



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the June 20, 2024 Meeting**  
**City Hall, 2<sup>nd</sup> Floor, Sergeant Daniel Sakai Hearing Room (A.K.A. Hearing Room 4)**  
Meeting agenda at <https://www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings>

Meeting called to order at 6:01 PM by BPAC Chair Gardner.

**Item 1. Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes**

At roll call, quorum was established with seven Commissioners present (X). Commissioners Yee and Whipps arrived just after roll call (x).

Commissioners	Present
Priyanka Altman	X
Alex Frank	X
Grey Gardner (Chair)	X
Jimmy Jessup	X
Phoenix Mangrum	X
David Ralston (Vice-Chair)	X
Patricia Schader	X
Nick Whipps	x
Dianne Yee	x

Introductions were made.

1. Staff: Jason Patton (Oakland Department of Transportation – OakDOT), Noel Pond-Danchik (OakDOT), Josh Rowan (OakDOT), Colin Piethe (OakDOT)
2. Other attendees: Kevin Dalley (Transport Oakland), Paul Phelan, Justin Hu-Nguyen (Bike East Bay), Tom Holub (Scraper Bike Team), George Spies (Traffic Violence Rapid Response (TVRR)), Chris Hwang (Walk Oakland Bike Oakland (WOBO)), Bryan Culbertson (TVRR), Andre Sandford (CA Assembly Candidate D18)

Chair Gardner led the commission in an acknowledgement of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians; for more information visit:

<https://www.oaklandca.gov/topics/traffic-fatality-tracking>.

- On June 14<sup>th</sup>, 2024, at approximately 8:17 PM, a pedestrian was killed in a hit-and-run crash with a vehicle on International Blvd at 102<sup>nd</sup> Ave.

Summary of Discussion:

- Members of Traffic Violence Rapid Response visited the location of the crash on International Blvd and 102<sup>nd</sup> Ave and spoke to two people who knew the victim and the owner of a restaurant who noted seeing other crashes at the location.

- The Quick Build Project on International Blvd cannot come soon enough.
- On June 2<sup>nd</sup> at 98<sup>th</sup> Ave and Bancroft Ave, a pedestrian was hit but it was not a fatality, so no report was received.
- On June 6<sup>th</sup>, a bicyclist crashed after hitting a pothole on Skyline Blvd. He is in critical condition. Other crashes have occurred on Skyline Blvd because of potholes.
- There is a lawsuit by the family of a man who died as a result of his injuries in a crash at Virginia St and San Pablo Ave in Berkeley against the City of Berkeley. The crash was not considered a fatality because he died months later as a result of his injuries.
- The Oakland Police Department (OPD) sends OakDOT a memo every time they respond to a severe or fatality related crash. OPD responds to roughly 500 pedestrian or bicyclist involved crashes per year. OPD does not share information with OakDOT at the time of every crash, but that information does become available to OakDOT through the Statewide Integrated Traffic Records System (SWITRS) within two years but often sooner.
- All injury or fatality involved crashes are available to the public through the UC Berkeley's Transportation Injury Mapping System (TIMS) at <https://tims.berkeley.edu/> from SWITRS data, though data from the past two years is not considered finalized.

Speakers other than Commissioners: George Spies (TVRR), Kevin Dalley (TVRR), Jason Patton (OakDOT)

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

A list of announcements and attachments were included in the meeting's agenda packet. There is a liaison to Open Forum who follows up with members of the public and tracks Open Forum comments at [https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW\\_ofuDLSTOy0LdRg9otR63Yp0u5Qw/html](https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/html)

- There was a request for maintenance of the unofficial path/bike lane on the median of Skyline Blvd on the BPAC Blog. Maintenance to the median has been done since the request was made by Oakland Public Works staff.
- It is required to provide alternatives while blocking bike lanes or sidewalks for construction. The construction for the 14<sup>th</sup> Street Project has made the street very uncomfortable for bicyclists and pedestrians. DOT has strong policies on this subject though policies are not always followed. Specifics should be sent to OakDOT staff to review if procedures are being met.
- There are other construction related blockages at Hegenberger Rd and Edes Ave and at San Leandro Ave between 40<sup>th</sup> Ave and High St.
- Decommissioned railroad tracks in West Oakland should be filled so as not to pose a danger to bicyclists.

Speakers other than Commissioners: Noel Pond-Danchik (OakDOT), Justin Hu-Nguyen (Bike East Bay)

## **Item 3. Approval of Meeting Minutes**

The draft meeting minutes from the May 2024 BPAC meeting were considered for adoption.

→ A motion to adopt the Bicyclist & Pedestrian Advisory Commission May 23, 2024 Special Meeting minutes was made (Gardner), seconded (Ralston), and approved unanimously by voice vote.

Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC)

#### **Item 4. Committee Report Backs**

Everyone is encouraged to attend committee meetings.

- Infrastructure Committee:
  - The next meeting will be July 11, 2024, from 3:30-5:30 (rescheduled from to July 4) in the Broadway Conference Room at 250 Frank Ogawa Plaza Suite 4314. See: <https://www.oaklandca.gov/meeting/july-2024-bicyclist-pedestrian-advisory-commission-bpac-infrastructure-committee-special-meeting>. They will hear items on 14<sup>th</sup> St, various bikeway projects by OakDOT's Major Projects Division, and San Pablo Ave.
  - The Infrastructure Committee last met on May 2, 2024, and heard items on the Link21 project, the Embarcadero West Rail Safety and Access Improvements project, an update on AC Transit's Transit-Supportive Design Guidelines, and an update on AC Transit Board Policy 501. The notes from the meeting can be found at: <https://docs.google.com/document/d/1OM1wpLN-nG3XWyB5HmJMTO9CPeYLqx5vEf6La97X5c/>
- Policy and Legislative Committee: The last meeting was cancelled. The next meeting is scheduled for Monday, August 12, 2024, from 5:30-7:30 PM in City Hall, Hearing Room 2.
- Open Forum liaison Commissioner Jessup is tracking all open forum comments. The tracking form can be found at: [https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW\\_ofuDLSTOy0LdRg9otR63Yp0u5Qw/htmlview](https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/htmlview)

Speakers other than Commissioners: none

#### **Item 5. OakDOT Director Josh Rowan**

New Oakland Department of Transportation (OakDOT) Director, Josh Rowan, shared his vision for OakDOT and answered questions from the BPAC.

Summary of Discussion:

- Director Rowan has been with OakDOT for three months.
- Oakland's streets have long been ignored, but as of the creation of OakDOT in 2017, in the past 6 years, the City has paved the equivalent mileage of what took 20 years before that (paving ¼ of all Oakland streets) and tripled the number of potholes filled.
- BPAC should help identify OakDOT's priorities and determine what meaningful improvements can be made in the near term.
- E 14<sup>th</sup>/International Blvd will receive a concentrated effort beyond that of the Quick-Build project.
- Director Rowan has been holding office hours in District 7 and doing community engagement every Friday. Director Rowan was thanked for spending time in East Oakland and asked to invite the commissioners when doing outreach.
- Per the OakDOT Race & Equity Team requirement, Director Rowan has agreed to spend the majority of his outreach time in high priority equity areas.
- The top concerns Director Rowan has been hearing about are side shows, abandoned vehicles, and basic street cleaning (to be addressed in conjunction with the Department of Public Works).

- Reckless speeding is a top issues and quick action is needed to address it. Maintenance staff should implement physical treatments to intersections like centerline hardening.
- Bike Plan and Pedestrian Plan implementation should be prioritized.
- Considering the time and resource constrained team, OakDOT needs to prioritize and implement treatments that are long lasting and utilize in-house crews. OakDOT has about 200 people on the maintenance/construction teams and about 1000 intersections.
- Safety treatments were just added to the intersection of Seminary Blvd and Foothill Blvd. The intersection of Skyline Blvd and Redwood Rd is expected to receive a safety upgrade imminently.
- E 14<sup>th</sup>/International Blvd BRT has similarities to a project Director Rowan worked on during his previous work in Atlanta Georgia on Martin Luther King Blvd in that both projects were immediately rejected by the community.
- Many technical safety solutions like road diets are unpopular, especially in East Oakland. OakDOT's work is to both meet people where they're at and bring them along the way.
- Oakland is much more walkable than Atlanta and bus travel is more efficient. If pedestrian safety and vitality is prioritized, travel mode can be shifted toward more walking trips.
- Oakland has more reckless driving than most other cities and dramatic changes are needed.
- Transportation projects should be integrated with plans around economic development. Residents of neighborhoods like Deep East Oakland and West Oakland drive to access destinations outside their neighborhoods. Holistic thinking and complete streets design can reduce the need for driving. Improving walkability and activating the street for pedestrians improves economic vitality and development. This can be done through programs like the parklet program.
- Bicycling and pedestrian connections from East Oakland to the waterfront should be a priority and grant money should be sought out for these projects.
- Planning and design should be completed for projects before applying for grants so that Oakland's applications are competitive including projects improving East Oakland's access to the shoreline.
- Director Rowan is open to closing streets to through traffic to address issues like cut-through traffic.
- Much of the traffic and traffic congestion in Oakland is because of the Oakland Unified School District lottery system which means students often attend schools outside of their neighborhood and caregivers are driving students to school.
- School communities want to help to make streets safer in front of schools and are looking for direction on how.
- The Community Initiated Traffic Safety Pilot is moving through the process and OakDOT is working toward an easy tactical urbanism permitting process that allows community members to help address issues in a way that is not a pay-to-play program and keeps volunteers safe. A similar project in Atlanta never got off the ground because of insurance and liability issues.
- The Town for All/Major Projects Division has prioritized a suite of projects that have been grant funded all in the West Oakland/Jack London area because of the proposed A's Stadium that is now not going to get built. Resources should be reprioritized now that there is no stadium in the works and the area was rezoned for industrial uses.
- The Paving Plan should be used to implement the most aggressive traffic calming possible within their scope.
- Project prioritization and the wellness of staff should be taken into account in order to retain as many staff as possible because it's easier to retain than to recruit.

- Director Rowan was asked to return to the commission to discuss the OakDOT vacancy issues.

Speakers other than Commissioners: Chris Hwang (WOBO), Justin Hu-Nguyen (Bike East Bay), George Spies (TVRR)

#### **Item 6. San Pablo Ave Bus & Bike Lanes Project**

Colin Dentel-Post and Aleida Andrino-Chavez from the Alameda County Transportation Commission (ACTC) presented on the San Pablo Avenue Bus and Bike Lanes Project. The Project would create dedicated bus lanes, new curb-protected bike lanes, and safer street crossings for people walking and biking along San Pablo Avenue between Heinz Avenue in South Berkeley and Downtown Oakland. A copy of the presentation was included in the agenda. Reach out to [sanpabloave@alamedactc.org](mailto:sanpabloave@alamedactc.org) with comments.

#### Summary of Discussion:

- For complicated intersections, roundabouts should be considered rather than signalization.
- Intersections have been made less complex by removing certain turning movements.
- Business owners' opinions of the project vary greatly but can often be negative because of the proposed parking removal on San Pablo Ave.
- Complete Streets projects can change the future of a neighborhood and the impacts on residents should be considered and mitigated.
- Neighbors on adjacent streets have differing opinions. They are often happy about the safety improvements and concerned about the parking being moved off of San Pablo and onto their streets.
- The San Pablo Ave project is different from International Blvd's project because the bus lanes are curbside rather than center running lanes which will hopefully lead to less issues. They are considering treatments like physical separation (on up to 20% of the length of the bus lanes) and speed cushions from the International Blvd BRT Quick-Build Project.
- This project has about \$10M of the estimated \$75M needed for funding and the success of the project is dependent on funding availability.
- Drivers are highly likely to swerve around other vehicles into the bus lane to skip traffic whenever possible, so as much physical separation between the bus and vehicle lanes should be included as possible.
- Loading zones are likely to always be full and policy should be changed to allow for the ticketing of vehicles blocking loading zones.
- Tactile paving for people with visual impairments should be added when entering a sidewalk area that pedestrians will share with bicyclists.
- Bike sharrows in the intersection should be included for bicyclists coming from 20<sup>th</sup> St onto Martin Luther King Jr. Way.
- Improvements should be made to the bus stop on 20<sup>th</sup> at San Pablo, which is heavily used.
- Bus shelter designs are yet to be determined.
- Pedestrian scale lighting and lighting coming from the street rather than coming from above helps drivers to see pedestrians.

Speakers other than Commissioners: Andre Sandford (CA Assembly Candidate D18), George Spies (TVRR), Kevin Dalley (TVRR), Bryan Culbertson (TVRR)

→ A motion to extend the meeting by 20 minutes was made (Schader), seconded (Frank), and approved unanimously by voice vote.

#### **Item 7. Bike to Wherever Day Report Back**

Chris Hwang ([chris@wobo.org](mailto:chris@wobo.org)) from Walk Oakland Bike Oakland (WOBO) reported back on the May 2024 Bike to Wherever Day (BTWD) celebrations in Oakland. Photos of the celebration taken by Carmen Veronica of Malcolm Wallace Images are available at <https://malcolmw Wallacephotography.pixieset.com/biketowhereverday2024/>. Commissioners were thanked for their participation in BTWD. A presentation is included as an attachment to these minutes.

Summary of Discussion:

- Oakland has the best BTWD of any City.
- Chris was thanked for her work organizing the event.
- Attendance at BTWD was the largest since before the pandemic.
- The Pedal Pools have a great energy that should be leaned into in future years.

Speakers other than Commissioners: Justin Hu-Nguyen (Bike East Bay), George Spies (TVRR)

#### **Item 7. Mid-Cycle Budget Discussion**

Chair Gardner removed this item from the agenda citing that the budget will be finalized soon.

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

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

##### *Suggestions for Meeting Topics*

- Bicyclist and Pedestrian Related Crash Data
- Oakland E-Bike Library
- BPAC Meeting in East Oakland
- OakDOT Rapid Response to Fatal Crashes
- Written Update on the OakDOT Speed Bump Program (Check the status on the webpage: <https://www.oaklandca.gov/services/apply-for-a-speed-bump>)
- Adding the Infrastructure and Capital Facilities Element to the Presentation on the Land Use and Transportation Element (LUTE) of the General Plan Update
- Written Update on Community Outreach on Grand Ave in Adam's Point Project: <https://www.oaklandca.gov/projects/grand>

##### *Announcements*

- A photo of commissioners will be taken right after the meeting.
- The Capital Corridor South Bay Connects Project will impact the San Leandro Creek Path and access to Sobrante Park which is not noted in the plans. Vice-Chair Ralston recommended commenting about this issue on the Draft Environmental Impact Report which is currently open for comments at <https://www.southbayconnect.com/resources.html>.

Meeting adjourned at 8:09 PM.

Attachments:

- OPD Fatality Call-Out
- Item 7. Bike to Wherever Day Report Back

Minutes recorded by Noel Pond-Danchik, Bicycle & Pedestrian Program Transportation Planner II, emailed to meeting attendees for review on June 24, 2024 with comments requested by July 8, 2024 to [npond-danchik@oaklandca.gov](mailto:npond-danchik@oaklandca.gov). Revised minutes will be attached to the July 2024 meeting agenda and considered for adoption at that meeting.

- Chief of Police
- Assistant Chief
- D/C Field Operations
- D/C Services
- Robbery

- Assault
- Property Crimes
- Homicide
- Patrol Desk
- Patrol Lieutenants

- Intelligence-Include Report
- Support Operations Division
- Youth & Family Services
- Other:

<input type="checkbox"/> For Public Release
<input type="checkbox"/> Not For Public

## Traffic Case

---

## Information

For Additional Information:  
Lt. Greg Bellusa  
Ext. 510-777-8552

24-029656

On June 14<sup>th</sup>, 2024, at approximately 8:17 pm, Oakland Police Officers were dispatched to 102<sup>nd</sup> Ave and International Blvd to investigate a report of a vehicle versus pedestrian collision.

Upon arrival, officers discovered that a pedestrian appeared to be in the westbound bus lane, when he was struck by a 2011 BMW 535i, which was traveling westbound in the bus lane at a high rate of speed. Upon being struck by the vehicle, the pedestrian was thrown into the eastbound lanes of traffic.

Oakland Fire Department and Falck ambulance services arrived at the scene and provided medical treatment to the pedestrian. The pedestrian was pronounced deceased on scene.

The occupant of the BMW fled the scene. The vehicle was later located by officers. The pedestrian has not been positively identified as this time.

It is unknown if alcohol or drugs are a factor in this collision.

This incident is still under investigation. Anyone with information is asked to contact the Oakland Police Department Traffic Investigation Unit at (510) 777-8570.

Officer Kaitlin Hoyle  
Officer Hiep Pham  
Traffic Investigations Unit  
Support Operations Division

# Bike To Wherever Day

## Re-Cap 2024

Bicyclist and Pedestrian Advisory Commission  
June 2024

Presented By:  
Chris Hwang

# BTWD Goals

Oakland's 31st Bike To Work Day

Save the Date!

**MAY 16** 2024

**OAKLAND BIKE TO WORK DAY**

WOBO  
WALK OAKLAND BIKE OAKLAND

presents

**HAPPY HOUR**  
4 - 8 PM  
OLD OAKLAND

**PEDAL POOLS!** ride with your elected officials!  
starting at 7:15 am  
arriving at city hall 8:30 am

**BUSINESS BUCKS** visit participating businesses and support local bicycling programs!

details updated here: <https://wobo.org/btwd24/>



## Resources

Connecting our communities to bicycling resources and organizations that make bicycling safer and more accessible



## Fun

Producing a full day of joyfulness and celebrations around the humble yet impactful act of bicycling



## Community

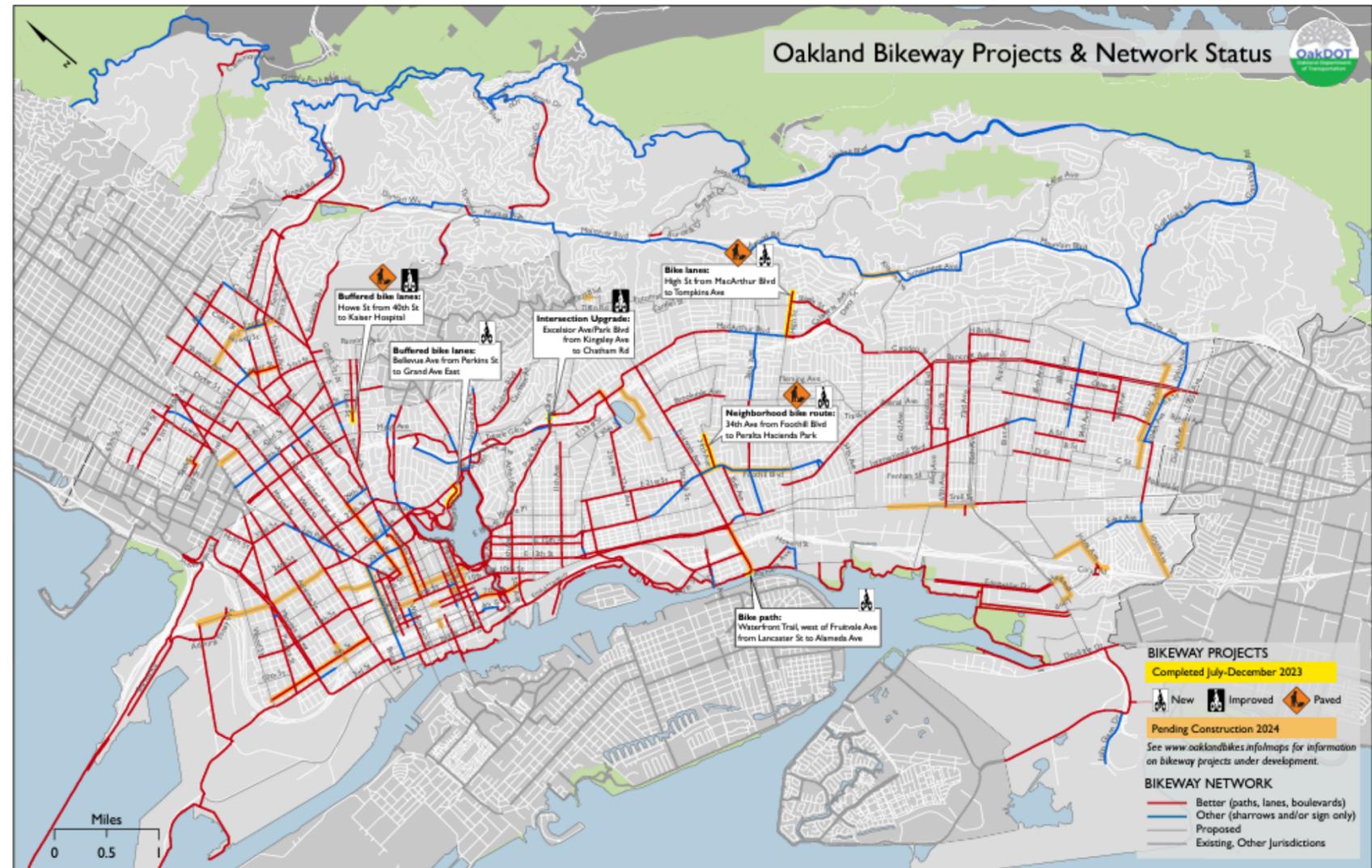
Providing visibility and connections with each other

# Celebrating

# from this in 2010



to this  
in 2024



# Pedal Pools

1. Mayor
2. Five Councilmembers
3. BPAC Commissioners
4. Neighborhood Leaders
5. Coffee at Frank Ogawa Plaza
6. Commitment to Bicycling Infrastructure



**PEDAL POOLS** Save the date! **MAY 16**

Starting Location	Meet Up Time
81 <sup>st</sup> Ave Library	7:15am
Fruitvale BART	7:45am
West Oakland BART	8:00am
Grand Lake Theater	8:00am
Rockridge BART	7:50am
The New Wheel at Leimert	7:45am
END POINT: Frank Ogawa Plaza	8:30am

With support from:  
Metropolitan Transportation Commission  
Bay Wheels





# Bike Programs Highlight

Bringing visibility to amazing groups  
that make bicycling in Oakland joyful  
and accessible



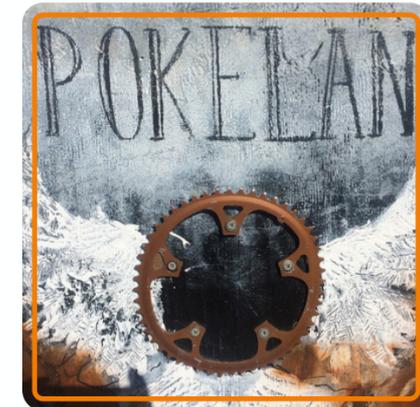
The Bike Fix



Bay Area Bike  
Rescue



Scraper Bike  
Team



Spokeland

# Happy Hour

1. OakDOT
2. BPAC
3. AC Transit
4. Oakland Public Library
5. Bay Wheels
6. Bike Parking
7. Beer and Music



# Next Steps

01



Grow Awareness of  
Bicycling Community

02



Respond Boldly to  
Safety Issues

03



Keep Celebrating Wins



# THANK YOU

