

# CITY OF OAKLAND



DALZIEL BUILDING . 250 FRANK H. OGAWA PLAZA . SUITE 4314 . OAKLAND . CALIFORNIA . 94612  
Department of Transportation  
Safe Streets Division

## **Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda** **Thursday, August 17<sup>th</sup>, 2023; 6:00-8:00 pm** **City Hall, Hearing Room 4**

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

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### **Commissioners**

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

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### **PUBLIC WEBCASTING**

This is an in-person meeting. People participating in the meeting must attend in-person. People may be able to observe this meeting remotely. City of Oakland staff to the Commission are striving to provide the following options for people to observe BPAC meetings remotely.

- To view the meeting by video, click on this link to download Zoom and open the meeting on a computer or smart phone: <https://us06web.zoom.us/j/83186858264> at the noticed meeting time.
- To listen to the meeting by phone, dial at the noticed meeting time (for higher quality, dial a number based on your current location): US: +1 669 444 9171 or +1 669 900 6833 or +1 408 638 0968 or +1 253 205 0468 or +1 253 215 8782 or +1 346 248 7799 or +1 719 359 4580. International numbers available: <https://us06web.zoom.us/j/83186858264>. **Webinar ID: 831 8685 8264**

Remote participation including public comment via teleconferencing is not available at this time. Hybrid meetings may commence once the City of Oakland has established meeting procedures and allocated resources for simultaneously supporting in-person and remote participation. All Commission meetings will include procedures to comply with the open meeting requirements of the City's [Sunshine Ordinance](#) and the State's [Brown Act](#).

**Public Survey on Return to In-Person Meetings:** A survey has been created to gather feedback from the public regarding board and commission meetings in the City of Oakland:  
<https://us.openforms.com/Form/d98a20d5-72e7-4d23-8fc3-be13f6cd32bb>.

If you have any questions, please email Pierre Gerard, staff liaison to the commission at [PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov).

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| Time | # | Topic   |
|------|---|---|
| 6:00 | 1 | <b>Roll Call/Determination of Quorum/Introductions</b> (10 minutes)   |
| 6:10 | 2 | <b>Open Forum / Public Comment</b> (10 minutes) – Members of the public may comment on any issue within BPAC's subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. The BPAC's Open Forum Liaisons track Open Forum issues raised by the public. (See <a href="https://tinyurl.com/Oakland-BPAC-OpenForumTracking">tinyurl.com/Oakland-BPAC-OpenForumTracking</a> .) The Liaisons review 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 <a href="https://www.oaklandca.gov/services/oak311">www.oaklandca.gov/services/oak311</a> .   |
| 6:20 | 3 | <b>Approval of meeting minutes Attachment</b> (5 minutes) – Seek motion to adopt the July 2023 BPAC meeting minutes.  |
| 6:25 | 4 | <b>Recent Bicyclist and Pedestrian Fatal Traffic Crashes</b> (10 minutes) – Commissioner Schader ( <a href="mailto:patricias.oakland@gmail.com">patricias.oakland@gmail.com</a> ) will lead the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.  |
| 6:35 | 5 | <b>BART Bicycle Programs and Projects Attachment</b> (25 minutes) – Heath Maddox, Manager of Bicycle and Micromobility Access Programs at BART, will give an overview and update on relevant BART customer access efforts in Oakland.   |
| 7:00 | 6 | <b>Oakland E-Bike Lending Pilot Program Attachment</b> (20 minutes) – OakDOT Transportation Planners Kerby Olsen ( <a href="mailto:kolsen@oaklandca.gov">kolsen@oaklandca.gov</a> ) and Michael Randolph ( <a href="mailto:mrandolph@oaklandca.gov">mrandolph@oaklandca.gov</a> ) will provide an update on the Oakland Electric Bike Lending Pilot Program ( <a href="https://www.oaklandca.gov/projects/electric-bike-lending">https://www.oaklandca.gov/projects/electric-bike-lending</a> ). This project will provide communities with access to affordable medium and long-term rentals with approximately 136 e-bikes, cargo bikes, and adaptive bikes at launch, while supporting community-run bike shops to perform maintenance and educate users. This five-year project is funded by a \$1,000,000 grant from the Clean Mobility Options Voucher (CMO) program ( <a href="https://cleanmobilityoptions.org/">https://cleanmobilityoptions.org/</a> ). Staff has also applied for an additional \$500,000 from the CMO Voucher program, to help support operations of the program. |
| 7:20 | 7 | <b>Bike Plan Update Attachment</b> (20 minutes) – Bicycle and Pedestrian Program staff, Patrick Phelan ( <a href="mailto:pphelan@oaklandca.gov">pphelan@oaklandca.gov</a> ) and Pierre Gerard ( <a href="mailto:pgerard@oaklandca.gov">pgerard@oaklandca.gov</a> ), will summarize progress implementing the projects and programs in “Let’s Bike Oakland,” the citywide bike plan adopted in July 2019 ( <a href="https://www.oaklandca.gov/resources/bicycle-plan">https://www.oaklandca.gov/resources/bicycle-plan</a> ).  |
| 7:40 | 8 | <b>Committee Report Backs Attachment</b> (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 <a href="https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons">https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons</a> .   |
| 7:50 | 9 | <b>Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment</b> (10 minutes)   |



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin, or Spanish interpreter, please email [PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov) or call (510) 238-6313 or 711 (for Relay Service) at least five (5) 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 en español, Cantonés, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a [PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov) o llame al (510) 238-6313 o al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) 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, 粵語或國語翻譯服務, 請在會議前五個工作天電郵 [PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov) 或致電 (510) 238-6313 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。請避免塗搽香氛產品, 參加者可能對化學成分敏感。

Địa điểm tổ chức cuộc họp có đường dành riêng cho xe lăn. 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 [PGerard@oaklandca.gov](mailto:PGerard@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. Vui lòng không sử dụng các sản phẩm có mùi thơm khi tham gia cuộc họp này như một phép lịch sự đối với những người tham dự nhạy cảm đối với các chất hóa học.



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**DRAFT** Minutes from the July 20<sup>th</sup>, 2023 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/meeting/july-2023-bicyclist-pedestrian-advisory-commission-bpac-meeting>.

Meeting called to order at 6:02pm by BPAC Chair Dianne Yee.

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

At roll call, quorum was established with 8 Commissioners present (X). One Commissioner was excused.

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

Introductions were made.

- Staff: Felicia Bryant, Pierre Gerard, Fred Kelley, Jason Patton, David Pene, Matt Reiter, Joe Wang, Megan Wier.
- Other attendees: Toni Bird, Bryan Culbertson, Kevin Dalley, Jimmy Jessup, Natalie Mall, Robert Prinz, Koushik Roy, Andre Soucy, George Spies, Rachel Strangeway.

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

- George Spies noticed that Telegraph Avenue near 51<sup>st</sup> Street was recently repaved, and wondered when some of the traffic calming elements at that location would be re-installed.

**Item 3. Approval of Meeting Minutes**

- A motion to adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from June 15<sup>th</sup>, 2023 was made (Whipps), seconded (Yee), and approved by roll call vote. Commissioners Campbell, Lok, and Ralston abstained.

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

**Item 4. Recent Bicyclist and Pedestrian Fatal Traffic Crashes**

Commissioner 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 Friday, June 16th, 2023 at approximately 7:05 PM, a 58-year-old female pedestrian was severely injured by a westbound driver in a hit-and-run crash while crossing Foothill Boulevard west of Vicksburg Avenue.
- On Wednesday, July 5th, 2023 at approximately 12:10 AM, a 20-year-old female pedestrian was killed by a driver in a hit-and-run crash while crossing San Leandro Street at 85th Avenue.
- On Wednesday, July 12th, 2023 at approximately 9:33 AM, a 61-year-old male bicyclist was killed by a driver in a hit-and-run crash at 29th Avenue and International Boulevard.

Summary of Discussion:

- Santu Maya, the 58-year-old female pedestrian hit by a driver at Foothill Boulevard and Vicksburg Avenue, succumbed to her injuries at the hospital.
- Ricky Bryant is the name of the cyclist killed in the crash at 29<sup>th</sup> Avenue and International Boulevard. He was 62 (not 61) years old. According to a witness statement, he may have been crossing the street as a pedestrian at the time of the crash.

Speakers other than Commissioners: George Spies, Megan Wier, Bryan Culbertson.

#### Item 5. BPAC Commissioner Recruitment Outreach

Commissioners discussed the BPAC recruitment process, named volunteers, and developed the following motion to create a recruitment committee. A document detailing the status of current commissioners' terms and the recruitment process was attached to the meeting agenda.

- A motion **to form an ad-hoc 2023 Recruitment Committee consisting of Midori Tabata and Commissioners Schader, Mangrum, Campbell, and Whipps** was made (Schader), seconded (Ralston), and passed unanimously by all Commissioners present.

Speakers other than Commissioners: None.

#### Item 6. Conversation with OakDOT Director Fred Kelley

Fred Kelley ([FKelley@oaklandca.gov](mailto:FKelley@oaklandca.gov)), OakDOT Director, took questions and shared thoughts on the Fiscal Year 23-25 budget process including updates on OakDOT's leadership, vacancy rate, organizational challenges, and recent accomplishments. Director Kelley was joined by Assistant Director Megan Wier ([MWier@oaklandca.gov](mailto:MWier@oaklandca.gov)). This item continued a discussion of these topics from the June BPAC meeting.

Summary of Discussion:

- Commissioner Gardner is interested interim traffic calming strategies despite current resource constraints.
- Director Kelley is hopeful that State Assembly Bill 645 will pass the California Senate to allow for automated speed enforcement pilots.
- Losing OakDOT's Public Information Officer has made it more difficult for OakDOT to share news with community members.
- Assistant Director Wier proposed a standing BPAC agenda item on OakDOT's community outreach meetings.

- George Spies suggested that the City of Oakland's Department of Violence Prevention should consider traffic violence as a part of its mission.
- OakDOT struggles to keep staff working on long-term traffic safety projects when day-to-day and shorter-term operations (i.e., projects initiated via OakDOT's Rapid Response protocol) generally take priority.
- OakDOT may now accept grant funding for Capital Improvement Program (CIP) projects without needing to seek approval from City Council.

Speakers other than Commissioners: George Spies, Robert Prinz, Joe Wang.

## Item 7. Speed Bump Program Update

Joe Wang, Supervising Transportation Engineer ([JWang@oaklandca.gov](mailto:JWang@oaklandca.gov)), and Matthew Reiter, Assistant Engineer II ([MReiter@oaklandca.gov](mailto:MReiter@oaklandca.gov)) from the OakDOT Safe Streets Traffic Engineering Section presented on the residential speed bump program which is the most popular program among other DOT workflows that have recently installed speed bumps as well. The presentation is attached to these minutes.

### Summary of Discussion:

- Arterial speed cushions have been piloted on West Street, 35<sup>th</sup> Ave, and MacArthur Blvd.
- Data does not always support the need for a speed bump installation in response to a residential speed bump request; the by-request program allows for some flexibility to implement speed bumps in locations that may not qualify based on vehicular speed data if it is determined by staff (in collaboration with community and agency partners) that a speed bump at one of these locations would improve residents' quality of life.
- Toni shared a story of a homicide in her neighborhood (Maxwell Park) that involved a getaway vehicle, citing a need for additional traffic calming infrastructure to prevent high-speed driving on Brookdale Avenue and streets like it.
- Speed data have been collected before and after some of the speed cushion installations on arterial roadways.

Speakers other than Commissioners: Toni Bird, Bryan Culbertson, Megan Wier, Fred Kelley.

- A motion **to extend the meeting by 25 minutes** was made (Yee, seconded (Whipps), and passed unanimously by all Commissioners present.

## Item 8. Fire Code Update

Felicia Bryant ([FBryant@oaklandca.gov](mailto:FBryant@oaklandca.gov)), Fire Marshal with the Oakland Fire Department, provided an update on amendments to Appendix D of the Fire Code. In September the amendments will be presented to the Public Safety Committee of the City Council, following up on amendments adopted by City Council in 2022. Jason Patton ([JPatton@oaklandca.gov](mailto:JPatton@oaklandca.gov)), Senior Transportation Planner with OakDOT, helped explain the collaboration between the two departments on implementing traffic safety measures that are supportive of Fire Department operations. The presentation is attached to these minutes.

### Summary of Discussion:

- The Oakland Fire Department's fire ladder angle is optimally 75 degrees. Utility line conflicts may in some cases prevent the use of the fire ladder.

- Appendix D of the Fire Code reference both allowable fire-related operations and the City's priorities for public safety (like fire and traffic safety).
- Appendix D of the Fire Code will be taken to the City Council's Public Safety Committee in September 2023.
- Building conditions may vary along the length of a street block, creating multiple fire apparatus-related street width needs for that street block.

Speakers other than Commissioners: Kevin Dalley.

- A motion **to extend the meeting by 20 minutes** was made (Yee), seconded (Whipps), and passed unanimously by all Commissioners present.

#### **Item 9. Committee report-backs**

- A motion **to form an ad-hoc committee of Vice-Chair Gardner, Commissioner Frank, and Kevin Dalley to review the updates to Appendix D of the City of Oakland's Fire Code that are currently in discussion** was made (Yee), seconded (Whipps), and passed unanimously by all Commissioners present.

#### **Summary of Discussion:**

- Policy and Legislative Committee: may meet in early August 2023.
- Infrastructure Committee: met on July 6<sup>th</sup> to discuss 1) design proposals for 85<sup>th</sup> Avenue as a part of the East Oakland Neighborhood Bikeways Project and 2) the Oakland-Alameda Estuary Bridge project. During the upcoming Infrastructure Committee meetings in September and November, there may be presentations by the Alameda County Transportation Commission on the San Pablo Ave corridor and East Bay Greenway projects.

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

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

#### *Suggestions for Meeting Topics*

- Review of lawsuits against the City of Oakland relating to traffic violence (Toni Bird)
- MTC Community Action Resource and Empowerment (CARE) Program [Call for Interest](#) (Yee)
- BART Safe Routes to BART Cycle 3 [Call for Projects in September 2023](#) (Yee)

Meeting adjourned at 8:25 PM.

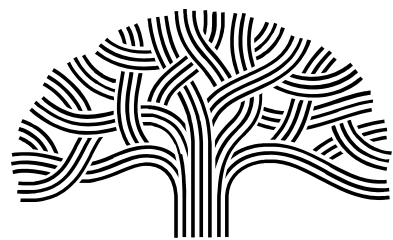
#### **Attachments:**

- Speed Humps Program Update presentation
- Fire Code presentation

Minutes recorded by Pierre Gerard, Bicycle & Pedestrian Program Transportation Planner II, emailed to meeting attendees for review on 7/25/23 with comments requested by 8/8/23 to [PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov). Revised minutes will be attached to the August 2023 meeting agenda and considered for adoption at that meeting.

# Speed Bump Program Update

Joe Wang, Supervising Transportation Engineer  
Matthew Reiter, Assistant Engineer II  
OakDOT Safe Street Traffic Engineering Section

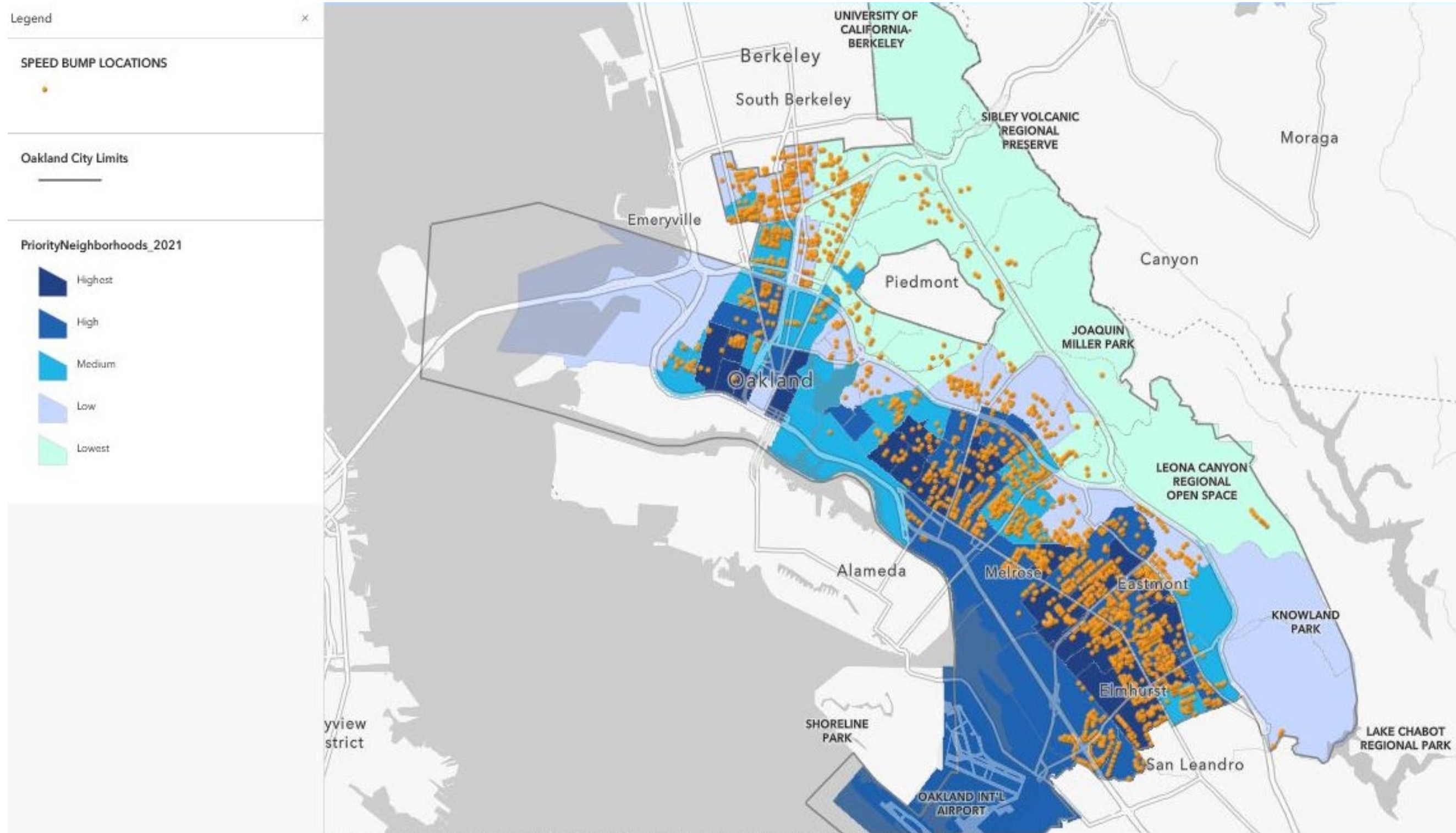


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# Speed Bump Locations



- Program began in early 1990's
- There are approximately 1,850 speed bumps
- Installations are spread according to land use and topographic features



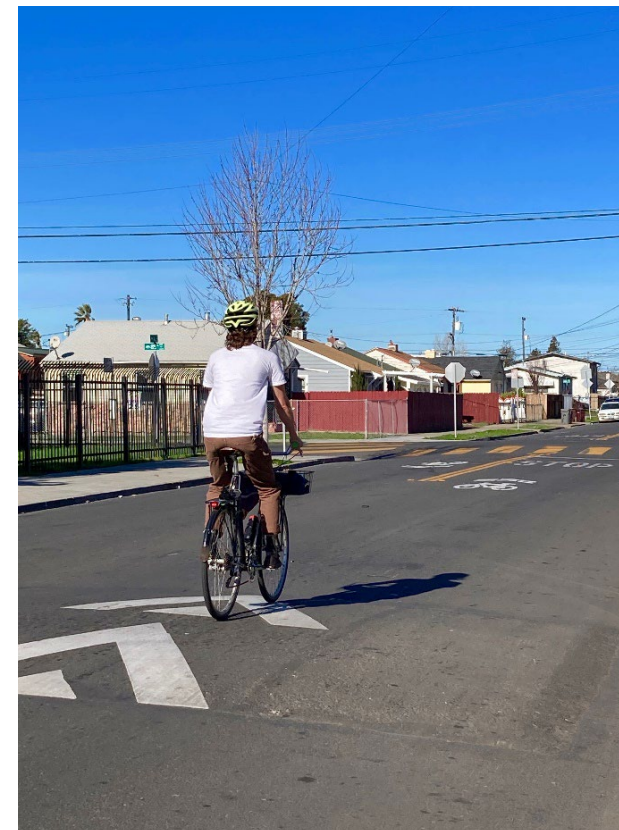
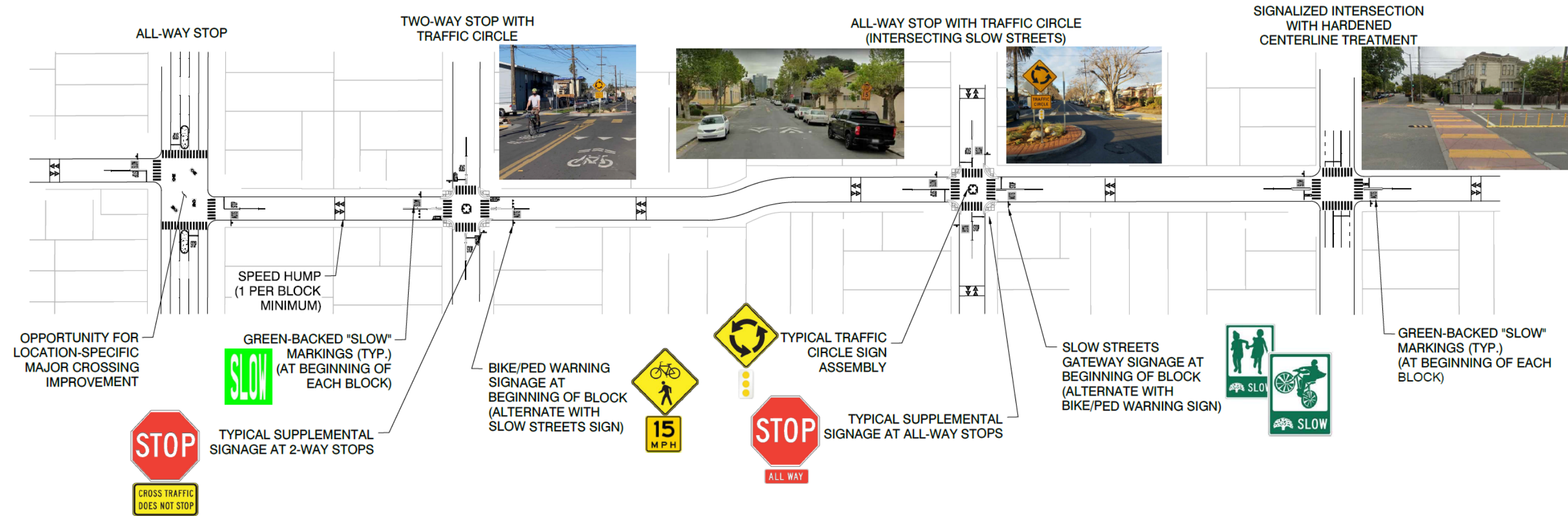
# Residential Speed Bump Program

- Most popular
- Requires petition
- Responsive/pre-emptive





# Project-Driven



- Installations increased with new DOT
- City-initiated, context-based
- Avenal, Ney, Plymouth, etc.
- Mostly on local streets



# Arterial Speed Cushions

- Ongoing consideration
- Different objectives and impacts
- Piloted on 35<sup>th</sup>, West, and MacArthur
- Buses, emergency vehicles, selection/prioritization criteria





# Residential Speed Bump Program

## How to Apply for a Speed Bump & Status of Active Applications

Applicants must submit an application and official petition form with signatures from a minimum of 2/3 (67%) of the addresses on the block.

Download

SPEED BUMP APPLICATION

(510) 238-3466

SAFE STREETS TRAFFIC ENGINEERING

Apply for a Speed Bump  
Status of Active Applications

### Apply for a Speed Bump

Oakland installs speed bumps on residential streets to encourage motorists to travels at safe speeds. Residents can petition the City to have bumps installed on their street. Speed bump street criteria include:

# Residential Speed Bump Program

## OakDOT Speed Bump Application Status List

Last Updated: April 6<sup>th</sup>, 2023

| Summary                       |                              |
|-------------------------------|------------------------------|
| Anticipated Construction Date | # of Speed Bump Applications |
| 2023                          | 33                           |
| 2024                          | 25                           |
| 2025                          | 5                            |

| Location Requested                                 | Status                    | Anticipated Construction Date | Council District |
|--|---------------------------|-------------------------------|------------------|
| 9th Ave between E 18th St & E 19th St              | Approved for Construction | 2023                          | 2                |
| 10th St between Chestnut St & Adeline St           | Under Review              | 2024*                         | 3                |
| 10th St between Filbert St & Linden St             | Under Review              | 2024*                         | 3                |
| 10th St between Linden St & Chestnut St            | Under Review              | 2024*                         | 3                |
| 13th St between Wood St & Willow St                | Under Review              | 2024* <sup>P</sup>            | 3                |
| 16th Ave between International Blvd & E 15th St    | Approved for Construction | 2023                          | 2                |
| 41st St between Adeline St & Linden St             | Under Review              | 2024*                         | 1                |
| 41st St between Opal St & Manila Ave               | Approved for Construction | 2023                          | 1                |
| 52nd St between West St & Genoa St                 | Approved for Construction | 2023                          | 1                |
| 57th Ave between Brann St & MacArthur Blvd         | Under Review              | 2024*                         | 6                |
| 57th St between Genoa St & MLK Jr Way              | Under Review              | 2024*                         | 1                |
| 57th St between Los Angeles St & Lowell St         | Approved for Construction | 2023                          | 1                |
| 58th St between Adeline St & Genoa St              | Under Review              | 2024*                         | 1                |
| 60th St between Canning Street & Telegraph Ave     | Under Review              | 2024*                         | 1                |
| 61st St between MLK Jr Way & Adeline St            | Under Review              | 2024*                         | 1                |
| 62nd Ave between Brann St & Foothill Blvd          | Under Review              | 2024*                         | 6                |
| 63rd St between College Ave & Hillegass Ave        | Under Review              | 2024*                         | 1                |
| 64th Ave between Brann St & Foothill Blvd          | Under Review              | 2024*                         | 6                |
| 75th Ave between Bancroft Ave & Garfield Ave       | Under Review              | 2025* <sup>P</sup>            | 6                |
| 99th Ave between Cherry St & Birch St              | Approved for Construction | 2023 <sup>P</sup>             | 7                |
| 99th Ave between Plymouth St & Cherry St           | Approved for Construction | 2023 <sup>P</sup>             | 7                |
| 102nd Ave between Graffian St & Royal Ann St       | Under Review              | 2024*                         | 7                |
| Agua Vista St between High St & Rosedale Ave       | Under Review              | 2024*                         | 5                |
| Alma/Prospect Ave between Capell St & McKinley Ave | Approved for Construction | 2023                          | 2                |
| Arlington Ave between Gaskill St & Los Angeles St  | Approved for Construction | 2023                          | 1                |

# Residential Speed Bump Program

Oakland Department of Transportation



## APPLICATION FOR SPEED BUMP INSTALLATION

### ADVANTAGES AND DISADVANTAGES OF SPEED BUMPS

Advantages:

- The overall speed of traffic is reduced near speed bumps.
- Speed bumps create an impression that discourages speeding and “cut through” trafficking.
- Speed bumps are self-enforcing.

Disadvantages:

- The response time for emergency vehicles may be increased by speed bumps.
- Some residents may object to the visual impact of speed bumps—the signs and the markings that accompany them.
- There will be an increase in vehicle emissions and noise near speed bumps.
- Inconvenient access as a result of speed bumps may be imposed on some parts of the neighborhood.
- Speed bumps may displace traffic to neighboring streets.
- Although speeds will be reduced immediately next to them, drivers tend to speed up after passing or traveling between speed bumps.

### REQUESTER INFORMATION

#### **A. Location**

Please provide the name of the street block to be considered. Indicate the boundaries of the block by identifying the intersecting street on each end. A separate application is required for another block.

Street Name: \_\_\_\_\_

From: \_\_\_\_\_ To: \_\_\_\_\_

#### **B. Contact Information**

Each application must contain a contact person who will receive all correspondence from the City and be responsible for gathering evidence of support when requested.

Name: \_\_\_\_\_ Email Address: \_\_\_\_\_

Address: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Daytime Phone #: \_\_\_\_\_ Additional Phone #: \_\_\_\_\_

#### **C. Concerns**

Please tell us about the specific concerns you have for this segment of the street.

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NOTE THAT AFTER RECEIVING A QUALIFYING PETITION THE CITY WILL CONDUCT AN INSPECTION TO DETERMINE IF SPEED BUMPS ARE FEASIBLE. UNDERSTAND THAT DUE TO LIMITED FUNDS, THE CITY CANNOT GUARANTEE INSTALLATION OF ANY BUMPS EVEN IF ALL THE TECHNICAL REQUIREMENTS

# Residential Speed Bump Program

## CITY OF OAKLAND

### INSTRUCTIONS FOR COLLECTING SIGNATURES FOR A SPEED BUMP PETITION

In order for the Oakland Department of Transportation (OakDOT) to evaluate your petition without undue delay, please do the following:

1. Include your name, mailing address, and telephone number on the petition so we can contact you. Also, remember to sign the petition.
2. List all the addresses on your street including those whose signatures could not be obtained. Include all corner properties even if the property's address is on the cross street.
3. List each unit separately in a multiple housing complex (apartment, duplex, four-plex, etc.). Obtain a signature for each unit. EXCEPTION: an owner or manager of a multiple housing complex can sign for the entire complex. Please indicate if an owner/manager has signed for the entire complex.
4. Write "Vacant" in the "Name" column if you know a dwelling is unoccupied.
5. Signatures are required representing at least 67% of the addresses within the block defined.
6. Photocopy the enclosed petition form if you need additional forms for signature. Also, keep a copy of everything you send to OakDOT.
7. Send your completed petition to:


**Oakland Department of Transportation**  
250 Frank Ogawa Plaza, #4344  
Oakland, CA 94612-2033

## Authorization

1. I understand that for a street to qualify for capital improvements, the street must:
  - not be on an emergency route and have the approval of Oakland Fire Services;
  - be classified as a local/residential street;
  - be no wider than 40 feet from curb to curb;
  - have no more than two lanes of travel (one in each direction);
  - be relatively flat with a grade not exceeding 7%;
  - have a speed limit of 25 mph and an 85th percentile speed of at least 32 mph;
  - not be on an AC Transit route;
  - not be a dead-end street;
  - have a block length of at least 300 feet.
2. I understand that in addition to submitting this application, I, or a block representative, will circulate an official petition form among the residents on the subject block. A qualifying petition requires signatures from a minimum of 2/3 (67%) of the addresses on the block.
3. **I UNDERSTAND THAT AFTER I RETURN THE APPLICATION AND QUALIFYING PETITION, THE CITY WILL CONDUCT AN INSPECTION TO DETERMINE IF BUMP(S) ARE FEASIBLE. I UNDERSTAND THAT DUE TO LIMITED FUNDS, THE CITY CANNOT GUARANTEE INSTALLATION OF ANY TOOLS EVEN IF ALL THE TECHNICAL REQUIREMENTS ARE MET AND A QUALIFYING PETITION IS SUBMITTED.**
4. I agree to be the contact person of the above request. [Name] \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

# Residential Speed Bump Program



**PETITION FOR THE INSTALLATION OF SPEED BUMPS**  
CITY OF OAKLAND

TO: **Oakland Department of Transportation**  
250 Frank Ogawa Plaza, #4344  
Oakland, CA 94612-2033

**PETITION SENT THROUGH OAKDOT REPRESENTATIVE.**  
**IF YOU ARE NOT SURE, PLEASE CONTACT US AT (510) 238-3466.**  
☐ Yes, sent by OakDOT    Staff Initial: \_\_\_\_\_    Date\*: \_\_\_\_\_

The undersigned residents of properties on \_\_\_\_\_ between the intersections of \_\_\_\_\_  
(Name of Street) and \_\_\_\_\_ hereby request the installation of speed bumps in the above street segment.  
(Name of Street)

Petition submitted by: Name: \_\_\_\_\_ Address: \_\_\_\_\_ Phone#: \_\_\_\_\_

| <u>Address (Include Unit #)</u> | <u>Name (Please Print)</u> | <u>Signature**</u> | <u>Daytime Phone#</u> |
|---------------------------------|----------------------------|--------------------|-----------------------|
| _____                           | _____                      | _____              | _____                 |
| _____                           | _____                      | _____              | _____                 |
| _____                           | _____                      | _____              | _____                 |
| _____                           | _____                      | _____              | _____                 |
| _____                           | _____                      | _____              | _____                 |
| _____                           | _____                      | _____              | _____                 |
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| _____                           | _____                      | _____              | _____                 |
| _____                           | _____                      | _____              | _____                 |
| _____                           | _____                      | _____              | _____                 |
| _____                           | _____                      | _____              | _____                 |
| _____                           | _____                      | _____              | _____                 |
| _____                           | _____                      | _____              | _____                 |
| _____                           | _____                      | _____              | _____                 |
| _____                           | _____                      | _____              | _____                 |
| _____                           | _____                      | _____              | _____                 |
| _____                           | _____                      | _____              | _____                 |
| _____                           | _____                      | _____              | _____                 |
| _____                           | _____                      | _____              | _____                 |
| _____                           | _____                      | _____              | _____                 |





# Residential Speed Bump Program

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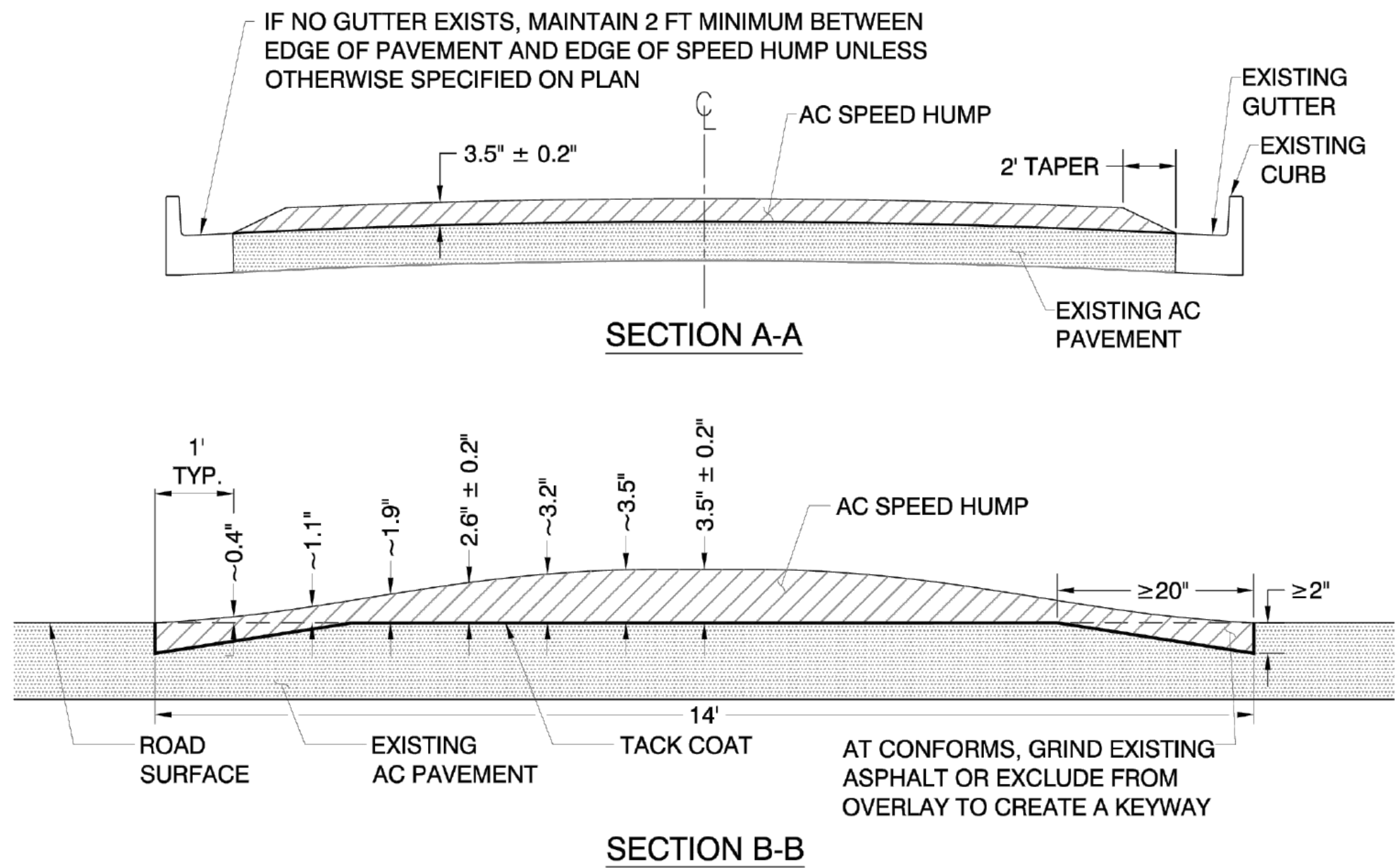
## Authorization

---

1. I understand that for a street to qualify for capital improvements, the street must:
  - not be on an emergency route and have the approval of Oakland Fire Services;
  - be classified as a local/residential street;
  - be no wider than 40 feet from curb to curb;
  - have no more than two lanes of travel (one in each direction);
  - be relatively flat with a grade not exceeding 7%;
  - have a speed limit of 25 mph and an 85th percentile speed of at least 32 mph;
  - not be on an AC Transit route;
  - not be a dead-end street;
  - have a block length of at least 300 feet.
2. I understand that in addition to submitting this application, I, or a block representative, will circulate an official petition form among the residents on the subject block. A qualifying petition requires signatures from a minimum of 2/3 (67%) of the addresses on the block.
3. **I UNDERSTAND THAT AFTER I RETURN THE APPLICATION AND QUALIFYING PETITION, THE CITY WILL CONDUCT AN INSPECTION TO DETERMINE IF BUMP(S) ARE FEASIBLE. I UNDERSTAND THAT DUE TO LIMITED FUNDS, THE CITY CANNOT GUARANTEE INSTALLATION OF ANY TOOLS EVEN IF ALL THE TECHNICAL REQUIREMENTS ARE MET AND A QUALIFYING PETITION IS SUBMITTED.**
4. I agree to be the contact person of the above request. [Name] \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

# Residential Speed Bump Program



# OAKLAND FIRE DEPARTMENT

## APPENDIX D

Fire Marshal Felicia Bryant

Presented with OAKDOT  
BPAC  
July 20, 2023



Interim Chief Damon  
Covington



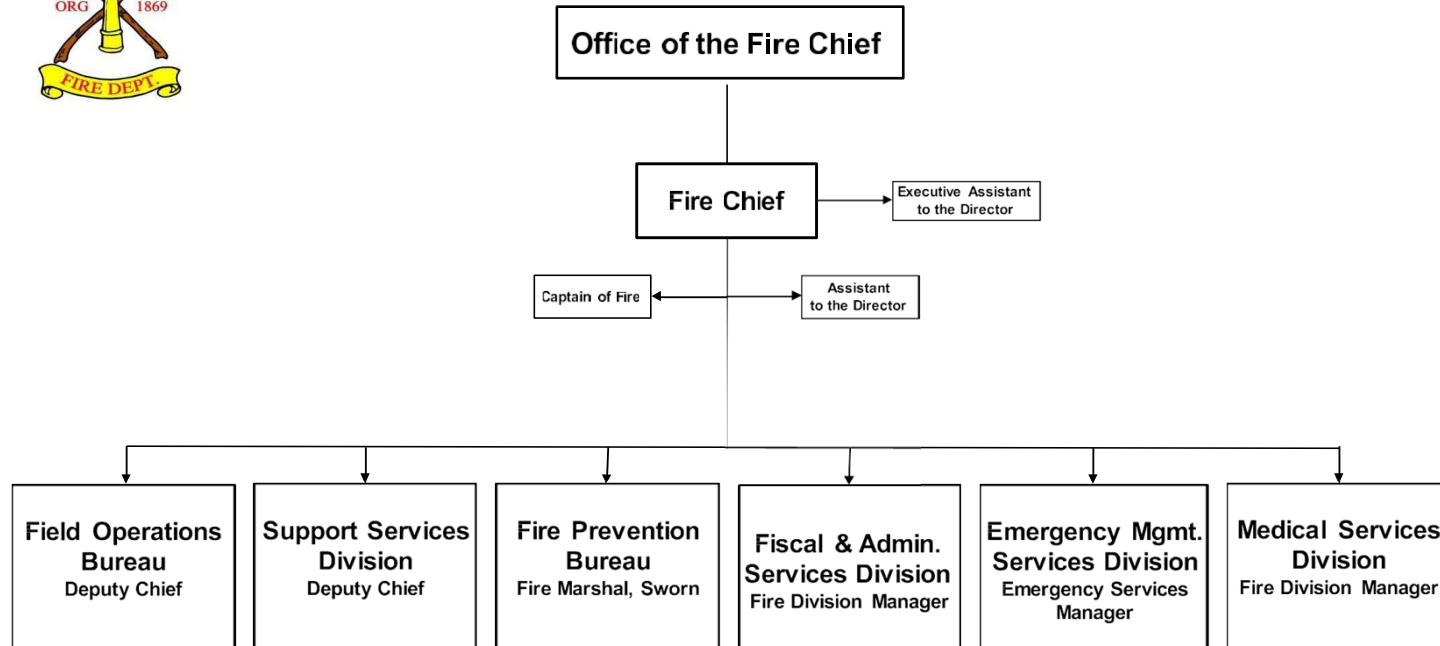


## Who is Oakland Fire

- We are comprised of civilian and sworn personnel
  - Firefighters
  - Fire Investigators
  - Fire Inspectors
  - Fire Dispatchers and more
- 2022 we responded to 78,466 emergency calls
  - Fires (Structural, Vegetation, Vehicle)
  - Medical Emergencies
  - Hazardous Materials
  - MACRO
- 2022 Fire Prevention Bureau inspections
  - Over 7500 Commercial Inspections
  - Over 27,000 Vegetation Inspections
  - Over 1800 Fire Plans Reviewed
- Insurance Services Office (ISO) Class 1



# OAKLAND FIRE DEPARTMENT





# Who is Fire Prevention Bureau

- Fire Investigation
- Inspection:
  - New Construction
  - Existing Properties
  - Vegetation Management Properties within the High Fire Severity Zone
  - Specialty: Hazardous Materials, Cannabis, Encampments, ETC.
- Plan Review:
  - New Construction
  - Newly Installed Systems
  - System Upgrades
  - Emergency Vehicle Access
- Public Education



## California Fire Code

- This document is Part 9 of 13 of the California Code of Regulations, Title 24
- A triennial compilation, published every 3 years
- A city, county, or city and county may establish more restrictive building standards reasonably necessary because of local climatic, geographical or topographical conditions.
- OFD may propose changes to City Council for vote an approved ordinance



## Appendix D

- Provides in depth elements for use with basic access requirements referenced in section 503
- This appendix is a tool for the authority have jurisdictions looking for guidance in establishing access requirement, aerial fire apparatus access roads, residential development standards, etc.
- OFD recommending including Appendix D in the 2022 City of Oakland Ordinance but was unsuccessful
- OFD is finalizing code language that will allow more flexibility of lane use and not reduce OFD's ability to respond and perform our duties by national standards and maintain our ISO rating



# Safe Oakland Streets - Goals



## *Oakland's Mandate to Improve Street Safety*

- 1) **Prevent severe and fatal crashes** and related disparities impacting Black, Indigenous, and People of Color (BIPOC) communities, seniors, people with disabilities and low-income populations.
- 2) **Eliminate severe and fatal injury inequities** including racial disparities impacting BIPOC communities that exist today in Oakland.
- 3) **Inform effective and equitable safety strategies** that prevent injury and injury inequities, and do not have adverse equity impacts on BIPOC communities, seniors, people with disabilities and low-income populations.
- 4) **The overarching goal is zero traffic deaths in 20 years** and our SOS work will continue until that goal is reached.



9th St and Madison St

# OakDOT's Stakes in Fire Code Clearances



## *At Intersections – Where Traffic Crashes are Most Likely to Occur*

- OakDOT is seeking to install treatments at the center of the roadway (like pedestrian safety islands and hardened centerlines) to improve crosswalks and calm turning traffic. Because these treatments are installed at the centerline, they may not be feasible on streets with one lane per direction.



98<sup>th</sup> Ave and Cherry St

# OakDOT's Stake in Fire Code Clearances



## *Along Streets – Narrowing Streets to Calm Traffic and Add Separated Bike Lanes*

- OakDOT is seeking to redesign streets with fewer lanes, narrower lanes, and protected bike lanes to calm traffic and support pedestrians and bicyclists. Two travel lanes are typically 20-22' in width whereas a 26' Fire Code clearance needs 4-6' of additional space. This limits the feasibility of protected bike lanes, especially on streets with raised medians.



27th St at Broadway



# Draft Solutions for Applying the Fire Code



## *At Intersections*

- Count the roadway width on both sides of traffic safety elements (like pedestrian islands, traffic circles, hardened centerlines) towards the unobstructed width specified by the Fire Code. For example, a fire apparatus (ladder truck / engine) can stage on one side while allowing other emergency vehicles to pass on the other side of the island (e.g., 8<sup>th</sup> St West Oakland Traffic Calming Project).



8th St at Union St

# Draft Solutions for Applying the Fire Code



## *Along Streets*

- Allow flexible posts along lane lines within the unobstructed width specified by the Fire Code, leaving space between the flexible posts for ladder trucks to deploy their outriggers (e.g., Quick Build International Blvd Project).



8th St at Union St



Embarcadero near Oak St



# Draft Solutions for Applying the Fire Code



## *Along Streets*

- Provide 26' clearance at buildings  $\geq$  30' in height that do not have modern sprinkler systems. Provide 20' clearance at other buildings, including those  $\geq$  30' in height that do have modern sprinkler systems.



Telegraph Ave at 23rd St

# An Issue for Further Discussion



The 26' clearance at taller buildings without sprinkler systems may limit the locations where protected bike lanes can be built. While the 26' clear may only be needed at particular buildings, it is challenging to design a street where the roadway cross-section changes at individual buildings. Additionally, protected bike lanes may be infeasible on streets with raised medians where 20' clearance is needed.

Proposed next steps for this issue include:

- Identifying the proposed protected bike lanes that would be affected.
- Seeking better data on the height of buildings.
- Seeking better data on the buildings with modern sprinkler systems.
- Continuing the dialog on how to provide the operational area needed by OFD while enabling OakDOT to install traffic safety elements.



*Foothill Blvd near 27<sup>th</sup> Ave*

# Opportunities for Ongoing Collaboration



The collaboration between OakDOT and OFD is developing a shared understanding of the needs of the two departments. OakDOT staff are learning about OFD's equipment and how OFD deploys that equipment to respond effectively to incidents. OFD staff are learning about the causes of Oakland's traffic fatalities and severe injuries, and how OakDOT is seeking to address those causes through design.

Topics for ongoing collaboration include:

- Mountable design elements (e.g., islands, medians, speed cushions)
- Application of vehicle turning templates
- Existing locations with sub-optimal clearances
- Response routes and street classification



*Embarcadero near Oak St*





**Felicia Bryant, Fire Marshal**  
 Oakland Fire Department  
 Fire Prevention Bureau  
 510-238-6559  
[fbryant@oaklandca.gov](mailto:fbryant@oaklandca.gov)



**Jason Patton, Senior Transportation Planner**  
 Oakland Department of Transportation  
 Safe Streets Division  
 510-238-7049  
[jpatton@oaklandca.gov](mailto:jpatton@oaklandca.gov)



# Oakland BART Bike Access Programs & Projects

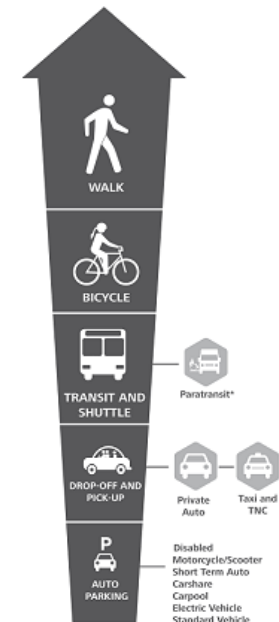
Oakland BPAC

August 17, 2023



# Planning Policies & Documents

- BART Bicycle Access & Parking Plan (2002)
- BART Bicycle Plan: Modeling Access to Transit (2012)
- BART Bike Parking Capital Program (2015)
- BART Station Access Policy (2016)
- BART Bicycle Program Capital Plan (2017)
- Upcoming: *Preferred Path of Bicycle Travel Capital Plan*



\*All stations must be paratransit accessible



# BART Bike Facility Types

- Bike racks (991/3,899)
  - Outside stations
  - Inside stations
- Bike lockers
  - Keyed (0/420)
  - BikeLink eLockers (400/1,800+)
- Bike Stations (527/1,500)
  - Self-park (1/6)
  - Valet (2/3)
- Bikekeep (2/7)
- BayWheels (4/9)
- Stair Channels
- Bike Bars & Straps on Trains

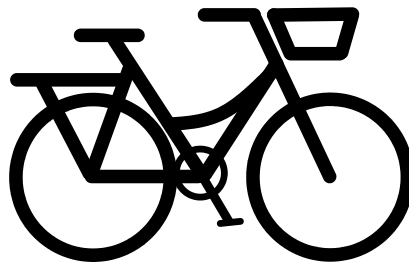
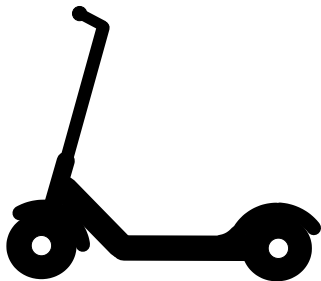
## Oakland Bicycle Capital Projects

- Stairway Channels
  - 19<sup>th</sup> St
  - Coliseum
  - Lake Merritt
- Bikekeep: 19<sup>th</sup> Street & MacArthur
- 19<sup>th</sup> Street Bike Station

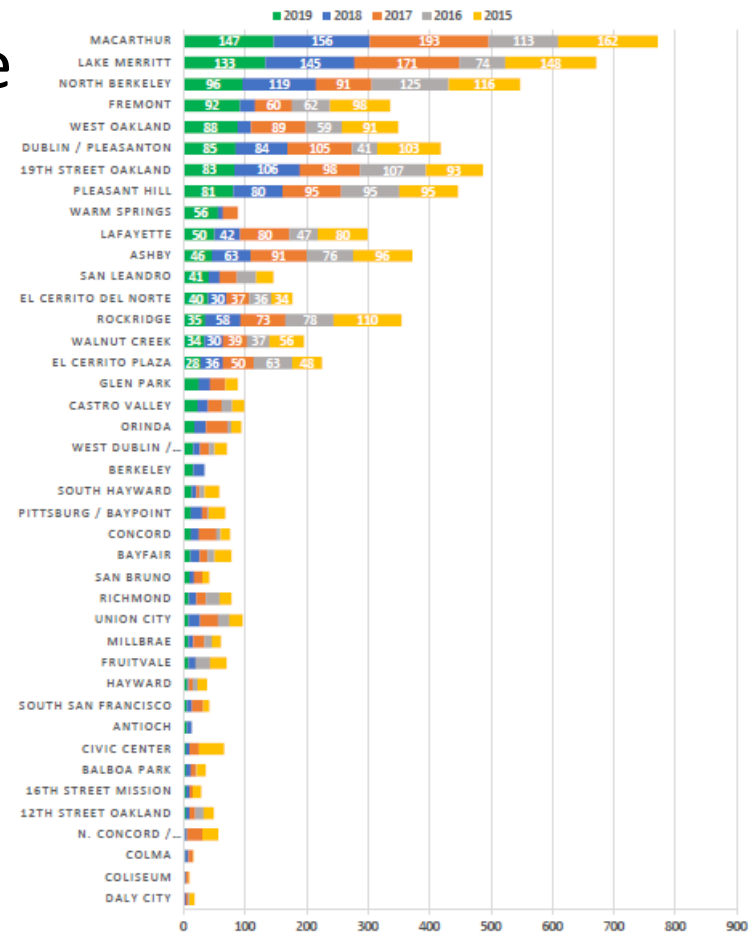


# Programmatic Work

- Bike parking occupancy counts
- BART Bicycle Advisory Committee
- Plan review
  - BART projects (TOD, station mod)
  - City- & County-led projects
- Micromobility:
  - BayWheels, Scooters



ANNUAL BART BIKE PARKING SURVEY  
OCCUPANCY COUNT, ALL RACKS AT STATIONS 2015-2019



# Oakland Projects

- West Oakland TOD
  - 762-unit, 31% affordable housing + office & retail
  - ~400-space bike station included
  - Phase 1 Construction (remediation) starting late 2023/early 2024
- Lake Merritt TOD
  - 557-unit, 42% affordable housing + office & retail
  - Phase 1 Construction starting late-2023 or early 2024, pending more funds
- Lake Merritt Plaza
  - Conceptual stage, final design needs funds
  - ~150-space bike station
- Fruitvale Phase IIB TOD
  - 181-unit, 100% affordable housing
  - In construction, should be done late 2023
  - Existing bike station
- New 19th Street (Paramount) Bike Station
  - 95% design
- Bicycle Preferred Path of Travel Capital Plan
  - MacArthur
  - Coliseum
- Stairway Channels Phase I
  - Coliseum
  - Lake Merritt
- Bikeep
  - 12th St
  - MacArthur
- MacArthur Mobility Hub
  - Scooter & E-bike charging docks
  - Signage (wayfinding, RTDs, transit maps, kiosks & digital regional map)
  - App-based wayfinding for the blind
  - Design complete, on-site construction Sept-Feb







City of  
Oakland

Department of  
Transportation

# Oakland Electric Bike Lending Pilot

Oakland Department of Transportation

Bicyclist and Pedestrian Advisory Commission (BPAC)

August 17<sup>th</sup>, 2023





# OUTLINE

---

- Program Overview & Goals
- Current Progress
- Bike Procurement
- Operations
- Next Steps



# ***Program Goals***

- Implement an alternative to traditional bikeshare
- Allow participants to experience ownership of an e-bike at a subsidized rate
- Focus on serving Oakland communities impacted by economic and environmental injustices



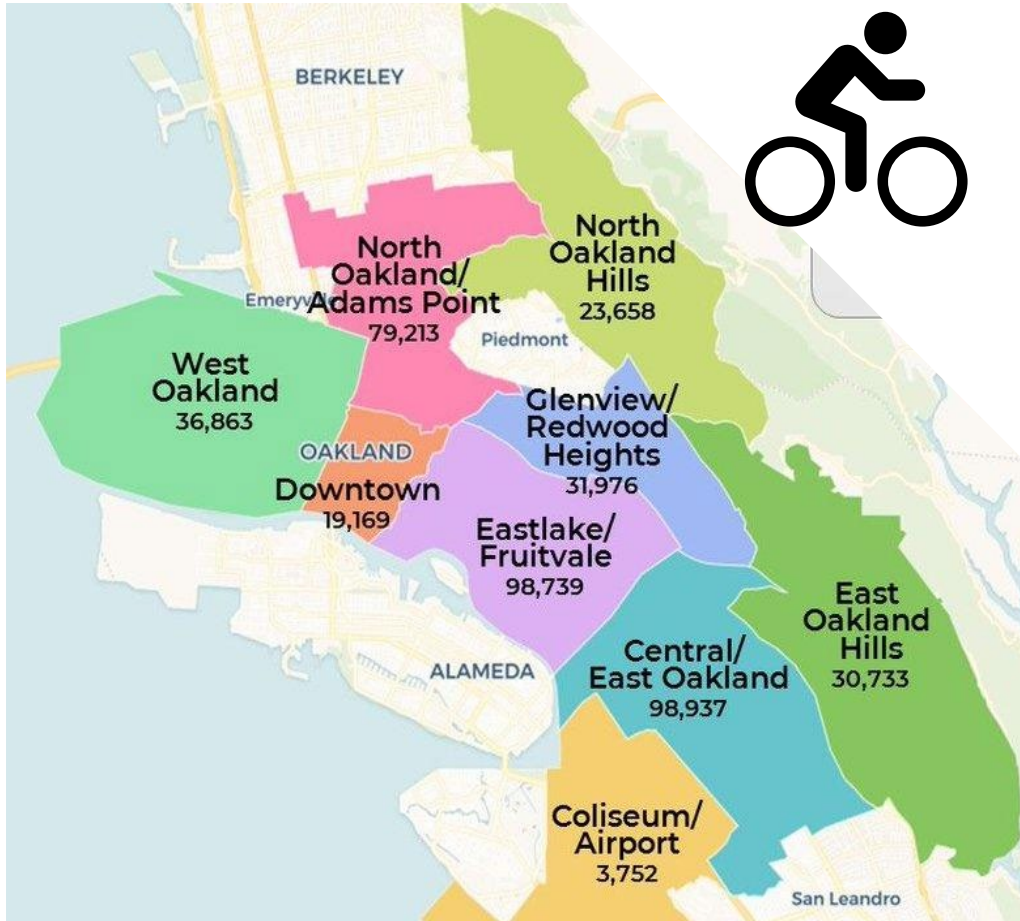


# Program Overview

- Inspired by Lets Bike Oakland! 2019 Bike Plan
- Funded by the Clean Mobility Options Voucher Program: \$1 million
- Applied for additional \$500,000
- 137 E-bikes
- 3-4 week rental periods
- 3 locations where bikes can be checked out
- GRID Alternatives no longer involved. Staff taking some aspects in house



# Program Overview



## Storefront / Reservation partners

Focus on serving East Oakland, West Oakland, San Antonio, Chinatown, Fruitvale and other Oakland communities impacted by economic and environmental injustices



# Current Progress

## Drafting Request for Proposals

- Engaging with potential reservation partners
- Procuring insurance



# Tentative Timeline



City of  
Oakland

Department of  
Transportation

Kickoff  
June 2022

Vehicle Procurement  
Research and Data  
Analysis Winter  
2022/2023

Apply to CMO for  
additional \$500,00  
August 2023

Public Outreach – Survey,  
Focus groups  
Summer and Fall 2022

Cancellation of GRID  
Alternatives  
Contract Spring-  
Summer 2023

Release RFPs for  
Operations and  
Maintenance  
Contracts  
September 2023

# Tentative Timeline



City of  
Oakland

Department of  
Transportation

Complete Operations  
and Maintenance  
Contracts  
September/October 2023

Launch E-bike  
Lending Pilot  
November  
2023

Operation Year 4:  
Self-sufficiently  
Funded June 2026 –  
June 2027

Acquire all planned  
electric bike  
vehicles  
October 2023

Operations Year 1 -3,  
CMO Voucher Funded  
November 2023 –  
June 2026

Voucher Term  
Ends – End of Pilot  
June 2027



# ***E-bike Procurement – Traditional***

- 111 E-bikes in total
- Procurement pending partner contracts
- Tentative Procurement:
  - Pedego Avenue (Standard step through)
  - Pedego Comfort Cruiser 24" and 26" (standard step through)
  - Pedego Latch (standard folding)
  - Pedego Boomerang 24" and 26"
  - Gazelle Medeo T9 City HMB (standard suspension)



# ***E-bike Procurement – Other***

- 15 Family Style Cargo Bikes
  - Tern HSD
  - Tern Quickhaul
  - Urban Arrow Family
- 3 Trikes
  - Pedego Trike
- 7 Adaptive E-bikes
  - Sport-on XCR
  - Van Raam Fun2Go 6F
  - Pedego Tandem



# Operations & Logistics

## Overview of Tasks

- Contract with “Reservation Operation” partners – Community-based organizations
- Outreach & Engagement for E-bikes and the program
- Safety Education
- Conducting Rentals - Fare & Fee Operations
- Storage of Bikes
- Limited Maintenance

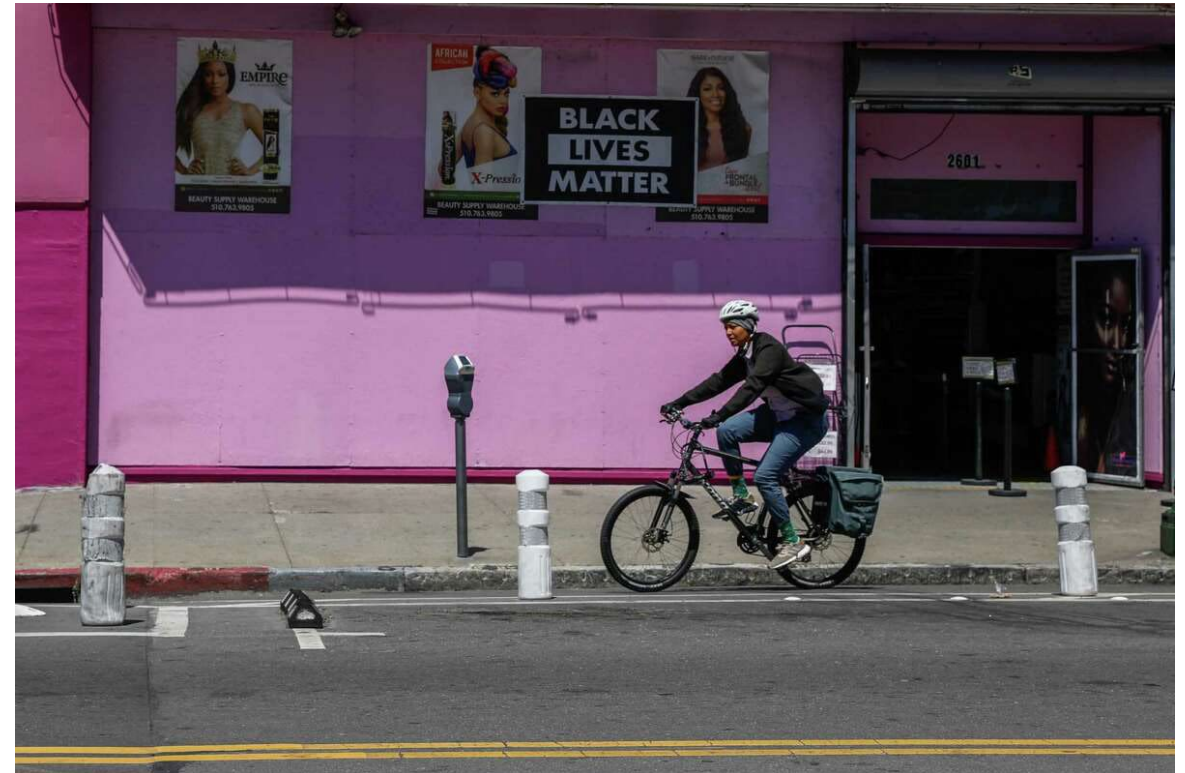




# ***Operations & Logistics***

## Pricing & Financial Sustainability

- Pricing structure & Deposit can be determined by contractor. Min. Deposit \$250
- Must be financial sustainable in Year 4, no Voucher Funds available
- Suggestion: \$5 per week low-income, \$25 per week market-rate



# ***Maintenance***

## E-bike Maintenance Contract

- Repair services for the Lending Program and any future city fleet E-bike vehicles
- Transporting E-bikes for Program and City Fleet if needed



NEXT STEPS



# ***Next Steps – Summer/Fall 2023***

- Release the RFPs for Operations and Maintenance
- Additional \$500,000 funding from CMO
- Completion of Operations and Maintenance Contracts
- Complete Procurement of Vehicles



*4 years later...*



# LET'S OAKLAND

2019 OAKLAND BIKE PLAN



City of  
Oakland

Department of  
Transportation



Pierre Gerard  
Transportation Planner  
[pgerard@oaklandca.gov](mailto:pgerard@oaklandca.gov)



Patrick Phelan  
Transportation Planner  
[pphelan@oaklandca.gov](mailto:pphelan@oaklandca.gov)

Safe Streets Division  
Bicycle & Pedestrian Program  
Bicyclist & Pedestrian Advisory Commission  
August 2023





# Overview

- Progress Highlights
- By the Numbers: Bikeway Projects
- By the Numbers: Bike Parking
- By the Numbers: Wayfinding
- Progress on Programs





# Progress Highlights

## *Paving Coordination*

- 5-Year Plan, Utilities, Departmental

## *Road Diets*

- Traffic Calming & Bike Lanes

## *Telegraph Ave*

- Extending, Gap-filling, Hardening

## *Funding*

- Roughly \$150 million in grant funds

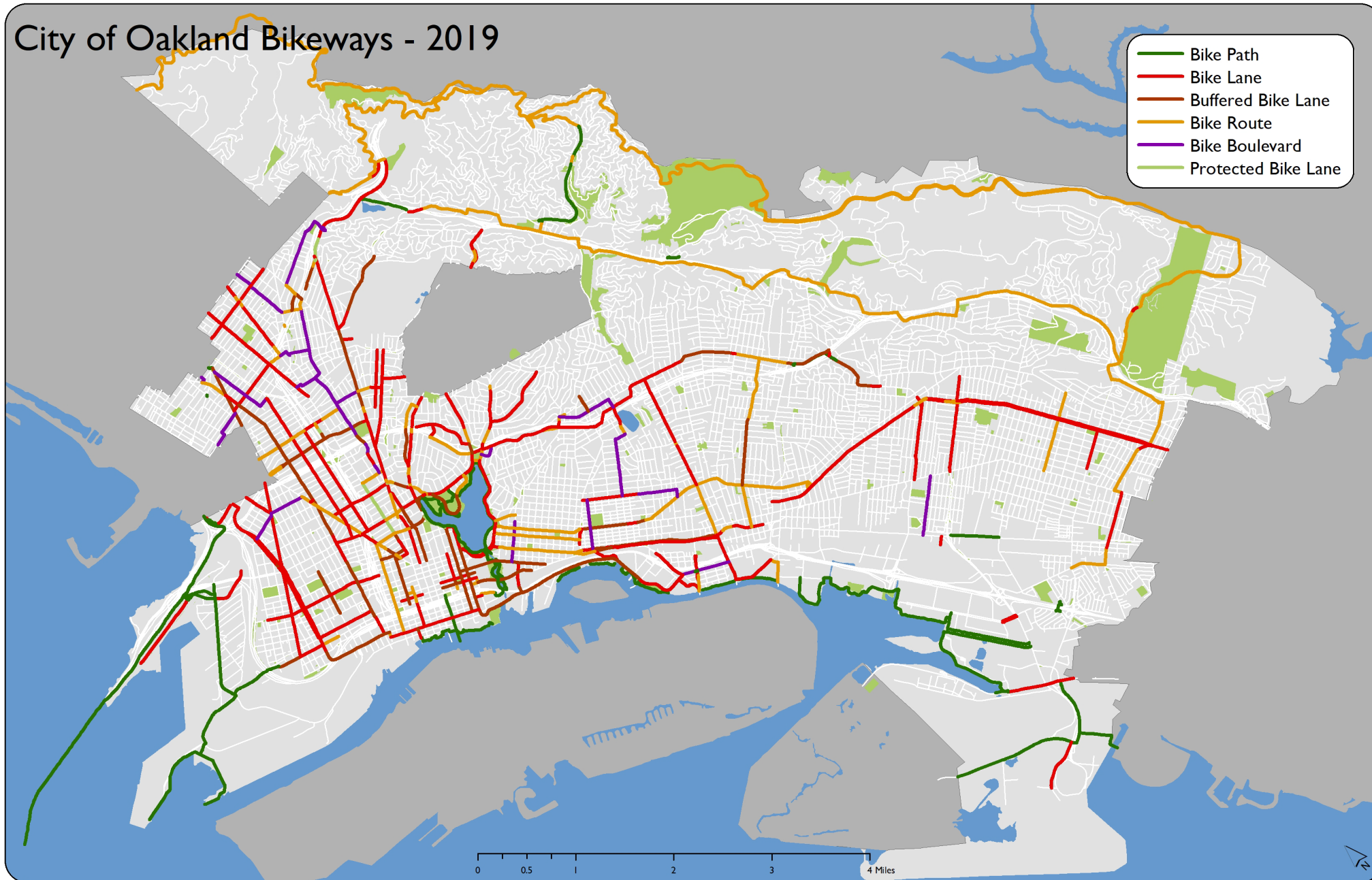
## *Slow Streets*

- Temporary experiment to evolving program



Photo: Clarence Eckerson

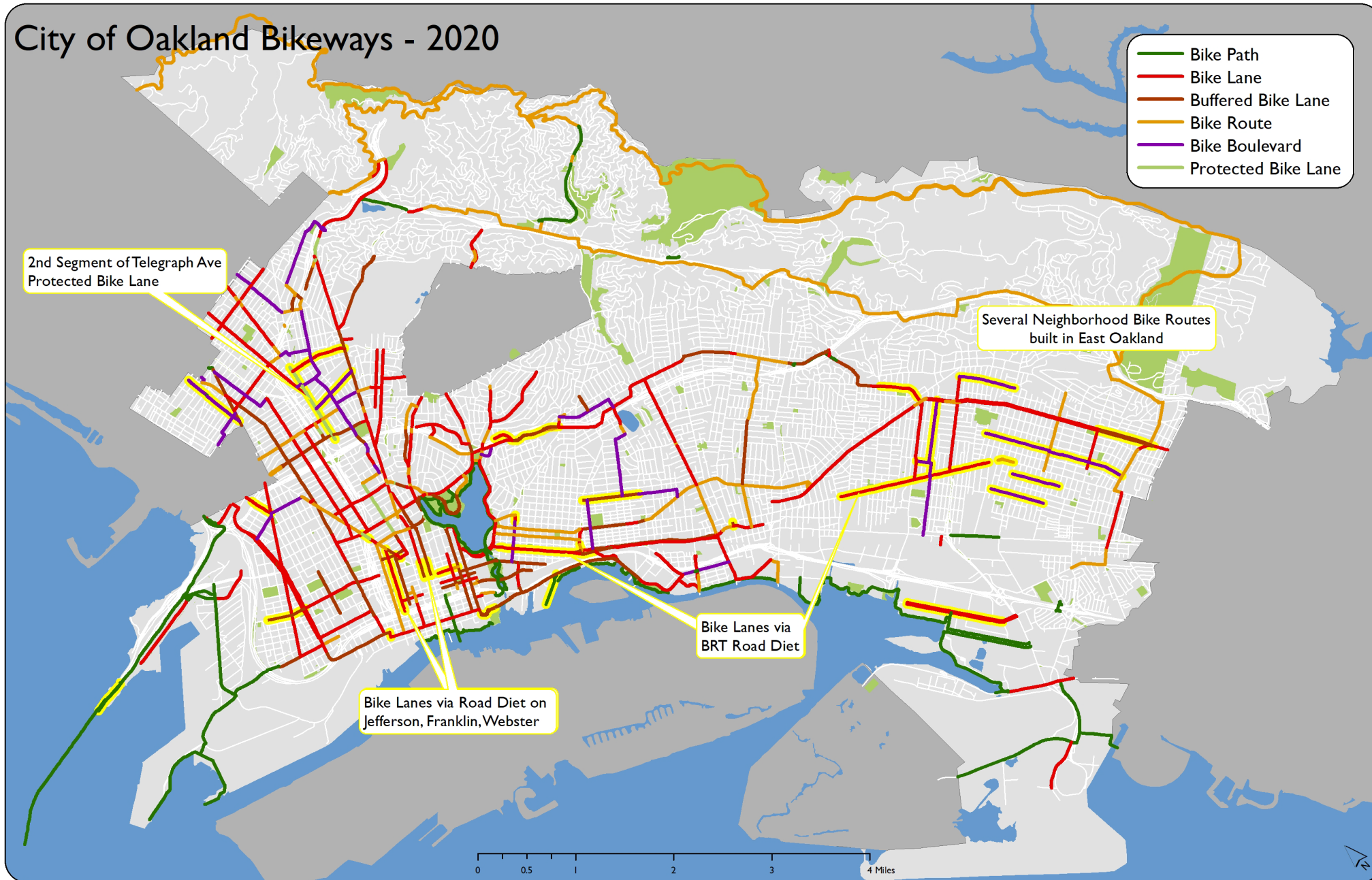
## City of Oakland Bikeways - 2019



By the  
Map



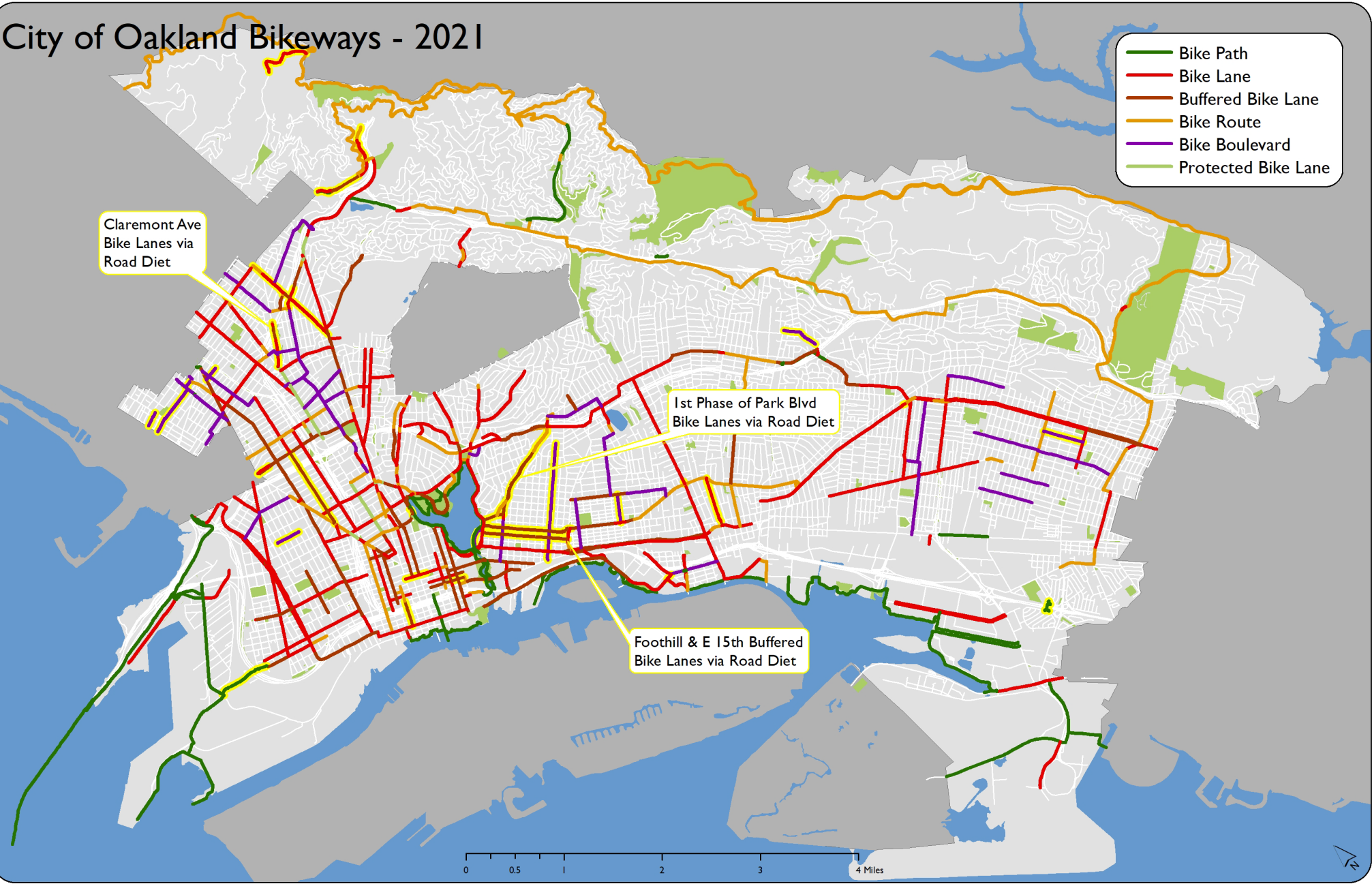
# City of Oakland Bikeways - 2020



By the  
Map

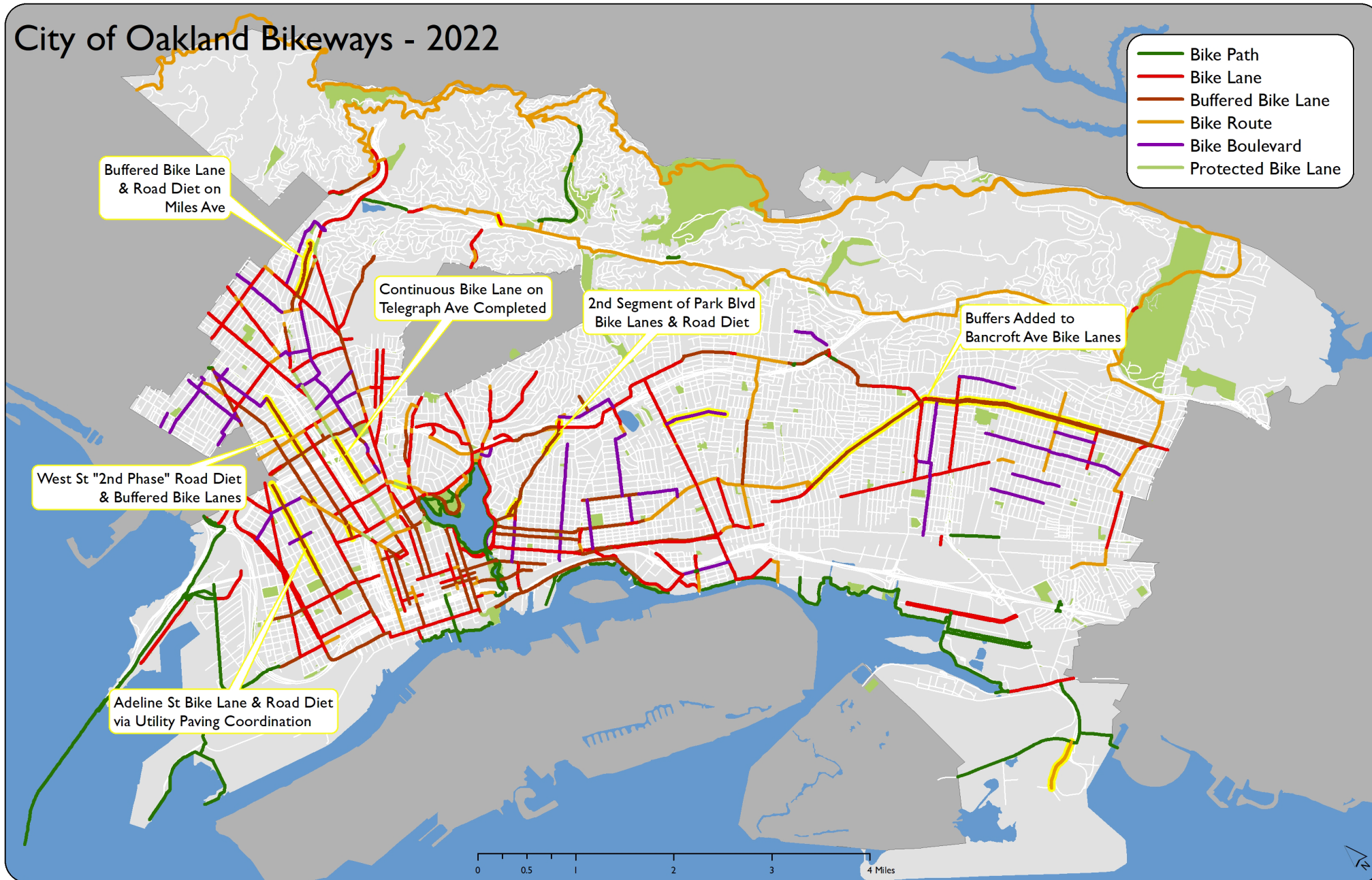


# City of Oakland Bikeways - 2021



By the  
Map

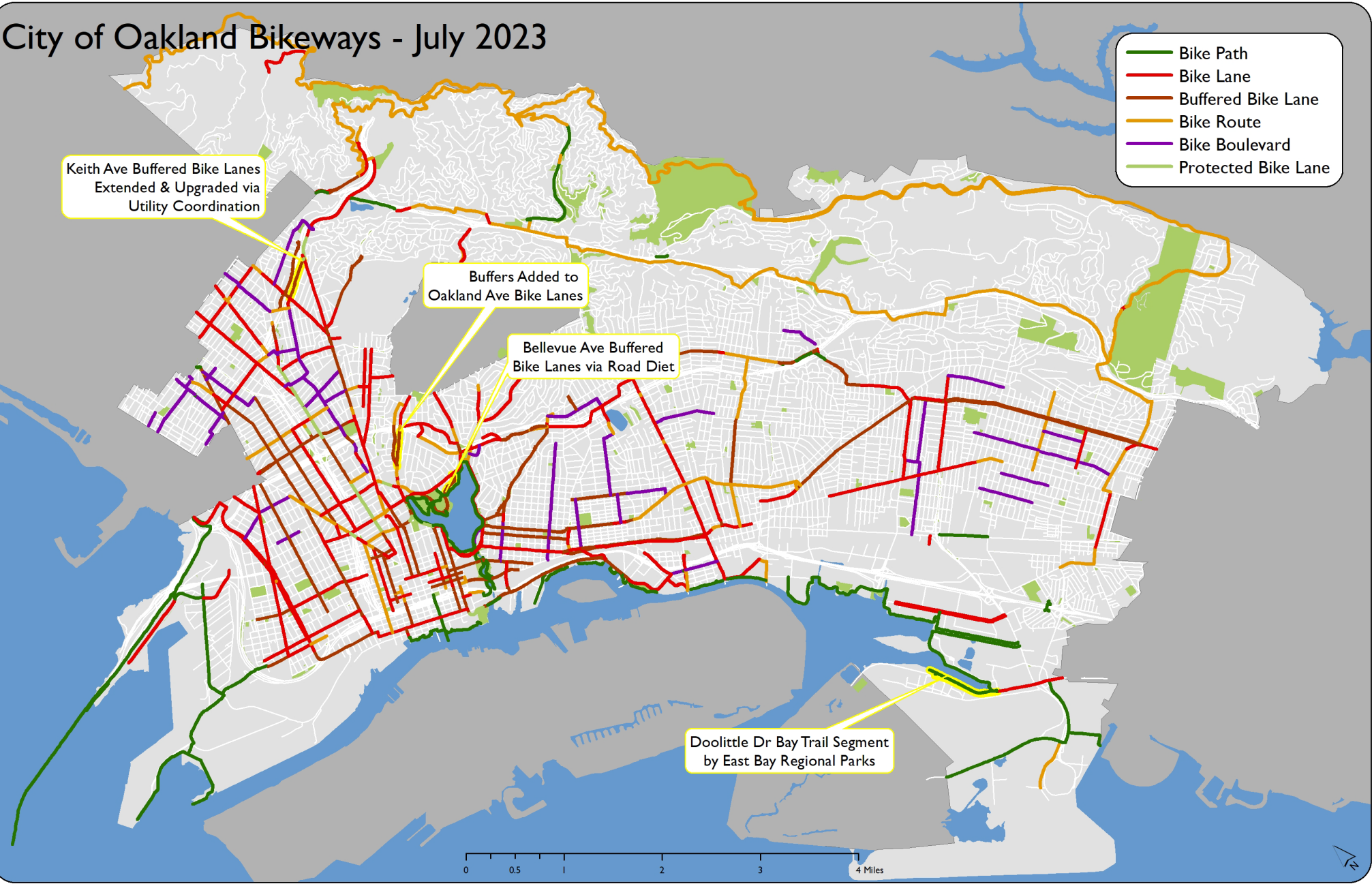
# City of Oakland Bikeways - 2022



By the  
Map



# City of Oakland Bikeways - July 2023



By the  
Map





Embed

QR code

Email

Link

## Existing and Proposed Bikeways

Oakland's existing and proposed bikeways are shown by type of bikeway (path, lanes, etc.). These bikeway types are from Oakland's Bike Plan, last updated and adopted by City Council in July 2019. This map is updated bi-annually (January and July), and the most recent update is current as of June 30, 2023.

## Existing &amp; Proposed Bikeway Network

- Bike Path
- Separated Bike Lane
- Buffered Bike Lane
- Bike Lane
- Neighborhood Bike Route
- Bike Route (signs, sharrows, edgelines)

<http://www.oaklandbikes.info/maps>,  
updated every January and July



# By the Numbers: Bikeway Projects

**93 completed projects, July 2019 – July 2023 (15 by other agencies/developers)**

| Project Type | Path       | Lanes       | Buffered    | Boulevard   | Route      | Separated  | Total       | %     |
|--------------|------------|-------------|-------------|-------------|------------|------------|-------------|-------|
| new          | 3.7        | 16          | 9           | 18.9        | 2.7        | 1          | 51.4        | 61%   |
| redesign     | -          | -           | 0.4         | -           | 0.5        | -          | 0.9         | 1%    |
| restripe     | -          | -           | -           | 1.9         | -          | -          | 1.9         | 2%    |
| upgrade      | 0.1        | 9.2         | 16.2        | 2.3         | 1.3        | 0.5        | 29.6        | 35%   |
| <b>Total</b> | <b>3.9</b> | <b>25.2</b> | <b>25.7</b> | <b>23.1</b> | <b>4.5</b> | <b>1.5</b> | <b>83.8</b> |       |
|              |            |             |             |             |            |            | low stress  | 64.6% |

**94 active projects (10 by other agencies/developers)**

| Project Type | Path        | Lanes      | Buffered  | Boulevard   | Route      | Separated   | Total        | %     |
|--------------|-------------|------------|-----------|-------------|------------|-------------|--------------|-------|
| new          | 14.2        | 2.9        | 9.3       | 30.7        | 0.7        | 13.3        | 71           | 70%   |
| redesign     | 0.5         | -          | 0.9       | 2.2         | -          | -           | 3.6          | 4%    |
| restripe     | -           | 0.4        | 0.7       | -           | 1.8        | -           | 2.9          | 3%    |
| upgrade      | 3.7         | 0.4        | 4.1       | 2.3         | 0.1        | 13          | 23.5         | 23%   |
| <b>Total</b> | <b>18.5</b> | <b>3.7</b> | <b>15</b> | <b>35.1</b> | <b>2.5</b> | <b>26.2</b> | <b>100.9</b> |       |
|              |             |            |           |             |            |             | low stress   | 93.9% |



All units above (except where otherwise noted) are in lane miles, where lane miles are the number of miles in both roadway directions.

“Redesign” means that the bikeway design changed while maintaining the same bikeway class, and “upgrade” means that the bikeway class was improved with the project.

# By the Numbers: Bike Parking

## All publicly accessible bike parking spaces (by type and owner)

| Space Type                       | Oakland     | Other       | Total        |
|----------------------------------|-------------|-------------|--------------|
| BART Bike Station                | 0           | 574         | 574          |
| Sidewalk and Corral/Parklet Rack | 7245        | 3273        | 10518        |
| eLocker                          | 36          | 390         | 426          |
| <b># of spaces</b>               | <b>7281</b> | <b>4237</b> | <b>11518</b> |

## Spaces installed July 2019-July 2023 (by area and owner)

| Area                           | Oakland    | Other      | Total       |
|--------------------------------|------------|------------|-------------|
| North                          | 332        | 0          | 332         |
| Uptown/Downtown                | 204        | 48         | 252         |
| West and Jack London           | 134        | 70         | 204         |
| Grand Lake/Oakland Hills       | 62         | 30         | 92          |
| Eastlake/San Antonio/Fruitvale | 92         | 16         | 108         |
| East                           | 44         | 30         | 74          |
| <b># of spaces</b>             | <b>868</b> | <b>194</b> | <b>1062</b> |





## By the Numbers: Wayfinding

## Wayfinding signs:

- *As of July 2023:* 1153 assemblies installed along 46 corridors, including:
  - Grizzly Peak Blvd – Skyline Blvd,
  - Mountain Blvd – Montclair,
  - Foothill Blvd – Bancroft Ave, and others.
- ***Since July 2019:*** 496 assemblies installed, replaced, or repaired

## Wayfinding guidance:

- April 2021: 4<sup>th</sup> Edition of the Design Guidelines for Bicycle Wayfinding Signage published to add over 40 destinations along bikeways added to the proposed bikeway network by Let's Bike Oakland ([tinyurl.com/OaklandBikeWayfinding](https://tinyurl.com/OaklandBikeWayfinding))



# Progress on Programs: Part 1

Promote Hometown Efforts

Support the Local Bicycling Economy

Provide Shared Resources



## With the Oakland Public Library (OPL)

### *In Place*

- Bike repair toolkits for checkout
- Cargo bikes as mobile repair shops
- Upcycle Program with Cycles of Change
- Bike Fix-it Clinics and giveaways at the 81st Ave and MLK library branches
- Bike parking (200 spaces at 18 libraries including eight eLockers at Rockridge)

### *Underway*

- The Shed for OPL (in design)
- Scraper Bike Team moving to Arroyo Viejo Park

### *Up Next*

- eLockers at additional branches



# Progress on Programs: Part 2



## With Community-Based Organizations

### *In Place*

- UpCycle Earn-a-Bike Program with **Cycles of Change** (since July 2019: 6 courses, 75 attendees)
- Street Skills Courses by **Bike East Bay** (since July 2019: 34 courses, 506 attendees)
- Bike to Wherever Day with **Bike East Bay** and **Walk Oakland Bike Oakland**
- Transformative Climate Communities grant (\$1 million) awarded to fund (a) youth-focused bike library, (b) Afterschool Enrichment Sessions, and (c) Bike Repair Sessions by **Higher Ground** and the **Scraper Bike Team**
- MTC “Quick Strike” grants for programming to **Cycles of Change**, **Red Bike and Green**, and **Spokeland**

### *Up Next*

- Other bike and pedestrian programming to be funded over the next two years, \$75k allocated from Capital Improvement Program (CIP) in FY23-24 budget

### *Challenges*

- Turnover at community-based organizations causing delayed invoicing and contract implementation
- City contracting limited by understaffing



## August 2023 BPAC Meeting Agenda Item 8. Committee 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>

### 2023 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   | <b>Ralston</b> , Schader, Yee       | George Naylor, <b>Robert Prinz</b> , Midori Tabata, Brendan Pittman, RB Burnette Jr | The first Thursday of every other month from 3:30 PM to 5:30 PM   | <a href="#">Oakland BPAC infrastructure committee notes</a> |
| Policy and Legislative Committee   | Research and develop policy recommendations for consideration by the BPAC  | <b>Frank</b> , Gardner, Lok, Whipps | Kenya Wheeler   | The first Monday of each quarter at 5:00 PM (upcoming meeting is 8/14/23, 5:30 - 7pm)   |   |
| 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                             |   |   |   |
| Liaison to BPAC Open Forum   | Review and analyze comments received during Open Forum   | Schader                             | Midori Tabata, Jimmy Jessup   |   | <a href="#">BPAC Open Forum Tracking Form</a>               |
| Liaison to Oakland Planning Commission   | be a resource to the Planning Commission and provide input on bicycle and pedestrian elements of proposed projects   | Whipps                              |   |   |   |
| Liaison to Oakland Police Department   | TBD  | Campbell, Frank, Mangrum            |   |   |   |
| 2023 Recruitment Committee   | Outreach and recruitment for new BPAC commissioners beginning January 2024. This Committee is ad-hoc and will be disbanded once recruitment activities are complete.                                     | Campbell, Mangrum, Schader, Whipps  | Midori Tabata   | (meet-and-greet at Oakland Public Library: César E. Chávez Branch (3301 E 12th St #271, Oakland, CA 94601) at 6:30 PM - 7:30 PM on Wednesday, August 23 <sup>rd</sup> ) |   |
| Oakland Fire Code Committee  | Review the updates to Appendix D of the City of Oakland's Fire Code that are currently in discussion. This Committee is ad-hoc and will be disbanded once updates to the Oakland Fire Code are complete. | Frank, Gardner                      | Kevin Dalley  |   |   |

\*Committee Chairs in **bold**

## **August 2023 BPAC Meeting 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](https://docs.google.com/spreadsheets/d/1PmvGuKNg3lBspg7WwnqB7_MaQumB6BCpA_7Sbvuf8Q8/edit?usp=sharing).

### **Three-month agenda look-ahead**

#### September

- BPAC Commissioner Appointment Recommendations
- AC Transit “Transit Supportive Design Guidelines” (tentative)

#### October

- N/A

#### November

- N/A

### **Announcements**

- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, sign up at <https://oaklandca19202.activehosted.com/f/20>.

# City of Oakland Bicyclist & Pedestrian Advisory Commission Strategic Plan

April 2023

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

| Task | Task Description   | Next Steps  |
|------|--|---|
| 1.1  | Support interagency street safety efforts, including more quick-build/rapid response traffic calming and long-term street safety efforts.  | Consider developing BPAC principles and guidelines for street safety.   |
| 1.2  | Review grant applications to support pedestrian and bicyclist projects and programs that meet BPAC's goals.  | 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. Continue to seek timely release of collision data. Explore challenges of reckless and dangerous driver behavior. | Keep as standing item with Commissioner Schader leading discussion. Collaborate with other groups such as WOBO and Bike East Bay to develop responses and determine what active role BPAC can play. |
| 1.4  | Support staff hiring to work on bicyclist and pedestrian projects.   | Raise the issues of staffing and street safety to elected officials.  |
| 1.5  | Support Slow Streets and safe spaces for community activities.   | Continue discussion with staff on Slow Streets/Neighborhood Bike Route Implementation.  |

## Goal 2: Be a two-way conduit for information on bicycle and pedestrian projects.

| Task | Task Description  | Next Steps  |
|------|---|---|
| 2.1  | Invite project managers to present on projects at key milestones. Request invitations to outreach activities.   | Schedule review of projects at BPAC meetings. Ask staff to send BPAC contact info to project managers.                            |
| 2.2  | Get status update on Bike Plan and Pedestrian Plan every six to twelve months.  | Request staff presentations in conjunction with the bi-annual We Bike Oakland newsletter, including the "By the Numbers" updates. |
| 2.3  | Highlight committee activities.   | Request written reports from each committee monthly.  |
| 2.4  | Get periodic updates on Major Development Projects from Department of Planning and highlight the most bike/ped relevant projects for BPAC or Infrastructure Committee to review and provide comments. | Schedule at BPAC meeting once per year.   |



### Goal 3: Encourage equity-driven investments and policies and increase community involvement in high-injury and historically underserved areas.

| Task | Task Description   | Next Steps   |
|------|--|--|
| 3.1  | Advocate for equity driven bike/ped priorities in the General Plan (Environmental Justice Element, Land Use, and Transportation Element).  | Review the General Plan and develop comments.  |
| 3.2  | Prioritize transportation safety projects and support pursuing funding opportunities in East Oakland.  | Schedule relevant items at BPAC meetings and advocate during planning discussions. Request staff to provide a status list of East Oakland transportation projects. |
| 3.3  | Advocate for the expansion of the Town for All project and waterfront connections to East Oakland.   | Request follow-up on relevant projects.  |
| 3.4  | Use BPAC Blog, Open Forum and community meetings to create open communication between BPAC, community members, and OakDOT.   | Chair Yee leads BPAC Blog. Open Forum facilitated by Open Forum Committee. All commissioners engage in other community outreach.                                   |
| 3.5  | Advocate for community groups and Neighborhood Councils in low-income high-injury areas 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. Request the Dept of Race and Equity to present about outreach procedures at BPAC.                       |
| 3.6  | Organize bike ride with BPAC Commissioners, community members, and the Oakland Police Department to create trust and develop ongoing relationships.  | Police Relations Committee organizing.   |
| 3.7  | Convene meeting on racially-biased bicycle stops with the Oakland Police Department, Department of Race and Equity, BPAC Police Relations Committee, and community partners per 2019 Bike Plan.  | Police Relations Committee organizing.   |

### Goal 4: Build relationships with policymakers and provide feedback on policies that affect walking and bicycling in Oakland.

| Task | Task Description   | Next Steps   |
|------|--|--|
| 4.1  | Present BPAC Chair's Report to Public Works Committee.   | Use the report as an opportunity to raise priorities with City Council.  |
| 4.2  | Establish connections with active transportation committees at regional agencies such as Caltrans, MTC, Bay Area Regional Collaborative on bicyclist and pedestrian investments and plans. | Ask staff to request regional agencies present relevant projects at BPAC meetings.   |
| 4.3  | Meet with each Councilmember and their staff at least once per year to introduce BPAC and our goals.   | Each Commissioner is expected to reach out to their Councilmember to promote BPAC.   |
| 4.4  | Reach out to City Councilmembers concerning current bike/ped issues.   | Each Commissioner is expected to reach out to their Councilmember on hot topics needing their support.   |
| 4.5  | Introduce BPAC to Neighborhood Councils.   | Each Commissioner is expected to reach out to one or more Neighborhood Councils/NCPs in their areas to introduce the BPAC and support neighborhood efforts on bike/ped safety. |