

CITY OF OAKLAND



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Department of Transportation
Safe Streets Division

Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, August 18, 2022; 6:00-8:00 pm** **Teleconference**

BPAC Home Page: www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission
Resources for Commissioners: <https://www.oaklandca.gov/resources/resources-for-bpac-members>

Commissioners

Andrew Campbell, Alexander Frank, Grey Gardner, Michael Lok, Phoenix Mangrum,
David Ralston, Patricia Schader (Chair), Nicholas Whipps, Dianne Yee (Vice-Chair)

Pursuant to [California Government Code section 54953\(e\)](#), Oakland Bicyclist and Pedestrian Advisory Commissioners, as well as City staff, will participate via phone/video conference, and no physical teleconference locations are required.

PUBLIC PARTICIPATION

To join the meeting:

- To join the meeting by video conference, please click on this link to download Zoom and open the meeting on a computer or smart phone: <https://zoom.us/j/98311507451> at the noticed meeting time.
- To join the meeting by phone, please dial at the noticed meeting time (for higher quality, dial a number based on your current location): US: +1 (408) 638-0968 or +1 (669) 900-6833 or +1 (253) 215-8782 or +1 (346) 248-7799 or +1 (301) 715-8592 or +1 (312) 626-6799 or +1 (646) 876-9923 International numbers available: <https://zoom.us/j/98311507451> **Webinar ID: 983 1150 7451**

To comment in the meeting:

- To comment by Zoom video conference, click the “Raise Your Hand” button to request to speak when Public Comment is being taken on an eligible agenda item. You will be permitted to speak during your turn, allowed to comment, and after the allotted time, re-muted. Instructions on how to “Raise Your Hand” are available at: <https://support.zoom.us/hc/en-us/articles/205566129>.
- To comment by phone, please call on one of the above listed phone numbers. You will be prompted to “Raise Your Hand” by pressing *9 to speak when Public Comment is taken. You will be permitted to speak during your turn, allowed to comment, and after the allotted time, re-muted. Please unmute yourself by pressing *6.

If you have any questions, please email Noel Pond-Danchik, staff liaison to the commission at npond-danchik@oaklandca.gov.

Time	#	Topic
6:00	1	Teleconference Protocol/Roll Call/Determination of Quorum/Introductions (10 minutes)
6:10	2	Open Forum / Public Comment (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 tinyurl.com/Oakland-BPAC-OpenForumTracking .) 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 City of Oakland Call Center; information at www.oaklandca.gov/services/oak311 .
6:20	3	Approval of meeting minutes Attachment (5 minutes) – Seek motion to adopt the July 2022 BPAC meeting minutes.

- 6:25 4 **Renewal of Resolution to Continue Teleconference Meetings Attachment** (5 minutes) – The Commission will consider 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).
- 6:30 5 **Recent Bicyclist and Pedestrian Fatal Traffic Crashes** (15 minutes) – Chair Schader (patricias.oakland@gmail.com) will lead the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.
- On Monday, 7/18/22 at 10:11pm, a Black male pedestrian was fatally struck by a driver on Bancroft Ave at 62nd Ave.
 - On Saturday, 7/23/22 at 11:53pm, a 63-year-old white male bicyclist was fatally struck by a driver on Jackson St at 14th St.
- 6:45 6 **Sidewalk Blocking Attachment** (25 minutes) – Kerby Olsen (kolsen@oaklandca.gov), New Mobility Supervisor at OakDOT, will present on the department’s draft proposal to address sidewalk parking through a combination of community outreach and education, street modifications and parking enforcement.
- 7:10 7 **Highway Safety Improvement Program (HSIP) Grant Cycle II OakDOT Applications Attachment** (25 minutes) – Julieth Ortiz (jortiz@oaklandca.gov), OakDOT Transportation Planner, will share a quick overview of the crash data-driven HSIP grant program and the current proposals to request funds to implement HSIP-eligible countermeasures that focus on intersection safety for pedestrians and bicyclists. The applications are due September 12th. Following the overview of the grant program, Dean Hsiao (dhsiao@oaklandca.gov), OakDOT Supervising Transportation Engineer, will share an overview of pedestrian signals and leading pedestrian intervals.
- 7:35 8 **Committee Report Back Attachment** (10 minutes) – Committees of the BPAC will provide brief updates to the Commission. A list of active committees are included in the agenda packet and at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.
- 7:45 9 **Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment** (10 minutes)
-



To request disability-related accommodations or to request an ASL, Cantonese, Mandarin or Spanish interpreter, please email npond-danchik@oaklandca.gov or call (510) 238-4753 or 711 (for Relay Service) at least five (5) working days before the meeting.

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 o llame al (510) 238-4753 o al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. Gracias.

需要殘障輔助設施, 手語, 西班牙語, 粵語或國語翻譯服務, 請在會議前五個工作天電郵 npond-danchik@oaklandca.gov 或致電 (510) 238-4753 或 711 (電話傳達服務). 請避免塗搽香氛產品, 參加者可能對化學成分敏感.

Để yêu cầu các phương tiện hỗ trợ phục vụ người khuyết tật hoặc yêu cầu thông dịch viên ASL, tiếng Quảng Đông, tiếng Quan Thoại hoặc tiếng Tây Ban Nha, vui lòng gửi email đến địa chỉ npond-danchik@oaklandca.gov hoặc gọi đến số 711 (với Dịch vụ Tiếp âm) ít nhất năm (5) ngày làm việc trước khi cuộc họp diễn ra.



City of Oakland, Bicyclist & Pedestrian Advisory Commission
DRAFT 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 *(to be appended to adopted minutes)*

- 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 with comments requested by 5pm, August 5, 2022 to NPond-Danchik@oaklandca.gov. Revised minutes will be attached to the August 2022 meeting agenda and considered for adoption at that meeting.

OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

Meeting of August 18, 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.

Addressing Sidewalk Parking In Oakland

Bicyclist and Pedestrian Advisory Commission

8/18/2022

AGENDA

1. Toward a Shared Understanding of the Problem
2. Background/Context
3. Next steps

Toward a shared understanding of the Problem



Image is a photo of Underhills Road in Oakland depicting many vehicles parked on the sidewalk

Sidewalk parking

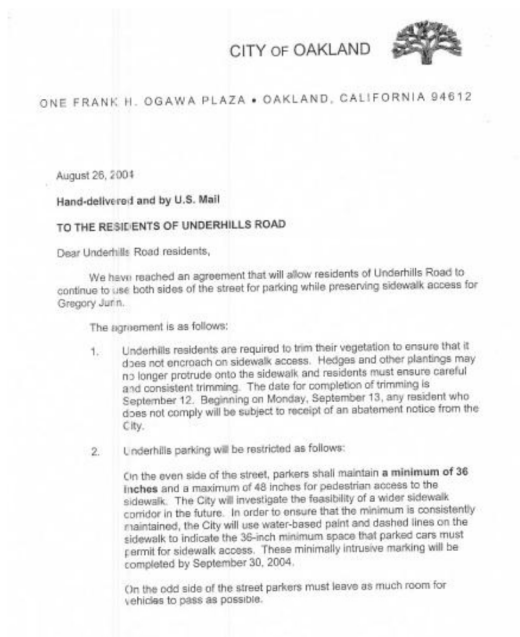
- Is illegal (even if sidewalk is not fully obstructed)
- Obstructs the public right-of-way, creating potential safety hazards
- Negatively affects all sidewalk users, but especially persons with disabilities, seniors, children and people with strollers
- Tends to occur more often on narrow streets
- May be increasing as vehicles get wider

Background/Context

Law, Memos, & Citation History

California Vehicle Code

22500. A person shall not stop, park, or leave standing any vehicle ... **(f)** On a portion of a sidewalk, or with the body of the vehicle extending over a portion of a sidewalk...



2004 Letter from City Attorney



Image is a photo of a vehicle parked on the sidewalk, next to an image of a letter from the City Attorney addressed to “Residents of Underhills Road”.

Next Steps

Next steps

1. Continue Citywide outreach
2. Conduct an equity analysis
3. Determine what operational street changes are necessary
4. Use enforcement to complement street changes

Education and outreach

- Press release
- City Council informational report
- Letters to homes on narrow streets
- Visiting Neighborhood Service Council meetings
- Given limited staff resources, outreach needs to be targeted to streets where this is an issue

NARROW LOCAL STREETS IN OAKLAND

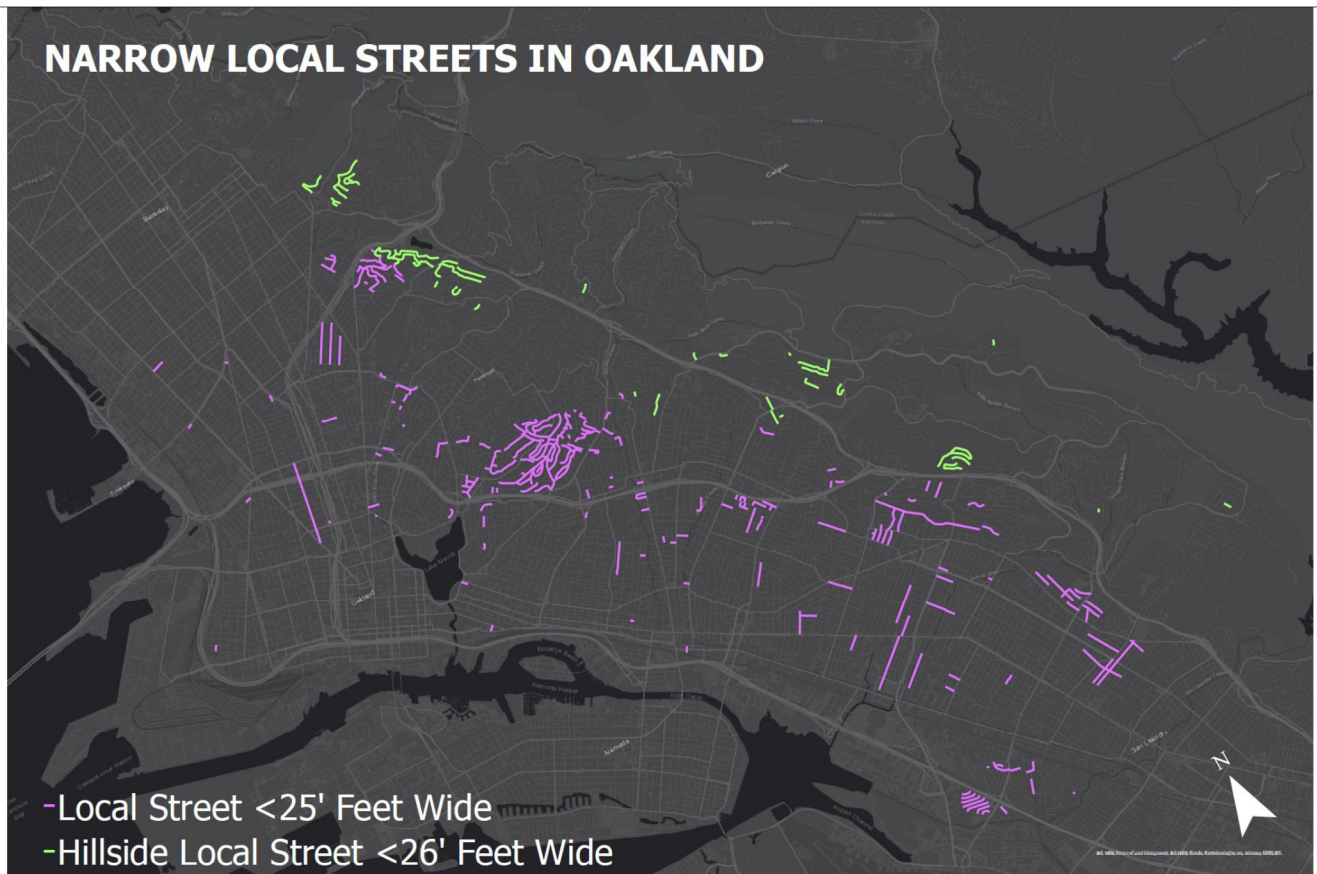


Image depicts a map of Oakland with narrow local streets highlighted in purple and narrow hillside streets highlighted in green

NARROW LOCAL STREETS IN OAKLAND WITH SIDEWALK PARKING

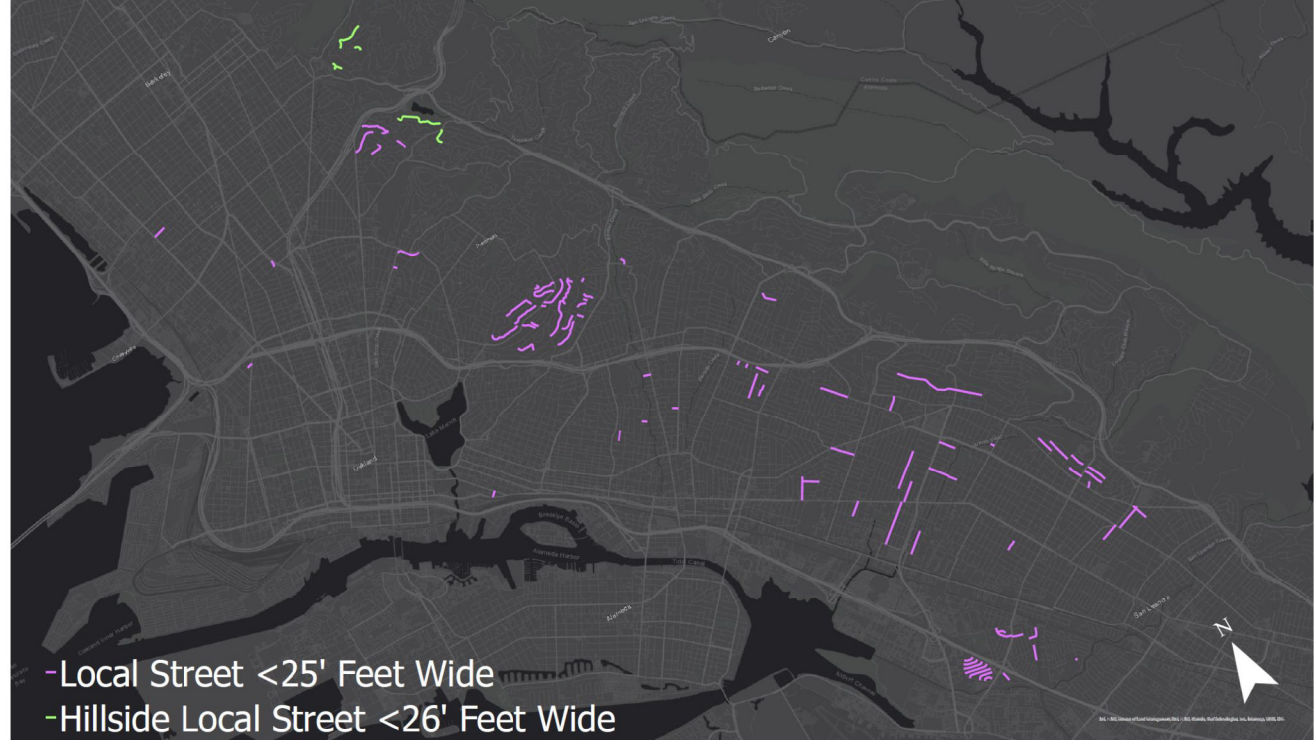


Image depicts a map of Oakland with narrow local streets that have a prevalence of sidewalk parking highlighted in purple and narrow hillside streets highlighted in green

Street Changes

- Are the long-term solution but will take longer to install
- We'd want to hear from neighbors which they prefer:
 - Two-way to one-way conversion or
 - Restricting parking on one side

Street Changes

Parking restricted on one side



Image depicts 61st street in Oakland where parking is restricted by red curb paint on one side of the street

Street Changes

One-way traffic



Image depicts Balfour Avenue in Oakland which is a narrow, one-way street

Oakland Municipal Code

10.28.080 - Parking prohibited on narrow streets.

A. The Traffic Engineer is authorized to place signs or markings indicating no parking upon any street when the width of the roadway does not exceed twenty (20) feet, or upon the side of a street as indicated by such signs or markings when the width of the roadway does not exceed thirty (30) feet.

B. When official signs or markings prohibiting parking are erected upon narrow streets as authorized herein, no person shall park a vehicle upon any such street in violation of any such sign or marking.

(Prior traffic code § 158)



Citations

- Should be coordinated with outreach on streets where this hasn't been enforced consistently for a long time
- Parking Control Technicians may feel unsafe enforcing on certain streets
- Sidewalk parking can be reported:
 - Through Oak311 (app or website)
 - By calling Parking Enforcement at 510-238-3099 (Monday - Friday, 8am to 5pm)
 - Oakland Police Non-emergency at 510-777-3333 (All other times call)

Citations

	2019	2020	2021	2022 (Jan, Feb)
Bike Lane Blocking Citations (21211.B)	228	228	206	35
Sidewalk Blocking Citations (22500.F)	333	330	365	56
Total	561	558	571	91

Discussion

Thank you

Questions? Email kolsen@oaklandca.gov

Highway Safety Improvement (HSIP) Program



CITY OF OAKLAND
Department of Transportation
Strategic Planning and Administration

Cycle 11 Update
8/16/22

Background

The purpose of the HSIP program is to **reduce traffic fatalities and serious injuries** on all public roads.

Countermeasures

<https://dot.ca.gov/programs/safety-programs/proven-safety-countermeasures/countermeasures>

Project Eligibility

Specific safety problems must be identified via a data-driven process

Benefit Cost Ratio (BCR) function of

- Crash severity
- Number of crashes
- Countermeasure crash reduction factor

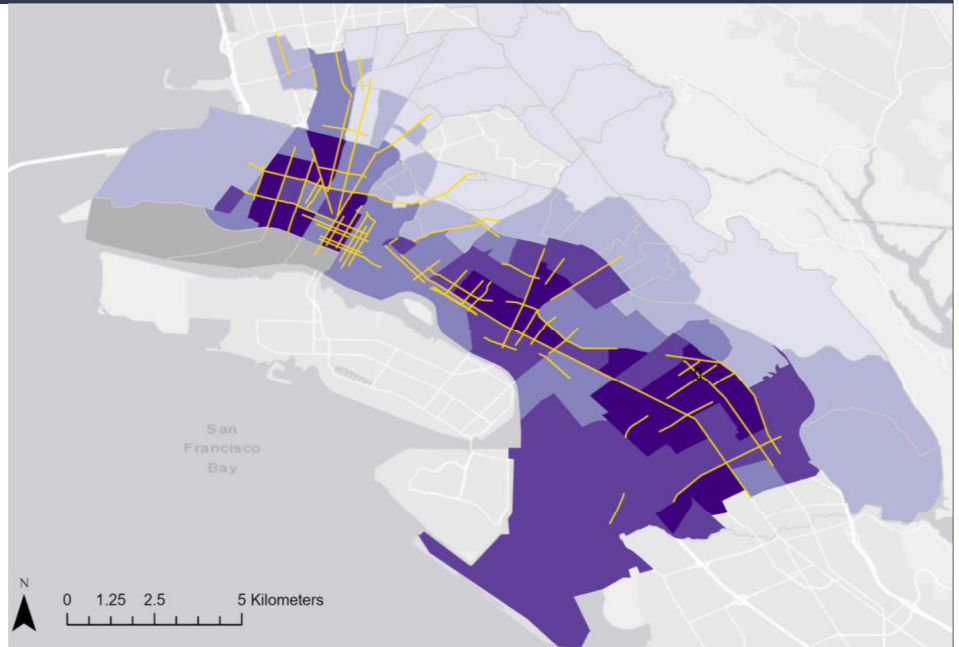
Additional OakDOT Prioritization

- Higher Priority Equity Neighborhoods
- 5 YR Paving Plan

High Injury Network (HIN)

HIN = 6% of Oakland's Streets that account for 60% of severe and fatal crashes

95% of the HIN is in Medium to High Priority Equity Neighborhoods



Oakland HSIP Past Awards: Completed + Expected Completion Date

- HSIP 5: Market Street between 45th & Arlington (Completed)
- HSIP 6: Grand Ave Ped Safety (Completed)
- HSIP 7: Lake Merritt BART Area Ped Safety (Completed)
- HSIP 7: Market Street Improvements (4th-21st) (Completed)
- HSIP 7: Downtown Intersection Improvements (Completed)
- HSIP 7: Telegraph Ave Bike/Ped Improvements 29th to 45th (Fall 2022)
- HSIP 7: Shattuck and Claremont Ave. Bike/Ped Improvements (Spring 2023)
- HSIP 8 Bancroft (Winter 2023)
- HSIP 8 Fruitvale Ave Road Diet (Winter 2023)
- HSIP 8 35th Avenue (Completed)
- HSIP 8 High Street Improvements (Winter 2023)
- HSIP 8 Downtown Safety Improvements (Winter 2023)
- HSIP 8 Guardrails Oakland Hills (Winter 2023)
- HSIP 9 Foothill Blvd (Winter 2023)
- HSIP 9 RRFB / Pedestrian Crossing Enhancements (Winter 2024)
- HSIP 10 Systemic Crossing Improvements on Local Streets (Winter 2026)
- HSIP 10 98th Avenue Crossing Improvements (Winter 2026)
- HSIP 10 14th Street Pedestrian Crossing Improvements (Winter 2026)

HSIP 11: Safe Oakland Streets Leading Pedestrian Interval (LPI) Timing

HSIP 11 – Application 1

- Add a 3 second head start for pedestrians and accessible pedestrian signals at existing signalized intersections:
 - With LPI-compatible signal controllers
 - With signal controllers to be upgraded to LPI-compatible
- Locations will be chosen based on HSIP criteria (benefit cost ratio) in addition to OakDOT's equity priority neighborhoods



HSIP 11: Safe Oakland Streets Major Bike and Pedestrian Crossings

HSIP 11 – Application 2

- Add rapid rectangular rapid flashing beacons (RRFBs) to uncontrolled intersections where neighborhood bike routes cross Collector and Arterial Streets
- Locations will be chosen based on HSIP criteria (benefit cost ratio) in addition to OakDOT's equity priority neighborhoods and nexus with 5-year paving plan



Pedestrian Signals and Leading Pedestrian Intervals

Dean Hsiao
Supervising Transportation
Engineer



Contact us.

Julieth Ortiz – Transportation Planner
jortiz@oaklandca.gov

Dean Hsiao – Supervising Transportation Engineer
dhsiao@oaklandca.gov

Thanks

August 2022 BPAC Agenda Item 8. Committee Report Backs Attachment

For more information on the BPAC's Committees and Liaisons see

<https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>

2022 Active BPAC Committees/Task Forces/Liaisons

Committee Name / Liaison Role	Purpose	Commissioners	Community Members	Meeting Time	Agendas, Notes, and Minutes
Infrastructure Committee	Review and comment on the design of projects	Ralston, Schader, Yee	George Naylor, Robert Prinz , Midori Tabata, Brendan Pittman, RB Burnette Jr	The first Thursday of every other month from 3:30 PM to 5:30 PM	https://docs.google.com/document/d/1qgS46y3dWNeAxMVwU3HTwjunj-b0pwANTZix-CisiWA
Legislative Committee	Research and develop policy recommendations for consideration by the BPAC	Frank, Gardner , Lok, Whipps	Kenya Wheeler	The first Monday of each month at 5:00 PM	
Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee	Monitor Committee activities and report back to the BPAC	Ralston			
Liaison to Mayor's Commission on Persons with Disabilities	Monitor MCPD activities and report back to the BPAC	Schader			
Open Forum Committee	Review and analyze comments received during Open Forum	Schader	Midori Tabata , Jimmy Jessup		https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/htmlview
Bicyclist Pedestrian Police Relations Committee	Rectify inequitable policing and racial profiling through analysis, dialog, and recommendations	Campbell, Frank, Mangrum	Tom Holub, George Naylor, Zachary Norris, Kenya Wheeler	The second Thursday of each month from 6:00 PM to 8:00 PM	
Planning Commission Review Committee	be a resource to the Planning Commission and provide input on bicycle and pedestrian elements of proposed projects	Schader, Whipps	George Naylor, Kenya Wheeler, RB Burnette Jr		
2023 Recruitment Committee	Outreach and recruitment for new BPAC commissioners beginning January 2022	Frank, Mangrum	Midori Tabata		

*Committee Chairs in **bold**

August 2022 BPAC Agenda Item 9. Three-month agenda look-ahead, suggestions for meeting topics, announcements

For the full list of requested items and other details on upcoming meeting planning, see the BPAC Scheduler at https://docs.google.com/spreadsheets/d/1PmvGuKNg3lBspg7WwnqB7_MaQumB6BCpA_7Sbvuf8Q8/edit?usp=sharing

Three-month agenda look-ahead

September

- BPAC Commissioner Appointment Recommendations
- School Safety Crossing Guards, Paul Cirolia
- Introduction to OakDOT Director Fred Kelley
- East Bay Greenway Updated Design

October

- Rapid Responses to Fatal Traffic Crashes
- West Oakland LINK (tentative)
- Mayor & Transportation Advisor to the Mayor (tentative)

November

- BART Projects (tentative)
- Paving Plan Update (tentative)
- Annual Major Development Projects (tentative)

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Announcements

- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, sign up at <https://oaklandca19202.activehosted.com/f/20>.
- **Paint the Town:** The Paint the Town Program recently completed one mural and has one upcoming mural painting event.
 - Keisha Henderson, the Rebirth Anthem, with Bike East Bay and WOBO, organized a mural painting event with neighbors to paint the town on Scoville St at 55th Ave on July 23rd.
 - Cori Moreland is organizing a pride mural painting event to paint the town on 18th St between San Pablo Ave and Telegraph Ave on August 27th and 28th.

OakDOT Bicycle and Pedestrian Program staff facilitate the mural events in coordination with partner organizations EastSide Arts Alliance and Safe Passages, the OakDOT Permit Counter, and the OakDOT Traffic Maintenance Section. For more information on the Paint the Town program, please refer to the map at: www.google.com/maps/d/u/0/viewer?mid=1QwVA2S_6-TrFrCb1xM0qRxljceFT6ZZH&ll=37.79765446934255%2C-122.22637454999993&z=13 or the project webpage at www.oaklandca.gov/projects/paint-the-town.



(Photo of Scoville Paint the Town mural)

- **11th Ave/E 19th St Diagonal Diverter Bicycle Passageway:** Construction of a new bicycle passageway through the existing diagonal traffic diverter at 11th Avenue and E 19th Street is complete. The design of the passageway was informed by feedback from the community that the bicycle passageway should not interfere with the community-maintained Buddhist shrine in the location and should be designed to discourage cars from bypassing the traffic diverter.



(Photos of the new diverter)

- **OPD – DOT Reorganization Update:**
 - Effective July 1, 2022, OakDOT is responsible for addressing abandoned autos. In 2021, abandoned autos made up 13% of all authorized tows made by the City of Oakland.
 - The Parking Citation Assistance Center was reorganized into OakDOT in November 2021.
- **Violence Prevention through Engineering Design Pilot Program in support of the NEST Initiative:**
 - In May, speed bumps were installed on E 15th St between 15th and 22nd avenues by OakDOT's in-house paving team as part of a pilot program where OakDOT supports violence prevention measures by installing engineering measures in public right-of-way. In addition to the speed bumps, OakDOT's street lighting team also completed lighting upgrades along the corridor.
 - In response to four homicides in the Lakeshore Ave cul-de-sac area in the six months earlier this year, OakDOT staff implemented the following near-term changes utilizing the NEST funding: removed the overnight parking restriction signs, installed red curb to reduce the number of parking spaces, increased the brightness of eleven streetlights.
- **Highway Safety Improvement Program (HSIP 8) Fruitvale Ave Project:** OakDOT finished construction of the project in June. The project installed bike and pedestrian safety improvements to the Fruitvale Corridor between E 12th Street and E 22nd Street. OakDOT is currently working to restore on-street parking along Fruitvale Avenue. For more information, see: <https://www.oaklandca.gov/projects/fruitvale-avenue-project>
- **Sideshow Prevention Pilot – 42nd Avenue/I-880 On-Ramp (The Pit):** Caltrans installed sideshow prevention treatments at The Pit last week. The treatments included Bott's Dots and traffic delineators. The location is one of five in Phase I of the Sideshow Prevention Pilot.
- **Rapid Response:** International Boulevard and 16th Ave Rapid Response: Safety improvements in response to a pedestrian fatality on May 31st were completed on July 21, 2022, and included pavement markings (additional "Bus only" pavement markings, adding through/right pavement arrows) and signage (additional "No U-turn/No left turn" signs on International Blvd., increasing the size of the existing "No U-turn/No left turn" signs on signal mast arms). The changes are designed to heighten the message to drivers that left turns are restricted from International onto 16th and that driving in the bus lane is prohibited. Photos below.
- **15 MPH Signage at Schools:** Staff completed the installation of the new speed limit of 15mph signage at all 10 schools identified to receive signage before school started the week of August 8th. More information here, including the 10 additional elementary schools that will receive signage by the end of the year: <https://www.oaklandca.gov/news/2022/oakdot-reduces-speed-limits-to-15mph-at-data-identified-priorityoakland-schools>. OakDOT will continue with signage for all Oakland elementary schools in 2023.

City of Oakland Bicyclist and Pedestrian Advisory Commission Strategic Plan Goals for 2022

April 2022

Goal 1: Be strong advocates for bicycle and pedestrian safety and hold the city accountable.

Task	Task Description	Next Steps
1.1	Advocate for Safe Oakland Streets effort, including more quick fix/rapid response traffic calming and AB 43 implementation.	Receive staff presentation at BPAC meeting. Legislative Committee discuss other ways to pursue. Commissioner Gardner leading.
1.2	Support state and federal funding for pedestrian and bike projects and programs.	Request funding presentations at BPAC meetings and consider taking position of support.
1.3	Continue review of fatal and serious injury crashes involving cyclists and pedestrians at monthly meetings.	Keep as standing item with Chair Schader leading discussion.
1.4	Organize bike ride with BPAC commissioners, community members and police department to create trust and develop ongoing relationships.	Police Relations Committee organizing.
1.5	Convene meeting on racially-biased bicycle stops with the Oakland Police Department, Department of Race and Equity, BPAC policing subcommittee, and community partners per 2019 Bike Plan.	Police Relations Committee organizing.
1.6	Explore challenges of reckless and dangerous driver behavior.	Collaborate with other groups such as WOBO and Bike East Bay to develop responses and determine what active role BPAC can play.

Goal 2: Be a conduit for information on bicycle and pedestrian projects.

Task	Task Description	Next Steps
2.1	Invite project managers to present on projects post-construction to evaluate what worked and what did not.	Schedule review of projects at BPAC meetings.
2.2	Get status update on Bike Plan every six months. Support hiring of staff necessary to track Pedestrian Plan progress.	Request staff presentations in conjunction with the bi-annual We Bike Oakland newsletter, including the "By the Numbers" updates. Raise pedestrian staffing needs with DOT leadership and council.
2.3	Highlight subcommittee activities.	Request written reports from each committee monthly.
2.4	Get periodic updates on Major Development Project from Department of Planning and highlight the most bike/ped relevant projects for Infrastructure Committee to review and provide comments.	Schedule at BPAC meeting once per year.

Goal 3: Encourage equity driven investments and policies and advocate for the bicycle and pedestrian community.

Task	Task Description	Next Steps
3.1	Advocate for equity driven bike/ped priorities in the General Plan, Environmental Justice Element.	Commissioner Ralston to identify next steps.
3.2	Prioritize safety needs in East Oakland.	Schedule relevant items at BPAC meetings and advocate during planning discussions.
3.3	Use BPAC Blog, Open Forum and community meetings to create open communication between BPAC, community members and DOT.	Vice Chair Yee leads BPAC Blog. Open Forum facilitated by Open Forum Committee. All commissioners engage in other community outreach.
3.4	Advocate for community groups, including Neighborhood Councils, to be integrated into OakDOT program and community outreach work (in a paid capacity wherever possible).	Advocate in the context of presentations at BPAC meetings.

Goal 4: Build relationships with policymakers and provide feedback on pedestrian and bicycle policy.

Task	Task Description	Next Steps
4.1	Present BPAC Chair's Report to Public Works Committee.	2022 report schedule for 4/26/22. Use as an opportunity to raise priorities with council.
4.2	Establish ongoing coordination with Caltrans, MTC, Bay Area Regional Collaborative on bicycle and pedestrian investments and plans.	Commissioner Ralston to pursue next steps.
4.3	Meet with each Councilmember and their staff at least once per year to introduce BPAC and our goals.	Each commissioner expect to reach out to their councilmember.
4.4	Reach out to councilmembers concerning current bike/ped issue.	Each commissioner expect to reach out to their councilmember on hot topics needing their support.
4.5	Introduce BPAC to neighborhood councils	Each commissioner expected to reach out to one or more neighborhood councils/NCPCs in their areas to introduce the BPAC and support neighborhood efforts on bike/ped safety.