



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the September 15<sup>th</sup>, 2022 meeting**  
**Teleconference**

Meeting agenda at <https://cao-94612.s3.amazonaws.com/documents/September-2022-BPAC-Meeting-Agenda.pdf>.

Meeting called to order at 6:01 P.M. by BPAC Chair Patricia Schader.

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

At roll call, quorum was established with 7 commissioners present (X). 1 was excused (-) (provided notice of absence as specified in by-laws). 1 arrived after roll call (x).

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

Introductions were made.

- Other attendees: Matthew Bomberg (ACTC), Danielle Dynes, Kim Franchi (HNTB), Hal, Cithalli Herrera, Jimmy Jessup, Kevin, Jason Liao, Mike Munson, Reid (School Walkability), Robert Prinz, Jhay Delos Reyes (ACTC), Midori Tabata, Doris V, and a dial-in attendee with phone number ending in 7811.
- Staff: Maya Amichai, Celina Chan, Manuel Corona, Noel Pond-Danchik, Pierre Gerard, Fred Kelley, KTOP, Ofurhe, Charlie Ream, and Ariel Espiritu Santo.

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

- Commissioner Schader shared that a member of the public was struck by a motor vehicle at the September 2022 East Bay Bike Party, and that OPD reports that the suspect has not yet been found.
- Reid made a comment in favor of increased pedestrian safety near schools.

**Item 3. Approval of meeting minutes**

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from August 18<sup>th</sup>, 2022** was made (Gardner), seconded (Frank), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Ralston, Schader, Whipps, and Yee. Commissioner Lok abstained. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://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 (Whipps), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Ralston, Schader, Whipps, and Yee (unanimously).

The resolution is attached to these meeting minutes.

Speakers other than commissioners: None.

#### **Item 5. Recent Bicyclist and Pedestrian Fatal Traffic Crashes**

Chair Schader ([patricias.oakland@gmail.com](mailto:patricias.oakland@gmail.com)) led the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.

- On Thursday, 8/25/2022 at 4:02 pm, a 35-year-old white male pedestrian was fatally hit by a driver at the intersection of West MacArthur Blvd and Piedmont Ave while crossing in the marked crosswalk.
- On Saturday, 8/27/2022 around 7:30 pm, a male bicyclist was fatally struck by a driver during or after a shooting that left two others dead at the 2800 block of Martin Luther King Jr. Way.
- On Saturday, 9/3/2022 around 9:15 pm, a pedestrian attempted to cross Interstate 580 near the MacArthur Blvd onramp and was fatally struck by a driver. The driver pulled over and remained at the scene. Westbound lanes and the connection with I-980 were reopened at 12:16 a.m.

Speakers other than commissioners: None.

#### **Item 6. 2023 BPAC Commissioner Recommendations**

Midori Tabata, on behalf of the Recruitment Committee, reported back with recommendations from its review of applications of people seeking to be appointed to the BPAC for 2023-2025 terms. The Committee is recommending reappointing Grey Gardner, Patricia Schader, and Dianne Yee. Commissioners are appointed by the Mayor and confirmed by City Council. A summary of the applicants and applications are included as attachments.

Speakers other than commissioners: Midori Tabata and Robert Prinz.

- A motion to ***recommend the reappointment of Grey Gardner, Patricia Schader, and Dianne Yee to the BPAC for 2023-2025 terms*** was made (Campbell), seconded (Whipps), and adopted by roll call vote with the following Commissioners voting in favor: Campbell, Frank, Gardner, Lok, Ralston, and Whipps. Commissioners Gardner and Chair Schader abstained.

#### **Item 6. OakDOT Director Fred Kelley and Assistant Director Ariel Espiritu Santo**

New Oakland Department of Transportation (OakDOT) Director, Fred Kelley ([fkelly@oaklandca.gov](mailto:fkelly@oaklandca.gov)), shared his vision for OakDOT. Kelley and Assistant Director, Ariel Espiritu Santo ([aespiritusanto@oaklandca.gov](mailto:aespiritusanto@oaklandca.gov)) answered questions from the BPAC.

Summary of Discussion:

- OakDOT is experiencing a ~30-35% staff vacancy rate.
  - Increased contracting could offset some of the impact (i.e., decreased level of service) of OakDOT staff vacancies.
- More synergistic partnerships should be made with regional agencies in City goals.
- An increased level of service should be provided by the City for transportation projects in East Oakland, to match or outperform the level of service that projects in other areas of the City receive.
- Vehicular speed reduction and safety improvements should be the City's top transportation priorities.
- Automatic speed enforcement should be considered at the City because there is no traffic enforcement division at the City, currently.
- Fire code restrictions, at times, prevent the City from building safer streets.
- Community engagement should receive a high level of commitment.
  - OakDOT's Racial Equity Team (RET) includes a Community Engagement Subcommittee that has developed and shared a Standard Operating Procedure for City community engagement efforts.

Speakers other than commissioners: Kevin, Midori Tabata.

## Item 7. East Bay Greenway Updated Design

**Matthew Bomberg** ([mbomberg@alamedactc.org](mailto:mbomberg@alamedactc.org)), Alameda County Transportation Commission (Alameda CTC) Senior Transportation Engineer, provided a presentation on the East Bay Greenway project, a regional active transportation project being planned and implemented by Alameda CTC in partnership with the City of Oakland. The project is identified in local and regional plans, including the City's Bike Plan and Measure BB Transportation Expenditure Plan. Alameda CTC is currently developing conceptual plans and conducting community engagement and environmental studies for an East Bay Greenway project which can be implemented in a near-term (3-5 year) timeframe. For more information, see <https://www.alamedactc.org/programs-projects/bicycle-and-pedestrian/eastbaygreenway/>. The presentation slides are attached to these minutes.

Summary of Discussion:

- A section of the Greenway from Seminary Ave to Coliseum BART will be constructed later in 2022.
- ACTC should work with homelessness action centers to communicate with people camping along San Leandro Street, before construction begins. Increased lighting along the pathway and Danish/Dutch "bike freeways" should also be considered.
- The City purchased one small street sweeper for bike lanes at the beginning of 2021, and the City should purchase more if more bike lanes require their use.
- Maintenance is key to a successful bicycle facility.
- The segment of the Greenway on San Leandro Street from 98<sup>th</sup> Ave to 105<sup>th</sup> Ave includes two possible design options to get around the tunnel: one that includes neighborhood bike routes and Class IV Protected Bikeways, and one that includes a Class I Bike Path on the north side of the street and a two-way cycle track on the south side of the street.
- Bike East Bay and East Oakland Collective representatives spoke in favor of the project, offering their support for its successful implementation.

Speakers other than commissioners: Midori Tabata, Citlalli Herrera, Robert Prinz.

- A motion to **extend the meeting until 8:10pm** was made (Schader), seconded (Frank), and approved by all Commissioners present.

### **Item 8. Committee Report Back**

Committees of the BPAC provided brief updates to the Commission. A list of active committees was included in the agenda packet and at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.

Summary of Discussion:

- Infrastructure Committee: topics covered at the September meeting were: Highway Safety Improvement (HSIP) ADA and signalization projects, Slow Streets development coordination with the City's 5-Year Paving Plan, and the City's General Plan update and a potential letter of support relating to it from BPAC. Grand Avenue safety improvements will be discussed, among several other topics, at the next meeting.
- Legislative Committee: Commissioner Frank shared that a recent meeting was held between Jimmy Jessup, Dean Hsiao (OakDOT, Traffic Signals), and himself on the push-button (AKA "beg to walk") for crosswalks. This topic will likely be added to the November 2022 committee meeting agenda.
- Liaison to Affordable Housing & Infrastructure Bond Public Oversight Committee: an interactive public-facing map is being created to display all Measure KK bond-funded projects in the City.
- Bicyclist Pedestrian Police Relations Committee: Commissioner Mangrum met with Chair Schader, George Nelson, OPD Captain Casey Johnson, and another OPD representative to discuss a turkey giveaway program. A bike ride could be incorporated into the giveaway program.

Speakers other than commissioners: None.

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

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

*Suggestions for meeting topics*

- None.

*Announcements*

- None.

Meeting adjourned at 8:13 pm.

### **Attachments**

- Presentation slides – East Bay Greenway Updated Design
- Resolution to Continue Teleconference Meetings

Minutes recorded by Pierre Gerard, Transportation Planner I, emailed to meeting attendees for review on September 19<sup>th</sup>, 2022, and adopted at the October 2022 BPAC meeting.



ALAMEDA COUNTY TRANSPORTATION COMMISSION

# East Bay Greenway Multimodal Project

Oakland BPAC Presentation  
September 15, 2022

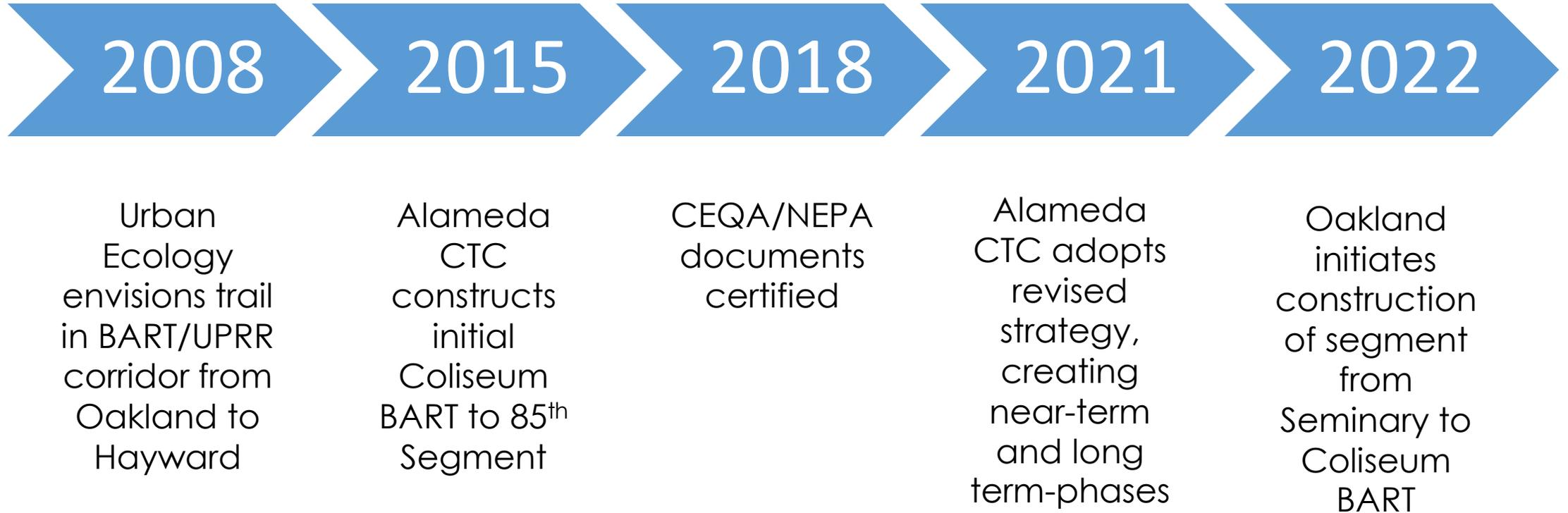


# What is the East Bay Greenway?

- Regional trail for biking & walking
- Envisioned to connect length of Alameda County generally along BART corridor
- Included in Measure BB Transportation Expenditure Plan



# Project History



# Project Benefits



Multimodal  
Connectivity Along  
BART Line



Sustainable  
Transportation  
Options



Improved Safety  
for Bicyclists  
& Pedestrians

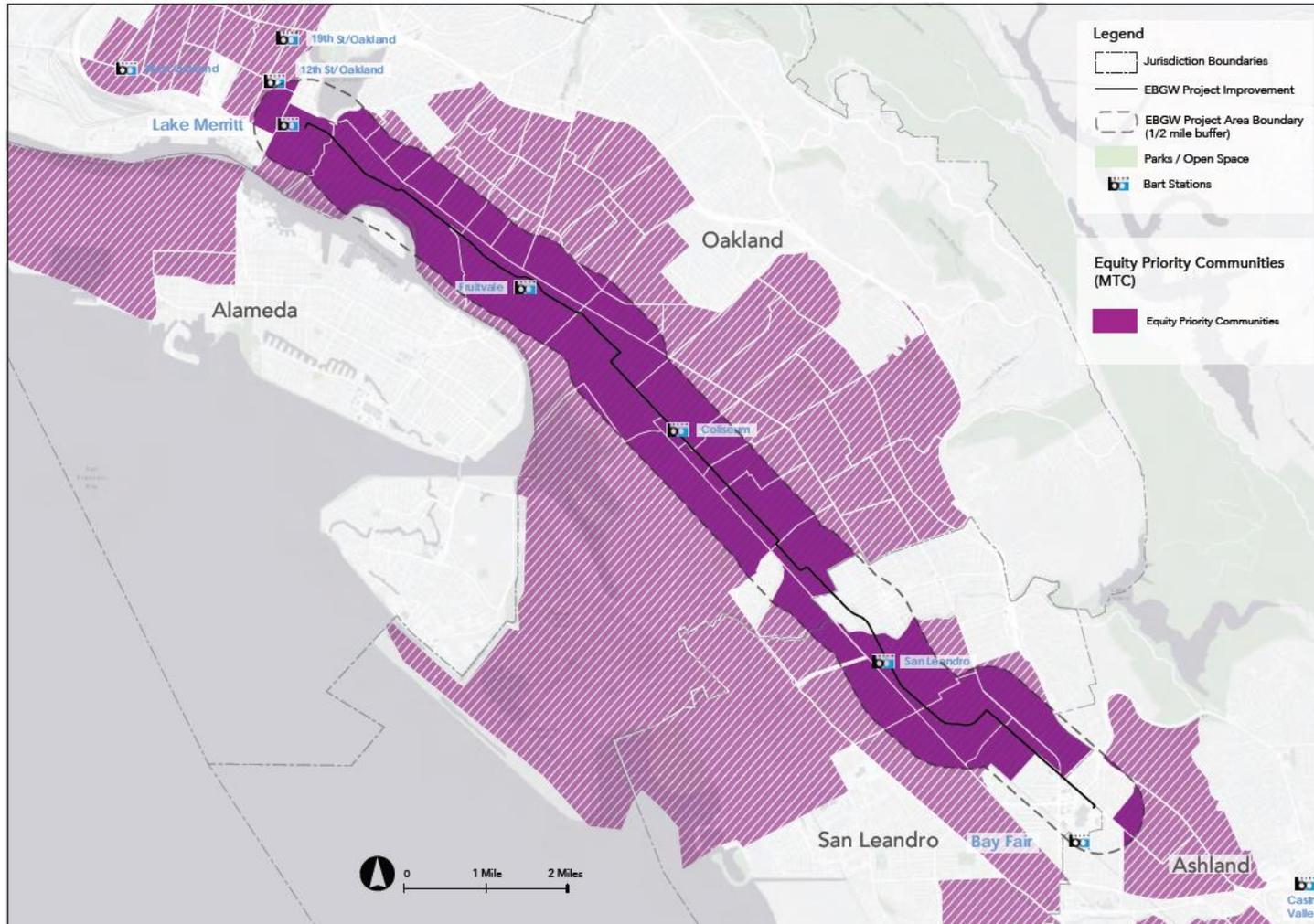


Access to Key  
Destinations

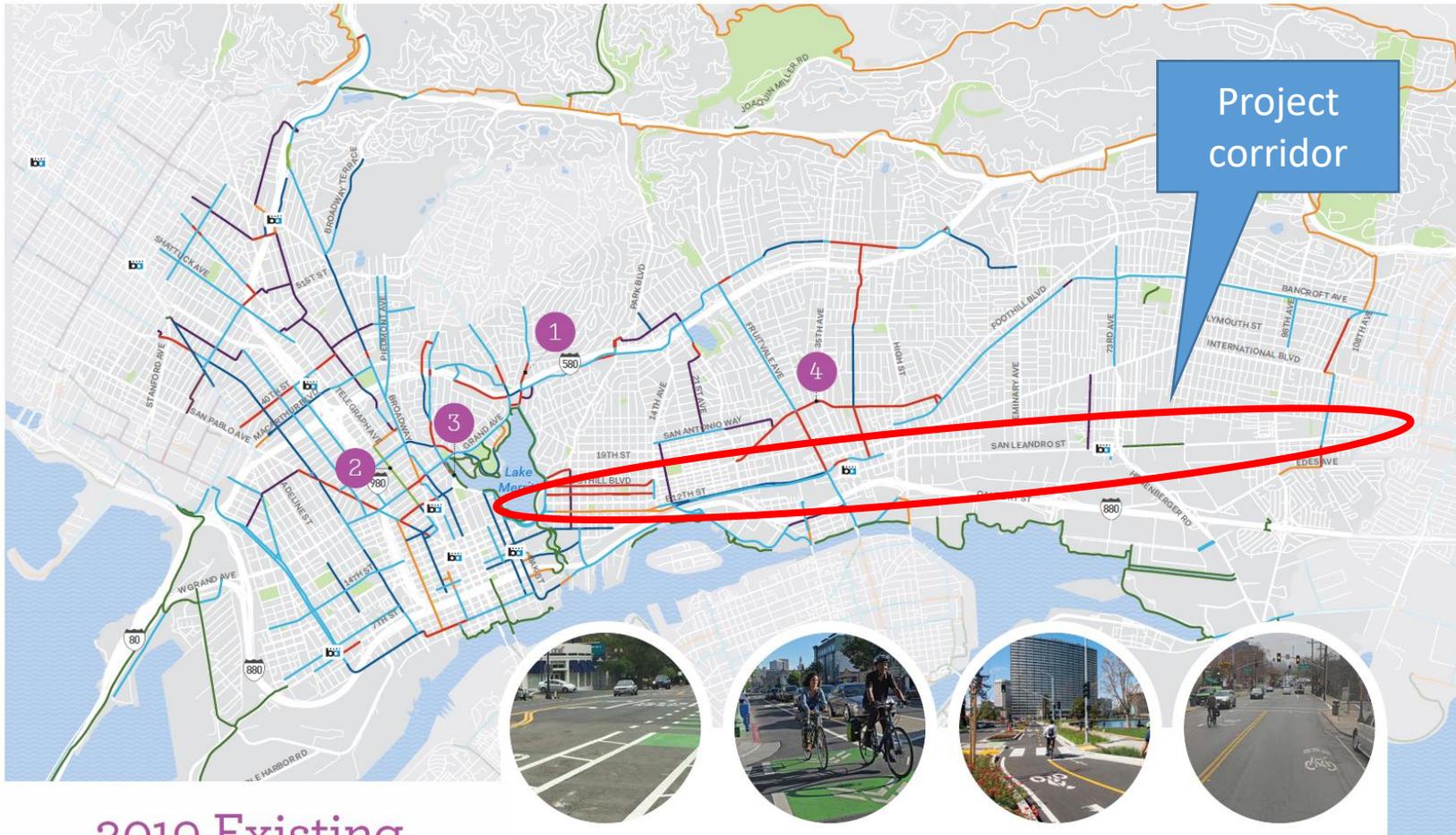


Investment in  
Equity Priority  
Communities

# Equity Priority Communities



- East Oakland: 2 cars for every 3 drivers
- Many tracts in the 90<sup>th</sup> percentile statewide for asthma rates
- Project identified in East Oakland Mobility Action Plan



## 2019 Existing Bicycle Network

- Path
- Protected Bike Lane
- Buffered Bike Lane
- Bike Lane
- Neighborhood Bike Route
- Bike Route
- Arterial Bike Route
- Park
- Oakland City Limits
- BART Station

- 1** The City's focus on lane conversion projects that reduce the number of travel lanes, such as on Grand Avenue, is a strategy to make room for bikeways while providing traffic calming benefits to the roadway.
- 2** Oakland's first parking protected bikeway on Telegraph Ave has illustrated the safety benefits of increased separation - with a 40% reduction in collisions measured after installation.
- 3** Projects like the Lakeside Green Streets project next to Lake Merritt are providing high quality, separated experiences of Oakland's assets.
- 4** Arterial Bike Routes, which require bicyclists to share lanes with cars on busy streets, will no longer be proposed. The 14 miles of existing routes are proposed for more comfortable bikeway types.

Project corridor

Source:  
City of Oakland  
Bike  
Master  
Plan

# Planning Context

The East Bay Greenway is consistent with or included in numerous adopted local, county, and regional plans including:

## Local

- Lets Bike Oakland!
- Oakland Walks
- East Oakland Mobility Action Plan
- East Oakland Neighborhoods Initiative

## County

- Alameda Countywide Active Transportation Plan
- Countywide Transportation Plan
- Community-Based Transportation Plans
- East 14<sup>th</sup>/Mission Multimodal Corridor Plan
- 400 mile Countywide Bikeways Network

## Regional

- Plan Bay Area 2050
- East Bay Regional Park District Master Plan
- BART Station Area Plans

# Project Phasing

## East Bay Greenway Multimodal (Phase 1)

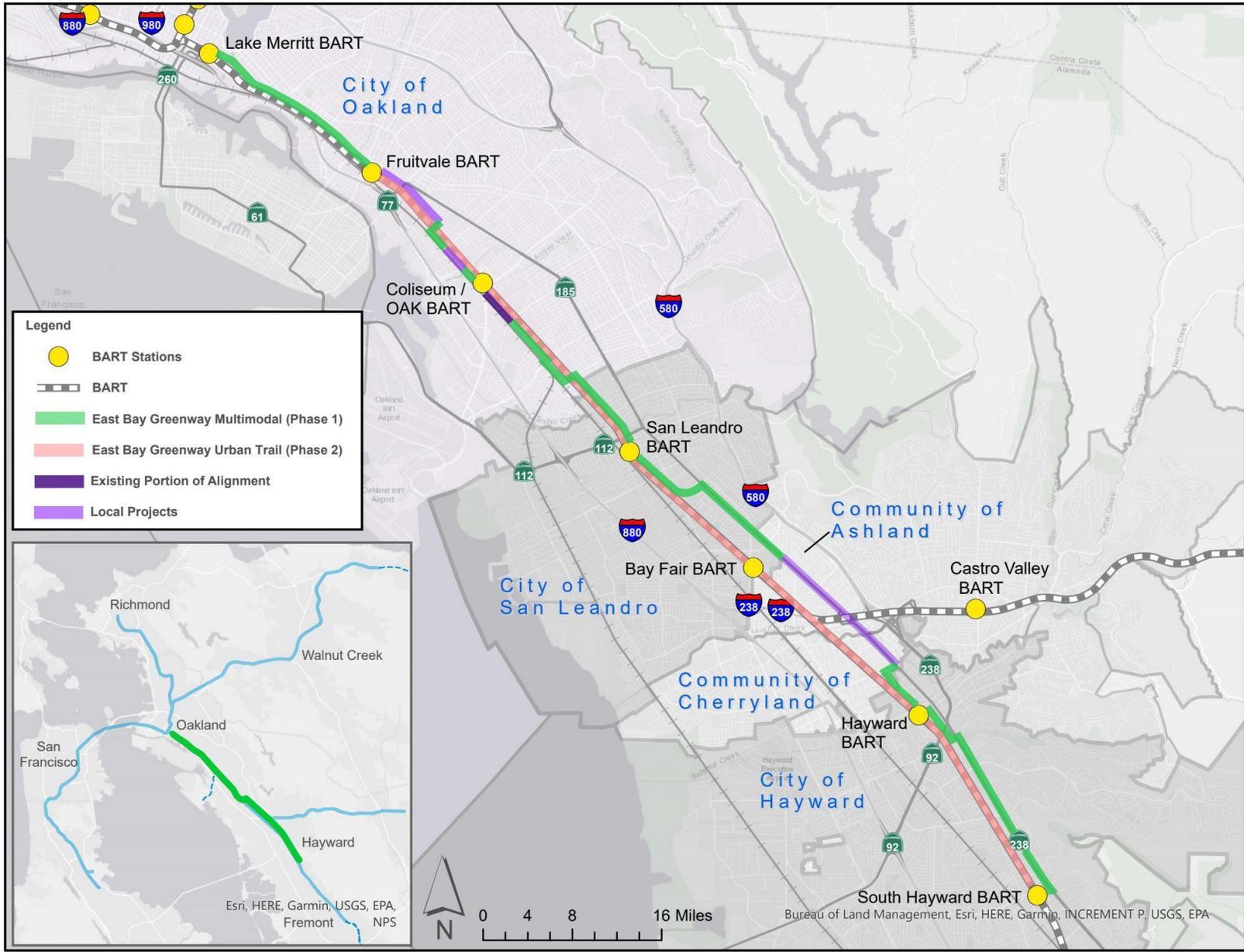
- Provide all ages and abilities, interjurisdictional active transportation facility
- On-street facility, utilize parallel streets where needed
- Avoid UPRR ROW
- Deliver within 3-5 years (funding permitting)



## East Bay Greenway Urban Trail (Phase 2)

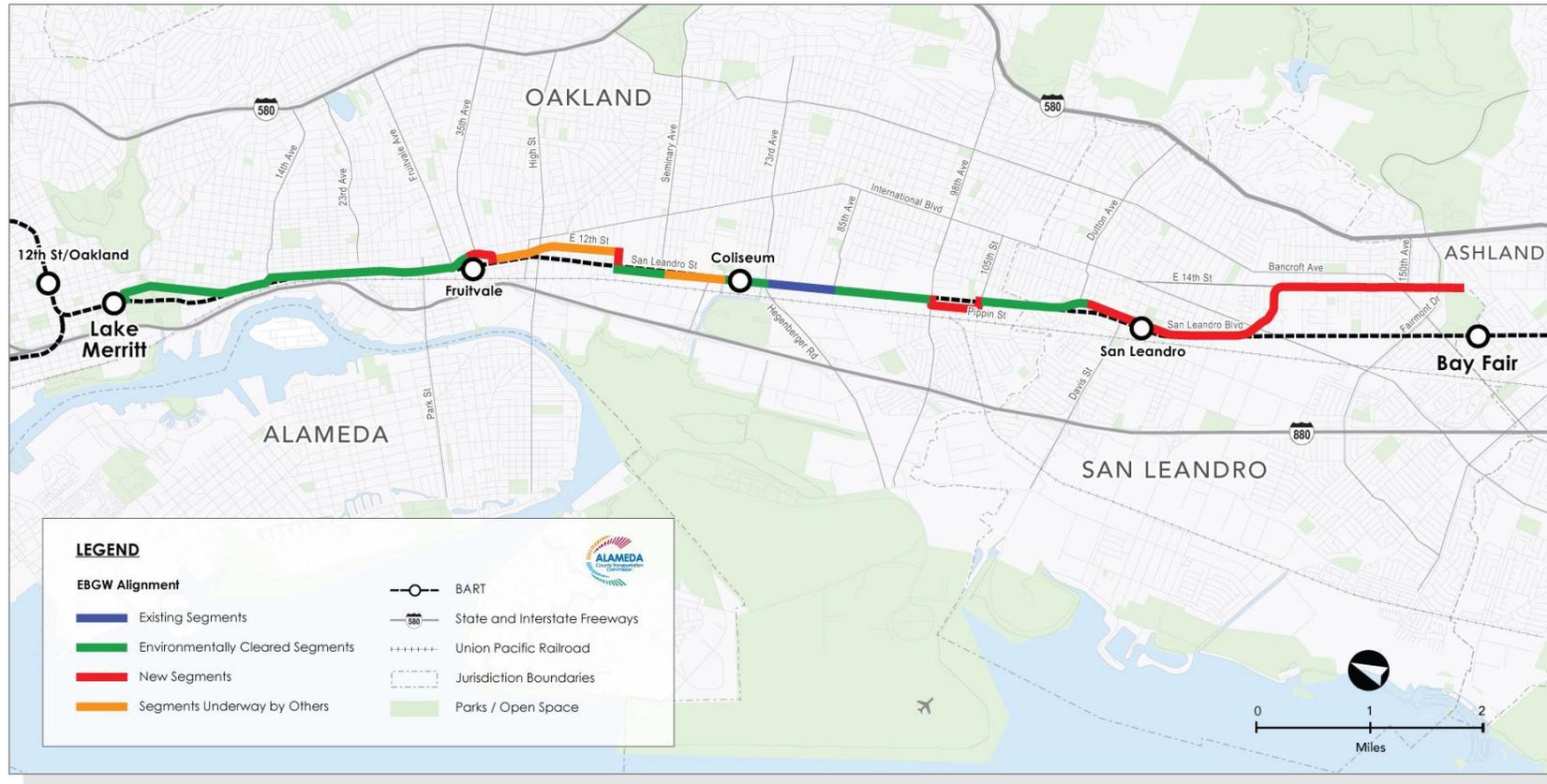
- Provide all ages and abilities, interjurisdictional active transportation facility
- Potential linear park enhancements
- Off-street facility in UPRR/BART corridor
- Environmentally cleared in 2018
- 10+ year timeline





# East Bay Greenway Multimodal Project

Alignment changes since 2018 – Oakland/San Leandro Focus



# Project Features



Class I paths



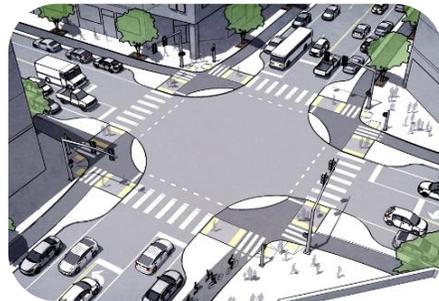
Class IV separated bikeways



Class III neighborhood bikeways



Enhanced Pedestrian Crossings



Protected intersections



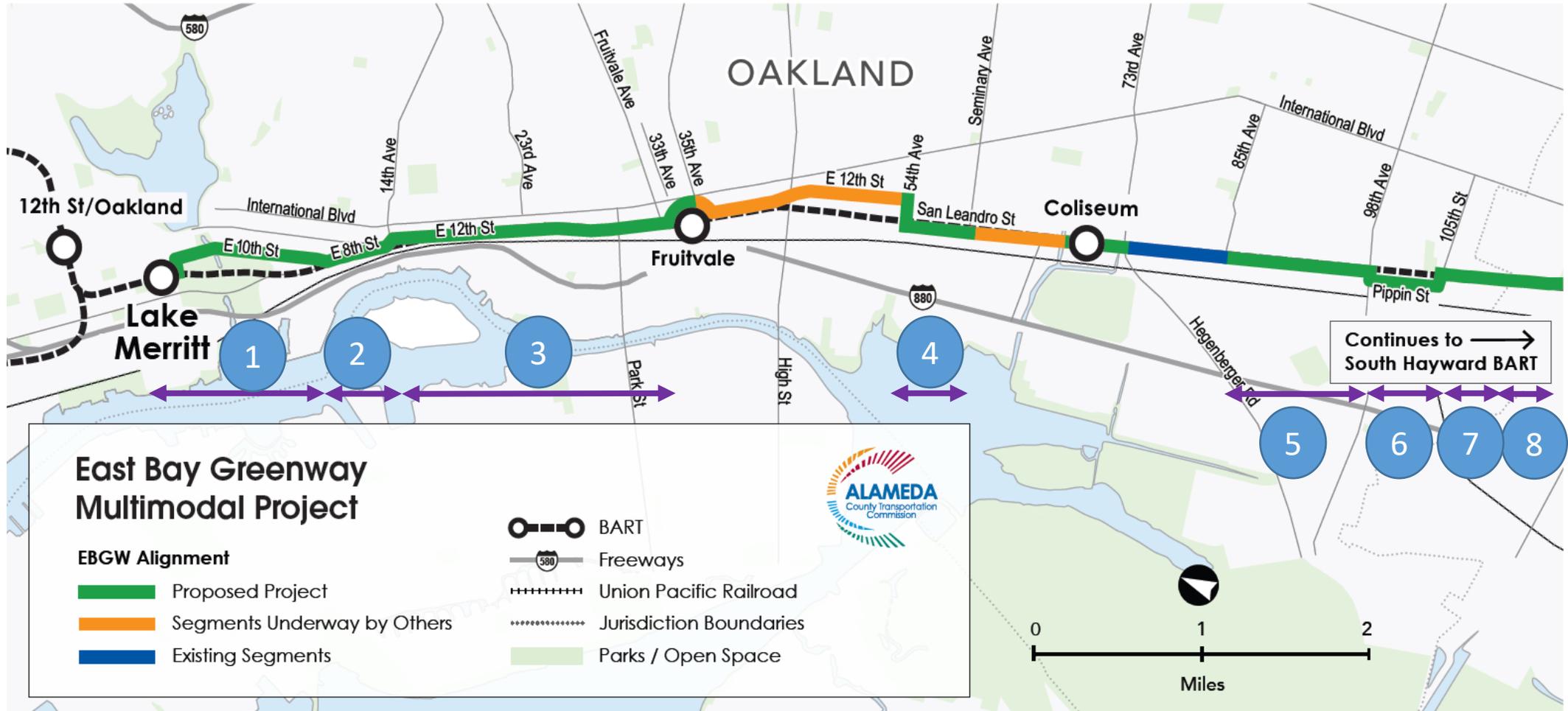
Transit loading islands



Placemaking elements

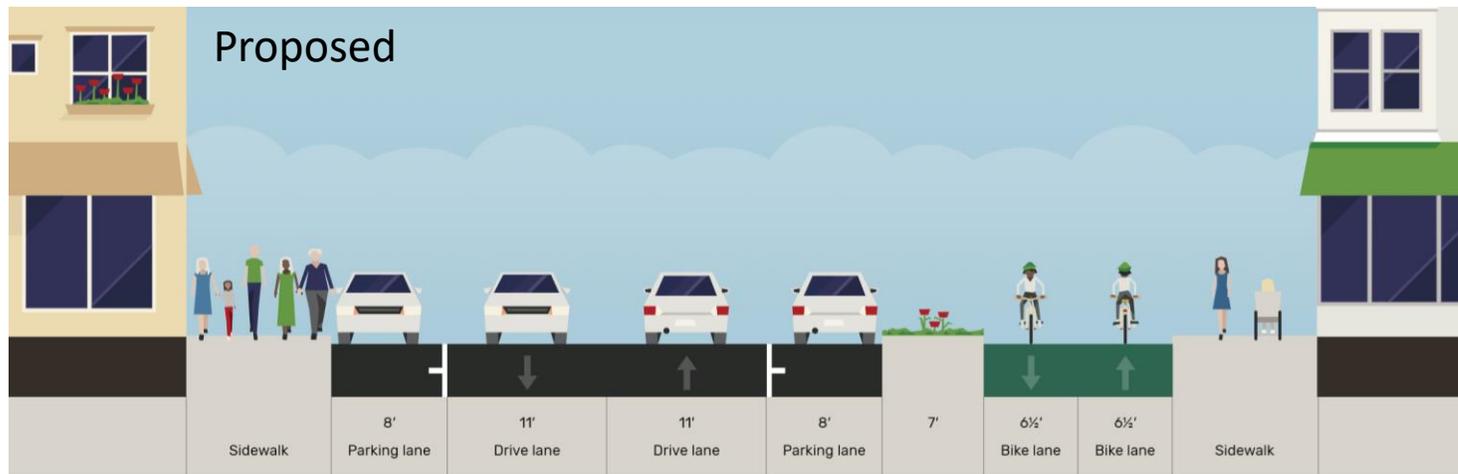
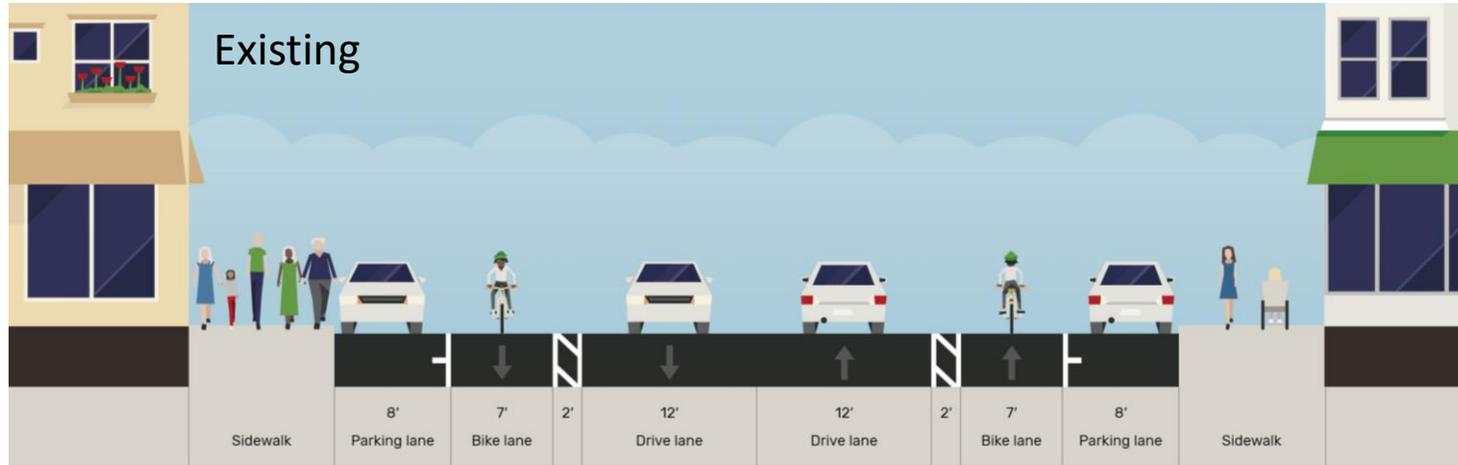
Image sources: NACTO, Alta, Google Images, FHWA

# Conceptual Typical Sections



# Conceptual Typical Sections:

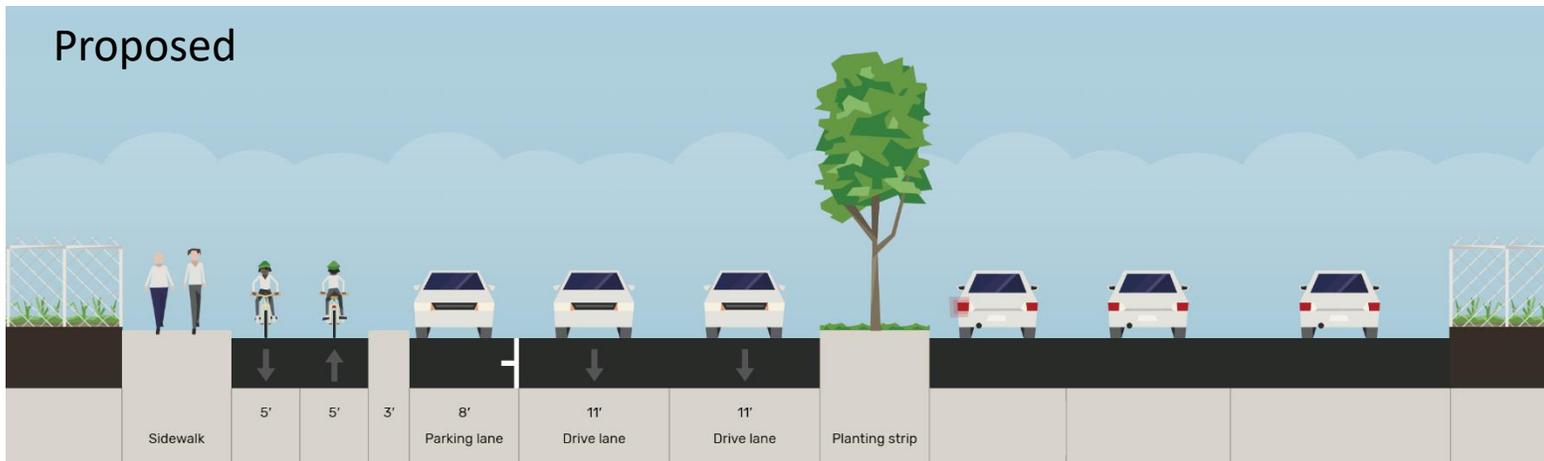
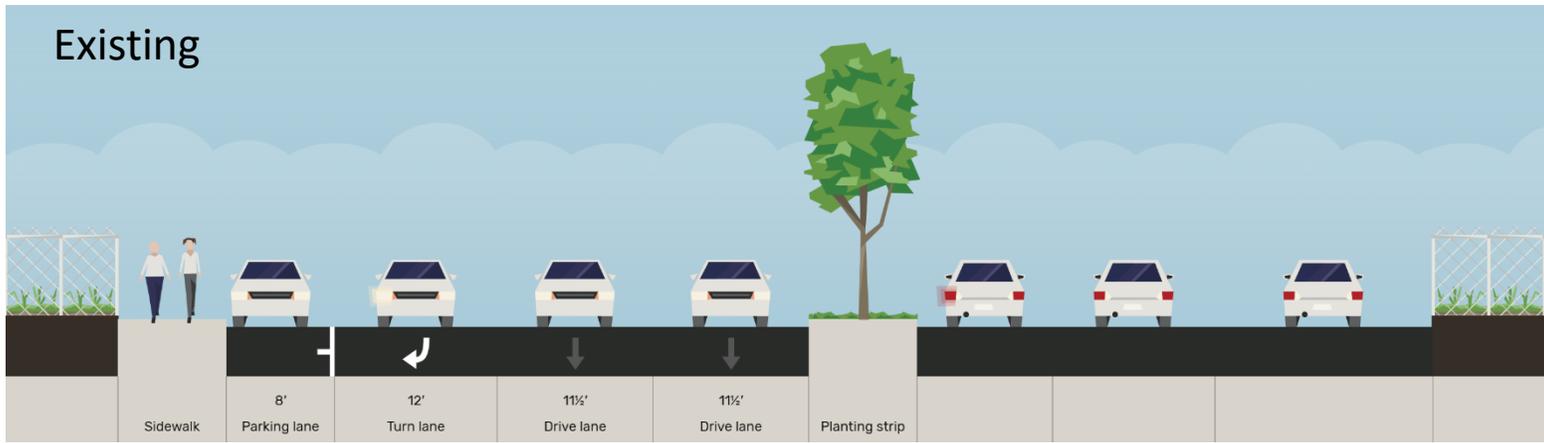
## 1) E 10<sup>th</sup> St – Fallon St to 9<sup>th</sup> Ave



Example Facility – Marina Way, Richmond, CA

# Conceptual Typical Sections:

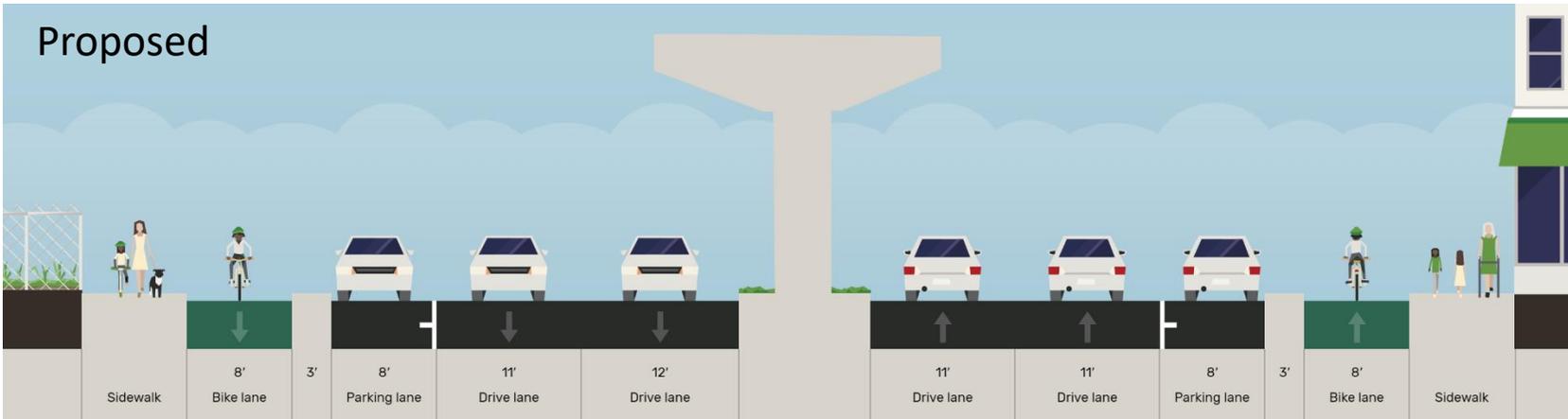
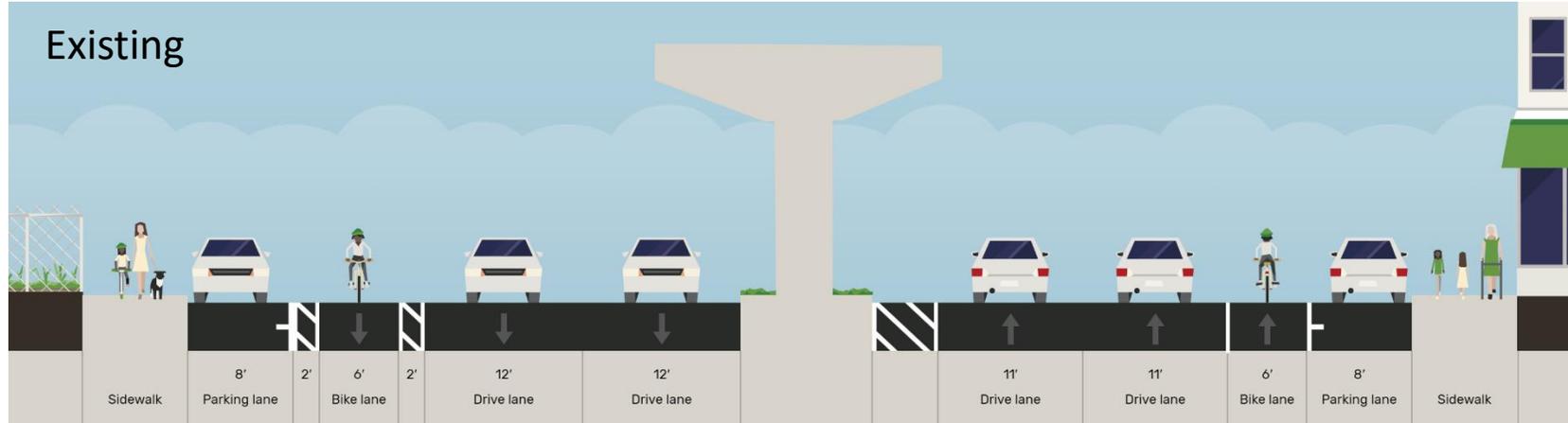
## 2) E 8<sup>th</sup> St – E 10<sup>th</sup> St to 14<sup>th</sup> Ave



Example Facility – Marina Way, Richmond, CA

# Conceptual Typical Sections:

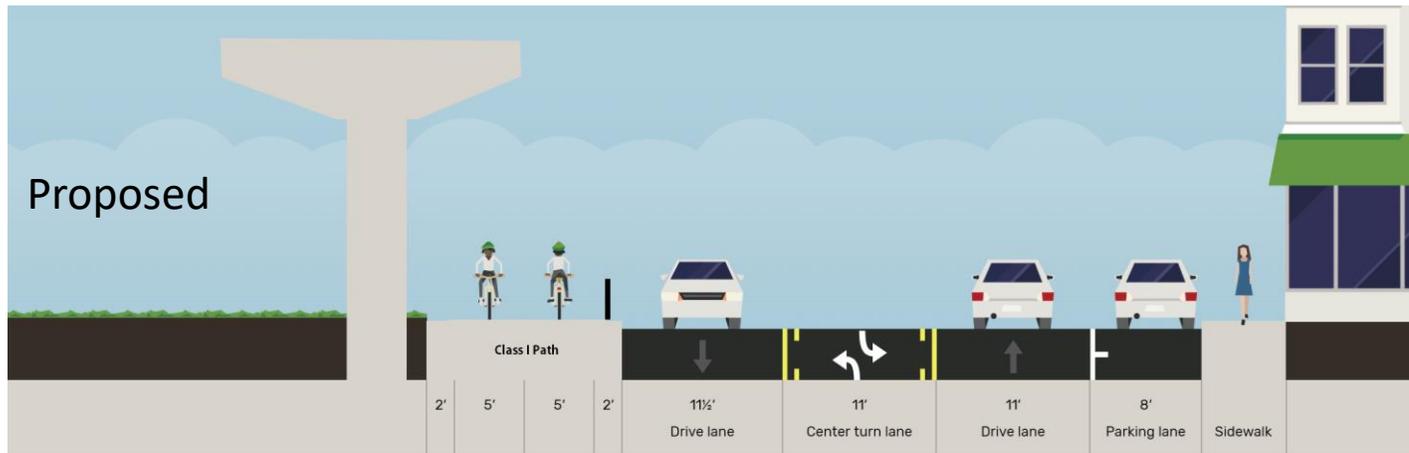
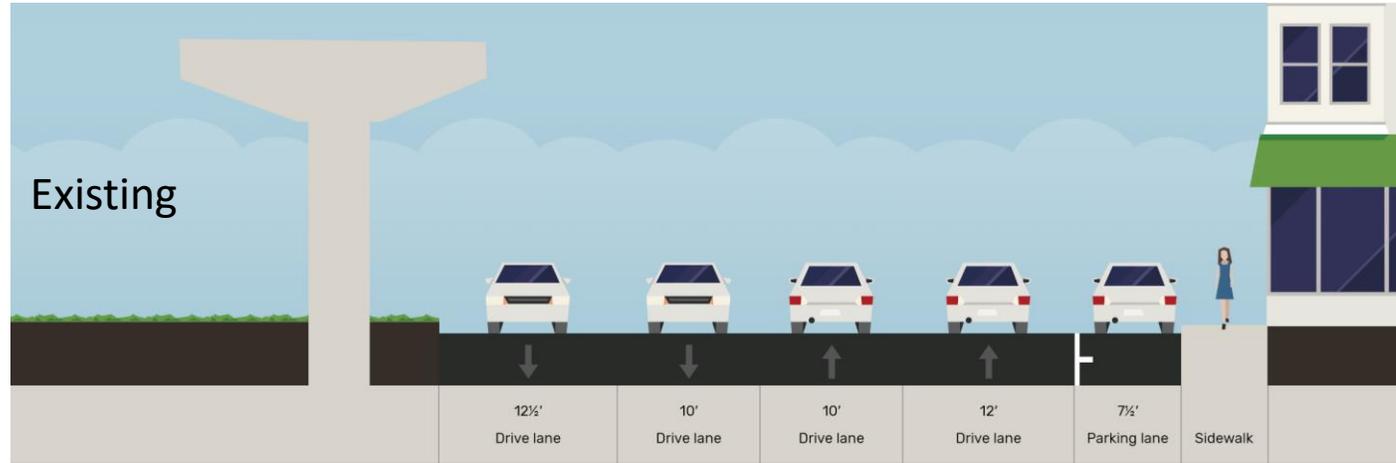
## 3) E12<sup>th</sup> St – 20<sup>th</sup> Ave to Fruitvale Ave



Example Facility – Milwaukee Ave, Chicago, IL

# Conceptual Typical Sections:

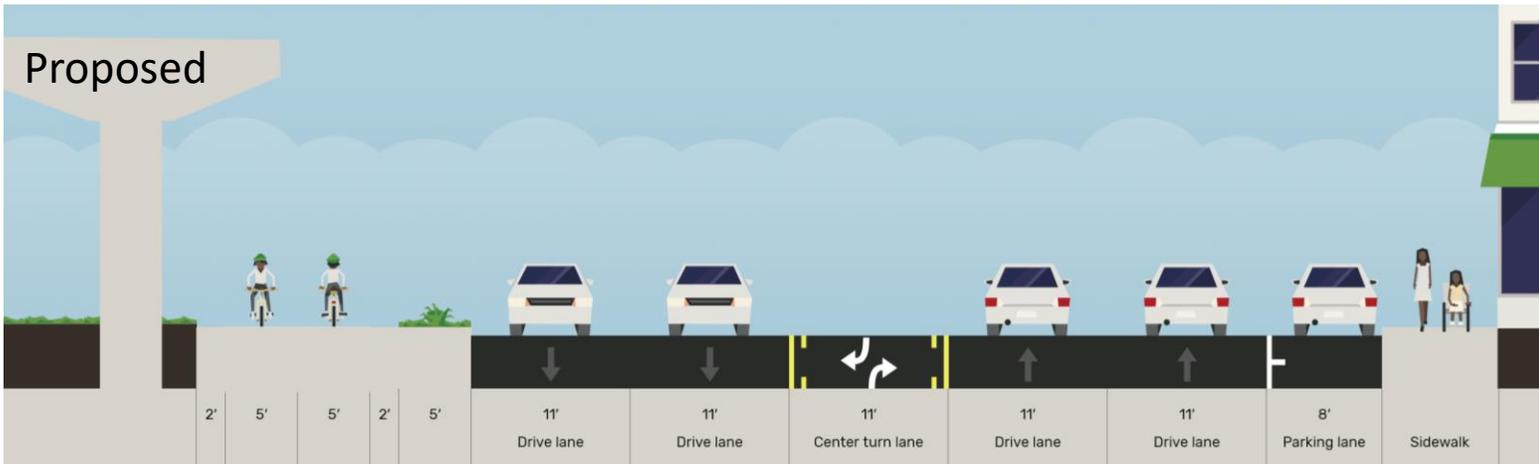
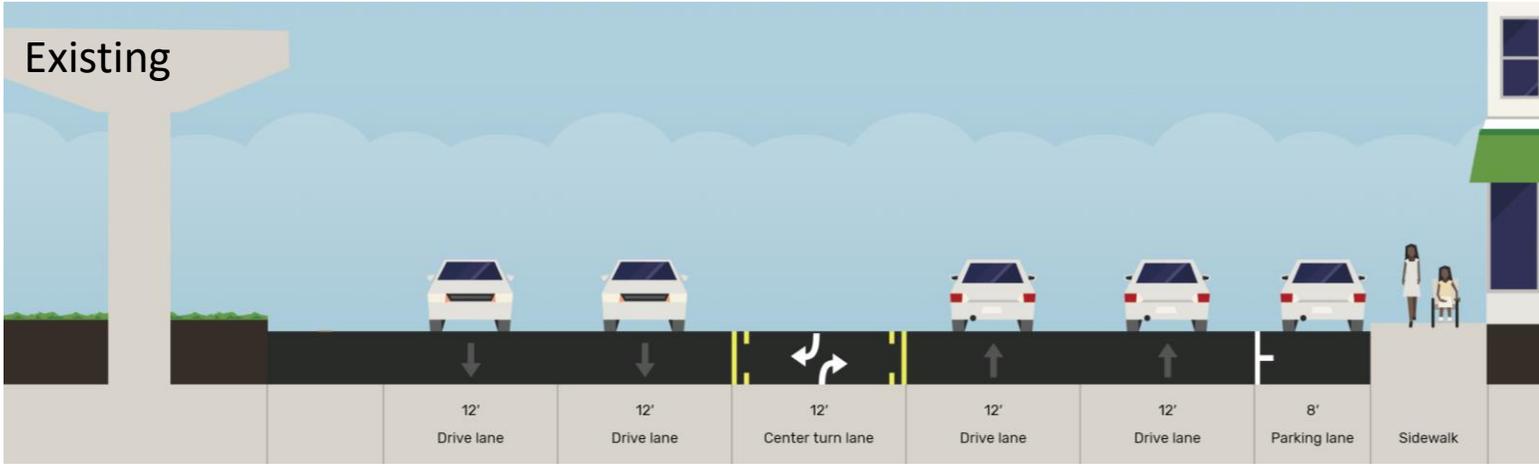
## 4) San Leandro St – 54<sup>th</sup> Ave to Seminary Ave



Example Facility – San Leandro St, Oakland, CA

# Conceptual Typical Sections:

## 5) San Leandro St – 85<sup>th</sup> Ave to 98<sup>th</sup> Ave



Example Facility – Lakeshore Drive, Oakland, CA

# Proposed Alignment Options

## 6) San Leandro St – 98<sup>th</sup> Ave to 105<sup>th</sup> Ave

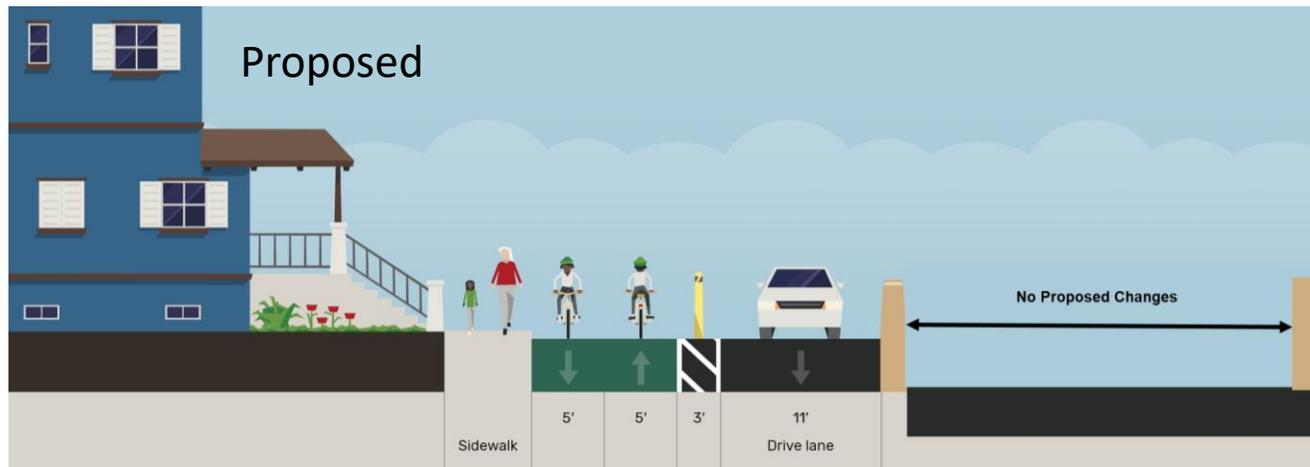
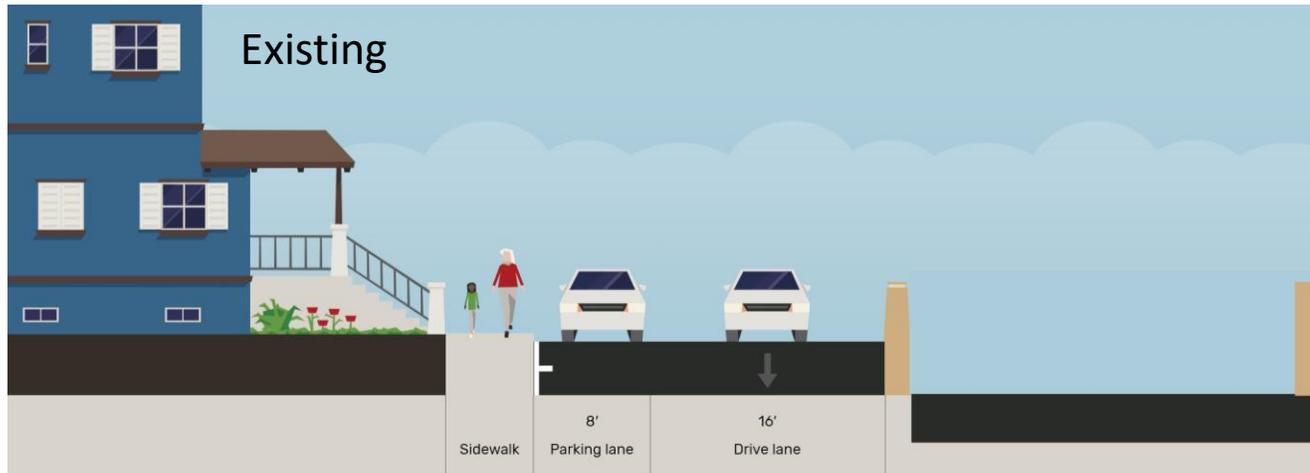


San Leandro Street tunnel at 105<sup>th</sup> Ave

DRAFT FOR  
DISCUSSION  
PURPOSES  
ONLY

# Conceptual Typical Sections:

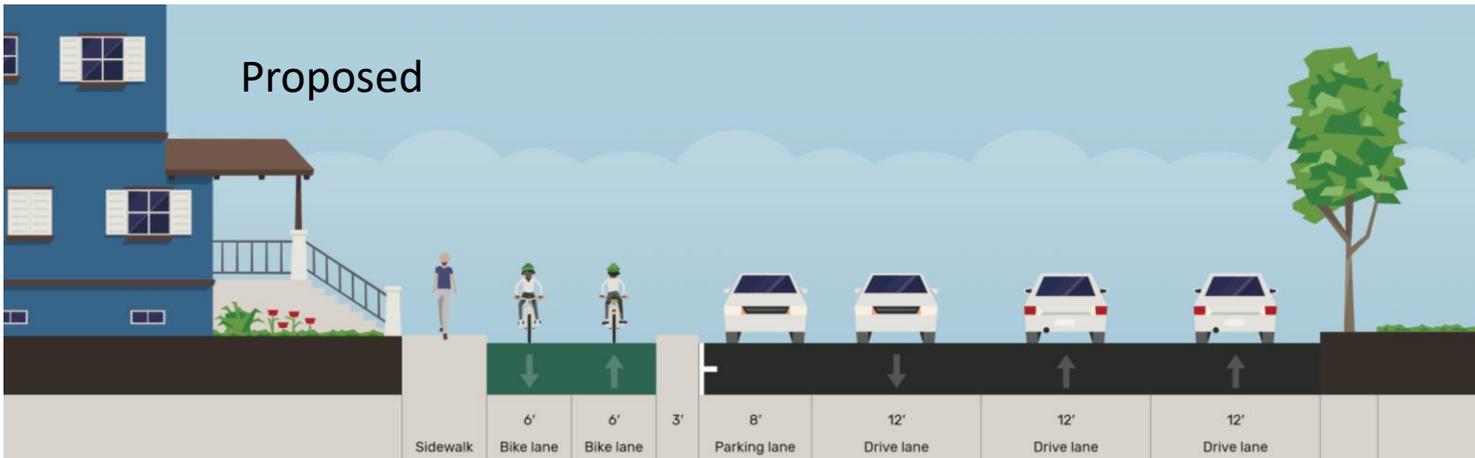
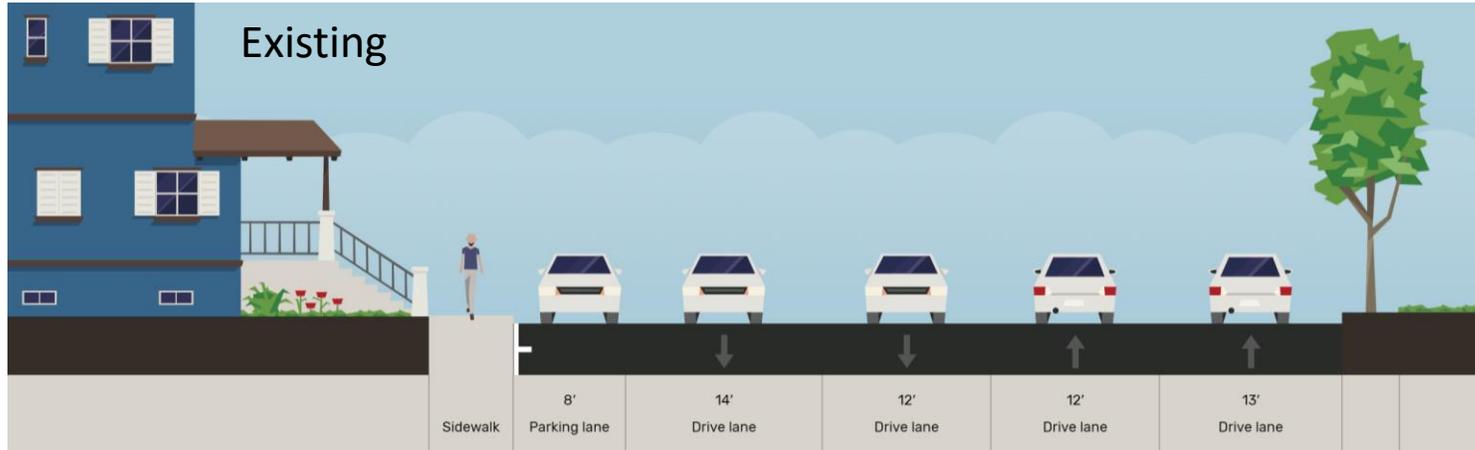
## 7) San Leandro St – 105<sup>th</sup> Ave to Blenheim St



Example Facility – Bluebonnet Way, Austin, TX

# Conceptual Typical Sections:

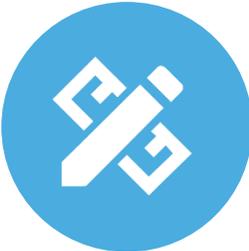
## 8) San Leandro St – Moorpark St to W. Broadmoor



Example Facility – Cass St, Tampa FL

# Project Schedule

Being  
Finalized



Conceptual  
Design

Underway:  
Summer/Fall 2022



Community  
Engagement



Environmental  
Clearance

Spring 2023 –  
Spring 2024



Final Design

Summer 2024  
– Fall 2026\*



Construction

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# Outreach Activities

- BPAC Presentation
- Two pop-up events along corridor
  - 10/1 Oakland Roots Game,
  - 10/31 Dia De Los Muertos Festival
- Project website, mailing list, and self-guided video tour
- Postcard mailers to residents and businesses along corridor
- Focus group with bicycle/pedestrian community groups
- Racial Equity Impact Analysis (REIA) being prepared

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# Project Issues and Opportunities

- Parking impacts/curbside management
- Traffic/circulation changes
- Safety/security
- Amenities/greening



# Forging a Path for the East Bay Greenway!

For more information, visit

[www.AlamedaCTC.org/eastbaygreenway](http://www.AlamedaCTC.org/eastbaygreenway)

Alameda County Transportation Commission • 1111 Broadway, Suite 800  
Oakland, CA 94607 • 510.208.7400



# OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

## Meeting of September 15, 2022, Item #4

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**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.