities, Seniors are disproportionately impacted



## Understanding the Problem

Source: High Injury Network: 2012-2016 Data from SWITRS (Statewide Integrated Traffic Records System), prepared by Fehr & Peers for the City of Oakland, 2018.

# Speed Kills

## HIGH SPEEDS ARE MORE DEADLY



**9 out of 10** pedestrians are killed



**5 out of 10** pedestrians are killed



**1 out of 10** pedestrians are killed

## AND SPEED MATTERS IN OAKLAND



**1 in 4** Oaklanders killed are involved in a crash where speed is a primary factor

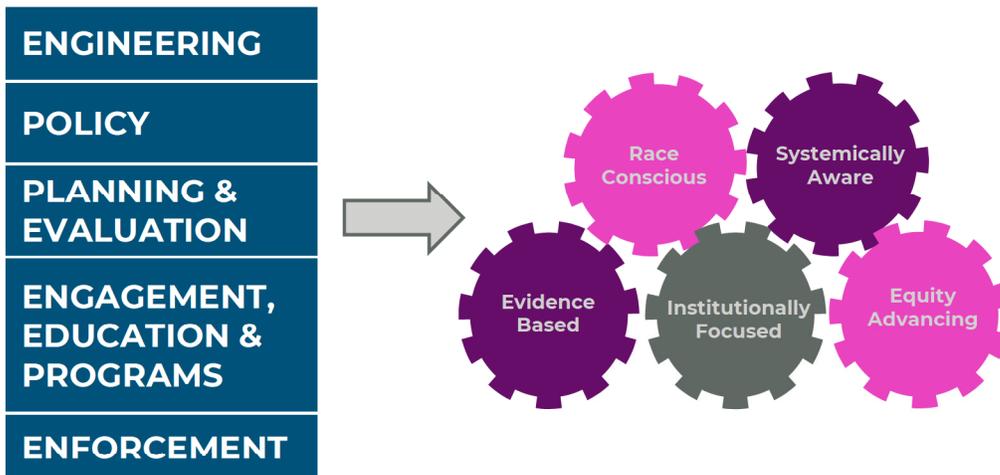
## 1. Understanding the Problem

## Safe Oakland Streets Initiative: Goals



1. **Prevent severe and fatal crashes** and related disparities impacting Black, Indigenous, and People of Color (BIPOC) communities, seniors, people with disabilities and low-income populations
2. **Eliminate severe and fatal injury inequities** including racial disparities impacting BIPOC communities that exist today in Oakland
3. **Inform effective and equitable safety strategies** that prevent injury and injury inequities, and do not have adverse equity impacts on BIPOC communities, seniors, and low-income populations

## Efficacy and Equity Assessment

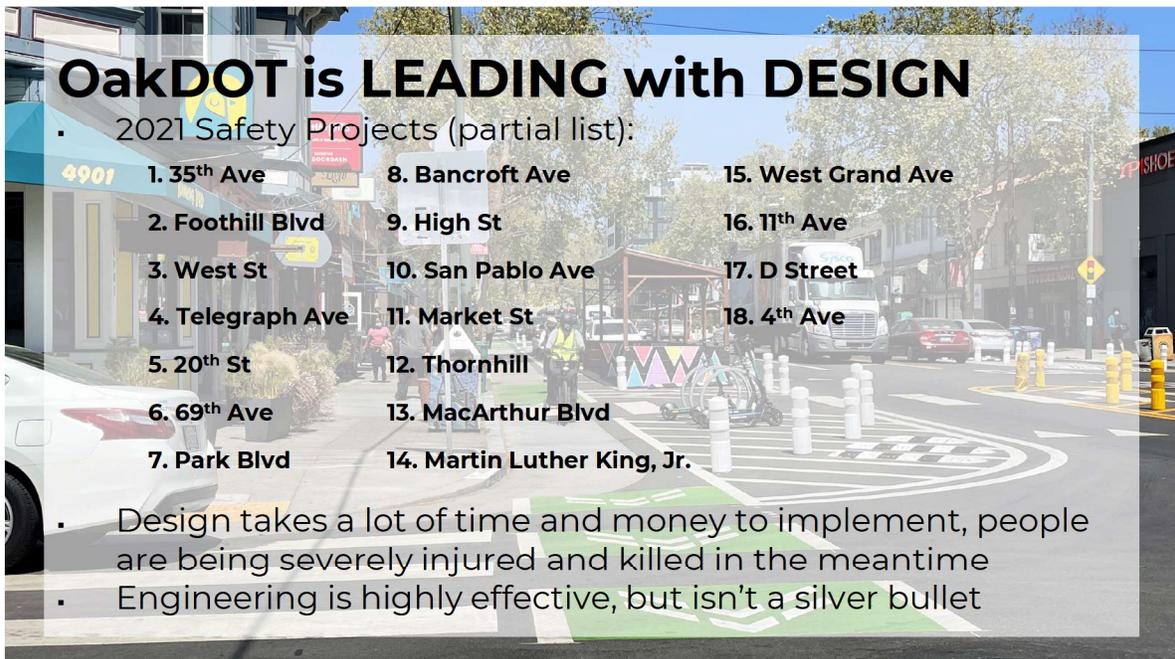


**3. Research & Analysis: Efficacy and Equity Assessment Approach**

## Strategies Summarized:

<b>ENGINEERING</b>	Most critical element, prioritize this with strong engagement
<b>POLICY</b>	Focus on speed-related policies
<b>PLANNING &amp; EVALUATION</b>	Build more robust and transparent injury data; update HIN
<b>ENGAGEMENT, EDUCATION &amp; PROGRAMS</b>	Engage communities in strategies, partner w/ CBOs on programs, and seek opportunities for collaboration
<b>COLLABORATION</b>	Coordinate across departments & public; report to Council annually
<b>ENFORCEMENT</b>	Use new traffic enforcement strategies, improve data & guidance to reduce disparities

### Research & Analysis: Efficacy and Equity Assessment Approach



**OakDOT is LEADING with DESIGN**

- 2021 Safety Projects (partial list):
  1. 35<sup>th</sup> Ave
  2. Foothill Blvd
  3. West St
  4. Telegraph Ave
  5. 20<sup>th</sup> St
  6. 69<sup>th</sup> Ave
  7. Park Blvd
  8. Bancroft Ave
  9. High St
  10. San Pablo Ave
  11. Market St
  12. Thornhill
  13. MacArthur Blvd
  14. Martin Luther King, Jr.
  15. West Grand Ave
  16. 11<sup>th</sup> Ave
  17. D Street
  18. 4<sup>th</sup> Ave
- Design takes a lot of time and money to implement, people are being severely injured and killed in the meantime
- Engineering is highly effective, but isn't a silver bullet

## Two 2021 State Policies Tackle Speeding, Advance SOS Strategies



AB 550 (Chiu): Speed Safety Systems



AB 43 (Friedman): Speed Limit Setting

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## Legislation Next Steps & Opportunities

- AB 43 passed out of the Assembly and heads to the Senate.
- AB 550 was held in Assembly Appropriations **today** and won't advance this year.
- **BPAC can submit a letter of support for AB 43**



## AB 43 (Friedman): Speed Limit Setting

1. **Speed limits are not currently based on safety**; they're based on the speed drivers feel comfortable driving at
2. Allows cities to **reduce speed limits by an additional 5 mph** on high injury corridors, or if near areas with high # of ppl walking/biking, seniors, children, persons with disabilities, unhoused.
3. Expands **15 mph School Zones** to wider, higher speed streets
4. Allows cities to **set speed limits to 20 or 25 mph** in business areas
5. Removes the need for costly engineering surveys to set & enforce speed limits in senior and business area



## Public Resources

Safe Oakland Streets:

<https://www.oaklandca.gov/topics/safe-oakland-streets>

Equity and Safety Maps

<https://oakgis.maps.arcgis.com/apps/webappviewer/index.html?id=167a1a636a0a4480a0e0592ad340e52b>

### 6. Next Steps

## Thank You – And Join Us...

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