



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the April 20th, 2023 Meeting
City Hall, 2nd Floor, Sergeant Daniel Sakai Hearing Room (A.K.A. Hearing Room 4)

Meeting agenda at <https://www.oaklandca.gov/meeting/april-2023-bicyclist-pedestrian-advisory-commission-bpac-meeting>.

Meeting called to order at 6:05pm by BPAC Chair Dianne Yee.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with 6 Commissioners present (X). One Commissioner arrived after roll call (x), and one Commissioner was excused (-).

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

Introductions were made.

- Staff: KTOP, Pierre Gerard, Jason Patton, Colin Piethe, Christopher Tan, Tony Dang.
- Other attendees: Aibek Sarbeyer, Bryan Culbertson, Justin Hu-Nguyen, Joanna Mei, Koushik Roy.

Item 2. Open Forum / Public Comment

- None.

Item 3. Approval of Meeting Minutes

→ A motion to adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from February 16th and March 16th was made (Frank), seconded (Gardner), and approved by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, and Yee; Commissioner Schader abstained with regards to the February 16th minutes, but voted in favor of adopting the March 16th meeting minutes. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 4. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

Commissioner Schader led the Commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.

- On Thursday, 3/23/23 at 7:36 PM, a 79-year-old male pedestrian crossing the street was severely injured by a driver traveling westbound at the 3500 block of MacArthur Blvd west of Magee Ave.

Summary of Discussion:

- The 3500 block of MacArthur Blvd may meet the definition of a Business Activity District. The speed limit at this location is 25 miles per hour.

Speakers other than Commissioners: Bryan Culbertson, Pierre Gerard, Jason Patton.

Item 5. California State Assembly Bill 645 (Friedman and Ting): Speed Safety System Pilot Program

OakDOT Policy & Intergovernmental Affairs Senior Advisor, Tony Dang (tdang@oaklandca.gov) presented on AB 645 and requested a motion of support for the bill.

- A motion for the BPAC to draft and submit a letter of support for California State Assembly Bill 645 was made (Gardner), seconded (Ralston), and approved unanimously by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Ralston, Schader, and Yee.

Summary of Discussion:

- A local funding source will be required to begin and implement the pilot program, if the Assembly Bill passes.
- Opposition to automated speed enforcement systems generally comes from law enforcement organizations.
- The BPAC supported a very similar Assembly Bill in 2022 which ultimately did not make it out of the State Assembly's Appropriations Committee due to cost concerns.
- An automated speed enforcement program is only one tool to reduce vehicle speeds; others may include red light cameras and traffic calming infrastructure.
- Bike East Bay supports the Assembly Bill but does not support an automated speed enforcement program as a replacement for physical traffic calming street design opportunities.
- The automated speed enforcement cameras themselves may not be as much of a cost as the administrative burden each site creates.

Speakers other than Commissioners: Justin, Bryan, Joanna Mei.

Item 6. Major Development Projects Update

Christopher Tan (ctan@oaklandca.gov), Planner IV in the Bureau of Planning, presented major project highlights for 2023, including the Town Tower, Howard Terminal Waterfront Ballpark District, 98th Ave and San Leandro St Planned Urban Development, Lake Merritt BART Transit-Oriented Development, and West Oakland BART housing development.

Summary of Discussion:

- The Howard Terminal Waterfront Ballpark will not continue as planned, but major development in the proposed District is still possible.
- City of Oakland, Planning Bureau, Development Planning Division staff capacity (currently low) heavily impacts the time between project approval and the start of construction.
- Land-use planners can only regulate against City Code, but City Administrator authorization may allow for increased discretion.
- Buffered bike lanes at Fruitvale Ave between E 37th Street and Alameda Avenue
- The City's General Plan calls for parking maximums to be added for new developments.

- Transportation Demand Management (TDM) note: when a project generates more than 50 or 100 peak hour motor vehicle trips, developers are legally mandated to reduce the number of trips generated by their project relative to the number of trips generated in excess of the thresholds (e.g., requirement of 10-20% reduction in trips at greater than 50 generated trips, 20-30% reduction at greater than 100 trips, etc.).
- Large (multi-parcel) major development projects tend to include significant transportation infrastructure improvements at and near their frontage, in collaboration with City staff.

Speakers other than Commissioners: Joanna Mei, Colin Piethe, Jason Patton.

Item 7. Special Meeting Follow-Up

BPAC Chair Dianne Yee presented the BPAC 2023 Strategic Plan for adoption, which the Commission revised from the 2022 Strategic Plan at the March 30, 2023 Special Meeting. The Commission also continued discussion on the status of Committee meetings—whether the Infrastructure and Legislative Committees will begin to meet in-person.

- A motion to adopt the BPAC’s 2023 Strategic Plan was made (Frank), seconded (Lok), and approved unanimously by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Ralston, Schader, and Yee.

Summary of Discussion:

- The BPAC Infrastructure Committee is a good forum to help the BPAC ensure that projects relating to the City’s Paving Plan incorporate the Pedestrian and Bicycle Plans.
- Ad-hoc committees of a Commission do not meet the State’s definition of a legislative body, though they may be composed solely of members of the legislative body.
- Follow-up with the City Attorney’s Office is required to learn:
 1. Whether activities of the Infrastructure Committee and Legislative Committee may be re-framed as a rolling series of ad-hoc committees based on more specific topics and/or time frames;
 2. How frequently and for how many occurrences an ad-hoc committee may meet;
 3. Whether members of the public may participate in meetings of ad-hoc committees.
- The Open Forum Committee, Planning Commission Review Committee, and Recruitment Committee could be disbanded.
- The Bicycle Pedestrian Police Relations Committee could become a liaison between the BPAC and the Oakland Police Department.

Speakers other than Commissioners: Jason Patton, Pierre Gerard.

- A motion **to extend the meeting by 15 minutes** was made (Yee), seconded (Lok), and passed unanimously by all Commissioners present.

Item 8. Three-month agenda look-ahead, suggestions for meeting topics, announcements

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

Suggestions for Meeting Topics

- A motion of support for the \$20 million budget transfer from OPD to OakDOT (Ralston).

Announcements

- Reminder: the May 25th BPAC Special Meeting will replace the canceled May 18th BPAC meeting due to the conflict with Bike to Work Day.

Meeting adjourned at 8:17 PM.

Attachment:

- California State Assembly Bill 645 (Friedman and Ting): Speed Safety System Pilot Program Presentation

Minutes recorded by Pierre Gerard, Bicycle & Pedestrian Program Transportation Planner II, emailed to meeting attendees for review on 4/21/23 with comments requested by 5/5/23 to PGerard@oaklandca.gov. Revised minutes were attached to the May 2023 meeting agenda and adopted at that meeting.

Safe Oakland Streets



Assembly Bill 645 (Friedman and Ting)

Enforcing Speed Limits to Save Lives

Too many people are dying and being severely injured in traffic crashes

- In **2022, 36 people lost their lives** on Oakland's streets due to traffic violence
- Approximately **two life-changing or life-ending** traffic crashes happen **each week**

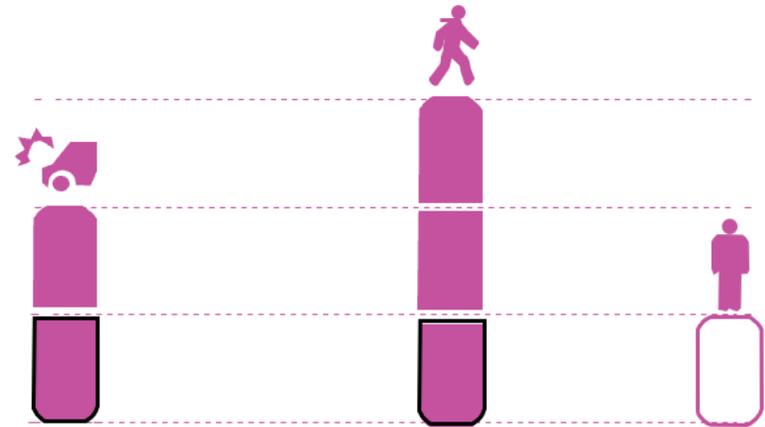


Severe and Fatal Crashes Disproportionately Impact Black Oaklanders and Seniors

Older Oaklanders
(65+)



2x more likely to be killed in a crash compared to all other Oaklanders



Black Oaklanders are

2 times as likely to be killed or severely injured in a crash (all modes)

3 times as likely to be killed or severely injured while walking

compared to all other Oaklanders

Safe Oakland Streets 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, people with disabilities and low-income populations



Speed Kills

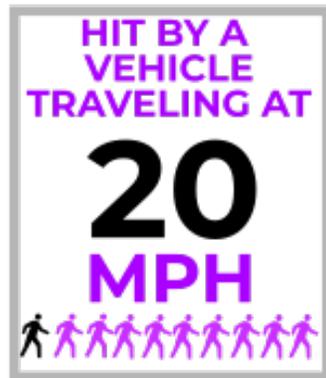
HIGH SPEEDS ARE MORE DEADLY



**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

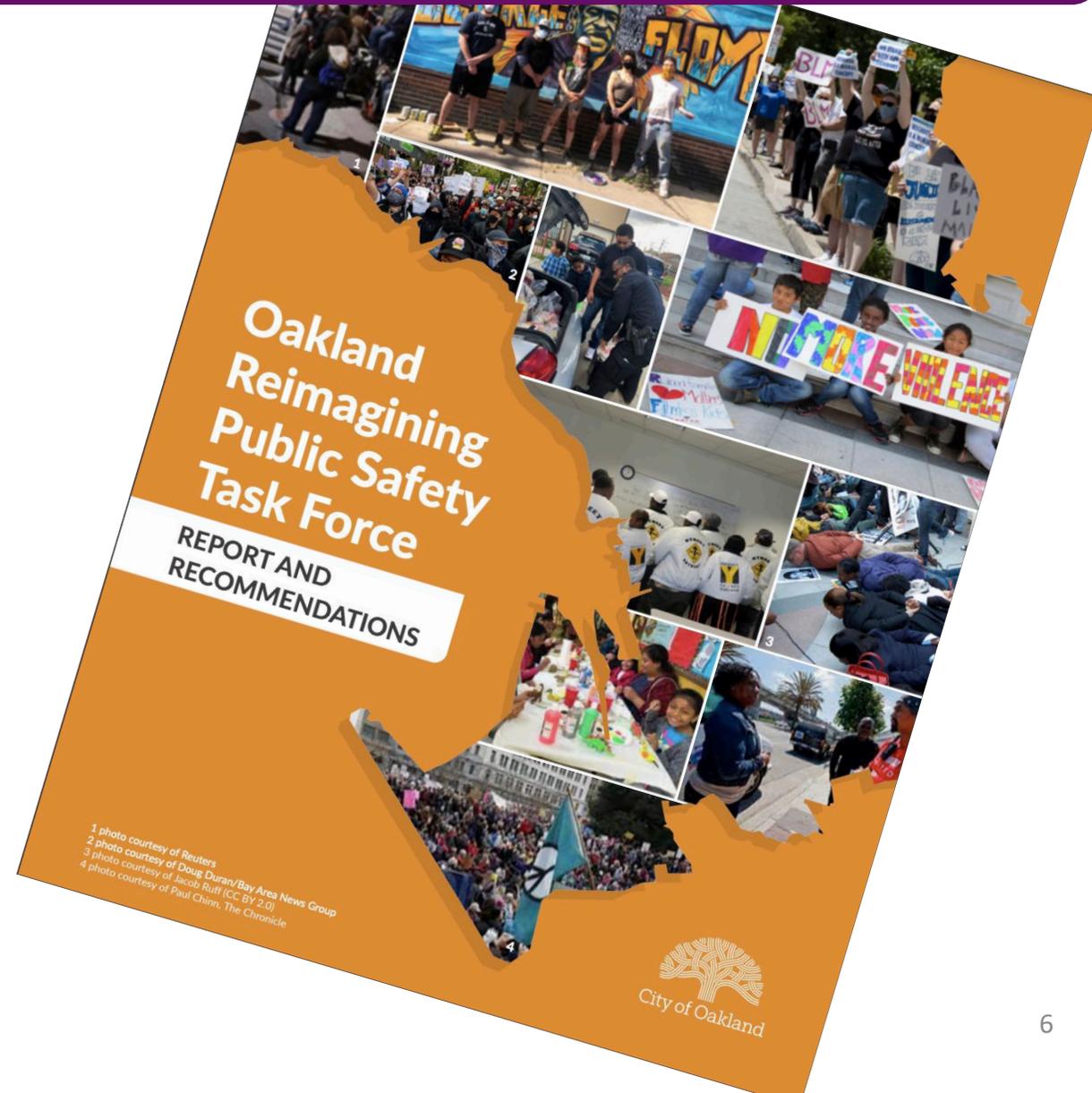


1 in 4 Oaklanders killed are involved in a crash where speed is a primary factor

Reimagining Public Safety Task Force

Recommendation 59

Pending changes in California State law, move most traffic enforcement out of the Oakland Police Department (OPD) and into the Oakland Department of Transportation (OakDOT)



Strategies Summarized

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

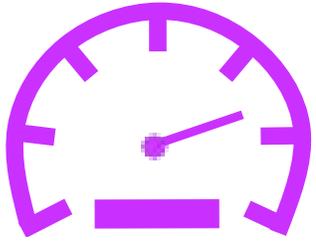
State Efforts to Pilot Automated Speed Enforcement

- AB 550 (Chiu) in 2021
 - Bill died prior to securing Bicycle and Pedestrian Advisory Commission (BPAC) and Privacy Advisory Commission (PAC) support
- AB 2336 (Friedman/Ting) in 2022
 - Oakland BPAC adopted resolution of support in April 2022
 - Oakland PAC adopted resolution in May 2022 (endorsing privacy provisions only)

Assembly Bill 645

- Pilot program for Speed Cameras in 6 cities for 5 years
 - Oakland, San Francisco, San Jose, Los Angeles, Glendale, and Long Beach
 - Likely up to 18 systems in Oakland
- Cameras can be placed in the following places:
 - High Injury Corridors
 - School Zones
 - Streets with high incidents of speed racing and motor vehicle exhibitions of speed





Speed Safety Systems

What's their efficacy?

Speed Reductions

Portland

30%

Decrease in speeding vehicles

Chicago

31%

Decrease in speeding vehicles

Denver

28%

Decrease in average speed



Injury Reductions

Montgomery County, MD

39%

Decrease in severe & fatal injuries

New York City

55%

Decrease in fatalities

Washington, D.C.

70%

Decrease in fatalities

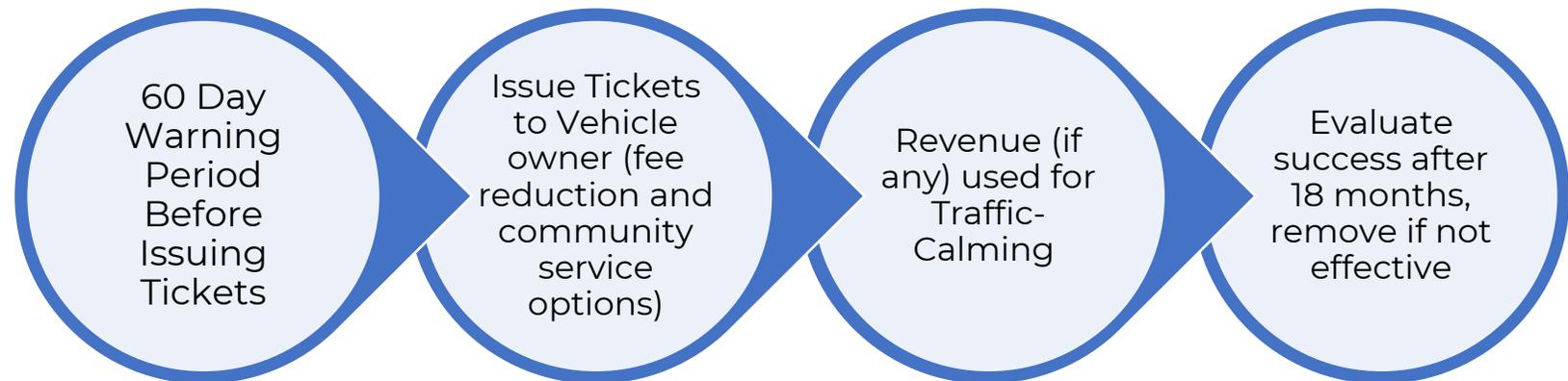
AB 645 (Friedman and Ting):

Implementation of Automated Speed Enforcement

Before Installation



After Installation



Fine Comparison

	Fine under AB 645	Fine under Existing law
0-10 mph	\$0	\$238 and 1 point
11-15 mph	\$50	\$238 and 1 point
16-25 mph	\$100	\$367 and 1 point
26 mph and over	\$200	\$490 and 1 point
Speed greater than 100 mph	\$500	\$900 and 2 points

Fine Reductions under AB 645

Speed Violation AB 645	Fine	Indigent	200% above poverty level
0-10 mph	\$0	\$0	\$0
11-15 mph	\$50	\$10	\$25
16-25 mph	\$100	\$20	\$50
26 mph and over	\$200	\$40	\$100
Speed greater than 100 mph	\$500	\$100	\$250

Strong Privacy Protections

- Operated by a local DOT; Records must be kept confidential.
- Must delete photos/ video within 5 business days if there is no violation.
- Requires photos/ video to be destroyed after 60 days after final adjudication, 120 days for administrative records. Permits cities to destroy them sooner.
- Prohibits the use of facial recognition software.

Strong Equity Protections

- Non-moving violations without photos of drivers' faces
- Must offer a diversion program, ticket fee reductions between 50% to 80%, and payment plan options for low-income populations
- Must work with stakeholders to develop a Speed Safety System Use Policy, which includes location selection
- Flexibility & Warnings: 1-10 mph doesn't get a ticket; camera locations must have signs posted; 60-day warning period
- Must conduct racial and economic equity impact analysis as part of pilot program evaluation

Thank you!



More info & resources available at: www.oaklandca.gov/SOS

Tony Dang, AICP, Senior Advisor - Policy & Intergovernmental Affairs, OakDOT