

# CITY OF OAKLAND



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Department of Transportation  
Safe Streets Division

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## **Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda** **Thursday, December 20, 2018; 6:00-8:00 pm** **City Hall, Hearing Room 4**

Agendas: <https://www.oaklandca.gov/resources/bicycle-and-pedestrian-advisory-commission-agendas-and-minutes>

BPAC Home Page: [www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission](http://www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission)

Resources for Commissioners: <https://www.oaklandca.gov/resources/resources-for-bpac-members>

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### **Commissioners**

Reginald K Burnette Jr, Andrew Campbell, Christopher Kidd, George Naylor, Mariana Parreiras, Midori Tabata (Chair), Rosa Villalobos, Kenya Wheeler (Vice-Chair), One Vacancy

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<b>Time</b>	<b>#</b>	<b>Topic</b>
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|------|---|--|
| 6:00 | 1 | <b>Roll Call/Determination of Quorum/Introductions</b> (5 minutes)   |
| 6:05 | 2 | <b>Approval of meeting minutes</b> <i>Attachment</i> (5 minutes) — Seek motion to adopt the November 2018 BPAC minutes.  |
| 6:10 | 3 | <b>Open Forum / Public Comment</b> (10 minutes) — Members of the public may comment on any issue within BPAC's subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. The BPAC's Open Forum Committee tracks Open Forum issues raised by the public. (See <a href="http://tinyurl.com/Oakland-BPAC-OpenForumTracking">tinyurl.com/Oakland-BPAC-OpenForumTracking</a> .) The Committee reviews the public comments on a periodic basis to identify policy issues for discussion by the Commission. To request City services, please contact the Public Works Call Center; information at <a href="http://www.oaklandca.gov/services/oak311">www.oaklandca.gov/services/oak311</a> . |
| 6:20 | 4 | <b>Committee Report Back</b> <i>Attachment</i> (5 minutes) — Committees of the BPAC with activities in the past month will provide brief updates to the Commission. A list of active committees is included in the agenda packet.  |
| 6:25 | 5 | <b>Oakland BART Station Report</b> <i>Attachment</i> (25 minutes) — Mariana Parreiras, Steve Beroldo, and Charlie Ream from BART's Planning, Development & Construction (PD&C) Group will give an update on all BART plans, projects and studies relating to bicycle and pedestrian access to BART stations in Oakland.  |
| 6:50 | 6 | <b>Estuary Park Project</b> (25 minutes) — Ali Schwarz, Capital Improvement Project Coordinator, and Hargreaves Associates, will provide an overview of the Estuary Park Renovation and Expansion Project goals, constraints, and opportunities, public engagement to date, and draft concept options.   |
| 7:15 | 7 | <b>Parking Enforcement in Bike Lanes</b> <i>Attachment</i> (15 minutes) — Danielle Dai, Mobility Management Section Lead, will present on parking enforcement of violations in bike lanes. This is an informational item to address continued concern about vehicles blocking bikeways.  |

- 7:30 8 **Chair's Draft Annual Report to Public Works Committee Attachment** (20 minutes) — Midori Tabata, BPAC chair, will present a draft 2018 Annual Report to the Public Works Committee for approval by the BPAC.
- 7:50 9 **Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment** (10 minutes)
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Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete en español, Cantonés, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov) o llame al (510) 238-4753 o TDD/TTY (510) 238-2007 por lo menos cuarenta y ocho (48) horas hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

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**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**DRAFT Minutes from the November 15, 2018 meeting**  
**City Hall, 2<sup>nd</sup> Floor, Sgt. Daniel Sakai Hearing Room (aka Hearing Room 4)**

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/11-15-18-BPAC-Agenda.pdf>.

Meeting called to order at 8:05 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 excused (provided notice of absence as specified in by-laws). One arrived later during the meeting (x).

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

Introductions were made.

- Other attendees: Brett Hondorp, Beth Martin, Phoenix Mangrum, Mitch Fine, Jon Bauer, Cory McCollow, Ana Sloan, Silvia McCollow, Jesse Jones, and Robert Prinz
- Staff: Jason Patton, Noel Pond-Danchik, David Pene, Brytanee Brown, Hank Phan, Lily Brown, and Bruce Williams

**Item 2. Approval of meeting minutes**

→ A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from October 18, 2018** was made (Parreiras), seconded (Villalobos), and approved by consent. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

Jason Patton announced that Item 6. OakDOT Organizational Update is postponed and will be rescheduled. Due to air quality issues, the presenter was not able to attend.

**Item 3. Open Forum / Public Comment**

- Mitch Fine noted his concern about e-scooters riding on the pedestrian walkway around Lake Merritt.
  - Commissioner Tabata replied that the commission is working to improve relationships with the Oakland Police Department.
  - Jason Patton, OakDOT staff, noted that the applicable regulations are different for public right-of-way and for parkland. He offered to continue the conversation further offline and recommended the Legislative Committee consider the issue of bikes in designated parkland.

- Ana Sloan (Manager) and Cory and Silvia McCollow (Owners) of NIDO Kitchen & Bar, expressed concerns regarding a condition of approval on their project to build a new restaurant, Nido's Backyard. The condition requires pedestrian safety and access improvements across Embarcadero at Oak St. They are concerned that the cost of the improvements is a burden on their business.
  - Jason Patton, OakDOT staff, offered to follow up with them outside the meeting.

**Item 4. Committee Report Back** (*list of committees and liaisons attached*)

Committees of the BPAC with activities in the past month provided brief updates to the Commission. A list of active committees is attached.

- The Legislative Committee is researching lowering speed limits in school zones. California Assembly Bill 321 allows engineers to lower speed limits near schools without a traffic study to 15 MPH and can extend the length of 25 MPH zones around a school. California Assembly Bill 539 allows double fines in school zones where speed limits cannot be lowered beyond 25 MPH. These changes have been implemented in many cities across the state. The Committee is looking at grants to fund the implementation of the changes and will conduct outreach with the schools and OakDOT staff.
- The Infrastructure Committee met November 1. They discussed with OakDOT staff the pedestrian crossing signs and bollards to protect the signs along Fruitvale Ave which create a pinch point for cyclists and cause drivers to swerve into the bike lanes. No immediate solution was determined but staff will return in January with ideas. The Committee also discussed the 2019 Paving Plan. Notes from the meeting will be posted at <https://docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA/edit?ts=5a30853e>.

**Item 5. Let's Bike Oakland Update** (*presentation and map handout attached*)

Lily Brown, project manager of Oakland's bike plan update, and Brett Hondorp from Alta Planning + Design, provided an overview of the plan's draft programs and network. The team shared how these draft recommendations were informed by the plan's extensive outreach process over eight months to date and shared an overview of the draft network methodology. Next, they are looking to get feedback on their draft network and prioritizing routes. See the attached presentation and proposed bikeway network map for more details.

Summary of Discussion:

- Seminary Ave. needs treatment (seconded) especially up to Mountain Blvd. It seems unlikely that people will ride on 73<sup>rd</sup> Ave.
- The plan will include recommendations on aspects other than infrastructure including programs and policies such as using Martin Luther King Jr. Library as a hydration and fix it station, having full time bike mechanics at the libraries, more books and DVDs about biking in the libraries, stipends for groups like the Scraper Bike Team to lead bike rides, and the Open Streets Program.
- There should be better integration of bicycling programs with Oakland Unified School District in East Oakland, embedding bicycling programs into the curriculum
- What kinds of additional staff and resources might be needed going into the new two-year budget cycle so that the Commission can make recommendations?
- Low stress must be addressed especially on streets with transit like MacArthur Blvd and Seminary Ave.
- The new bike plan needs to acknowledge scooter and other shared mobility use and their implications for bike lanes, bike parking, etc.
- The plan needs to address speed limits, traffic calming and other speed related measures.

- One way and two-way protected bikeways should be differentiated on the map although in general, two-way protected bikeways should be used on one-way streets, or the one-way streets should be converted to two-way, to deter wrong way bicycling.
- You can comment on the draft network here: <http://www.letsbikeoakland.com/survey/#/home>

Speakers other than commissioners: Hank Phan, Jon Bauer, Robert Prinz, Jason Patton

**Item 6. OakDOT Organizational Update**

This item was postponed and will be rescheduled. Due to air quality issues, the presenter was not able to attend.

**Item 7. Measure KK FY17-18 Transportation Expenditures** *(presentation attached)*

Bruce Williams, DOT Funding Program Manager, discussed the programming and spending of the Measure KK transportation funds to date. Measure KK was a bond approved in 2016 which provided \$350 million (out of \$600 million total) to transportation over 10 years. The bond has an equity component to its projects which will be considered more heavily in spending the bond money moving forward. See the attached presentation for more details.

Summary of Discussion:

- There was an input process for the public to suggest projects for the Capital Improvement Program (CIP) which will be determined and funded using an equity lens. The CIP project choices will be open to public comment. Williams can return with a report to the Commission when a draft list of CIP projects is available for comment.
- There is an advisory committee to address how Measure KK funds are spent.
- The existing and future Bike Plans relate to KK funds in that the associated costs must be evaluated through the CIP process to decide how much KK money they will receive, but the Plans' priorities supersede CIP prioritization.
- The money could be used to fund traffic signal updates or ADA compliance updates.

Speakers other than commissioners: Brenden Pittman, Jason Patton, Jesse Jones

**Item 8. Repairing Telegraph** *(presentation and curb management handout attached)*

Hank Phan, Transportation Planner, Planning & Project Development Section of OakDOT, provided an update on the Repairing Telegraph project. He reported on project background and concept design for Telegraph Avenue from 42<sup>nd</sup> Street to 52<sup>nd</sup> Street. The project is on a fast track due to a City Council directive to have a continuous bikeway and paving up to the Berkeley border. The team did a merchant survey, "user survey" and tabled at events during the summer and early fall to hear from stakeholders. From the approximately 1,500 survey responses, about seventy-five percent of respondents voted for a parking protected bike lane option over a buffered bike lane option. The project design includes parking protected bike lanes, converting Shattuck Ave between 46<sup>th</sup> St and Telegraph Ave into a pedestrian plaza, painted areas for scooter and dockless bikeshare, geofencing Uber and Lyft drop of zones, and more commercial loading zones, among other changes. See the presentation and handout for more details.

Summary of Discussion:

- The design team is working with AC Transit to designate a queue-jump for the bus/bike lane but that type of change it is not within the purview of the project

- Acknowledging that cars in the bike lanes on lower Telegraph are a problem, this is addressed by creating smaller, six foot entrances to the bike lanes with bollard posts, using bollard posts as barriers between the parking spaces and bike lanes, and painting the bike lanes green with bicycle and scooter stencils.
- There were multiple concerns that the controversial changes on lower Telegraph were not evaluated before implementing a similar modification to upper Telegraph due to the rushed time frame. The project is in a prominent area and includes risky and untested aspects like bus boarding islands.
- There were visibility concerns about the parking protected bike lanes for turning vehicles.
- There was a concern that the people could have responded to the survey more than once, skewing the results. It was suggested that the consultants review the responses.
- The proposal shown will go to Public Works Committee on December 4 and to City Council on December 11<sup>th</sup>.
- There was a concern of the efficacy of the rumble strips which were suggested by the DOT director and have been used in New York City.
- It can be difficult to convince Uber and Lyft to force their drivers to use the geofenced zones so there should be an additional enforcement aspect to ensure drivers are using the zones.
- Time-of-day loading zones like the ones proposed here should be implemented throughout the city especially in downtown.
- There was a concern about the compliance of scooter drivers parking scooters in designated zones.
- Signage may help turning vehicle drivers to expect bicyclists.
- There was a concern about the transparency and neutrality of OakDOT staff because staff claimed they would present the two options (buffered or parking protected bike lanes) to City Council but they are presenting only the parking protected option. The online map is misleading in only showing the parking protected option. (Reiterated by Parreiras)

→ A motion to **extend the meeting by 15 minutes** was made (Parreiras), seconded (Wheeler), and approved by consent.

- There were visibility concerns about the parking protected bike lanes. Obstacles like dumpsters, parked cars, and people in the bike lane are another concern, forcing bicyclists to swerve in unpredictable ways. If the bike lane is narrower than on lower Telegraph, bicyclists will have nowhere to go.
- The bus boarding islands on lower Telegraph are too dark and should have barriers on the back so pedestrians cross at only one point.
- The design on Mission St in San Francisco with one dedicated bus/bike lane could be considered as an alternative.

→ A motion to **formally oppose the parking protected bike lane design** was made (Parreiras), and seconded (Burnette Jr.). Three commissioners voted in favor (Burnette Jr., Parreiras, and Villalobos) and three commissioners abstained (Campbell, Tabata, and Wheeler). The motion did not pass.

- Brytanee Brown, the lead on the team designing the project, asked opponents to propose an alternative that takes equity, small businesses, bicyclists, and pedestrians into account. You can email her at [BRBrown@oaklandca.gov](mailto:BRBrown@oaklandca.gov).
- The buffered bike lane option was recommended by Jon Bauer and Mariana Parreiras.

Speakers other than commissioners: Brytanee Brown, Jon Bauer, Tom Holub

→ A motion to **extend the meeting by 5 minutes** was made (Wheeler), seconded (Burnette Jr.), and approved by consent.

**Item 9. Annual Open Forum Committee Report** (*report attached*)

Midori Tabata (chair) from the Open Forum Committee reported back on the status of items presented to the BPAC by the public in 2018. See the attached report for more details.

→ A motion to **endorse the report and include it in the annual report which goes to the Public Works Committee** was made (Campbell), seconded (Wheeler), and approved by consent.

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

See the agenda packet for the listed three-month look-ahead and announcements.

*Three-month look-ahead*

- Look out for a BART update from Mariana Parreiras and colleagues next month (December).

*Suggestions for meeting topics*

- CIP Project Update (Tabata)
- Bike Plan Programs and Policies (Campbell)
- Reschedule the OakDOT Organizational Update which was postponed from this meeting

*Announcements (handouts attached)*

- From Ali Schwartz who will be presenting on this project next month: Estuary Park Community Meeting on December 5, 2018 from 6pm – 8pm at Jack London Aquatic Center (115 Embarcadero, Oakland, Ca 94606). See [www.oaklandca.gov/projects/estuary-park](http://www.oaklandca.gov/projects/estuary-park) to learn more about the project and email [a.sabo@circlepoint.com](mailto:a.sabo@circlepoint.com) to RSVP and indicate if you require translation services.
- From Chris Kitner: Rich City Rides Presents: Mobility4All with Dr. Adonia Lugo on Sunday, December 2<sup>nd</sup> from 4pm – 6pm at Your Way Pizza (1428 Macdonald Ave, Richmond, CA). This panel discussion, co-sponsored by Transport Oakland, and East Bay For Everyone, will feature Dr. Adonia Lugo, author of “Bicycle/Race: Transportation, Culture & Resistance”, Najari Smith of Rich City Rides, and leaders from Oakland’s Red Bike & Green and the Scraper Bikes. See <https://docs.google.com/document/d/1UKAduFVdcJgWKvqcGij7zT4CeRZ0yZaXcBN9vuskmKY/edit#heading=h.f49owmcunu5v> for more information.
- From Commissioner Burnette Jr: A community bike ride in memory of Deontae Bush is being organized for November 27<sup>th</sup> on 35<sup>th</sup> Ave. Commissioner Burnette Jr will share details as he receives them.

Meeting adjourned at 8:36pm.

Minutes recorded by Noel Pond-Danchik, Bicycle & Pedestrian Program Staff, emailed to meeting attendees for review on Wednesday, November 21, 2018, with comments requested by 5pm, Thursday, December 6, 2018, to [NPond-Danchik@oaklandca.gov](mailto:NPond-Danchik@oaklandca.gov). Revised minutes will be attached to the December, 2018 meeting agenda and considered for adoption at that meeting.

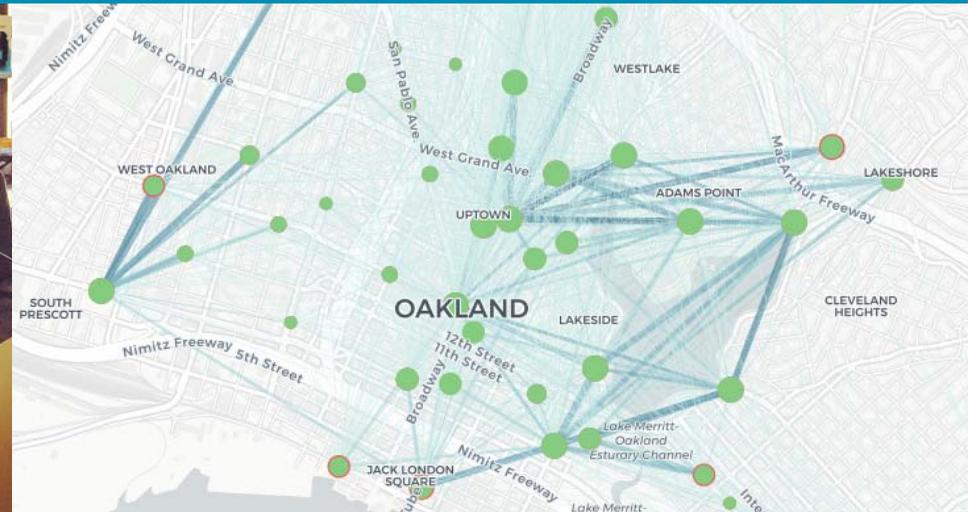
December 2018 BPAC Agenda Item #4 Attachment

Committee Name / Liaison Role	Date Created	Purpose	Commissioners	Community Members	Status
Bike Plan Update Committee	10/19/17	Advise staff on the update to Oakland's Bicycle Plan	Naylor, Tabata, Wheeler	Robert Prinz, Chris Hwang, Chris Kintner, Matt Ward	active
Infrastructure Committee	2/16/17	Review and comment on the design of projects	Tabata, Burnette Jr, Naylor, Parreiras	Robert Prinz, Phoenix Mangrum	ongoing
Legislative Committee	6/21/18	Research and develop policy recommendations for consideration by the BPAC	Kidd, Naylor, Parreiras, Wheeler	Chris Kintner and Phoenix Mangrum	ongoing
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	5/17/18	Monitor Committee activities and report back to the BPAC	Naylor; Kidd (substitute)		active
Liaison to Mayor's Commission on Persons with Disabilities	5/17/18	Monitor MCPD activities and report back to the BPAC	Campbell; Parreiras (substitute)		active
Liaison to Police Commission	9/20/18	Monitor Commission activities and report back to BPAC	Naylor		active
Open Forum Committee	3/17/16	Review and analyze comments received during Open Forum	Kidd, Tabata, Villalobos		ongoing
Bicyclist Pedestrian Police Relations Committee	9/20/18		Wheeler, Naylor	Tom Holub	active



# BART Update to Oakland BPAC

December 20, 2018





# Background – Station Access Policy



## Safer, Healthier, Greener.

*Advance the region’s safety, public health, and greenhouse gas (GHG) and pollution-reduction goals.*



## More Riders.

*Invest in station access to connect more riders cost effectively, especially where and when BART has available capacity.*



## More Productive and Efficient.

*Manage access investments, programs, and current assets to achieve goals at the least cost.*



## Better Experience.

*Be a better neighbor, and strive for an excellent customer experience, including on the first and last mile of the trip to and from BART stations.*



## Equitable Services.

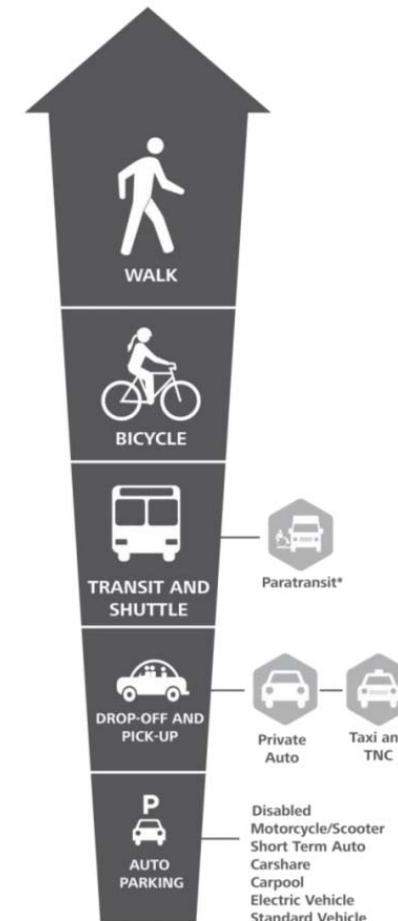
*Invest in access choices for all riders, particularly those with the fewest choices.*



## Innovation and Partnerships.

*Be an innovation leader, and establish durable partnerships with municipalities, access providers, and technology companies.*

## Station Access Design Hierarchy

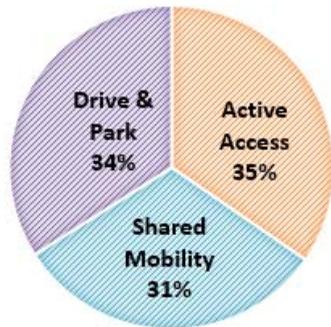


\*All Stations must be paratransit accessible  
Note: All stations must always remain readily accessible to and usable by persons with disabilities

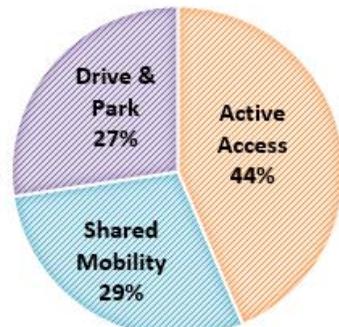


# Access Mode Share Targets (home origins), RR

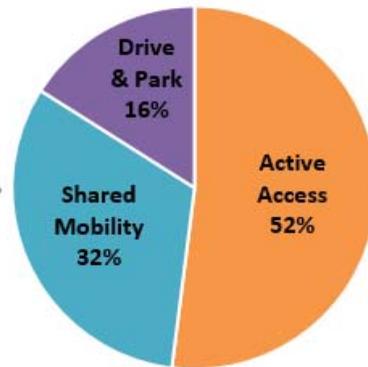
2008 ACCESS MODE SHARE



2015 ACCESS MODE SHARE



2025 TARGET ACCESS MODE SHARE



**Active Access:** Walk, Bike

**Shared Mobility:** Transit, Shuttle, TNC, Drop-Off, Carpool

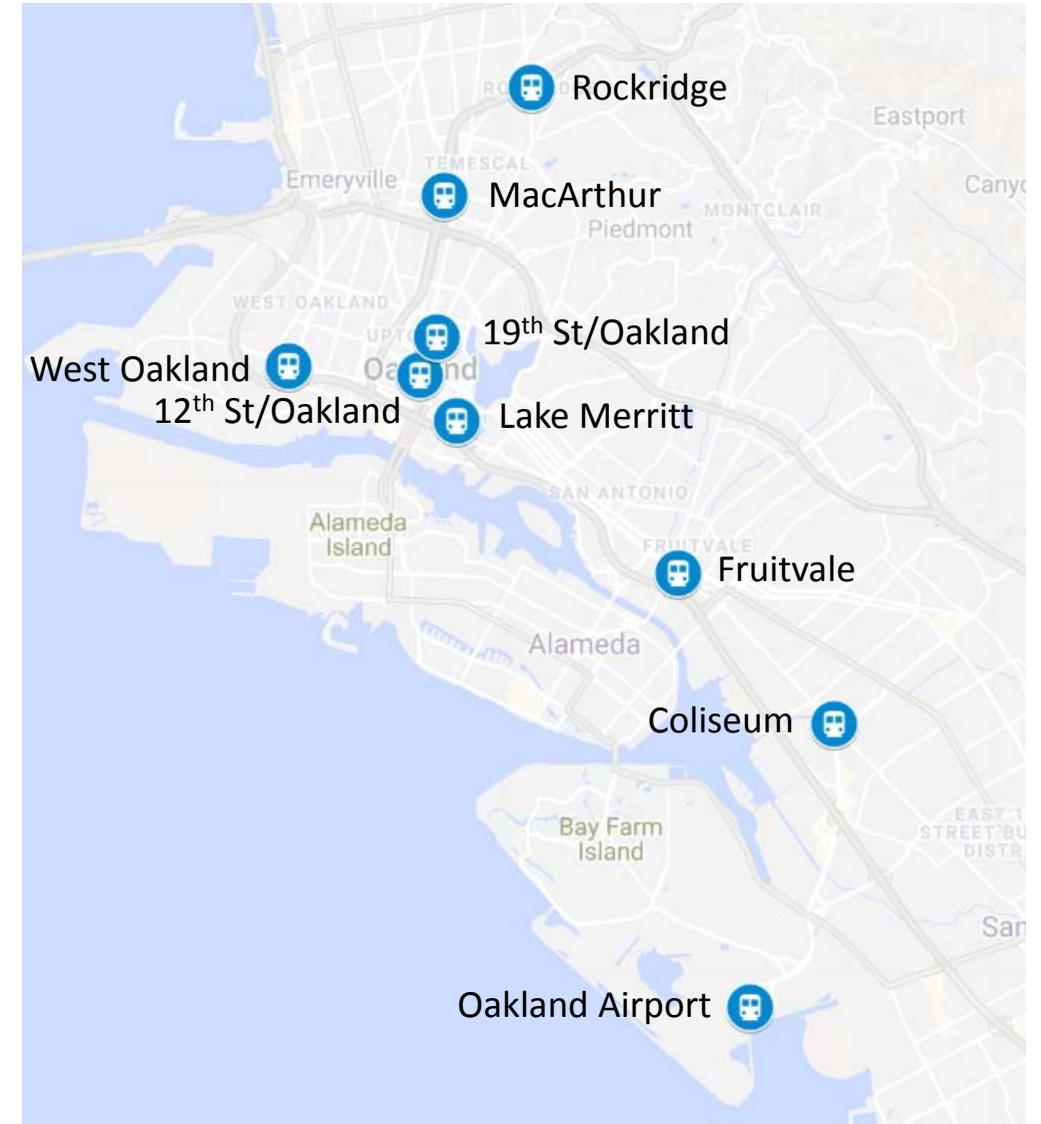
**Drive & Park:** Drive Alone

	\$ Millions	% of Total Bond	Benefits		
			Safety	Reliability	Crowding + Traffic Relief
<b>REPAIR AND REPLACE CRITICAL SAFETY INFRASTRUCTURE</b>	<b>\$3,165</b>	<b>90%</b>	✓	✓	✓
Renew track	\$625	18%	✓	✓	
Renew power infrastructure	\$1,225	35%	✓	✓	
Repair tunnels and structures	\$570	16%	✓	✓	
Renew mechanical infrastructure	\$135	4%	✓	✓	
Replace train control and other major system infrastructure to increase peak period capacity	\$400	12%	✓	✓	✓
Renew stations	\$210	6%	✓	✓	✓
<b>RELIEVE CROWDING, REDUCE TRAFFIC CONGESTION, AND EXPAND OPPORTUNITIES TO SAFELY ACCESS STATIONS</b>	<b>\$335</b>	<b>10%</b>	✓	✓	✓
Expand opportunities to safely access stations	\$135	4%	✓	✓	✓
Design and engineer future projects to relieve crowding, increase system redundancy, and reduce traffic congestion	\$200	6%		✓	✓
<b>TOTAL</b>	<b>\$3,500</b>	<b>100%</b>			



# 9 Oakland Stations

Code	Station Name	Current Station Type	Aspirational Station Type
A10	Lake Merritt	2-Urban with Parking	1-Urban
A20	Fruitvale	3-Balanced Intermodal	2-Urban with Parking
A30	Coliseum	3-Balanced Intermodal	
H10	Oakland Airport	N/A	N/A
C10	Rockridge	2-Urban with Parking	
K10	12th Street Oakland	1-Urban	
K20	19th Street Oakland	1-Urban	
K30	MacArthur	2-Urban with Parking	
M10	West Oakland	3-Balanced Intermodal	1-Urban





# Strategies to Achieve Mode Shift

- Transit Oriented Development (TOD) with Bike Stations
- Bike Stations
- Bike Channels
- Bike/Ped Access Improvements
- Bikesharing/eScooters
- Bike/Ped Gaps Study
- Affordable Housing for Sustainable Communities (AHSC) Grants
- Lighting
- + East Bay Greenway
- + Downtown Specific Plan
- + A's Stadium



# Bike Parking – Occupancy

Bike Parking by Station	Racks	Occupancy	BikeLink Lockers	Occupancy	Bike Station	Occupancy
West Oakland	151	Below 50%	132	Above 80%	0	
Coliseum	63	Below 50%	16	50% - 80%	0	
Fruitvale	49	Below 50%	28	Above 80%	236	50% - 80%
Lake Merritt	184	Above 80%	84	Below 50%	0	
12th St Oak	30	Below 50%	12	Above 80%	0	
19th Street Oak	136	Above 80%	8	50% - 80%	130	Above 80%
MacArthur	283	50% - 80%	40	Above 80%	0	
Rockridge	160	Below 50%	72	50% - 80%	0	
	1056		392		366	

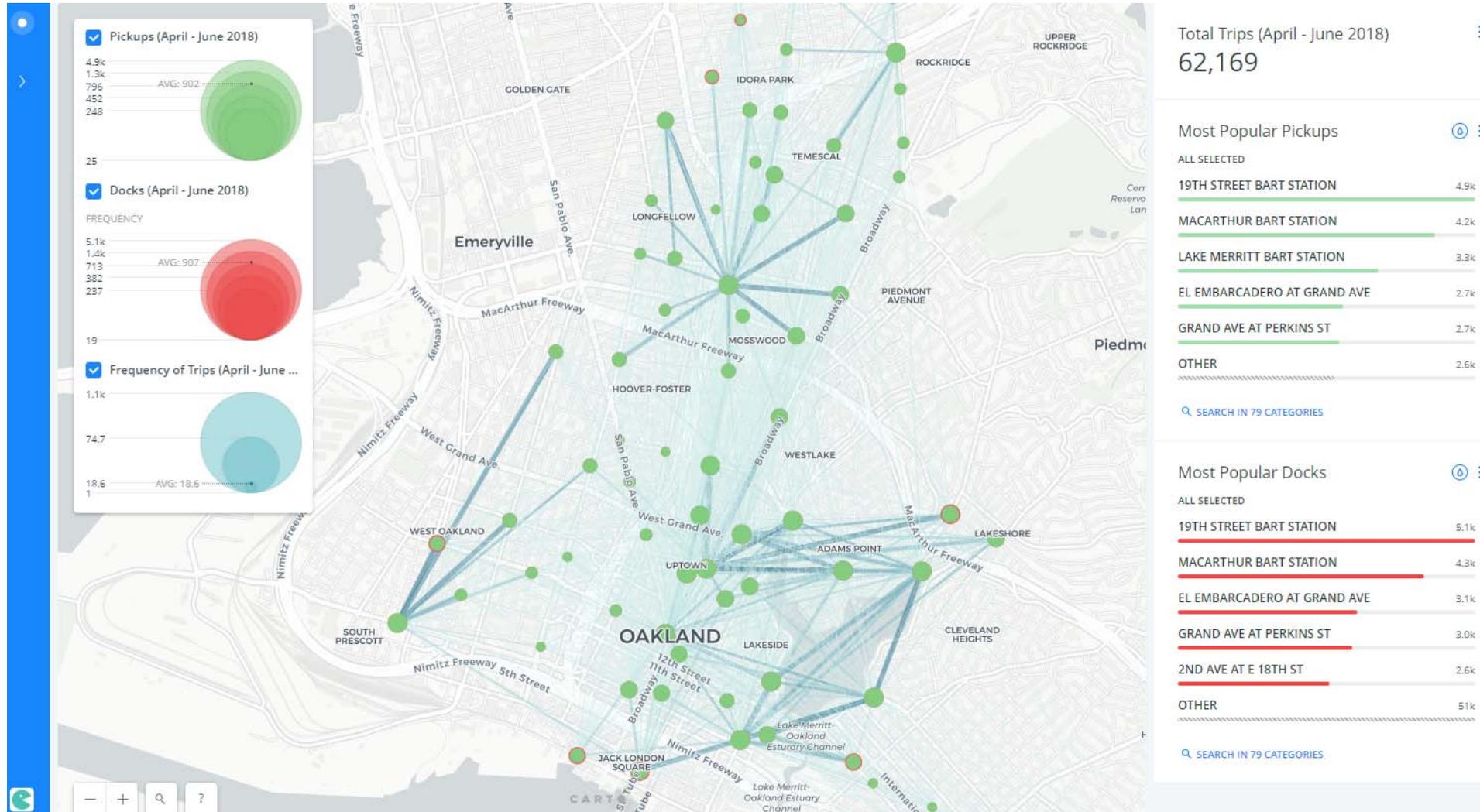


# Bike Parking – Upcoming Improvements

Improvements by Station	Bike Parking Near-term	Bike Parking Longer-term	Bike Stair Channel
West Oakland	Additional BikeLink Lockers	Self-park Bike Station	
Coliseum			
Fruitvale		Additional BikeLink Lockers	
Lake Merritt	Self-park Bike Station		Oak and 9th Plaza Stair
12th St Oak		Bikeep Concourse	14th Street East Stair
19th Street Oak		Expanded Valet Bike Station	
MacArthur	Self-park Bike Station	Bikeep on Plaza	
Rockridge		Self-park Bike Station	



# Bike Sharing and BART

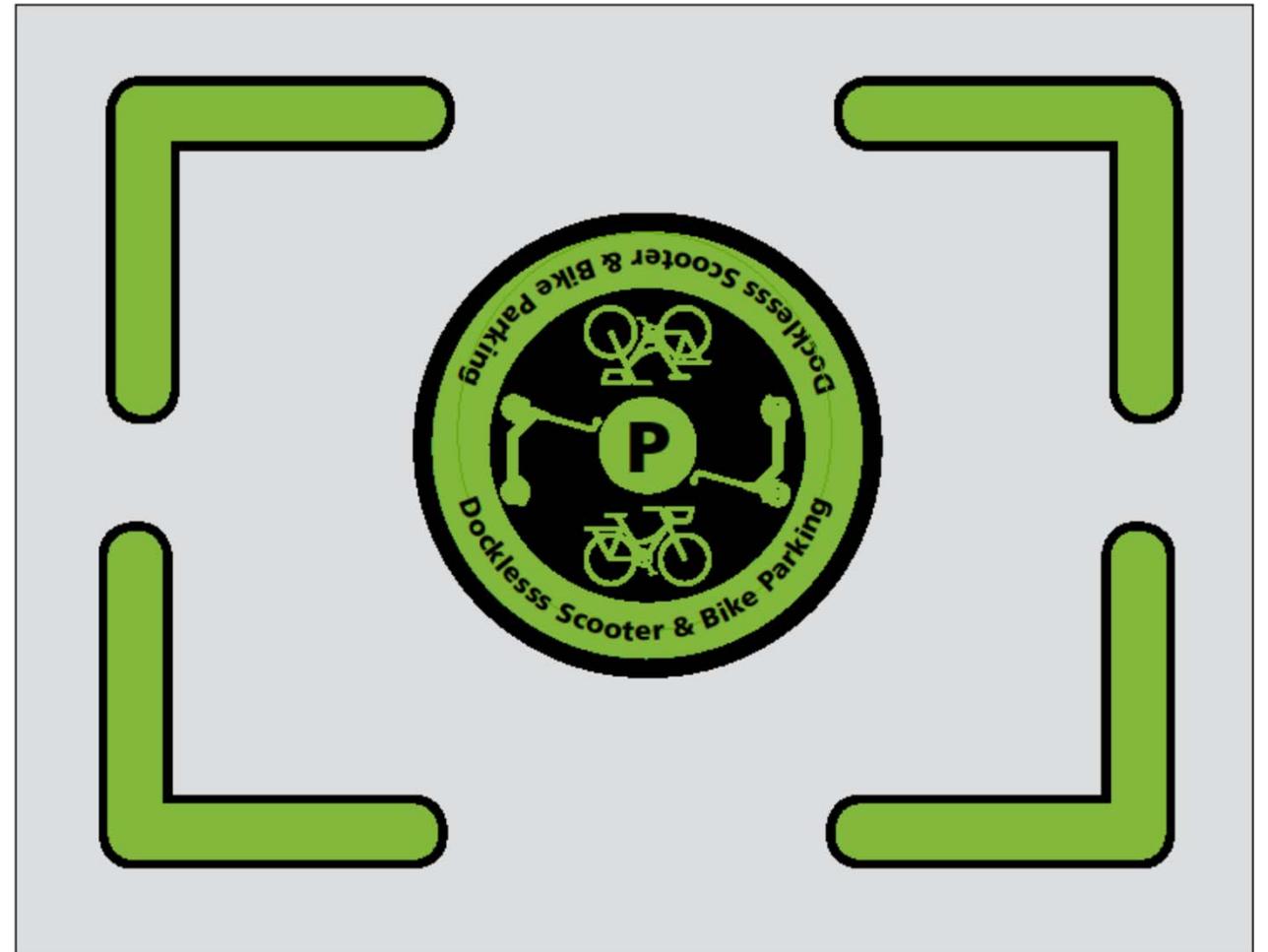


Source: OakDOT (<https://medium.com/oakdot/after-one-year-of-ford-gobike-in-oakland-how-is-it-going-168e105368e3>)



## eScooters, Dockless Bikes and BART

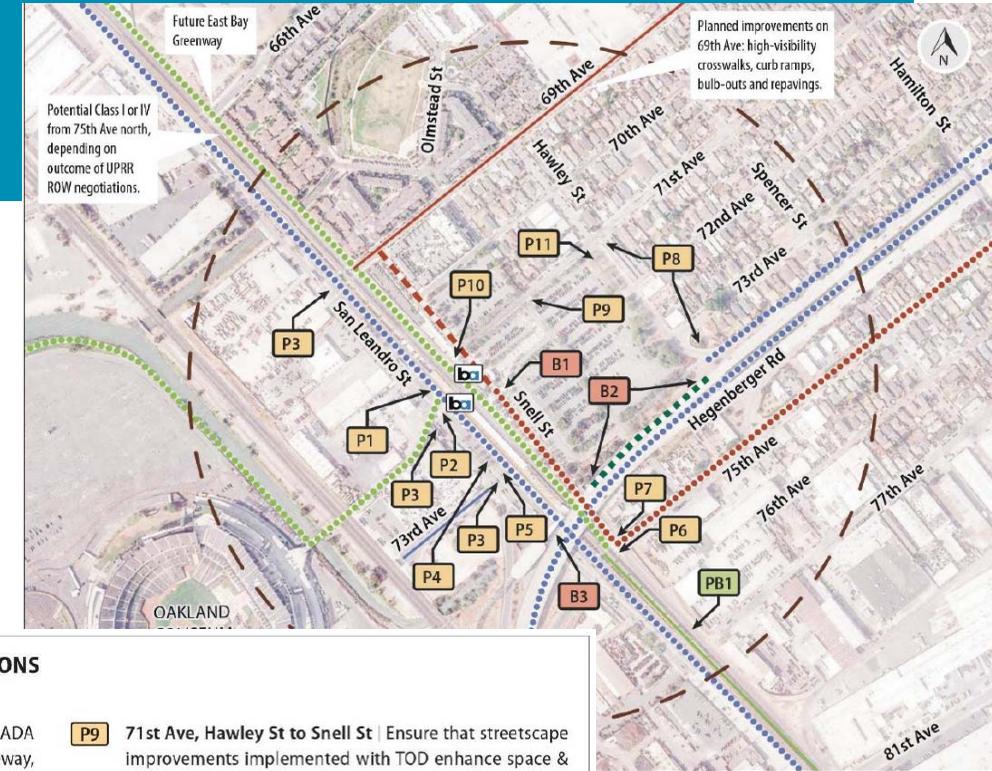
- BART is working with emerging mobility device service providers to accommodate devices on BART property in an orderly manner





# Bike/Ped Network Gap Study

- Current Phase (10 stations) includes 3 Oakland stations:
  - 12<sup>th</sup> St/Oakland
  - Fruitvale
  - Coliseum
- Goal is to identify gaps in bicycle and pedestrian access to stations and generate a list of projects to be prioritized for implementation
- Station-specific and Global recommendations



## COLISEUM STATION-SPECIFIC RECOMMENDATIONS

### Pedestrian Safety & Access

- P1** San Leandro St, N/ped overcrossing | Close south ADA parking lot driveway, stripe crosswalk across north driveway, convert to 90° stalls.
- P2** San Leandro St, under pedestrian overcrossing | Widen sidewalk on east side of street by continuing NW lip of curb ramp north to location of P1 closed driveway.
- P3** San Leandro St, 69th to 73rd Aves | Replace colored concrete in roadway with high-visibility crosswalks. Move main crosswalk to line up with station entrance.
- P4** San Leandro St, E side, in front of station | Widen sidewalk into planter area, move shelters to fenceline, eliminate redundant light posts and replace awning with self-supporting model. If/when East Bay Greenway is constructed on UP Railroad ROW, move station restroom to further open up sidewalk.
- P5** San Leandro St, S/northbound bus stops | Redesign BART station agent parking lot driveway to single driveway.
- P6** San Leandro St/75th St (NW & NE corners) | Modify traffic signals to provide pedestrian countdown.
- P7** Snell St/75th St | Add crosswalks and curb ramps to facilitate walking to/from 75th St.
- P8** Hawley St, 71st Ave to Hegenberger Rd | Install sidewalks in conjunction with future TOD.

- P9** 71st Ave, Hawley St to Snell St | Ensure that streetscape improvements implemented with TOD enhance space & sense of security with wider sidewalks and pedestrian-scale lighting placed at front or rear of sidewalk. Alternately, improvements could be made on south side of street, on BART property.
- P10** Snell St at BART entrance | Consider designating as private & TNC vehicle drop-off area.
- P11** 71st Ave/Hawley St | Open a new pedestrian entrance to the parking lot. (BART)

### Bicycle Safety & Access

- B1** Install bike station facing Snell St near BART entrance as part of future TOD.
- B2** Hegenberger Rd, Hawley St to Snell St | Install 2-way Class IV cycle track on north side of road.
- B3** San Leandro St, northbound under Hegenberger Road overcrossing | Construct curb ramp between East Bay Greenway path and future northbound bike lane.

### Pedestrian and Bicycle Safety & Access

- PB1** Eastbay Greenway | Erect public art on BART columns beneath tracks.



# Lake Merritt

## TOF with Bike Station + Plaza Redesign, Transit-Oriented Development





# Fruitvale

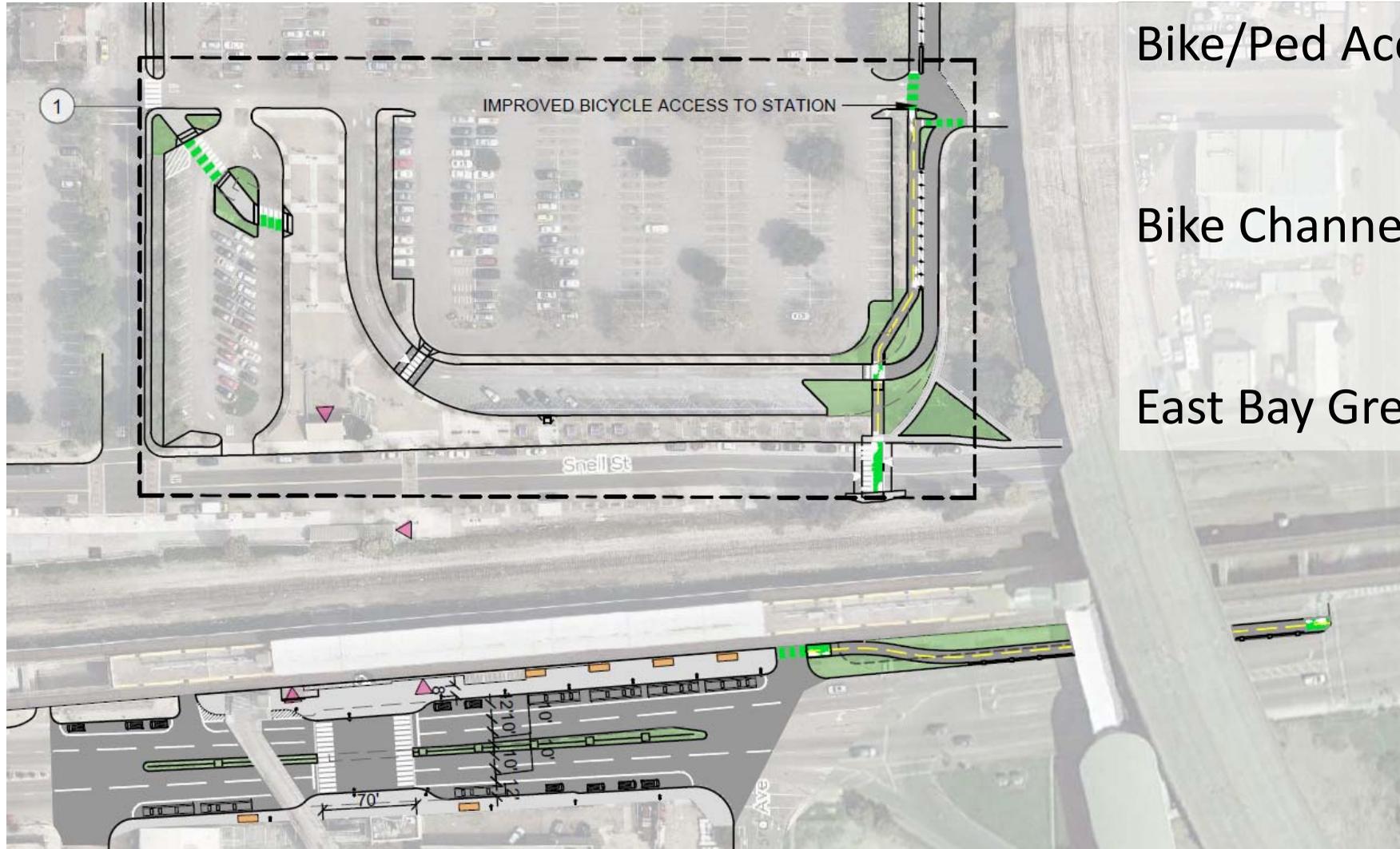
## Transit Oriented Development (Transit Village Phases IIA & IIB) – AHSC Grant

- Bike/Ped Access Improvements along EBG Alignment (under trackway S. of 35<sup>th</sup>)
- RRFB at 35<sup>th</sup> Avenue
- Pedestrian and Bicycle improvements to southern station entrance





# Coliseum



Bike/Ped Access Improvements

Bike Channels (AHSC Grant)

East Bay Greenway



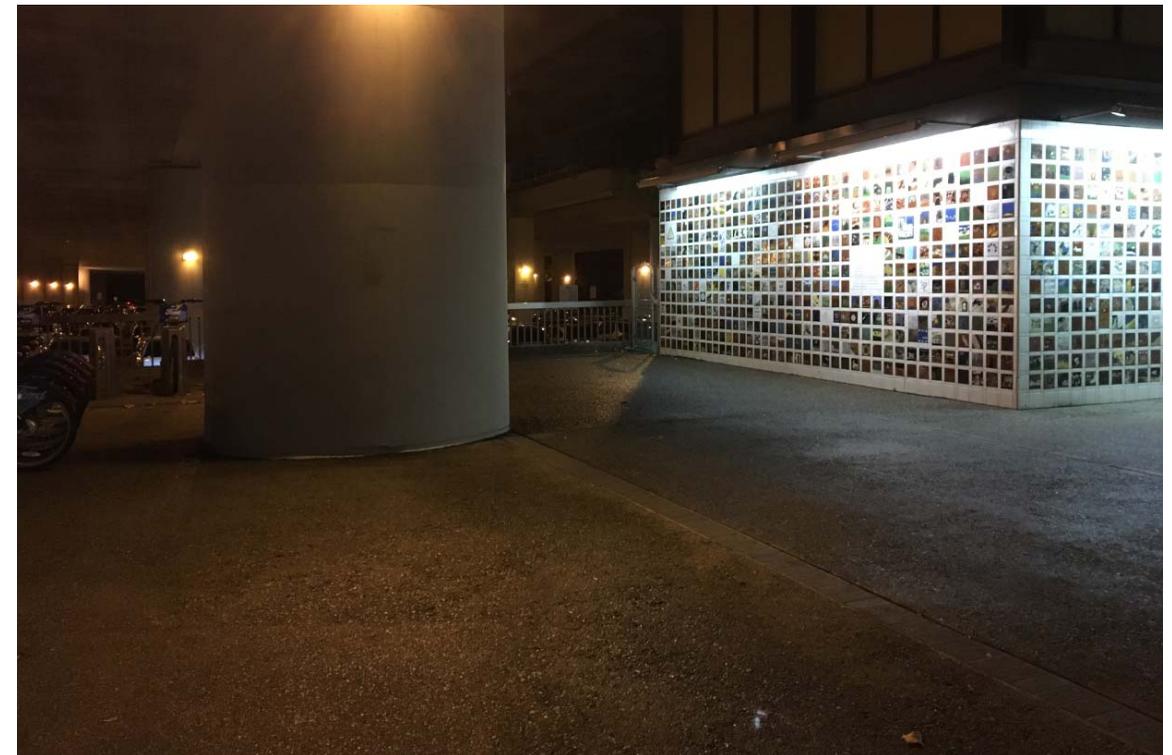
# Rockridge

## Bikesharing – Bike Station reconfiguration

Before



After





# 12<sup>th</sup> St/Oakland

- Bike Channels
- Oakland A's Howard Terminal
  - Multi-modal stadium access coordination

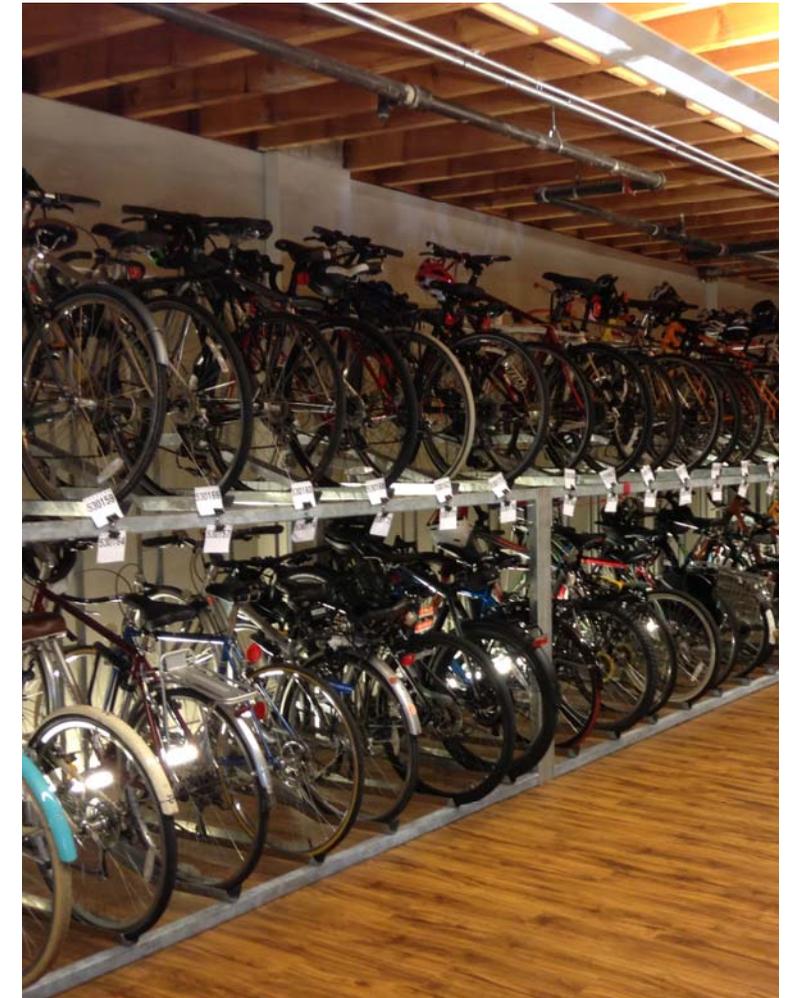
16<sup>th</sup> Street Bike Channel





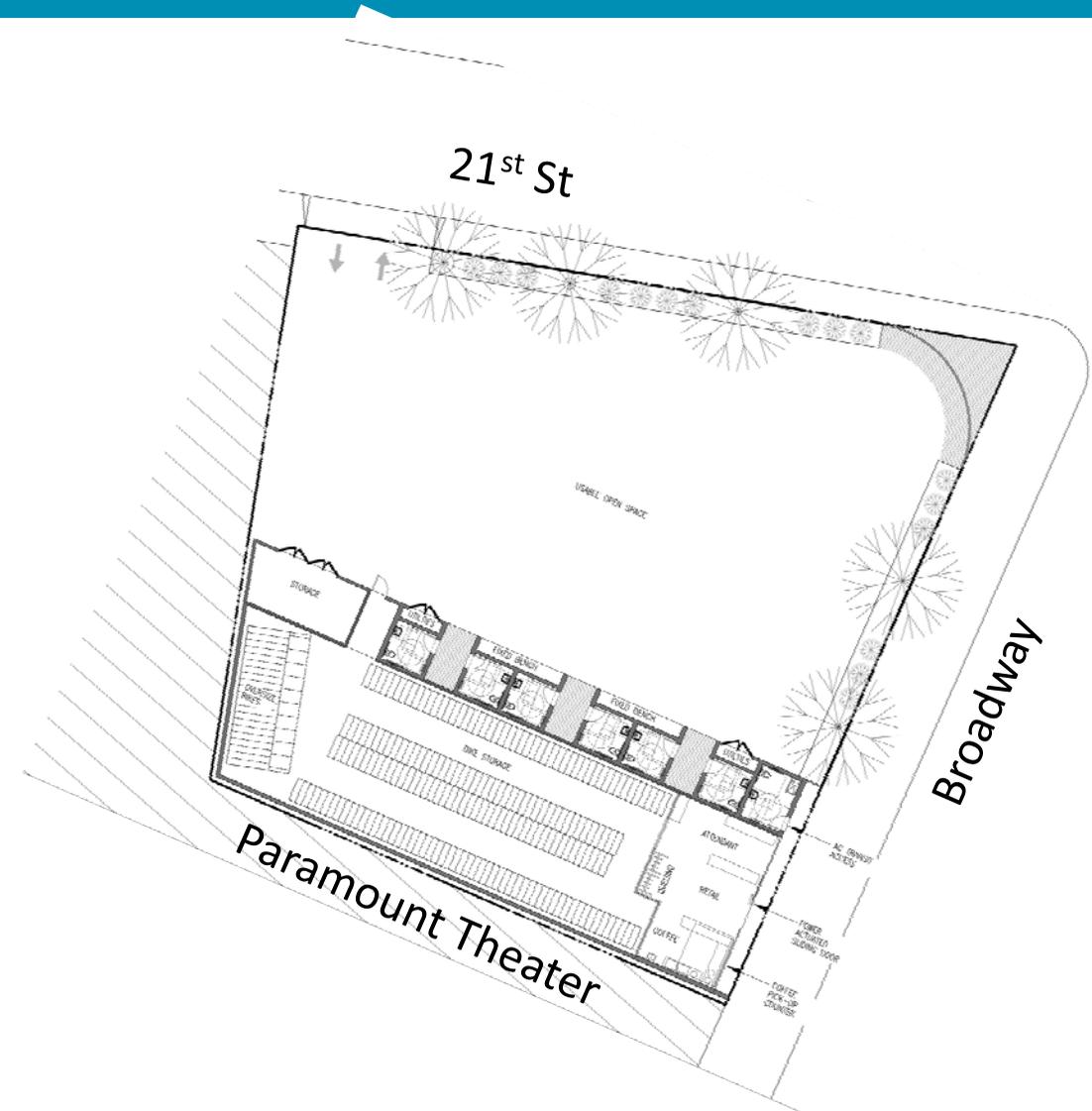
## 19<sup>th</sup> St/Oakland Bike Station – Existing

- Space for ~130-140 bikes
- Fills up by 9:00 on weekdays
- Lease expires in July 2019
- Survey of users





# 19<sup>th</sup> St/Oakland Bike Station – in Design



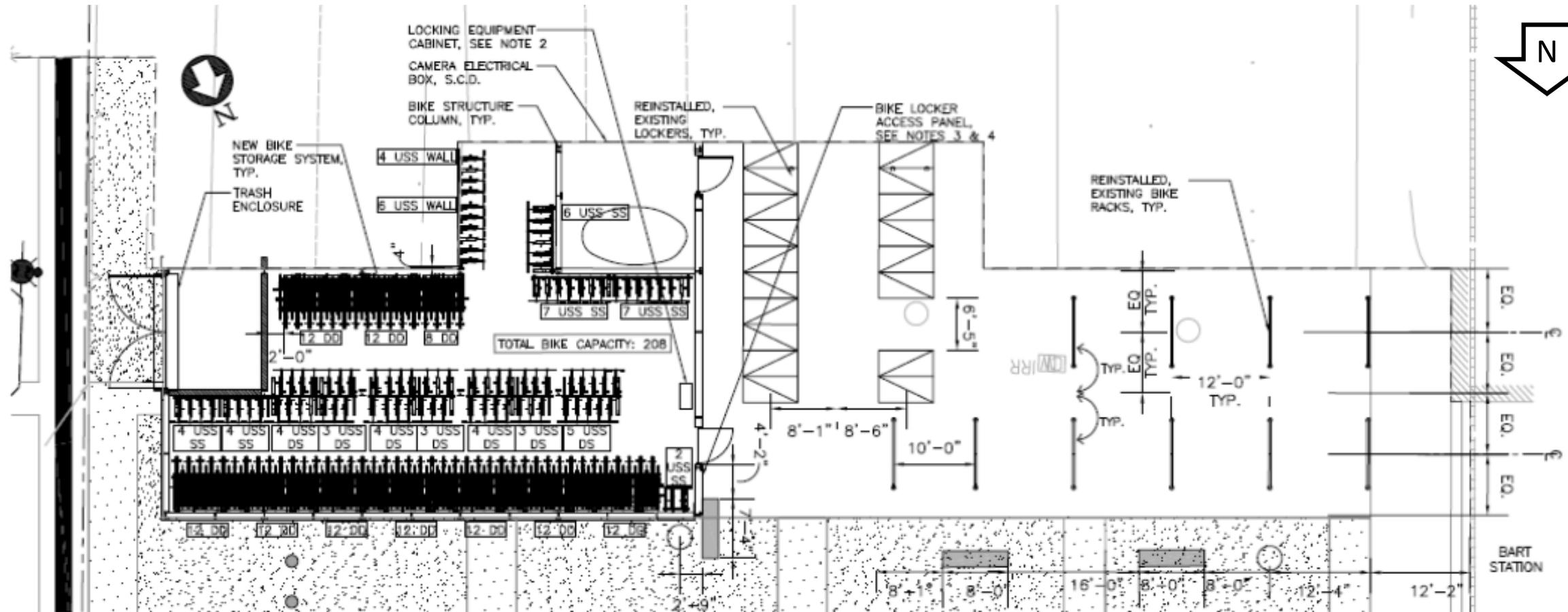
- 13,000 sq ft parcel at 2029 Broadway (@ 21<sup>st</sup> St)
- Parking for 400 bikes, including 20 oversized bikes
- ~9,000 sq ft available for activation



# MacArthur Plaza & Bike Station

Plaza + Bike Station: scheduled for completion April 2019

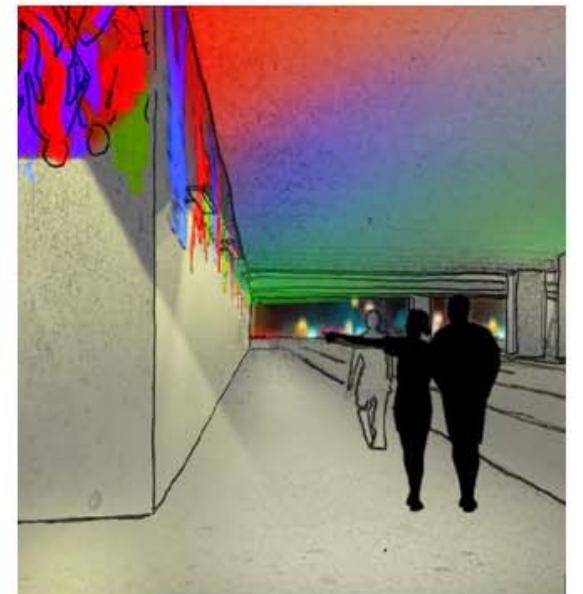
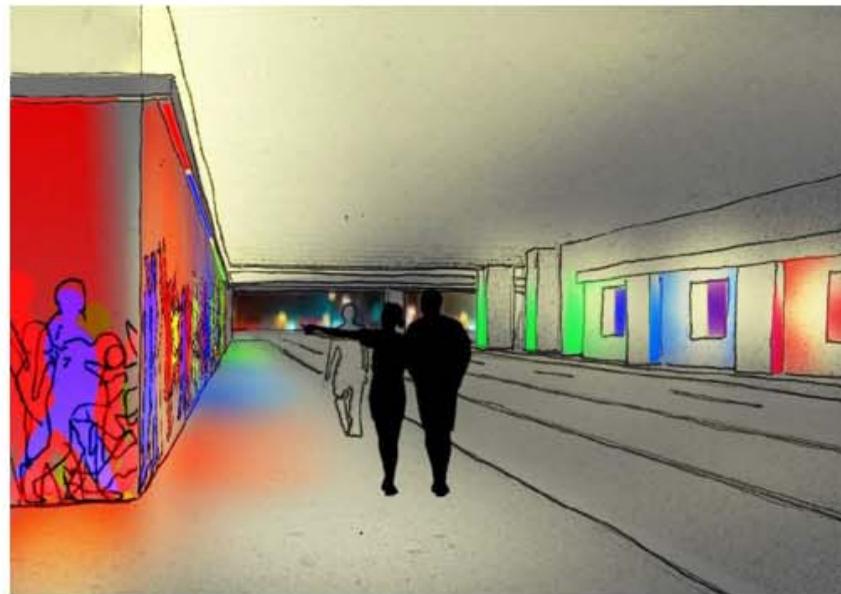
Walter Miles Way



Faregates



# MacArthur Lights – Security & Place-Making





# West Oakland

## Transit Oriented Development

- Seeking entitlement by Spring 2019
- Access improvements – 7<sup>th</sup> Street bikeway, pickup/dropoff

## Secure Bike Parking



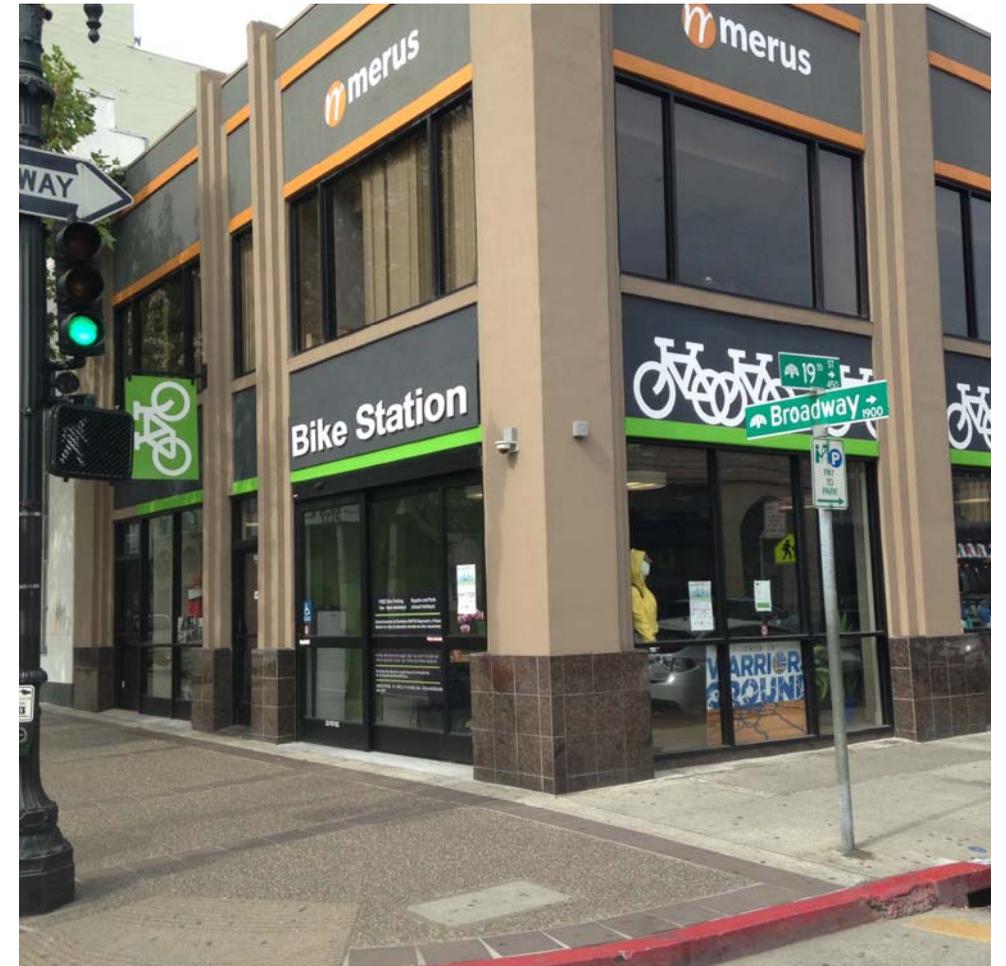


# Questions & Comments

Charlie Ream, Stations Planner, Oakland Stations

Steve Beroldo, Manager of Access Programs

Mariana Parreiras, Project Manager, Station Access





City of  
Oakland

December 2018 BPAC Agenda Item #7 Attachment

# Parking Enforcement in Bike Lanes

December 20, 2018 [Oakland Department of Transportation](#) Parking & Mobility

# Vehicles Parked in the Bike Lane... :(

December 2018 BPAC Agenda Item #7 Attachment



**Chris Kintner** @kintnerc · May 10

@UPS was this driver trained on what a **bike lane** looks like and what a red curb means? There's a legal **parking** spot feet away. What's the excuse here? This is a reoccurring problem on Telegraph Ave in **Oakland**.



1 2 3



**David Colburn** @davidcolburn · 6 Oct 2016

5 vehicles blocking Franklin **bike lane** btwn 21st & 22nd, apparently all for valet **parking** at 2101. Why does **Oakland** tolerate this? #BikeOAK



6 3 7

# Why we're here...

Retweeted

 **Streetsblog USA** @StreetsblogUSA · 23 Jun 2016

This is pretty annoying. In **Oakland**, parking enforcement agents are **parking** in the **bike lane** [gjel.com/blog/even-oakl...](http://gjel.com/blog/even-oakl...)



6 14 19

 **D. Dai** @danielledai · 20 Sep 2016

I like this **parking enforcement** 🚲👍👤 @fineplanner @skbarz @BikeEastBay #telegraph



3 2 11

## **Violation CVC 21211.B - Obstruction of Bike Lane - \$48 fine**

*(b) No person may place or park any bicycle, vehicle, or any other object upon any bikeway or bicycle path or trail, as specified in subdivision (a), which impedes or blocks the normal and reasonable movement of any bicyclist unless the placement or parking is necessary for safe operation or is otherwise in compliance with the law.*

## **Violation CVC 22500.H - Double Parking - \$78 fine**

*A person shall not stop, park, or leave standing any vehicle whether attended or unattended, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer or official traffic control device, in any of the following places: ...*

*(h) On the roadway side of a vehicle stopped, parked, or standing at the curb or edge of a highway, except for a schoolbus when stopped to load or unload pupils in a business or residence district where the speed limit is 25 miles per hour or less.*

# Parking Enforcement, January - June 2018

- From January to June 2018, Parking Enforcement gave out 164,645 citations (See table on right)
- The number of citations for Bike Lane Violation (21211.B) has increased especially in last few years:
  - 2012 - 251
  - 2013 - 142
  - 2014 - 229
  - 2015 - 205
  - 2016 - 635
  - 2017 - 808

	Citation Description	No. of Citations
1	NO PARK CERTAIN HRS	86,814
2	EXPIRED METER	18,319
3	NON DISP PKG RECEIPT	13,581
4	NO PARKING RED ZONE	9,374
5	RESIDENTIAL PARKING	5,017
6	TWO HOUR ZONE	4,350
7	CURRENT TAB NOT ATTA	3,950
8	NO PKG YELLOW ZONE	3,326
9	NO PKG - SIDEWALK	2,135
10	OBEDIENCE TO SIGNS	1,925
11	NO PKG WHITE ZONE	1,706
12	NO PARKING ANYTIME	1,697
13	METER EXP OFF STREET	1,659
14	DOUBLE PARKING	1,219
15	FIRE HYDRANT	1,140
16	NO VALID REG	954
17	OBSTRUCTION BIKELANE	935
18	OVER SPACE MRKG METR	880
19	LICENSE PLATE MISSIN	765
20	NO PKG - DRIVEWAY	527

# Knowledge is Power!

<https://arcg.is/14yifr>

A Story Map



## Oakland Bikeway Citations 2017

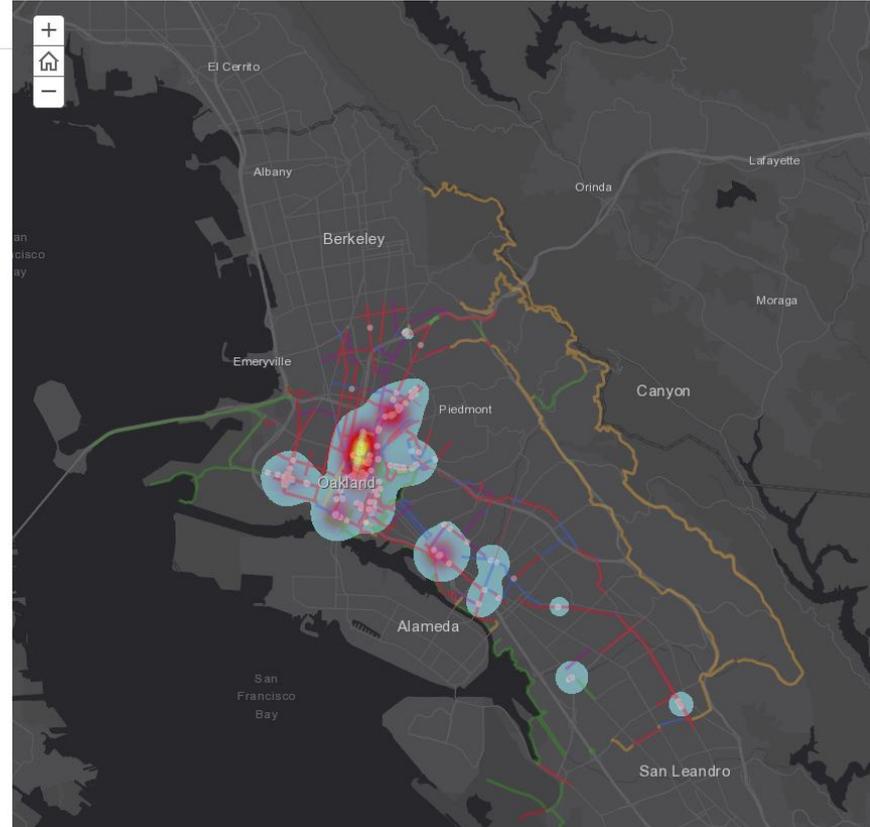
The City is expanding the bikeway network. As this occurs, it is important to know about the citations issued for bikeway obstructions.

In 2017, over 700 citations were issued for blocking bikeways.

Scroll through to see the following highlighted areas where nearly 75% of these tickets were issued.

### Telegraph Avenue

Telegraph Avenue from 16th street to 29th street saw 43% of the citations issued in the city. This is a commercial area with restaurants and shops, and some vehicles have been parking on the new buffered bike



# Recommendations

- What can constituents can do?
  - Call Parking Enforcement Dispatch
  - Call 311
  - Submit a photo on Oak311 (SeeClickFix) app
- Larger policies
  - Bike Plan Efforts
  - Continue to integrate Parking Enforcement into DOT's efforts to create, maintain and management a safe and vibrant transportation system, including:
    - Special Sunday enforcement shifts that can focus on safety related non-compliance
    - Including Parking Enforcement in Bike & Ped Planning process, improving design and sharpening attention to parking and active transportation nexus

# Thank You!



Danielle Dai | Mobility Management | [ddai@oaklandca.gov](mailto:ddai@oaklandca.gov)

## **DRAFT 2**

### Oakland Bicyclist and Pedestrian Advisory Commission 2018 Chair's Annual Report to the Public Works Committee of the Oakland City Council

January xx, 2019

Chair xx and members of the Public Works Committee:

The Bicyclist and Pedestrian Advisory Commission welcomes this opportunity to present our work in 2018 citing our successes as well as challenges and recommendations. We are an all volunteer citizen commission and as such do not provide detailed policy analysis or alternatives for our recommendations. Nor do we expect that they be adopted "as-is," but instead hope that they will stimulate discussion among Council Members, their constituents, and City staff for action to help make Oakland safer for all modes of transport.

The BPAC was established by an ordinance of the City Council in 2014 with a nine member commission. We have a vacancy with the resignation of Commissioner Fred McWilliams (District 7). Although not required by ordinance, we represented every Council District in Oakland. The BPAC is charged with advising the City on bicyclist and pedestrian-specific plans, policies, projects, and programs, as well as the accommodation of bicyclists and pedestrians in all plans, policies, projects, and programs. In addition, the BPAC reviews Transportation Development Act Article 3 funding allocations as required by the Metropolitan Transportation Commission.

The following report was approved at a regular meeting of the BPAC on December 20. More information about the BPAC is available at <https://www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission>.

Thank you for your view of this report. We look forward to our continued working relationship on behalf of all of Oakland.

Respectfully,

Commissioner Midori Tabata (District 6) 2018 Chair  
Commissioner Kenya Wheeler (District 3) 2018 Vice Chair  
Commissioner Regional K Burnette, Jr. (RB) (District 6)  
Commissioner Andy Campbell (District 2)  
Commissioner Chris Kidd (District 4)  
Commissioner George Naylor (District 4)  
Commissioner Mariana Parreiras (District 1)  
Commissioner Rosa Villalobos (District 5)

## **Executive Summary**

The Oakland BPAC completed our fourth full year of existence and fulfilled our duties under Council ordinance. The Open Forum committee continues to track comments and issues presented by members of the public. The Infrastructure committee is an important venue to review projects in detail beyond what is possible at our meetings. The newly chartered Legislation committee scored a win by persuading City Council to sponsor and pass a resolution to oppose Proposition 6, the repeal of SB1 the gas tax, on the November general election ballot. Acting on the frequent requests for more education and enforcement, the BPAC established a liaison role with the Police Commission. In June, we welcomed Mayor Libby Schaaf to our meeting.

## **Challenges and Recommendations**

### *Staffing vacancies leading to stalled projects*

Oakland Department of Transportation (OakDOT) has been an entity for three years and much of the organizational ambiguity discussed in our 2017 report has been resolved. It has resulted in improved coordination and efficiency. The key issue remaining is a City-wide staffing shortage. Many positions in OakDOT are vacant. Some are key positions. The vacancy rate has decreased, but it is still over 20 percent for most categories. Many have acting managers, but Safe Streets is totally vacant. Many of the projects we are involved in or have interest in are stalled due to lack of staff. For instance, the Pedestrian Plan was completed and released with great fanfare and promise over a year ago. It sits on the bookshelf due to lack of staff. We have been interested in traffic signal timing and the implementation of automatic pedestrian walk signals for some time. However, there is no one available to address this. There is no manager and the team is understaffed. We feel we have spent time this year treading water, watching with frustration as critical projects wait. We welcomed the creation of Vision Zero and the hiring of a program manager for the project. That project is stalled and the hired program manager has been asked to handle other vacant responsibilities.

In 2017, we believed staffing shortages were a result of a new organization being created and implemented. We recommended greater efficiency in the hiring pipeline. However, in 2018, it seems the staffing issue is not just related to OakDOT and its creation, but a City-wide problem. It takes a minimum of ten months to hire a person, and once hired, have no guarantee that the person will remain with Oakland. We are continually losing people to neighboring jurisdictions, and agencies like SFMTA, BART, City of Berkeley. Pay equity may be an issue with anecdotal stories of a person receiving an automatic ten percent pay increase by moving to a lateral position to Berkeley.

In 2017, we saw and welcomed the creation of a “Rapid Response Team” within OakDOT to address fatal and severe crashes. This approach was used to quickly fix the Harrison Street pedestrian hazard where a pedestrian fatality occurred. Fatalities and injuries have not abated in 2018. We are aware of at least eight pedestrian/cyclist fatalities this year to date. Some areas have higher incidences of collisions and injuries. We have not aware of the “Rapid Response Team” working on any of them. The BPAC encourages that the “Rapid Response Team” to address fatalities and severe crashes become the way OakDOT does its business. Although this

action will be reactive to an incident, at least addresses critical infrastructure improvement needs and perhaps help prevent future incidents.

**We recommend:**

- Continue to engage with the City Administrator’s Office to reduce bottlenecks in hiring staff (unchanged from 2017).
- Develop a strategy and culture of project continuity and succession to reduce delays that happen when project managers and staff leave (unchanged from 2017).
- Prioritize projects based on department goals and objectives as well as mandates and assign staff to projects accordingly. If staff on a priority project leaves, ensure the project does not become dormant.
- Develop a policy and process to assess and address fatal and severe injuries due to infrastructure inadequacies in all parts of Oakland. Formalize a “Rapid Response Team,” including funding staff and materials for near-term improvements.
- Reinforce detour guidance and enforcement—ensure that all staff understand this as policy and enforce it uniformly. Oakland is experiencing tremendous construction and unless properly designed and implemented, detours can be a hazard to pedestrians and cyclists.
- Traffic signal policy continues to be an issue, especially signal timing and walk signal operations causing many pedestrians to take matters into their hands and making for unsafe conditions. Major Corridors-Signals section has been unstaffed this year.
- Street paving should be done completely and adequately, not leaving obstacles like abandoned rail tracks with no remediation.

**Meetings and Attendance**

The BPAC met monthly in 2018. In addition to city staff, commissioners, and consultants, the meeting were attended by an average of ten members of the public (ranging from 7 to 16). We thank the City staff for their contributions in supporting the Commission in 2018.

**Selected Key Accomplishments**

As an advisory commission, the BPAC acknowledges that City Staff are responsible for and deserve credit for the progress Oakland made on bicyclist and pedestrian issues in 2018. Nonetheless, we share in the pride of these accomplishments:

- BPAC review and endorsement of state Transportation Development Act (TDA) Article 3, Active Transportation Program (ATP) and federal Highway Safety Improvement Program (HSIP) grants
- Provided input to Lake Merritt to Bay Trail connector
- Provided input to Telegraph Ave repair in Temescal district
- Provided input to San Pablo Multi Modal Corridor Plan

- Provided input to proposed E-bike/E-scooter ordinance and to the stand alone E-scooter ordinance
- Provided input to Estuary Park Plan
- Continuing work on the Bicycle Plan update (Let's Bike Oakland)
- Established Legislation Committee (now meeting monthly)
- Established Committee on Bicyclists/Pedestrian and Police relations
- Established formal liaison with: Commission on Persons with Disabilities, Affordable Housing and Infrastructure Bond Public Oversight Committee, and Police Department and Police Commission for enforcement issues
- Saw further expansion of bike share as well as program becoming more institutionalized
- Saw our desire for further information in 2017 come to life as the OakDOT Active Project Map

## **Future Outlook**

Reviewing the 2017 report, the following is a repeat, but still needs to be said. Unfortunately, the delay in action is due to key staff vacancies.

- Filling the many vacancies in OakDOT quickly so that work can continue
- Implementation of the Pedestrian Master Plan (waiting for permanent staff to be hired)
- Rollout of Vision Zero (staffing issues?)
- A new add in 2018, establishing a working relationship with Police Department and Police Commission to ensure fair and equitable enforcement of laws and treatment of cyclists and pedestrians by OPD

## **Open Forum Committee Report**

The committee continues to track and monitor issues raised by the public during Open Forum. See

[https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW\\_ofuDLSTOy0LdRg9otR63Yp0u5Qw/edit#gid=0](https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/edit#gid=0)

The committee reviews the public comments periodically to identify policy issues for discussion by the Commission.

In 2018, beyond the continuing request for traffic enforcement and education, we had many infrastructure related issues presented.

### **Issues presented:**

- Legislation Committee—formed in June
- Leading pedestrian signals and light timing issue—waiting for position to be filled

- Education for cyclists/pedestrians/drivers—under consideration
- City position on State Proposition 6, repeal of SB1, Gas Tax—assigned to Legislation Committee, City Council passed resolution against Prop 6 in October as result of committee work
- Stop lines missing at crosswalk—fixed
- Telegraph Avenue parking protected bike lane—City Council to vote on proposal
- Fruitvale Avenue cyclist impediment due to pedestrian signage—solutions being formed through Infrastructure Committee
- Temporary safety measures at 20th St. BART improvements—under consideration

BPAC, in coordination with staff, recommended and achieved the following:

- Open Forum comments are tracked and posted online.
- BPAC promotes the use of SeeClickFix, 311 as a way to track items in the City
- Items referred to other committees, like Legislation and Infrastructure
- BPAC agendas continue to be shaped by Open Forum comment and requests

## **Infrastructure Committee Report**

The committee is comprised of Commissioners and members of the public. The committee reports are available online at

<https://docs.google.com/document/d/1qqS46y3dWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA/edit?ts=5a30853e>. The committee structure allows us an opportunity for detailed review and discussion of key projects with City staff where we can develop solutions. It has become a popular venue for review of projects that we now meet bi-monthly. In 2018, the committee reviewed the following projects, providing detailed comments ranging from striping plans, signal, parking, and lane configuration issues:

- Franklin Elementary (Foothill Blvd and E 15th St)
- 2nd St (Brush St. to Jefferson St)
- 35th Ave (San Leandro St to Harper St)
- Clay St (Water St to 4th St)
- Mandana Blvd (Lakeshore Ave to Ashmount Ave)
- Market Street (18th St to W Grand Ave)
- W MacArthur Blvd (MLK Jr Way to Manila Ave)
- Fruitvale Ave pedestrian refuge conflicts
- 20th St protected bikeway design
- 2019 paving plan

## **Legislation Committee Report**

The Legislation Committee was formed in June as a venue to study and recommend policy for the BPAC and has been meeting monthly. One of the first items undertaken was the City's position on State Proposition 6, the repeal of SB1, the gas tax. The committee recommended the City oppose the measure and worked with members of the Public Works Committee. Council Member Kaplan sponsored such a resolution, adopted by the City Council.

They are currently reviewing 15 mph speed limits in school zones.

## **Bicyclists / Pedestrian / Police Relations Committee Report**

This newest committee of the BPAC was formed in September 2018 and has had one formal meeting since its formation. Forthcoming work for 2019 includes collaboration with the Police Commission to review current police stop data and identify ways to reduce inequities observed in the data.

The BPAC continues to work toward safe, accessible transportation for all of Oakland, by walking, cycling, e-Scooter, transit, or driving. We look forward to our work in 2019.

### Three-month agenda look-ahead

#### *January*

- BPAC Officer Elections
- Commissioner Transition
- Committee Appointments
- OakDOT Pre-Budget & Strategic Plan Check-in and Organizational Update
- Biannual Major Development Projects (tentative)
- Downtown Specific Plan (tentative)

#### *February*

- TDA Article 3: Possible Projects (tentative)
- 20<sup>th</sup> Street Complete Streets (tentative)

#### *March*

- Bike to Work Day Planning

### Commissioner announcements

- Commissioner Tabata: Immediately following adjournment of the December 20<sup>th</sup> meeting, everyone is invited to join a celebration of the season and bid farewell to outgoing Commissioners: Chris Kidd and Rosa Villalobos. We will convene at the Downtown Wine Merchants at 102 Frank H. Ogawa Plaza (Broadway & 14th Street), Oakland, CA 94612.
- Commissioner Burnette Jr: The Grinch who stole the bike lane year 4 (RB's birthday ride) is on Saturday, December 22 at the 81<sup>st</sup> Library (1021 81<sup>st</sup> Ave.) 3:00 – 5:30 pm: Party and light giveaway, 5:30 – 9 pm: Holiday light ride. Everybody welcome to join & gifts are also welcome.

### Staff announcements

- Jason Patton: Oakland is Now a Gold-Level Bicycle Friendly Community! On December 6, 2018, Oakland was designated as a Gold Level Bicycle Friendly Community (BFC) by the League of American Bicyclists (LAB), joining San Francisco as one of only 34 cities nationwide to be so designated. Oakland was one of only three cities nationwide to improve upon their 2014 Silver designation, which followed the City's first designation as Bronze in 2010. The awards reflect the steady progress Oakland has made to make the city more supportive of bicycling. Of 464 BFC cities, Oakland is the only one with a population between 400,000 and 680,000 to be ranked Gold. (Five cities are much larger—averaging 825,000 in size, and 26 much smaller—averaging 74,000 in size.) The award recognizes the investment in bicycling promotion, education programs, infrastructure, and pro-bicycling policies by City departments, other public agencies, Oakland bike shops, and the many community-based organizations with bicycle-themed missions. See Oakland's report card on the LAB site at [https://bikeleague.org/sites/default/files/bfareportcards/BFC\\_Fall\\_2018\\_ReportCard\\_Oakland\\_CA.pdf](https://bikeleague.org/sites/default/files/bfareportcards/BFC_Fall_2018_ReportCard_Oakland_CA.pdf)
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