

CITY OF OAKLAND



DALZIEL BUILDING . 250 FRANK H. OGAWA PLAZA . SUITE 4344 . OAKLAND . CALIFORNIA . 94612
Department of Transportation TEL: (510) 238-3466
Safe Streets Division FAX: (510) 238-7415

Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, December 21, 2017; 6:00-8:00 pm** **City Hall, Hearing Room 4**

Bicycle & Pedestrian Facilities Program home page:

www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/index.htm

Resources for Commissioners:

www2.oaklandnet.com/government/o/PWA/o/EC/s/BicycleandPedestrianProgram/BPAC/index.htm#BPAC_Resources

Commissioners

Reginald K Burnette Jr, Ryan Chan (Chair), Chris Hwang, Christopher Kidd, Fred McWilliams,
Robert Prinz (Vice-Chair), Midori Tabata, Rosa Villalobos, Kenya Wheeler

Time	#	Topic
6:00	1	Roll Call/Determination of Quorum/Introductions (5 minutes)
6:05	2	Approval of meeting minutes Attachment (5 minutes)—Seek motion to adopt the November 2017 BPAC minutes.
6:10	3	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 Public Works Call Center; information at www2.oaklandnet.com/ReportaProblem .
6:20	4	Bike Share Update: Implementation and Outreach (25 minutes)—Oakland Bike Share Coordinator, Kerby Olsen, will provide an update on the status of the Bike Share system, which is nearly 90% complete. Senay Dennis, of Bike East Bay, will provide an update on bike share community outreach and engagement.
6:45	5	Vision Zero Attachment (25 minutes)—Vision Zero is an international movement to end all severe and fatal traffic crashes by designing safe transportation systems. The City of Oakland is embarking on a Vision Zero effort to prevent life-changing and life-ending crashes with urgency. This effort will be guided by data and a holistic equity approach. Nicole Ferrara, Vision Zero Program Manager, will present initial data and plans to introduce this effort to BPAC and ask BPAC to appoint a member to the burgeoning Vision Zero Task Force.
7:10	6	Lakeside Green Street Cycle Track Revision (15 minutes)—Edmond Siu, Civil Engineer, will present a proposed modification to the Lakeside Green Street Project to enhance the bike lanes by placing medians and barriers between bicyclists and vehicles on Lakeside Drive and Harrison Street. Modifications will include the implementation of a two-way cycle track, signal modifications for bike operations, and pedestrian safety components such as high visibility crosswalks and median refuges.
7:25	7	Chair’s Draft Annual Report to Public Works Committee of the Oakland City Council Attachment (15 minutes)—BPAC Chair Ryan Chan will present a draft version of BPAC’s Annual Report to the Public Works Commission.

- 7:40 8 **Report from Open Forum Committee** (10 minutes)—Commissioner Tabata will discuss the efforts of the Open Forum Committee to categorize and elevate issues raised during the Open Forum agenda item at each meeting, and take comments on how this could be integrated into the work of the commission.
- 7:50 9 **Three-month agenda look-ahead, suggestions for meeting topics, announcements**
Attachment (10 minutes)

Agenda online at: www2.oaklandnet.com/w/OAK062357



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin or Spanish interpreter, please email mbjones@oaklandnet.com or call (510) 238-6460 or TDD/TTY (510) 238-2007 at least five working days before the meeting. Please refrain from wearing scented products to this meeting as a courtesy to attendees with chemical sensitivities.

Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete de en español, Cantones, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a mbjones@oaklandnet.com o llame al (510) 238-6460 o (510) 238-2007 por lo menos cinco días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

會場有適合輪椅出入設施。需要殘障輔助設施、手語、西班牙語、口語或國語翻譯服務，請在會議前五個工作天電郵 mbjones@oaklandnet.com 或致電 (510) 238-6460 或 (510) 238-2007 TDD/TTY。請避免塗擦香氛產品，參加者可對化學成分敏感。



City of Oakland, Bicyclist & Pedestrian Advisory Commission
DRAFT Minutes from the November 16, 2017 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting agenda at www2.oaklandnet.com/062356.

Meeting called to order at 6:01 pm by BPAC Chair, Ryan Chan.

Item 1. Roll Call/Determination of Quorum/Introductions (5 minutes)

At roll call, quorum was established with seven commissioners present (X). Two arrived shortly after roll call (x).

Commissioners	Present
Reginald K Burnette Jr	X
Ryan Chan (Chair)	X
Chris Hwang	x
Christopher Kidd	X
Fred McWilliams	X
Robert Prinz (Vice-Chair)	X
Midori Tabata	X
Rosa Villalobos	x
Kenya Wheeler	X

Introductions were made.

- Other attendees: Sinadar Boardman, Casey Hildreth, Tom Holub, Chris Kintner, Phoenix Mangrum
- Staff: Sarah Fine, Matt Jones, Jason Patton, Ed Manasse, David Pené, Noel Pond-Danchik, Jennifer Stanley, Bruce Williams, Joanna Winter

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from October 19, 2017** was made (Chan), seconded (Wheeler), and approved by consent, with Commissioner Kidd abstaining. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- Casey Hildreth lives on Park Boulevard and requested an update on the proposed bicycle and pedestrian project on his street. He mentioned that the neighborhood hasn't heard anything from the City staff since meetings were conducted in November 2016. Jason Patton said that two meetings, in the Glenview and Lake Merritt Parkway neighborhoods, are in the process of being scheduled for January 2018. Stakeholder follow up meetings are proposed in spring 2018. The lack of an in-house project manager or an assigned budget, with a department vacancy rate of 20-25%, could partially explain the reasons for the delay.
- Chris Kintner asked about the construction project at 3093 Broadway (near Sprouts). The southbound bike lane has been converted to a temporary pedestrian area though it also appears to look like a protected bikeway. He wants to ensure consistency with the adopted guidelines for

construction projects—the guidelines also state that the Bicycle & Pedestrian Program Manager should review projects. Jason Patton stated that this project predates the guidelines. Commissioner Prinz suggested that the BPAC consider revisiting the guidelines as a future agenda item.

- Sinadar Boardman, who lives near Children’s Fairyland, reported that the project in this area increased the crossing distance on the west side of the intersection at Grand Ave, making it harder for pedestrians to cross the street.

Item 4. Downtown Oakland Specific Plan

Joanna Winter, project manager for the Downtown Oakland Specific Plan, introduced herself. She introduced other collaborators on the project—Ed Manasse, Strategic Planning Manager, and Sarah Fine, Senior Transportation Planner with DOT—and provided an update of the project (*see presentation, attached*):

- The project has been rebranded as “Equity in Downtown Oakland,” in response to public comments that the project needed to reach a larger, more diverse audience
- City staff held a design charrette in late 2015. The team developed a Plan Alternatives document, which received 1,000 comments. They have now drafted an existing conditions document.
- The City hired equity consultants, led by I-SEED, to lead an expanded engagement process.
- Based on public feedback, City staff have expanded the plan boundaries to include both sides of 980, Laney College area and Jack London/Ferry waterfront area. Chinatown will be addressed but is not included in the plan area as it is zoned differently.
- Various working groups were involved, with four meetings held. The majority of comments were related to access and connectivity.
- In early 2018, the City will present updated findings to the public for additional feedback.
- The public is invited to continue conversations around streets connectivity and mobility, with an equity and access lens.
- The City will host neighborhood design sessions at four locations.
- 20+ year plan—will consider a second transbay tube, conduct 980 analysis, and consider the potential for redevelopment of a site near Laney College for a new Oakland Athletics ballpark.

Sarah Fine said that there will be a focus on development of a low stress network, prioritizing transit, and creating a connected network for transit and biking. Discussion about two to one lane conversions, though the cost has increased to \$500k per intersection and tradeoffs will be required.

Summary of Discussion:

- The City is using a Technical Advisory Committee (TAC) to assist with the existing conditions, which are ongoing. Staff encourages the public to participate in the TAC meetings.
- There was discussion about the equity metrics and analysis that the City will be using. The City is working with newly hired equity consultants and soliciting input from its TAC on this process, which will include looking at disabilities, immigrant populations, and other historically underrepresented groups in East and West Oakland. Commissioner Hwang expressed interest in joining the TAC.
- The City will take a closer look at curb management best practices and at better linking the land use and transportation components of the Plan, factoring in gentrification and displacement concerns.
- The City is moving away from the idea of streetcars on Broadway due to uncertainty around federal funding and a renewed focus on bus improvements. Broadway property owners could serve as a funding source for continued operation of the free shuttle.

- The City's focus areas for the transportation component include efficient, sustainable, affordable options.

Speakers other than Commissioners: None.

Item 5. Bi-Annual Report from Strategic Planning

Ed Manasse, Strategic Planning Manager for the City's Planning Department, provided an update on the status of the City's Strategic Planning efforts, which will include the following initiatives in 2018-19:

- Oakland Downtown Specific Plan
- Mobile food vendor regulations
- Housing working group
- Including occupants for neighborhood noticing for housing development applications
- "Missing middle" housing regulations
- Removing barriers to increase the production of housing
- Revise bike parking and automobile parking regulations

Summary of Discussion:

- The Department plans to redesign the website to make it more transparent and user-friendly.
- Ed discussed the need for a public communications position.
- The City will prioritize equitable transportation and housing.

Speakers other than Commissioners: None.

Item 6. Affordable Housing and Sustainable Communities Grant Applications

Bruce Williams, Senior Transportation Planner, presented on candidate projects being considered for AHSC grant funds; *see presentation, attached:*

- Grant funds are from the State Cap and Trade Program; the aim is to reduce greenhouse gas emissions.
- The funding amount is dependent on the success of auctions, which have varied year to year. \$225 million is available this year.
- Applications need to include affordable housing along with other components, including transportation.
- The main goal for Oakland is the affordable housing component of the project

Summary of Discussion:

- Committee members emphasized the need to combine affordable housing funding with transportation funding.
- The developer would propose transportation programs associated with the project, which could include bikeshare, transit passes, transportation and bicycle education workshops (with 3 year commitment). The City is supportive of expanding the bikeshare network, but has reservations about street trees due to maintenance costs.
- AHSC will fund the purchase of new AC Transit buses.
- A developer could include bike paths and trails, though there is a balance between cost and points earned.
- The City could include bikeways in their grant proposal.

- Commissioner Hwang noted that there was a meeting on Sunday, December 9, 12-5pm, pertinent to the two proposed project applications on San Pablo Ave, and that crime prevention is a big concern for the community there.

Speakers other than Commissioners: None.

Item 7. Report from the Open Forum Committee

Commissioner Tabata presented the review of the Open Forum Committee and the tracking log included in the agenda packet, and explained that there were many requests for pedestrian intersection improvements and traffic enforcement issues. The Committee reviewed the role of See Click Fix and design guidelines. There was a recommendation that construction projects include a sign with information and project contacts.

Summary of Discussion:

- Should the BPAC address these one by one or group them into similar categories? The categories could be forwarded to the Public Works Committee or City Council.
- Revisiting the list is a way to keep track of what we've accomplished and what still needs to be addressed.
- BPAC on its own is not completely equipped to deal with the issues brought up during Open Forum.

Speakers other than Commissioners: None.

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

The agenda items planned for December, January, and February were printed in the agenda.

There were no suggestions for new agenda items.

Announcements:

- Commissioner Chan mentioned that Brian Harrington from the Mayor's Commission on Persons with Disabilities' was appointed as the liaison to the BPAC. Perhaps the BPAC could consider designating a representative to reciprocate.

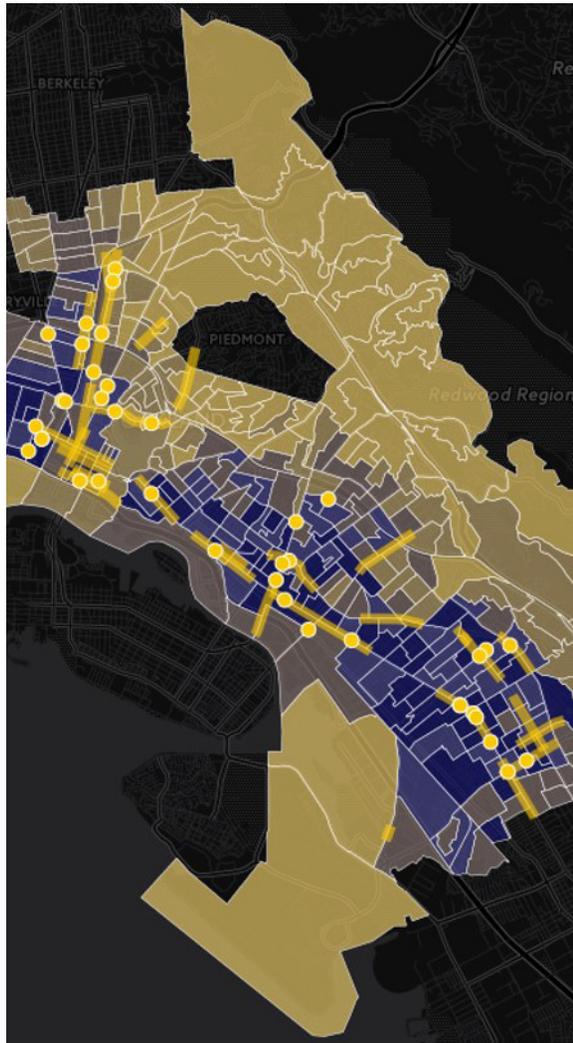
The meeting was adjourned at 8:05pm.

Attachments (to be appended to adopted minutes)

- Powerpoint: Downtown Oakland Specific Plan
- Powerpoint: AHSC Program and Candidate Projects

Minutes recorded by Matt Jones, Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on Tuesday, November 28, 2017 with comments requested by 5pm, Monday, December 4, 2017 to mbjones@oaklandnet.com. Revised minutes will be attached to the December 2017 meeting agenda and considered for adoption at that meeting.

Vision Zero Oakland Fact Sheet



Problem

- Every year **12 million people die in traffic globally**, more than those who die in war and conflicts
- Every other day someone faces a **life-ending or life-changing injury on Oakland's streets**
- Traffic death and injury outcomes in Oakland are **inequitably distributed by:**
 - **Mode:** 63% of all people killed in traffic crashes were people walking or biking
 - **Location:** 36% of pedestrian crashes happen on just 2% of streets
 - **Age:** people over 65 make up 11% of the population but 25% of people killed in traffic crashes
 - **Race:** Asian Oaklanders are killed at 4x the rate of White Oaklanders and Black and Latinx Oaklanders are killed at over 2x the rate of White Oaklanders
- **Communities that earn less and are more reliant on transit, walking and bicycling are more likely to be victims of traffic crashes**

Solution

- Crashes aren't accidents – they're **predictable and preventable**
- We can prevent crashes in the first place by **designing safe streets:**
 - **High visibility crosswalks** reduce crashes with pedestrians by up to 47%
 - **Raised crosswalks** increase yielding by 69-91%
 - **Rapid flashing beacons** increase yielding by 63%
 - **Curb extensions** increase yielding by 21%
 - **Safe speeds save lives** - If hit by a person driving 20 mph you have an 90% chance of surviving whereas when hit by a person driving 40 mph you have a 10% chance of survival
- This approach of designing a safe transportation system has a **proven track record of success** in major cities and counties around world. It's called **Vision Zero**
- **We're making street improvements**, with support from Measure KK and Senate Bill 1. Taking a Vision Zero approach to save lives





More than Traffic Safety

- What we've heard - communities are concerned about traffic safety and:
 - personal safety from violence
 - racially biased police enforcement
 - the rising cost of housing
- We want to make sure that **when we invest in Oakland's transportation system, we're thinking holistically about these challenges to communities** and:
 - support solutions
 - mitigate any unintended consequences as a baseline
- The City will develop a strategy to prioritize safe street projects based on crash history and disadvantage to **eliminate injury inequities**

Task Force

- The purpose of the task force is to **ensure the equitable, data driven, comprehensive and effective implementation of Vision Zero in coordination with other city priorities**
- Goals:
 - Set shared values for Vision Zero
 - Define Vision Zero data benchmarks and accountability
 - Help prioritize investments
 - Help inform community engagement protocols
 - Facilitate communication between different disciplines to avoid/mitigate unintended consequences and determine solutions that address multiple problems
- Expectation:
 - Participants will contribute their expertise at monthly Task Force meetings for six months starting in early 2018
 - Participants will be a conduit of information to their community/ within their department or agency about Vision Zero



DRAFT

Oakland Bicyclist and Pedestrian Advisory Commission

2017 Chair's Annual Report to the Public Works Committee of the Oakland City Council

January XX, 2018

Chair ___ and Members of the Public Works Committee:

It is our pleasure to present this update on the 2017 activities of the Oakland Bicyclist and Pedestrian Advisory Commission, along with challenges and recommendations that have arisen from our meetings and work. As an all-volunteer citizen commission, we do not provide detailed policy analysis or alternatives for our recommendations nor do we expect that they be adopted "as-is"; rather, we hope that they will catalyze discussion among Council Members, their constituents, and City staff.

The BPAC consists of nine commissioners. Although not required by ordinance, the commissioners represent every Council District in Oakland. The BPAC is charged with advising the City on bicyclist and pedestrian-specific plans, policies, projects and programs, as well as the accommodation of bicyclists and pedestrians in all plans, policies, projects and programs. Additionally, the BPAC reviews Transportation Development Act Article 3 funding allocations as required by the Metropolitan Transportation Commission.

The following report was approved at a regular meeting of the BPAC on _____. More information about the BPAC is available at <http://www2.oaklandnet.com/government/o/PWA/o/EC/s/BicycleandPedestrianProgram/BPAC/index.htm>.

Thank you for your review of this report. We look forward to developing a regular and ongoing line of communication between the BPAC and the PWC.

Respectfully,

Commissioner Ryan Chan (District 2), 2017 Chair
Commissioner Robert Prinz (District 1), 2017 Vice Chair
Commissioner Rosa Villalobos (District 5)
Commissioner Reginald K Burnette Jr (District 6)
Commissioner Chris Hwang (District 2)
Commissioner Christopher Kidd (District 4)
Commissioner Fred McWilliams (District 7)
Commissioner Midori Tabata (District 6)
Commissioner Kenya Wheeler (District 3)

Executive Summary

The Oakland BPAC, representing all seven council districts, wrapped up its third full year of existence and successfully fulfilled its duties under Council ordinance. The Open Forum committee has tracked comments by members of the public and the Infrastructure Committee has provided detailed project review beyond what is possible at BPAC meetings.

Challenges and Recommendations

Continued uncertainty over organization and responsibilities of the DOT

The DOT has resulted in greatly improved coordination and efficiency. Growing pains still exist, however, with the restructuring and reassignments taking place. Commissioners and members of the public find it difficult to know who is responsible for a particular project or program, for example the Pedestrian Master Plan implementation. Nomenclatures such as “great streets” vs. “safe streets” can be opaque to outsiders. If our own bike/pedestrian commissioners are having a hard time finding info and updates on city projects, then it is next to impossible for others to access this information. Despite all of the hard work and innovation being implemented by staff, this lack of transparency and communication with the public leads to increased distrust of city government, and less citizen engagement.

We recommend posting up-to-date organizational charts that include details about projects, programs, and responsibilities. We also encourage the City Administrator's Office to fix the bottleneck slowing down the hiring of new staff, increasing the capacity of the DOT to deliver high quality projects in a timely manner, as well to as implement and enforce updated street design and construction traffic control guidelines consistently.

Meetings and Attendance

The BPAC met monthly in 2017. In addition to city staff and commissioners, the meetings were attended by an average of eight members of the public (ranging from 5 to 12) [WILL BE UPDATED WITH DECEMBER STATISTICS]. We thank City Staff for their contributions in supporting the Commission in 2017.

Selected Key Accomplishments

As an advisory committee, the BPAC acknowledges that City Staff are responsible for and deserve the credit for the progress Oakland made on bicyclist and pedestrian issues in 2017. Nonetheless, we share in the pride of these accomplishments:

- Further improved City guidance on traffic control detours and diversions to benefit vulnerable populations
- Quantitatively documented safety improvements on lower Telegraph Ave
- Increased staffing for the Bicyclist and Pedestrian program and related activities (Complete Streets, Mobility Management, new engineers)
- Increased funding for Bicyclist and Pedestrian projects in the Capital Improvement Plan
- Initial planning for the East Bay Greenway is underway
- Release of the Pedestrian Master Plan update
- Creation of the Equity Dashboard to shape funding and policy decisions
- Bike-share expansion
- 23rd Street and Harrison improvements a model of accelerated safety fixes
- Oakland's hiring of a Vision Zero coordinator
- BPAC review and endorsement of state Active Transportation Program (ATP) and federal Highway Safety Improvement Program (HSIP) grants
- BPAC provided input on AC Transit design guidelines for bike lanes and BART guidelines for multimodal access
- Work started on Bicycle Master Plan update

Future Outlook

- The hiring of additional staff will reduce the backlog of projects and make Oakland more competitive for grant funding
- Implementation of the Pedestrian Master Plan
- Rollout of Vision Zero

Open Forum Committee Report

The Open Forum Committee, convened in March 2016, tracks the issues raised by the public at open Forum. (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.

We went back as far as September 2015 for these comments. To date, we have tracked 38 comments over 27 months, roughly 1.4 comments per month. Of the 38 issues tracked, they generally fall into these following categories:

- Signal timing
- Traffic enforcement
- Condition of approval (construction, what was approved vs what was actually built)
- Communications
- People want to know what is going on in their community or at a particular site

BPAC, in coordination with staff, has recommended and achieved the following to address these issues:

- Open forum comments are tracked and posted online
- BPAC promotes the use of the Public Works Call Center and SeeClickFix as a way to track items in the City, and received a presentation on service requests
- Staff updated sections of Temporary Construction Guidelines with BPAC feedback
- Staff added new categories in SeeClickFix to better capture concerns that were misdirected
- BPAC agendas have been shaped by Open Forum comments

Infrastructure Committee Report [URL to be added]

The infrastructure committee, with both commissioners and members of the public as participants, allows for a detailed review of specific projects beyond the scope of what is possible in BPAC meetings, allowing BPAC to focus on broader policy issues. Over the course of 2017, the committee reviewed the following projects, providing detailed comments ranging from striping plans, signage, parking, and lane configuration issues:

- Shafter Ave (51st St to Forest St)
- Market Street (Grand Ave to Berkeley border)
- Webster St (34th to 36th St)
- 69th Ave (International Blvd to San Leandro St)
- 90th Ave (International Blvd to MacArthur Blvd)
- Bancroft Ave (Vicksburg Ave to 67th Ave)
- Oakland - Alameda Access Project (OAAP)

Appendix: Detailed List of Activities

[NOT YET UPDATED]

12/21/17, BPAC Agenda, Item #9 Attachment

Three-month agenda look-ahead

January

- BPAC officer nominations and elections
- Bi-annual major development projects update
- Report back from Public Works Committee
- Report back from Infrastructure Committee

February

- TDA Article 3 grant possibilities
- Zone Analysis for Bicycle Planning
- City Enforcement of “Conditions of Approval” for Development Projects
- Report back from the Public Works Committee on the Chair’s report for 2017
- Presentation from Mayor’s Commission on Persons with Disabilities

March

- Bike to Work Day/Month Planning

Commissioner announcements

Commissioner Chan:

1. I am extremely saddened to report that 4 people biking or walking in Oakland were hit and killed by drivers in separate incidents within just one week between December 4-10, three of them hit-runs. The approximate locations were International/82nd Ave, West/W MacArthur, 7th/Harrison, and 14th/Broadway. Please follow up with Commissioner Robert Prinz (robert@BikeEastBay.org) for details, as well as memorial and response efforts.
2. At the conclusion of this month’s meeting, all are invited to gather at Downtown Wine Merchants, 102 Frank H Ogawa Plaza, for a social gathering. We remind everyone not to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the BPAC.

Staff announcements

None.

Active BPAC Committees

Committee	Date convened	Details	Commissioners / Other members
Bike plan advisory task force	10/19/17	advise staff on bike plan elements	Hwang, Tabata, Prinz; Chris Kintner, Matt Ward
Infrastructure committee	2/16/17	review infrastructure plans and grant updates	Commissioners McWilliams, Kidd, Burnette Jr, and Prinz; community members Dianne Yee, Maria Rolland, and Bob Fearman
Open Forum responses	3/17/2016	ongoing	Kidd, Tabata, Villalobos
review OMC bicyclist-related sections	1/21/2016	changes to bicycle registration and licensing requirements pending approval by City Council in Dec 2016	Wheeler (chair), Prinz, Tabata