

# 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, December 15, 2022; 6:00-8:00 pm** **Teleconference**

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>

---

### **Commissioners**

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

---

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

### **PUBLIC PARTICIPATION**

To join the meeting:

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

To comment in the meeting:

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

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

---

<b>Time</b>	<b>#</b>	<b>Topic</b>
6:00	1	<b>Teleconference Protocol/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 Committee tracks Open Forum issues raised by the public. (See <a href="http://tinyurl.com/Oakland-BPAC-OpenForumTracking">tinyurl.com/Oakland-BPAC-OpenForumTracking</a> .) The Committee reviews the public comments on a periodic basis to identify policy issues for discussion by the Commission. To request City services, please contact the City of Oakland Call Center; information at <a href="http://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 November 2022 BPAC meeting minutes.

- 6:25 4 **Renewal of Resolution to Continue Teleconference Meetings Attachment** (5 minutes) – The Commission will consider renewing a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its committees would present imminent risks to attendees’ health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of Assembly Bill 361 (AB-361).
- 6:30 5 **Recent Bicyclist and Pedestrian Fatal Traffic Crashes** (5 minutes) – Chair Schader ([patricias.oakland@gmail.com](mailto:patricias.oakland@gmail.com)) will lead the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.
- On Wednesday, 11/30/22 at 10:49pm, a 40-year-old male bicyclist was severely injured by a driver in a crash on the Embarcadero near 16<sup>th</sup> Ave.
- 6:35 6 **2022 BPAC Chair’s Report** (15 minutes) – BPAC Chair Patricia Schader ([patricias.oakland@gmail.com](mailto:patricias.oakland@gmail.com)) will lead the commission in a discussion on developing the BPAC Chair’s Report to the Oakland City Council which will summarize the Commission’s work during 2022 and identify key policy issues.
- 6:50 7 **West Oakland Link & Bay Skyway: Update Attachment** (25 minutes) Gavin Lohry ([glohry@bayareametro.gov](mailto:glohry@bayareametro.gov)), Project Manager for the Bay Area Toll Authority of the Metropolitan Transportation Commission, will provide an overview of the Bay Skyway and the current projects that are under development and will provide an active transportation connection between San Francisco, Treasure Island, and the East Bay. A more in-depth update will be provided on West Oakland Link section of the Bay Skyway which will provide a safe connection for bicyclists and pedestrians to travel between West Oakland, the Port of Oakland, and the Bay Bridge Trail. The West Oakland Link is currently finishing environmental review and plans on beginning detailed design (PS&E) in early 2023.
- 7:15 8 **Policy Amendments to the City of Oakland’s Fire Code Attachment** (25 minutes) – Commissioner Alex Frank ([balexanderfrank@gmail.com](mailto:balexanderfrank@gmail.com)) will facilitate a discussion on a series of policy recommendations that aim to balance safe street designs with fire safety for Oakland residents. The discussion will include a summary of the City’s Fire Code Appendix D (minimum clear lane requirements), its relationship to roadway design, and bicyclist, pedestrian, and motorist safety.
- 7:40 9 **Committee Report Backs Attachment** (10 minutes) – Committees of the BPAC will provide brief updates to the Commission. A list of active committees are included in the agenda packet and at <https://www.oaklandca.gov/resources/bicyclist-and-pedestrian-advisory-commission-bpac-committees-and-liaisons>.
- 7:50 10 **Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment** (10 minutes)
- 



To request disability-related accommodations or to request an ASL, Cantonese, Mandarin, or Spanish interpreter, please email [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.

Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete en español, Cantones, 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. Gracias.

需要殘障輔助設施, 手語, 西班牙語, 粵語或國語翻譯服務, 請在會議前五個工作天電郵

[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.

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.



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**DRAFT Minutes from the November 17<sup>th</sup>, 2022 meeting**  
**Teleconference**

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

Meeting called to order at 6:01 pm by BPAC Vice Chair Dianne Yee.

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

At roll call, quorum was established with 7 commissioners present (X).

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

Introductions were made.

- Other attendees: Citlalli Herrera, Danielle Dynes, Kevin Dalley, Deepak Jagannath, Hugh Morrison, Ofurhe, Jimmy Jessup, Reid, George Spies, Robert Prinz, Midori, Audrey Harris, Bryan Culbertson, Jeremy Medina, Maya Amichai, Ruth Meza, Jason, and Adarsh Pandit.
- Staff: Megan Wier, Paul Cirolia, Lucas Woodward, Pierre Gerard, Jason Patton, Noel Pond-Danchik, Joe Wang, KTOP, and Brian Sukkar.

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

- Reid called for safer streets for kids to walk to school, a reduction in car traffic along Fruitvale Ave near MacArthur Blvd.
- Kevin spoke about removing the 26-foot clearance requirement in the City of Oakland Fire Code, and encouraged BPAC Commissioners to consider contact City Councilmembers to postpone
- Hugh advocated for increased traffic safety for “middle” Park Blvd northeast of the lower section paved within the past year, noting a recent fatality on the section yet without a bike safety upgrade.
- George recommended that the Fire Code be modified to allow OakDOT to have more options for traffic safety improvements.

**Item 3. Approval of meeting minutes**

- A motion to ***adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from October 20<sup>th</sup>, 2022*** was made (Ralston), seconded (Whipps), and adopted by all Commissioners present. Adopted minutes are available online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

#### **Item 4. Renewal of Resolution to Continue Teleconference Meetings**

The Commission considered renewing a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of Assembly Bill 361 (AB-361).

- The Commission ***adopted a resolution determining that conducting in-person meetings of the Bicyclist & Pedestrian Advisory Commission and its Committees would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361.*** The motion was adopted by roll call vote with the following Commissioners voting in favor: Campbell, Gardner, Lok, Ralston, Whipps, and Yee.

The resolution is attached to these meeting minutes.

Speakers other than commissioners: None.

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

Vice-Chair Yee led the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.

- On Saturday, October 1, 2022, at approximately 12:10pm, a 45-year-old Hispanic female pedestrian was fatally hit by a vehicle at the intersection of Foothill Boulevard at Austin Street while crossing the street in a crosswalk.

Summary of Discussion:

- George asked about the source for the 10/1/22 fatality. Megan responded that OPD coordinates with OakDOT to provide updates on traffic injuries and fatalities monthly, with staff capacity limiting the ability for more frequent updates.

Speakers other than commissioners: George Spies.

#### **Item 6. School Safety: School Crossing Guard Program, School Safety Patrol, and Traffic Safety Design Elements**

OakDOT Assistant Engineer II Lucas Woodward ([lwoodward@oaklandca.gov](mailto:lwoodward@oaklandca.gov)) provided an update on how the Safe Streets Traffic Engineering Team works to address school traffic safety in Oakland, including a discussion of 311 requests, citywide programs, and capital projects. OakDOT School Traffic Safety Supervisor Paul Cirolia ([pcirolia@oaklandca.gov](mailto:pcirolia@oaklandca.gov)) then provided an overview of the School Crossing Guard and Safety Patrol programs, which moved to OakDOT's Safe Streets Division from OPD as part of the Reimagining Public Safety efforts in 2021.

The presentation and a current crossing guard job flyer are attached to these minutes.



#### Summary of Discussion:

- Commissioner Whipps asked about what kinds of options would be available for safe crossings for elementary-age children walking to school at major streets (e.g., 73<sup>rd</sup> Ave). Lucas responded that safety improvements at major crossings require department-wide prioritization to determine how to approach them. Megan added that multiple strategies are required for these scenarios, in the form of capital investments (i.e., CIP) and State-level support.
- Commissioner Campbell voiced a concern that higher-level school administrators may not have the capacity to manage school-related traffic safety requests. Lucas responded that school staff designees of the school principal may represent schools for traffic safety requests, and that these designees are invaluable for consistent and effective communication with OakDOT staff.
- Commissioner Gardner asked about how High-Injury Corridors along and near schools are proactively prioritized for traffic safety improvements, like quick-build/Rapid Response installations, and whether speed bumps could be prioritized for installation on a shorter timeline. Lucas replied that the speed hump petition process requires 2/3 of a block to agree to the installation(s) of speed humps on that block, which typically requires a neighborhood champion to get it to completion. Joe mentioned that it is rare for speed humps to be petitioned along blocks where there is a school, and that schools tend to receive higher weight in the petition process (e.g., up to 50% of the vote). Lucas added that coordination between City divisions and sections (e.g., Paving) help to increase response times for quick builds.
- Commissioner Frank asked 1) if there is a target response time for school traffic safety requests, 2) about what degree to which OakDOT follows up with school safety patrols to provide assistance and training. Lucas responded says that there is not, though school-related requests are top-priority in the City's internal service request tracking software, and that a wave of school traffic safety improvements are typically planned before the beginning of each school year. Paul added that the school principal and community organizer support are essential to creating a culture of safer driving practices at schools, including private schools located on public streets.
- Hugh spoke to the lack of safety on middle Park Boulevard near Edna Brewer Middle School and advocated to keep the plan for a road diet of 4 to 2 lanes intact. Joe responded that the plan is not dead, and that he's seeking funding to keep the road diet plan intact.
- Bryan asked about metrics for high-visibility crosswalks, and whether Measure U's passage will support pedestrian safety elements. Lucas responded that well-established treatments are prioritized for capital projects, and that every pedestrian safety project begins with a walk audit.
- Kevin asked whether speed limits would come down with the decrease in the number of lanes on Park Boulevard, and whether speed cushions could be used at major crossings. He also asked about how to elevate a school-related service request, and Lucas responded that he should communicate with a school official.
- George asked about the petition process for speed humps, and Joe responded that it is standard operating procedure. Joe also added that permanent parking and residential speed humps are the only types of City infrastructure that requires a petition process.

Speakers other than commissioners: Hugh Morrison, Bryan Culbertson, Kevin Dalley, and George Spies.

#### Item 7. Reduced Speed Limits in Business Activity Districts

OakDOT Assistant Director, Megan Wier ([mwier@oaklandca.gov](mailto:mwier@oaklandca.gov)), provided an overview of OakDOT's citywide analysis to identify eligible Business Activity Districts, OakDOT's prioritization approach, and timeline for implementation. Slowing Speeds in Business Activity Districts: Assembly Bill 43, Friedman: Traffic Safety (AB 43) was signed into law in late 2021 by California's Governor. Under AB 43, local

governments may, by ordinance, set a prima facie speed limit of 20 mph or 25 mph on streets contiguous to a “business activity district” (a new designation authorized by AB 43). The ordinance amending Oakland Municipal Code Chapter 10.20 (Speed Limits) to establish 20 mile per hour (MPH) and 25 MPH speed limits in Business Activity Districts informed by this analysis was approved by City Council on November 1, 2022 and is scheduled for final passage at City Council on December 6, 2022.

- A motion to **extend the meeting by 30 minutes** was made (Yee), seconded (Frank), and approved by all Commissioners present.

#### Summary of Discussion:

- Commissioner Whipps expressed doubt that lowering posted speeds would influence driving behavior. Megan responded that multiple strategies, including a partnership with AC Transit, are being explored to address crashes along proposed Business Activity Districts.
- Commissioner Frank asked about what issues AC Transit may have with lowering speed limits, and Megan responded that their priorities tend to include service reliability and time metrics, which can conflict with the need to reduce speeds on streets their busses use.
- Commissioner Gardner asked about the time table for the AB 43 implementation, and Megan responded that implementation should be completed by the end of 2025. Commissioner Gardner asked if that time table was based on the time it takes to install each set of infrastructure, and whether Business Activity Districts and school zones could be considered as expansively as possible. Megan responded that 60 school zones are already under consideration, and that OakDOT is performing as much community engagement and supplies preparation for these installations as possible. Joe included that the transition into the 15-mph zone can be extended expansively, though the 15-mph street segments themselves cannot be extended expansively due to the language of AB 43.
- Vice-Chair Yee asked whether motor vehicle speeds will be evaluated after AB 43 implementation, and Megan responded that it is not yet planned, but a good suggestion.
- Hugh commented that downhill roadways encourage speeding where there are no stop controls.
- George asked whether OakDOT will consider physical deterrents to speeding at the entrances to, not just within, Business Activity Districts. Megan replied that OakDOT will consider all engineering opportunities to slow speeds both within and in the transition zones of Business Activity Districts, where appropriate.
- Kevin asked how Business Activity District blocks are bounded, and Joe responded that they are bounded by streets. Kevin then asked whether pedestrian pathways are also considered as potential bounds (e.g., Glenview).

Speakers other than commissioners: Hugh Morrison, George Spies, and Kevin Dalley.

- A motion to **extend the meeting by 15 minutes** was made (Yee), seconded (Whipps), and approved by all Commissioners present.

#### Item 8. Power the People Project

Danielle Dynes ([daneille@eastoaklandcollective.com](mailto:daneille@eastoaklandcollective.com)) and Citlalli Herrera ([citlalli@eastoaklandcollective.com](mailto:citlalli@eastoaklandcollective.com)), Community Planning Organizers at the East Oakland Collective (EOC), will lead the Commission in a discussion on EOC’s focus on shoreline access by sharing the Power the People: MLK Jr. Shoreline Access Study one-year recap since their presentation in October 2021. This project aims to explore feasible clean mobility options that can connect East Oakland residents to the MLK Jr. Shoreline. See <https://www.eastoaklandcollective.com/powerthepeople.html>.

The presentation is attached to these minutes.

Summary of Discussion:

- Commissioner Frank commented that projects like this one deserve more priority support based on community support for this one.
  - Commissioner Ralston praised the positive momentum of this project.
  - Vice-Chair Yee asked about the East Oakland Collective's (EOC) partnership with the City of Oakland's Parks and Recreation Department, and Danielle mentioned that Parks and Rec had filled out a questionnaire with which EOC is planning to follow up.
  - Commissioner Whipps asked about zero-emission options supported through the community survey to access the shoreline, and Citlalli responded that a majority of respondents preferred a shuttle. Survey results will be made publicly available.
- A motion to **extend the meeting by 15 minutes** was made (Yee), seconded (Gardner), and approved by all Commissioners present.
- Bryan asked about upcoming funding sources for this project, and Danielle responded that local and regional funding sources are being researched for consideration. EOC is open to collaborating with members of the public who want to assist with research for funding.
  - Robert offered support from Bike East Bay to secure funding sources.

Speakers other than commissioners: Bryan Culbertson and Robert Prinz.

### Item 9. Committee Report Back

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

Summary of Discussion:

- Infrastructure Committee: 15% design plans were presented for the Grand Ave and MLK Jr. Way projects, and the Slow Streets Program was discussed in terms of future outreach opportunities. The plans are publicly available in the meeting notes on the BPAC blog.
- Legislative Committee: Commissioner Frank reported that the Committee is discussing the fire code topic and pedestrian signals.
- Bicyclist Pedestrian Police Relations Committee: Commissioner Frank has been working with OPD to visualize crash data in a publicly-available Tableau dashboard.

Speakers other than commissioners: None.

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

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

*Suggestions for meeting topics*

- Legislative Committee plans to bring an update about the fire lanes to the general BPAC.

*Announcements*

- See the announcements included in the meeting's agenda packet.


Meeting adjourned at 8:58 pm.

#### **Attachments**

- Resolution to Continue Teleconference Meetings
- Presentation – School Safety: School Crossing Guard Program, School Safety Patrol, and Traffic Safety Design Elements
- Current crossing guard job flyer
- Presentation – Power the People Project

Minutes recorded by Pierre Gerard, Bicycle & Pedestrian Program Transportation Planner, emailed to meeting attendees for review on November 18<sup>th</sup>, 2022, with comments requested by December 9<sup>th</sup>, 2022, to [PGerard@oaklandca.gov](mailto:PGerard@oaklandca.gov).



A high-angle photograph of a city street scene. In the foreground, a dark grey sedan is parked on the left, and a dark blue SUV is partially visible. A crosswalk with wide yellow diagonal stripes is painted on the asphalt. Several pedestrians are crossing the street: a person in a bright yellow raincoat is in the center of the crosswalk, and others are further ahead and behind. On the sidewalk to the left, a black metal gate stands in front of a building entrance. A black lamppost with a yellow pedestrian crossing sign is positioned near the crosswalk. The background features a multi-story brick building with large windows and a sign above the entrance that reads "530 18th St.". The text "OakDOT School Program" is overlaid in large white font across the middle of the image.

# OakDOT School Program

November 17, 2022



# School Safety in Traffic Engineering

---



Work Orders



Capital Projects

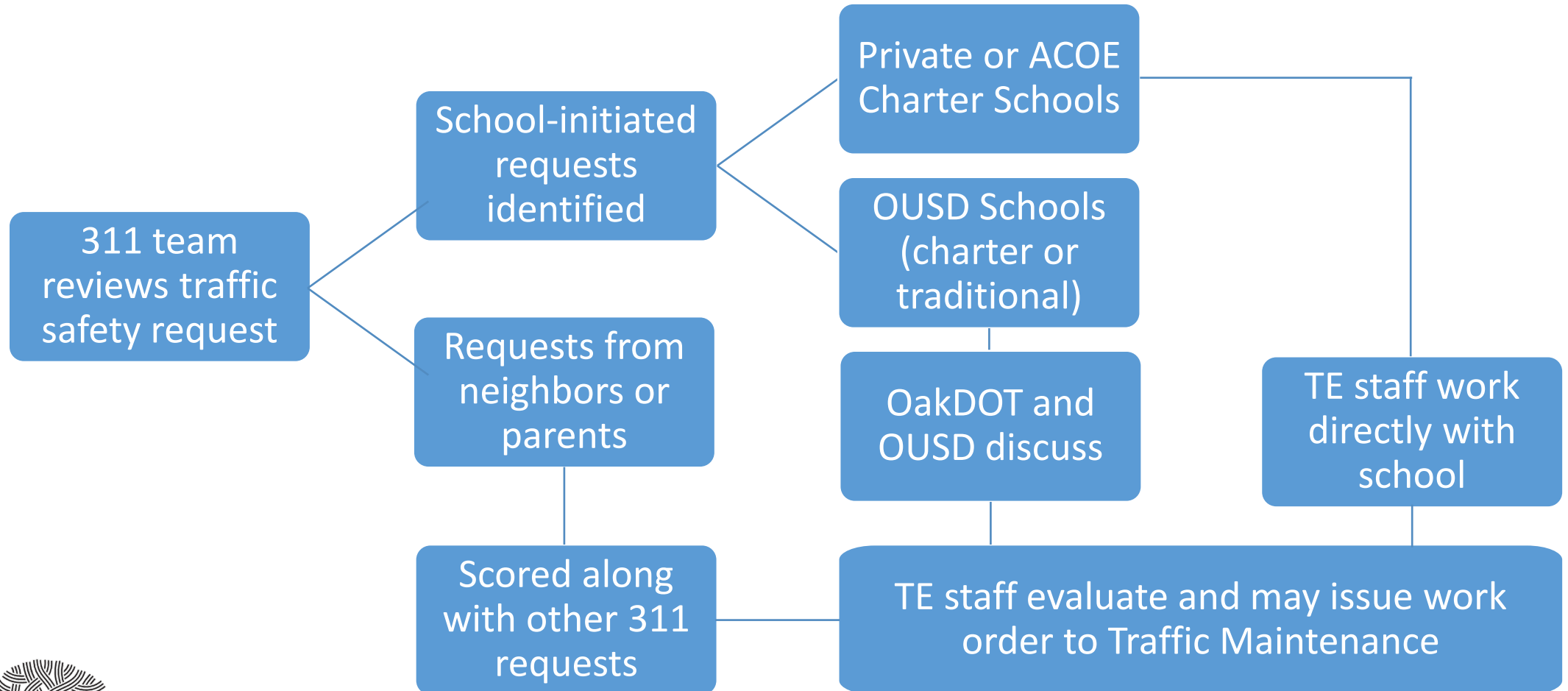


Walk Audits





# Traffic Safety Work Orders



*TE responds to every 311 request clearly identified as originating from schools*

# Work Orders

- Toolbox: Signs, pavement markings, curb paint
  - Sometimes: posts, hardened centerlines
  - Schools may also submit applications to speed bump program
- Prioritize safe walking and biking over passenger loading
- 15 MPH Zones





# 15 MPH School Zones



# Capital Projects

---

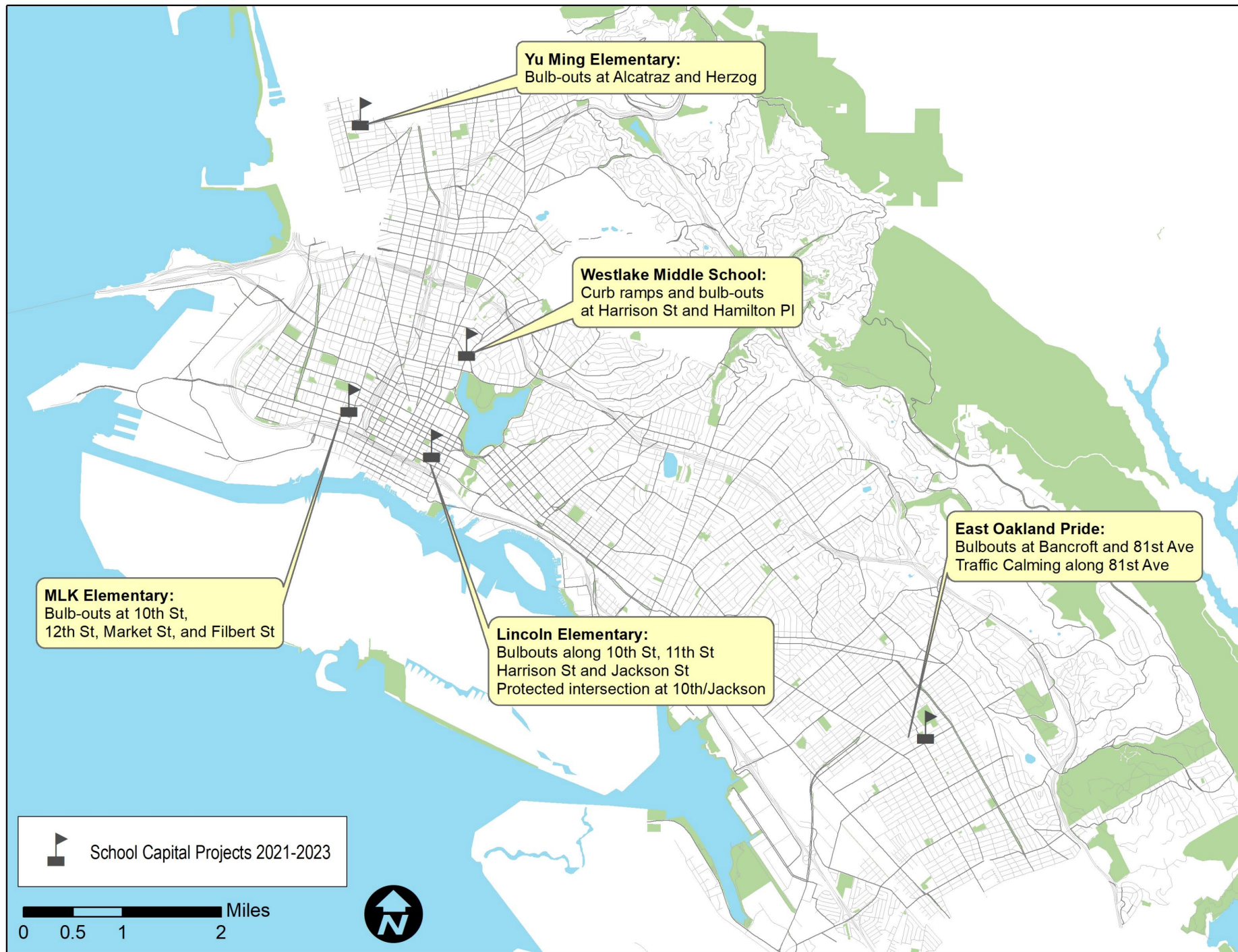
- School Walk Audits
- Service requests beyond the scope of work orders
- Usually \$1.5 million/year
- Other OakDOT teams also implement capital projects with other funds





# Capital Projects 2021-2023

*(Construction planned Spring-Summer 2023)*



# DRAFT Capital Projects 2023-2025

---

- Address recommendations from all walk audits through 2021-2022 school year
- More spread out throughout the city than past years





DRAFT

# Capital Projects 2023-2025

- *RRFBs*
- *Bulb-outs*
- *Raised Crosswalks*
- *Traffic Circles*
- *Curb Ramps*
- *Protected Bike Lanes*



# Walk Audits

---

- Approximately 5 per year
- Led by Alameda County Safe Routes to School
  - OakDOT attends, contributes observations, reviews report
- Consultants, School Staff, Parent Volunteers
- Site Selection:
  - Collision history
  - Demographics of school and surrounding neighborhood
  - Student health metrics
  - Recent walk audit history





## Safe Routes to Schools Improvement Plan

Peralta Elementary,

Oakland

Site Assessment held JANUARY 2019

- 1 Telegraph Avenue/ 63rd Street**
  - Install high visibility crosswalk on east leg of intersection across 63rd Street
  - Construct a refuge island across Telegraph Avenue at existing high visibility crosswalk
- 2 Telegraph Avenue/ Alcatraz Avenue**
  - Upgrade the existing yellow transverse crosswalks to high visibility yellow crosswalks at all four approaches
  - Conduct traffic warrant study for a protected left turn phase from Alcatraz Avenue onto Telegraph Avenue
- 3 Alcatraz Avenue/ Dana Street**
  - Consider upgrading the existing crosswalk across Alcatraz Avenue to a raised crosswalk. Alternatively, restripe it as a high visibility crosswalk. Install R1-5 Yield Here to Pedestrians signage
  - Install high visibility crosswalk across Dana Street
  - Consider installing a RRFB at the existing high visibility crosswalk to increase visibility of pedestrians
- 4 Dana Street**
  - Increase visibility of School Assembly Signage by either trimming vegetation or relocating signs
  - Restripe existing crosswalk at Dana Street and North Street as high visibility crosswalk
  - Regrade intersection to improve drainage and prevent water pooling at curb ramp locations
- 5 63rd Street**
  - Replace existing crosswalk at Canning Street and 63rd Street with high visibility crosswalk and install advanced yield markings
  - Paint 30 feet of curb red on 63rd Street to reflect no parking curb zone
- 6 On Campus**
  - Install additional secure bike parking



The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, accessibility, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.



# Walk Audits

---

- 2022-2023 sites currently being scheduled:
  - Oakland Charter High
  - Envision Academy for Arts and Technology
  - Roosevelt Middle School
  - Think College Now/International Community School
  - Greenleaf Elementary*(+5 alternate schools)*



# Walk Audits

---

- Very long timeline
- Used to build capital project pipeline
- Immediate needs better suited to work orders and non-infrastructure efforts



# The OakDOT School Crossing Guard Program



November 17, 2022





- What School Crossing Guards Do
- Crossing Guard Staffing History
- Where Crossing Guards Are Now
- What OakDOT is Doing to Hire Crossing Guards
- School Safety Patrol
- Comprehensive, Coordinated School Traffic Safety

# What School Crossing Guards Do



- **Deployed on School Days**
  - 180 days /year\*
- **Deployed during Arrival-Dismissal**
  - 2 hrs in AM; 2 hrs in PM
- **Assist with Intersection Crossings, focused on Elementary Students and Schools**
  - Does not assist w/Drop-Off & Pick-Up Operations or the Directing of Traffic



\* Regular academic year. Some Summer School deployments occur

# School Crossing Guard Funded Positions: 2016-Present



Budget Cycle	Crossing Guard Positions Funded	Positions Added	Funding Source	Budget Increase
Baseline (2016)	50	NA	Traffic Safety Fund	NA
FY2017-2019	58-60	8-10	Increase from Measure BB	~\$200K
FY2018-2019	71-75	13-15	Increase from Measure BB	~\$300K
FY2019-2021	71-75	NA	~\$400K of Funding Transferred from Traffic Safety Fund to Measure B/BB (No Increase)	NA
FY2021-2023	75	NA	Funding Maintained in Measure BB + Traffic Safety Fund	NA

# School Crossing Guard : Webpage



## The OakDOT Crossing Guard Program

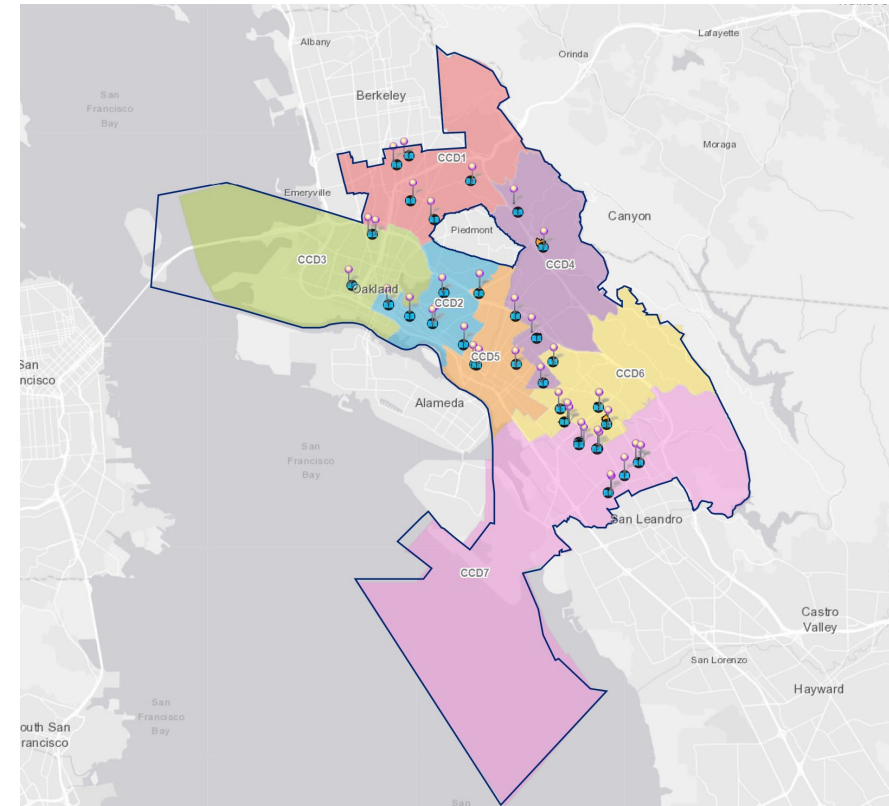
Crossing Guards are an important school and community resource for safety. The Oakland Department of Transportation Crossing Guard program (formerly managed by the Oakland Police Department until early 2021) is comprised of part-time employees under the supervision of the School Traffic Safety Supervisor in the Safe Streets Division of OakDOT.

The Role of Crossing Guards  
Where Crossing Guards are Located  
We're Hiring!  
Requesting School Safety Improvements  
Related Web Pages



<https://www.oaklandca.gov/topics/the-oakdot-crossing-guard-program>

*Interactive map of active crossing guard posts updated regularly by OakDOT + How to Apply to be a Crossing Guard*



**44 Active Posts in November 2022**



# We are Hiring Crossing Guards!

A woman with short grey hair and glasses, wearing a black jacket, a patterned scarf, and a high-visibility orange and yellow safety vest, holds a large red octagonal stop sign. She is standing on a street with cars and houses in the background.

**JOB OPPORTUNITY  
WITH THE CITY OF OAKLAND**

**OAKLAND  
IS HIRING  
CROSSING  
GUARDS!**

Join the dedicated group of Safe Streets Crossing Guards who assist our children and their families in getting safely to and from school.

- Part Time employment consistent with the school In-Session schedule
- 2 hrs. morning/2 hrs. afternoon
- Starting hourly rate of \$18.75
- Uniform, equipment and training provided

If you or someone you know is interested in applying to be a crossing guard, please e-mail:  
[oakdothumanresources@oaklandca.gov](mailto:oakdothumanresources@oaklandca.gov)

For more information go to <https://www.oaklandca.gov/topics/the-oakdot-crossing-guard-program>

# Oakland Schools Safety Patrol

- **Step 1: City & ACPHD Meets w/School Community**
  - Discuss Traffic Safety issues and Develop a Traffic Safety Plan
- **Step 2: Adult Advisor Recruited**
  - Advisor can typically member of school faculty
- **Step 3: Student Recruitment**
  - Class by class application distribution
- **Step 4: Training, Learning & Guidance**
  - Monthly re-enforcement of guidelines to being and official “Safety Patroller”

**Safety Patrol is Supported by  
Alameda County Public Health  
and AAA of Northern California**

See Program Yearbook





# School Safety Patrol



- **Drop Off Zones**
  - Cones deployed to create drop-off lanes
  - Students wave each car forward & open door
  - Result is efficient and organized flow around school
- **Pick Up Zones**
  - Similar to drop off but with added complexity of matching vehicles to students
- **Safe Street Crossing**
  - Volunteer adult or school staff assist students
  - Gating system and whistles provide robust control
- **Leadership Training & Community Service**
  - Monthly meetings and service events



# OakDOT and Comprehensive, Coordinated School Safety



The integration of the **School Crossing Guard Program** into OakDOT's **Safe Streets Division** in 2021 allows for increased coordination to address the traffic safety needs of Oakland schools.

The **School Traffic Safety Supervisor** that oversees the Crossing Guard program as well as Oakland's Safety Patrol Program regularly meets with the **OakDOT Traffic Engineering staff** focused on school safety to inform and evolve a more coordinated approach to school traffic safety in support of Oakland's [Safe Oakland Streets initiative](#), which was presented to City Council in March 2021.

As OakDOT continues to implement **targeted, permanent infrastructure improvements to slow speeds** and increase safety citywide and **including near schools**, these improvements may reduce the need for crossing guards at some locations in the future.





**Paul Cirolia, School Traffic Safety Supervisor**  
[pcirolia@oaklandca.gov](mailto:pcirolia@oaklandca.gov)



# JOB OPPORTUNITY WITH THE CITY OF OAKLAND



## OAKLAND IS HIRING CROSSING GUARDS!

Join the dedicated group of Safe Streets Crossing Guards who assist our children and their families in getting safely to and from school.

- Part Time employment consistent with the school In-Session schedule
- 2 hrs. morning/2 hrs. afternoon
- Starting hourly rate of \$18.75
- Uniform, equipment and training provided

If you or someone you know is interested in applying to be a crossing guard, please e-mail:

[oakdothumanresources@oaklandca.gov](mailto:oakdothumanresources@oaklandca.gov)

For more information go to <https://www.oaklandca.gov/topics/the-oakdot-crossing-guard-program>



# OAKLAND BICYCLIST & PEDESTRIAN ADVISORY COMMISSION

## Meeting of December 15<sup>th</sup>, 2022, Item #4

---

**ADOPT A RESOLUTION DETERMINING THAT CONDUCTING IN-PERSON MEETINGS OF THE BICYCLIST & PEDESTRIAN ADVISORY COMMISSION AND ITS COMMITTEES WOULD PRESENT IMMINENT RISKS TO ATTENDEES' HEALTH, AND ELECTING TO CONTINUE CONDUCTING MEETINGS USING TELECONFERENCING IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 54953(e), A PROVISION OF AB-361.**

**WHEREAS**, on March 4, 2020, Governor Gavin Newsom declared a state of emergency related to COVID-19, pursuant to Government Code Section 8625, and such declaration has not been lifted or rescinded. See <https://www.gov.ca.gov/wp-content/uploads/2020/03/3.4.20-Coronavirus-SOE-Proclamation.pdf>; and

**WHEREAS**, on March 9, 2020, the City Administrator in their capacity as the Director of the Emergency Operations Center (EOC), issued a proclamation of local emergency due to the spread of COVID-19 in Oakland, and on March 12, 2020, the City Council passed Resolution No. 88075 C.M.S. ratifying the proclamation of local emergency pursuant to Oakland Municipal Code (O.M.C.) section 8.50.050(C); and

**WHEREAS**, City Council Resolution No. 88075 remains in full force and effect to date; and

**WHEREAS**, the Centers for Disease Control (CDC) recommends physical distancing of at least six (6) feet whenever possible, avoiding crowds, and avoiding spaces that do not offer fresh air from the outdoors, particularly for people who are not fully vaccinated or who are at higher risk of getting very sick from COVID-19. See <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>; and

**WHEREAS**, the CDC recommends that people who live with unvaccinated people avoid activities that make physical distancing hard. See <https://www.cdc.gov/coronavirus/2019-ncov/your-health/about-covid-19/caring-for-children/families.html>; and

**WHEREAS**, the CDC recommends that older adults limit in-person interactions as much as possible, particularly when indoors. See <https://www.cdc.gov/aging/covid19/covid19-older-adults.html>; and

**WHEREAS**, the CDC, the California Department of Public Health, and the Alameda County Public Health Department all recommend that people experiencing COVID-19 symptoms stay home. See <https://www.cdc.gov/coronavirus/2019-ncov/if-you-are-sick/steps-when-sick.html>; and

**WHEREAS**, persons without symptoms may be able to spread the COVID-19 virus. See <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>; and

**WHEREAS**, fully vaccinated persons who become infected with the COVID-19 Delta variant can spread the virus to others. See <https://www.cdc.gov/coronavirus/2019-ncov/vaccines/fully-vaccinated.html>; and

**WHEREAS**, the City's public-meeting facilities are indoor facilities that do not ensure circulation of fresh / outdoor air, particularly during periods of cold and/or rainy weather, and were not designed to ensure that attendees can remain six (6) feet apart; and

**WHEREAS**, holding in-person meetings would encourage community members to come to City facilities to participate in local government, and some of them would be at high risk of getting very sick from COVID-19 and/or would live with someone who is at high risk; and

**WHEREAS**, in-person meetings would tempt community members who are experiencing COVID-19 symptoms to leave their homes in order to come to City facilities and participate in local government; and

**WHEREAS**, attendees would use ride-share services and/or public transit to travel to in-person meetings, thereby putting them in close and prolonged contact with additional people outside of their households; and

**WHEREAS**, on October 21, 2021 the Bicyclist & Pedestrian Advisory Commission adopted a resolution determining that conducting in-person meetings would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361; now therefore be it:

**RESOLVED:** that the Bicyclist & Pedestrian Advisory Commission finds and determines that the foregoing recitals are true and correct and hereby adopts and incorporates them into this resolution; and be it

**FURTHER RESOLVED:** that, based on these determinations and consistent with federal, state and local health guidance, the Bicyclist & Pedestrian Advisory Commission renews its determination that conducting in-person meetings would pose imminent risks to the health of attendees; and be it

**FURTHER RESOLVED:** that the Bicyclist & Pedestrian Advisory Commission firmly believes that the community's health and safety and the community's right to participate in local government, are both critically important, and is committed to balancing the two by continuing to



use teleconferencing to conduct public meetings, in accordance with California Government Code Section 54953(e), a provision of AB-361; and be it

**FURTHER RESOLVED:** that the Bicyclist & Pedestrian Advisory Commission will renew these (or similar) findings at least every thirty (30) days in accordance with California Government Code section 54953(e) until the state of emergency related to COVID-19 has been lifted, or the Bicyclist & Pedestrian Advisory Commission finds that in-person meetings no longer pose imminent risks to the health of attendees, whichever occurs first.



# Power the People: Martin Luther King Jr Shoreline Access Study



November 2022 Update







# Agenda

**Part 1** Project Introduction

**Part 2** Existing Conditions

**Part 3** Community Engagement

**Part 4** Priority Recommendations

**Part 5** Next Steps





## Community Partners



David R. Brower, Ronald V. Dellums  
Institute for Sustainable Policy Studies

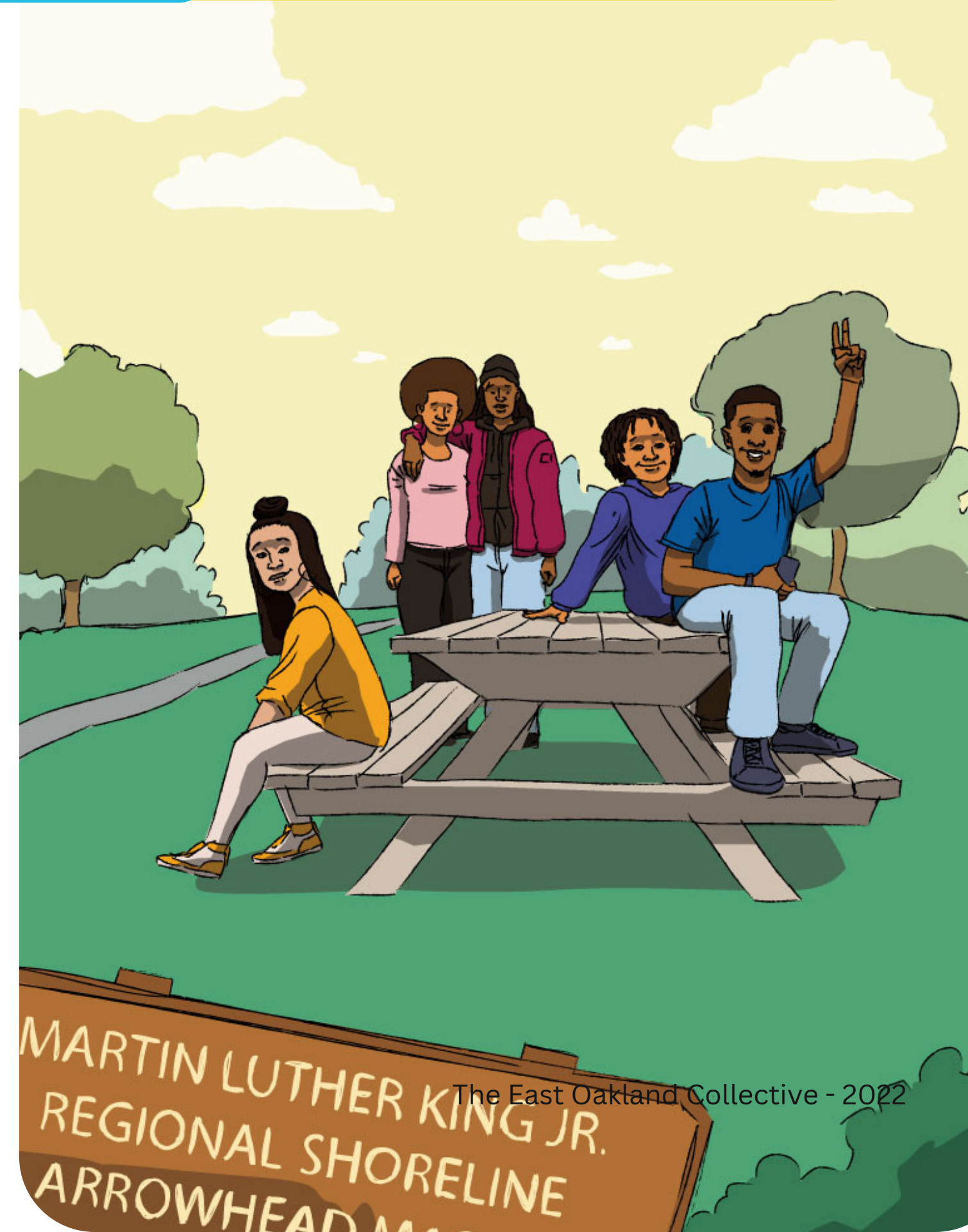
## Project Leads



# 1. Introduction

## Partners

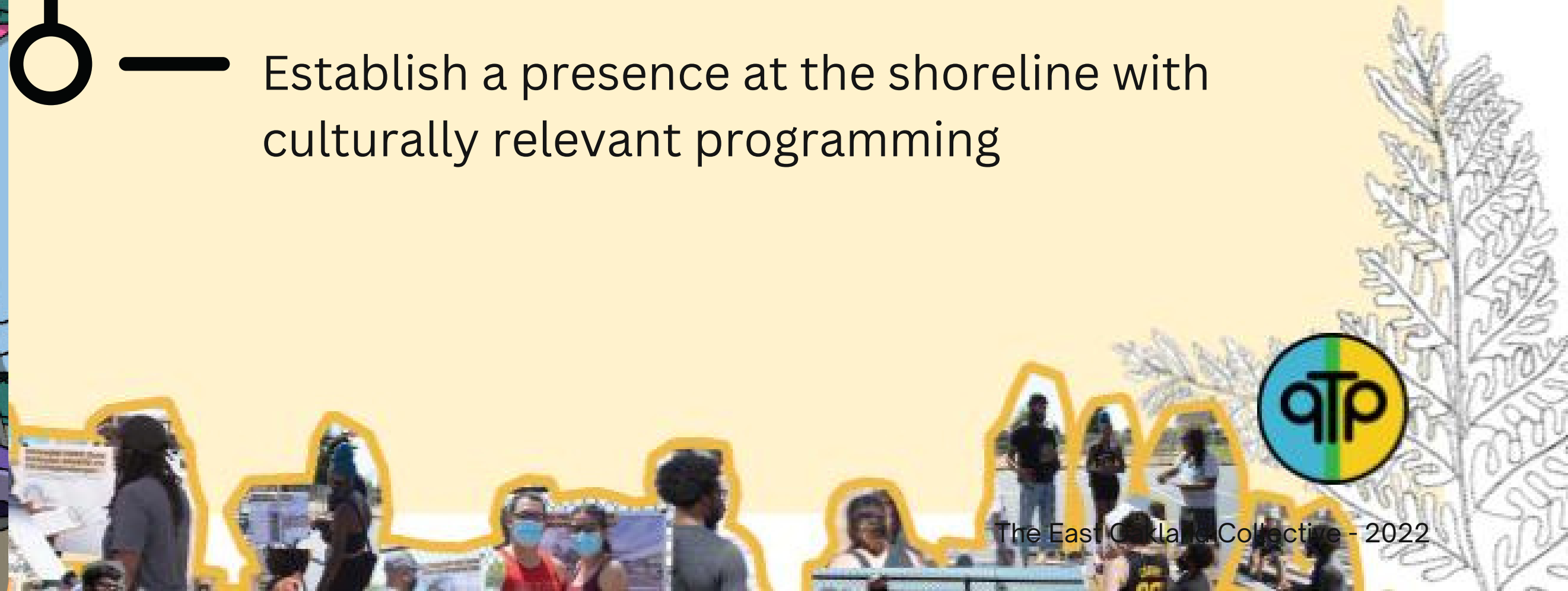
## Funding



The East Oakland Collective - 2022

## Project Goals

- Identify the unique challenges East Oakland residents face when accessing the MLK Shoreline
- Engage residents in the planning and design of new and improved transportation options to the MLK Shoreline
- Develop clean mobility options based on the input from stakeholders
- Establish a presence at the shoreline with culturally relevant programming





RESILIENT

BAY AREA CHALLENGE

BY

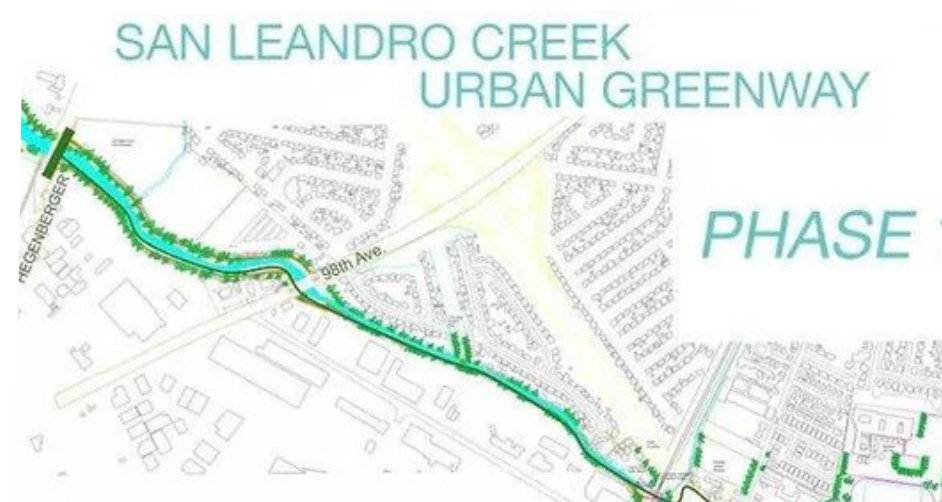
DESIGN



Plans

## Plans Relevant to Project Area

66th Avenue BART to Bay Trail  
Connecting East Oakland to the MLK Jr Regional Shoreline and the Bay Trail



MLK Regional Shoreline Bay Trail  
Gap (Doolittle Drive South) and  
Improvements Project

Initial Study/Proposed Mitigated Negative Declaration

April 13, 2020

The East Oakland Collective - 2022



# 2. Existing Conditions

## Mode Count

Mostly Individuals in the area. Top Activities

- Walking
- Biking
- Running/Exercises

## Assesment Tool

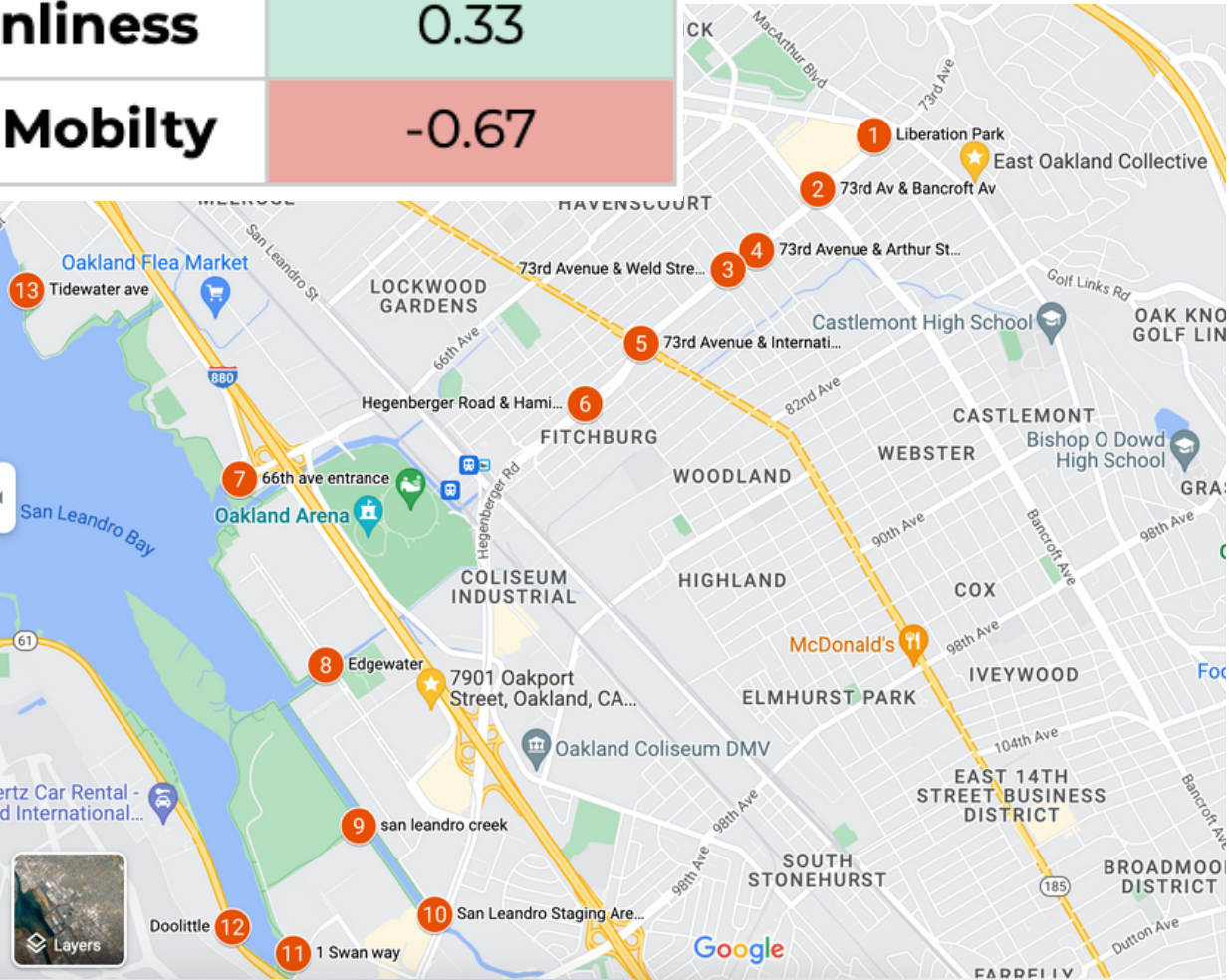
Evaluates existing conditions at each entrance. We rate each entrance based on its levels of place-making, safety and accessibility, durability and cleanliness, and modes of transportation

## Existing Plans

East Oakland Mobility Action Plan

- *Bus shelters – Only 32% of bus stops along high-frequency transit routes have shelters and/or benches*

Tidwater Boating Center	
Place Making	-0.13
Safety & Accessibility	0.25
Durability & Cleanliness	0.33
Transportation & Mobilty	-0.67



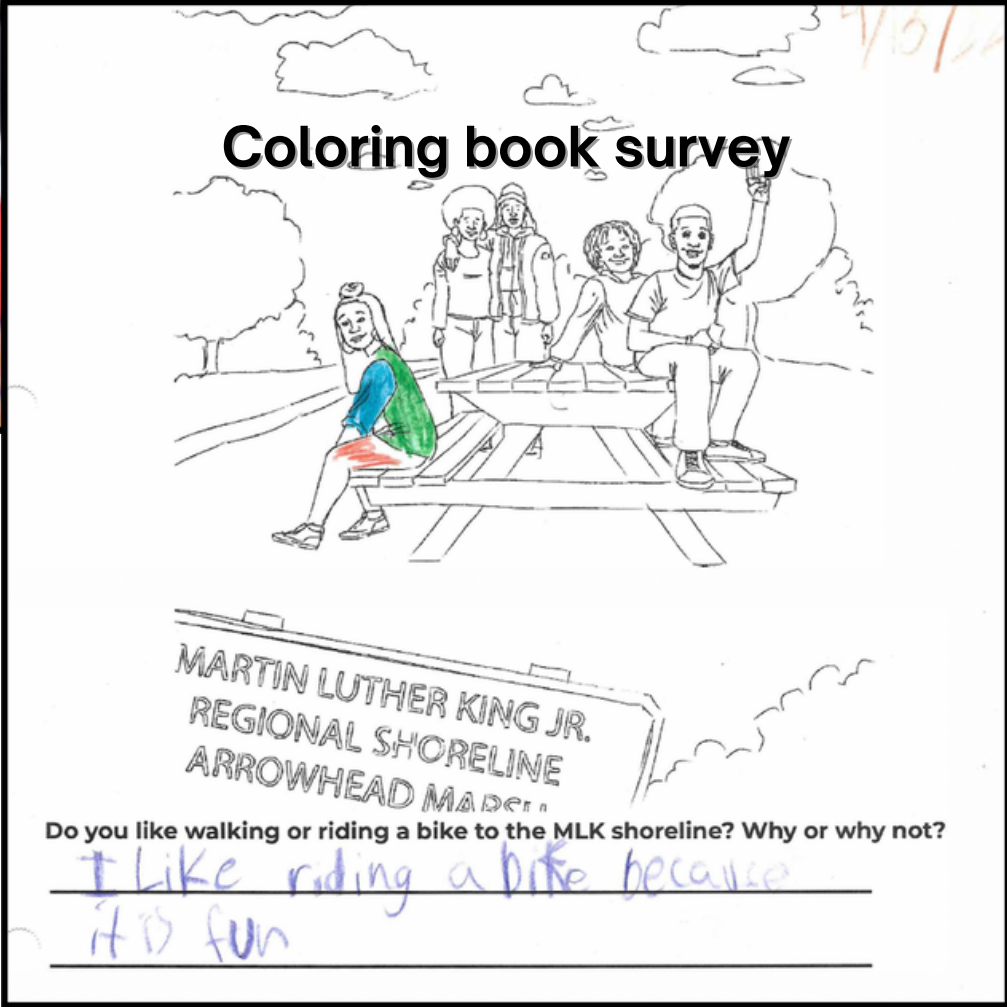


# 3. Community Engagement Summary

Although we officially kicked-off the project in March 2022, we held several earlier events in the project area where we engaged and surveyed residents.

Date	Activity/Event	Participants
October 9, 2021	Bike ride and Creek cleanup	• 30-40 residents
November 14 and 20 2021	Kayaking the MLK Jr. Shoreline	• 20 residents
December 10, 2021	Birdwatching for K-6 youth	• 15 students
January 17, 2022	MLK Day Creek Cleanup	• 20 residents
March 27, 2022	Tabling at Akoma Market	• 30 residents
April 13, 2022	Kiteflying for K-6 youth	• 13 students
May 24, 2022	Castlemont Student Showcase	• 15 students (grades 9-12)
June 18, 2022	East Oakland Futures Fest	• 50+ residents
July 9, 2022	Public Design Workshop	• 25 residents
August 7, 2022 and October 7, 2022	Leet Drive Creek Cleanup & Encampment Resource Pop Ups	• 60 unhoused residents

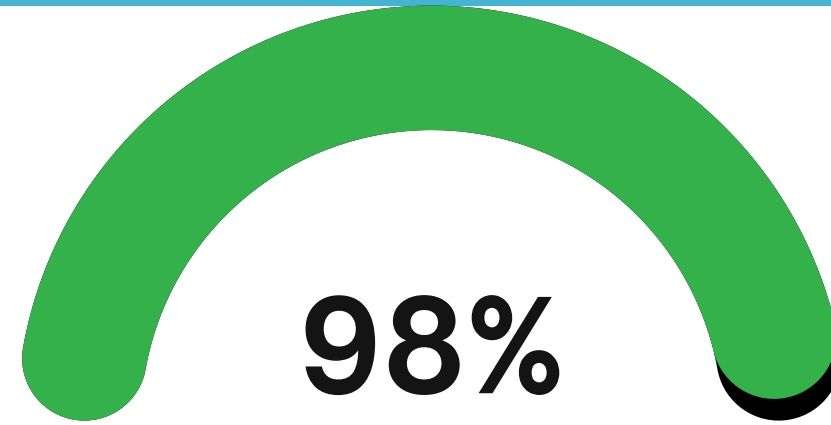
Hand painted signs at public design workshop



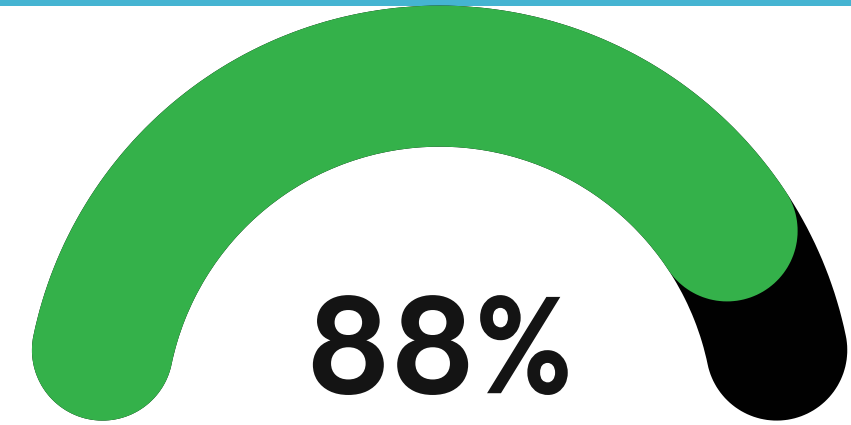




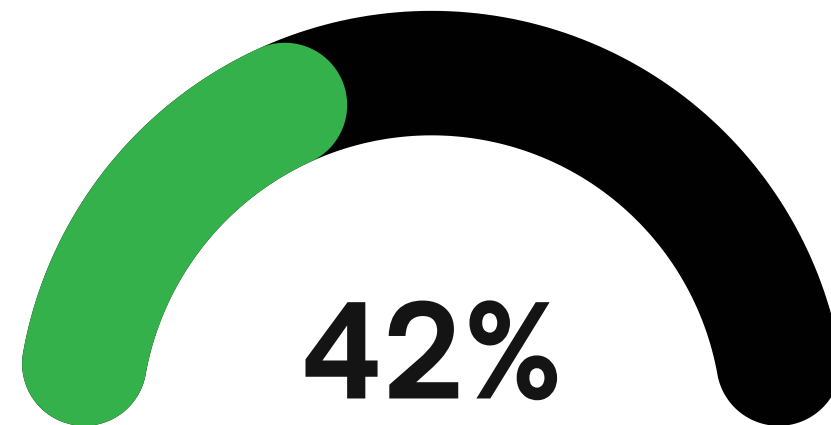
# Community Engagement Insights



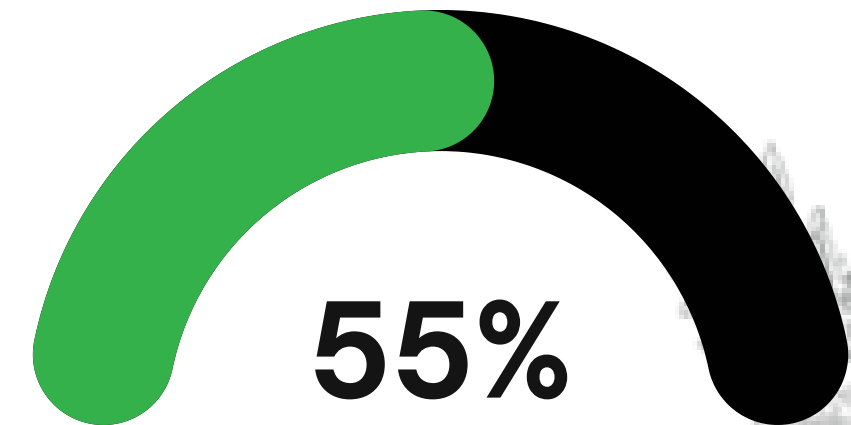
respondents said that a fare-free zero emissions shuttle would benefit their community



of survey responses came from East Oakland residents



respondents rank weekend mornings and afternoons as the most useful hours of operation for a shuttle



of youth responses mentioned playgrounds and/or fun activities for kids.







The link to view this online is <https://bit.ly/PTPstorymap>

# Storymap



The East Oakland Collective - 2022



# 4. Priority Recommendations



## TRANSPORTATION & MOBILITY

- Free EV Shuttle Bus
- Mobility Hubs (Liberation Park)
- Discounted carshare, rideshare and scooter share options
- Infrastructure Improvement Needs
- Charging/docking stations
- Paving plan
- Bike Plan Implementation



## REIMAGINING THE SHORELINE

- Cultural markers (murals, statues, signage, etc.) that highlight MLK, activism, and East Oakland
- Free community events, e.g. vendor pop-ups, music festivals
- Opportunities for community stewardship, e.g. jobs for returning residents, outdoor activities for Black and Brown youth



## SHORELINE ACCESSIBILITY & ENVIRONMENTAL IMPACTS

- Access and entrance points improvements
- San Leandro Creek clean-ups/development and other projects that reverse pollution
- Closing the Bay Trail gaps and improving connections





# 5. Next Steps

## 1. Improve Programming

The East Oakland Collective is preparing to continue to introduce and engage residents around the shoreline with three sustainable programming methods, such as group bike rides, creek clean ups, and walking tours.

## 2. Support implementation grants

Support projects from OakDOT and other agencies and community-based organizations to provide a zero-emission shuttle and other electric mobility options.

## 3. Policy advocacy

Support for conservation and climate mitigation efforts near the shoreline, which can include better pedestrian infrastructure. Increase EV charging stations nearby.







**COMMUNITY PLANNING  
BPAC PRESENTATION**

## **Thank You**

We thank you for your continued support of our efforts.

## **Contact Us**

On our website [www.eastoaklandcollective.com/powerthepeople](http://www.eastoaklandcollective.com/powerthepeople)

By email [powerthepeople@eastoaklandcollective.com](mailto:powerthepeople@eastoaklandcollective.com)



# West Oakland Link & Bay Skyway: Update

Oakland Bicyclist and Pedestrian  
Advisory Commission (BPAC)

*December 15, 2022*

*Gavin Lohry – MTC/BATA*





# West Oakland Link & Bay Skyway: Update

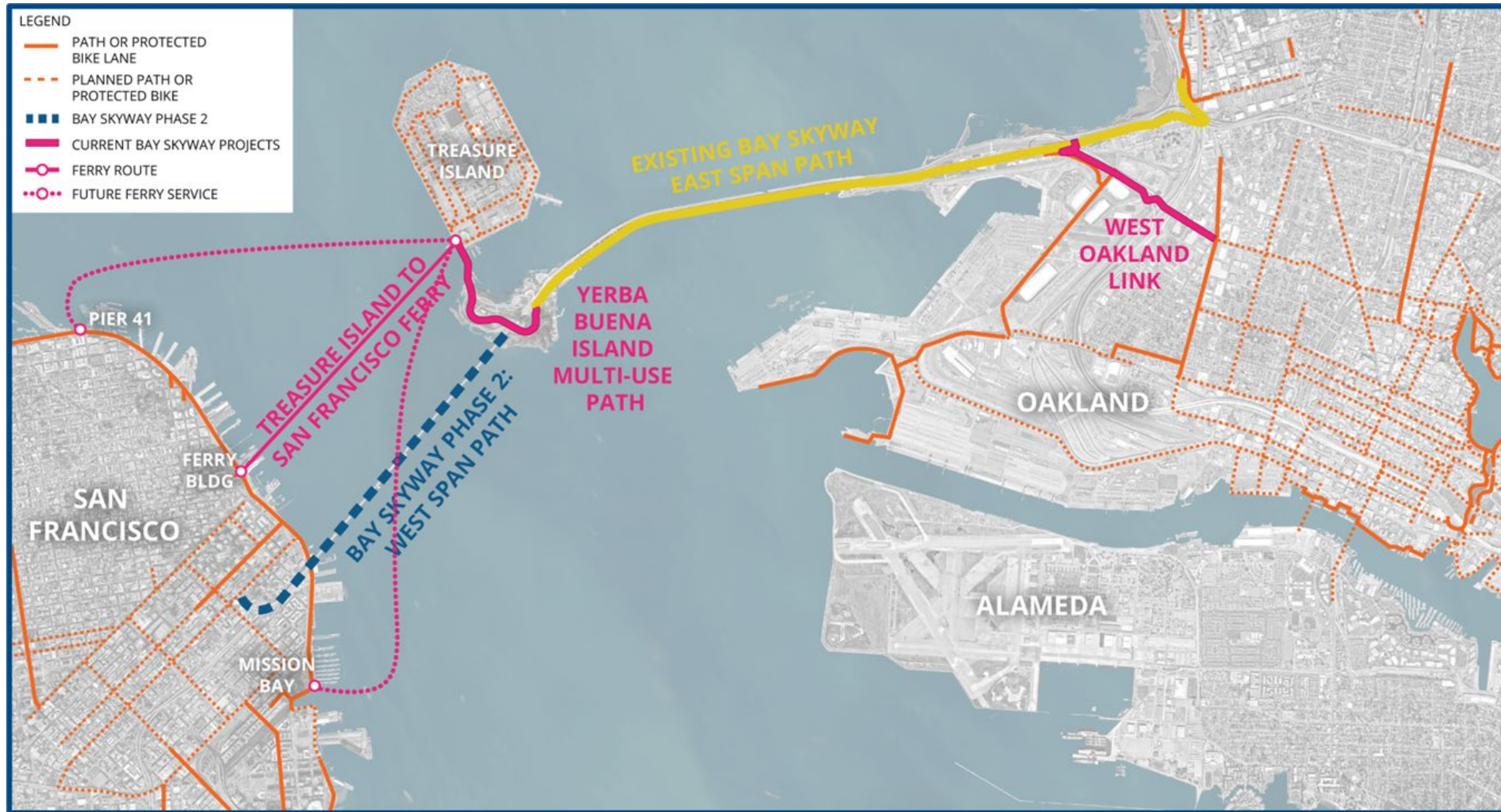
## Agenda

- The Bay Skyway & New Opportunities
- West Oakland Link
  - Current Conductions
  - Future Link
  - Project Benefits
  - Current Status
- Bay Skyway Progress and Timeline





# Bay Skyway & West Oakland Link



# New Opportunity: Expanded Bicycle Infrastructure

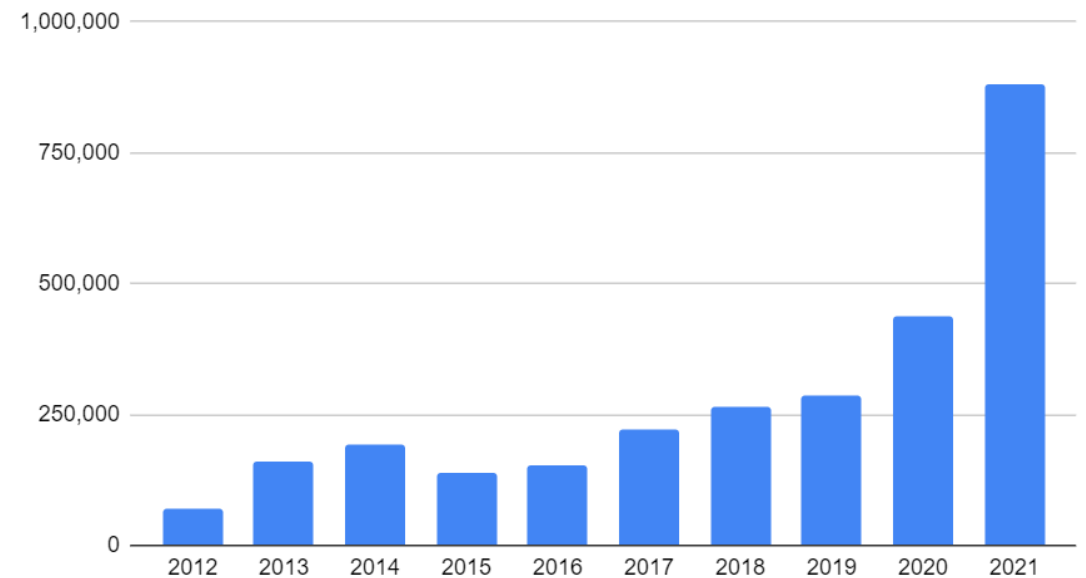
Separated pathways and protected bike lane networks designed for riders of all ages and abilities are planned in San Francisco, on Treasure Island, and across the East Bay.



# New Opportunities: E-bikes

- Sales of e-bikes are skyrocketing.
- E-bike-users travel longer average distances.
- Bay Wheels (bike share) now offers e-bikes.
- Electric scooters and other micromobility vehicles are gaining popularity.

Sales of E-bikes in the United States

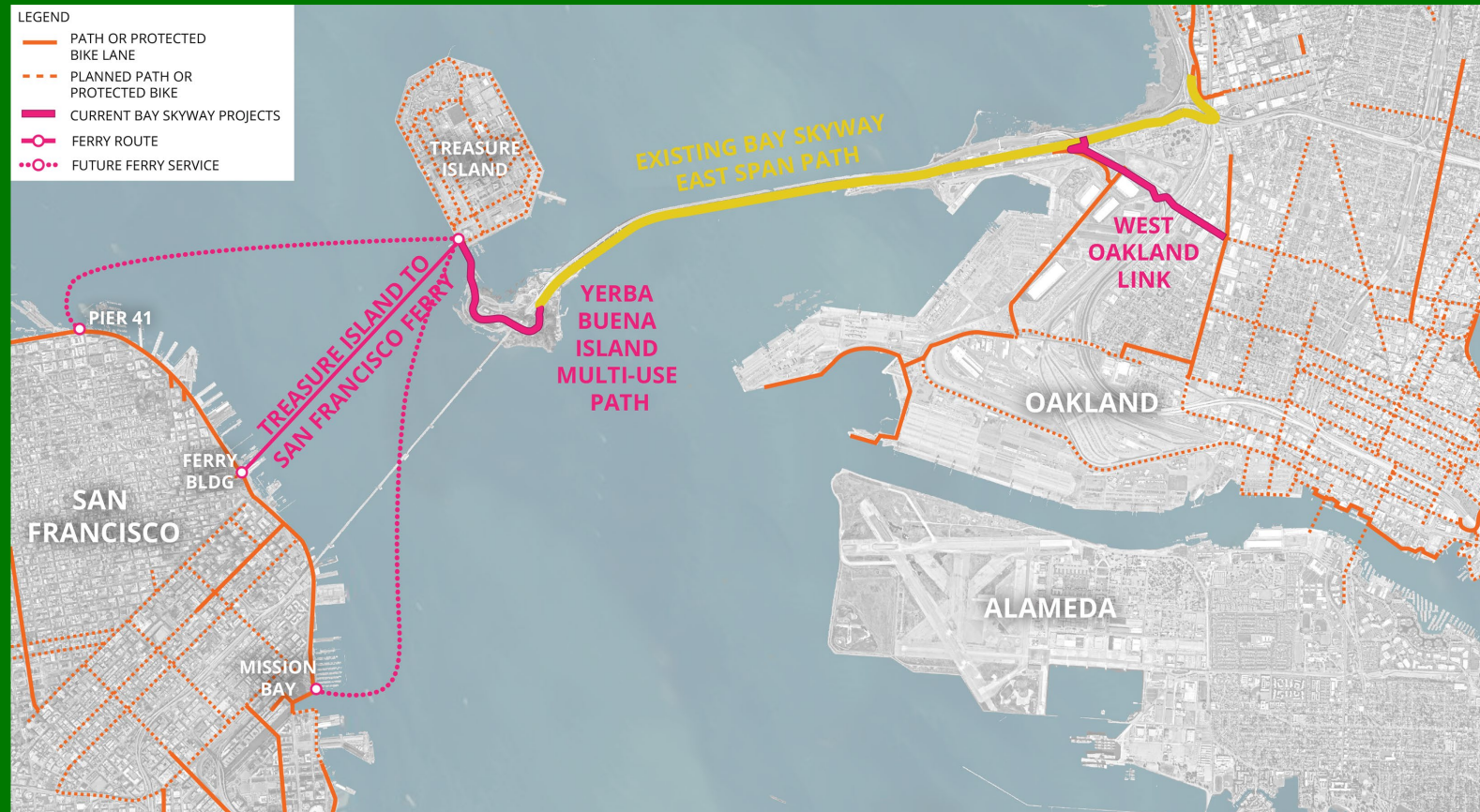




# Bay Skyway: Current Projects

Three projects are currently under development (**Phase 1**) that will connect Oakland and San Francisco with a combination of pathways and an electric ferry with frequent service:

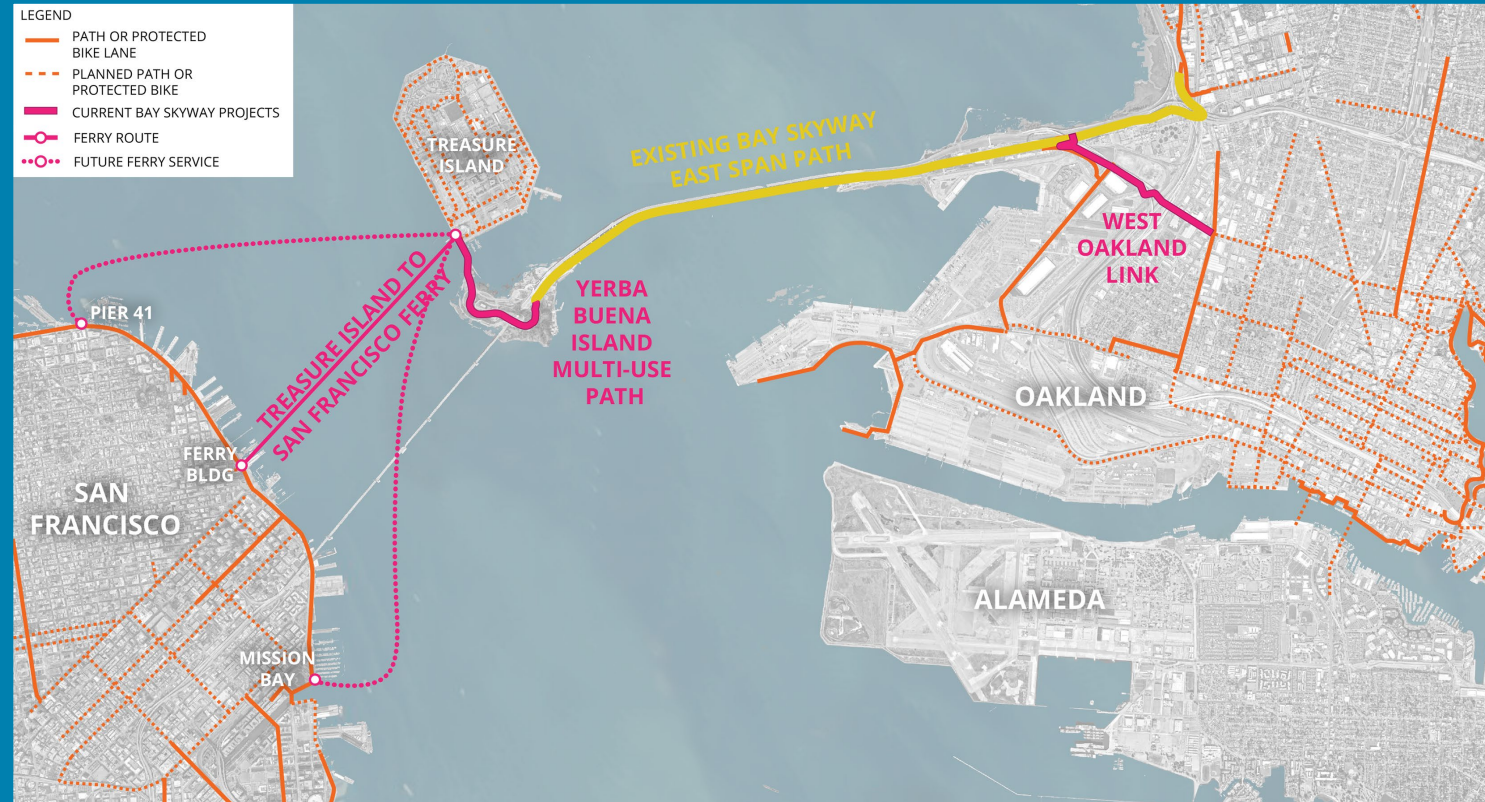
- **West Oakland Link**
- **Yerba Buena Island Multi-use Path**
- **Treasure Island to San Francisco Electric Ferry**



# Bay Skyway: Current Projects Progress

Working with Caltrans and the San Francisco County Transportation Authority we submitted 4 federal and state grants (for \$124 million) that would fully fund construction of Bay Skyway Phase 1.

- Projected to carry 8,229 daily bicycle, e-bike and pedestrian trip in 2028.
- Reduce VMT on the Bay Bridge by 192.3 million miles cut 89,800 tons of GHG emissions over 20 years.





# West Oakland Link

West Oakland Link which is part of the Bay Trail will provide a safe connection for bicyclists and pedestrians to travel between West Oakland, the Port of Oakland, and the Bay Bridge Trail.

- 1.1 miles of separated, elevated low-stress multi-use path
- Connects Mandela/Grand intersection to Bay Bridge Trail
- Connects with the planned protected bike lanes to downtown and Lake Merritt on [Grand Avenue](#).
- Landscaping and community amenities.



# CURRENT CONDITIONS: West Grand Ave





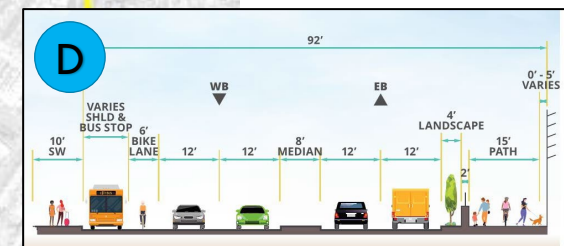
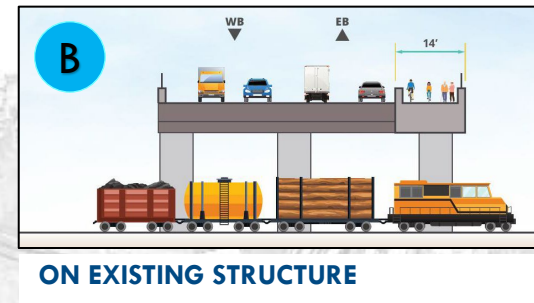
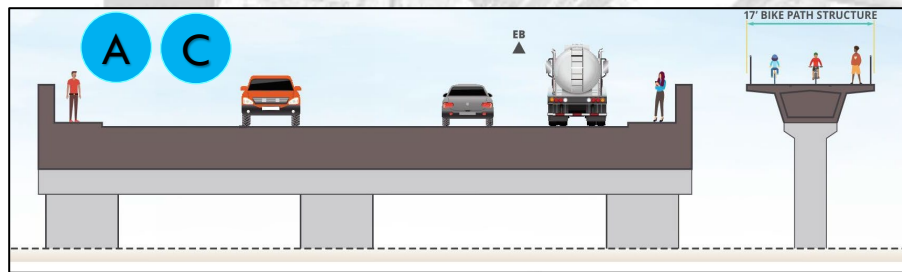
# CURRENT CONDITIONS: Maritime Street & Burma Road



# Future: West Oakland Link

## BIKE PATH SEGMENTS

- AT GRADE
- ELEVATED
- ON WEST GRAND OVERCROSSING
- ELEVATED
- AT GRADE
- EXISTING BIKE PATH



\*Project may be phased depending on funding availability



# Future: Grand Ave at Mandela Parkway



EXISTING



PROPOSED

# West Oakland Link Benefits

- Provide the West Oakland community with a family-friendly Bike/Ped connection to the shoreline, amenities, and Bay Bridge trail.
- New connection between downtown Oakland, Treasure Island and ultimately downtown San Francisco.
- Provide low-cost mobility option to connect with well-paying jobs at the Port and San Francisco
- Reduce GHG emissions and air pollution from shifting trips from cars to bicycles, e-bikes, and micromobility devices.





# West Oakland Link: Current Status

## Environmental Review

- Final CEQA documentation (IS/MND) is set to be adopted in January 2023.

## Detailed Design (PS&E)

- Fully funded and plan on starting design Spring of 2023.
- Developing community-based engagement plan.

## Construction Funding

- Submitted 4 federal and state grants for the West Oakland Link in 2022.
- West Oakland Link was awarded a 2022 Active Transportation Program grant for \$17.6 million.



# Bay Skyway: Timeline (best case)

## Phase & Stage

2022 2023 2024 2025 2026 2027 2028 2029 2030

### Bay Skyway Current Projects

- West Oakland Link
- Yerba Buena to Treasure Island Path
- Electric Ferry Vessel & Charging

### Bay Skyway Phase 2

- West Span Planning and Environmental
- West Span Engineering and Design
- West Span Construction

Planning and Environmental

Engineering and Design

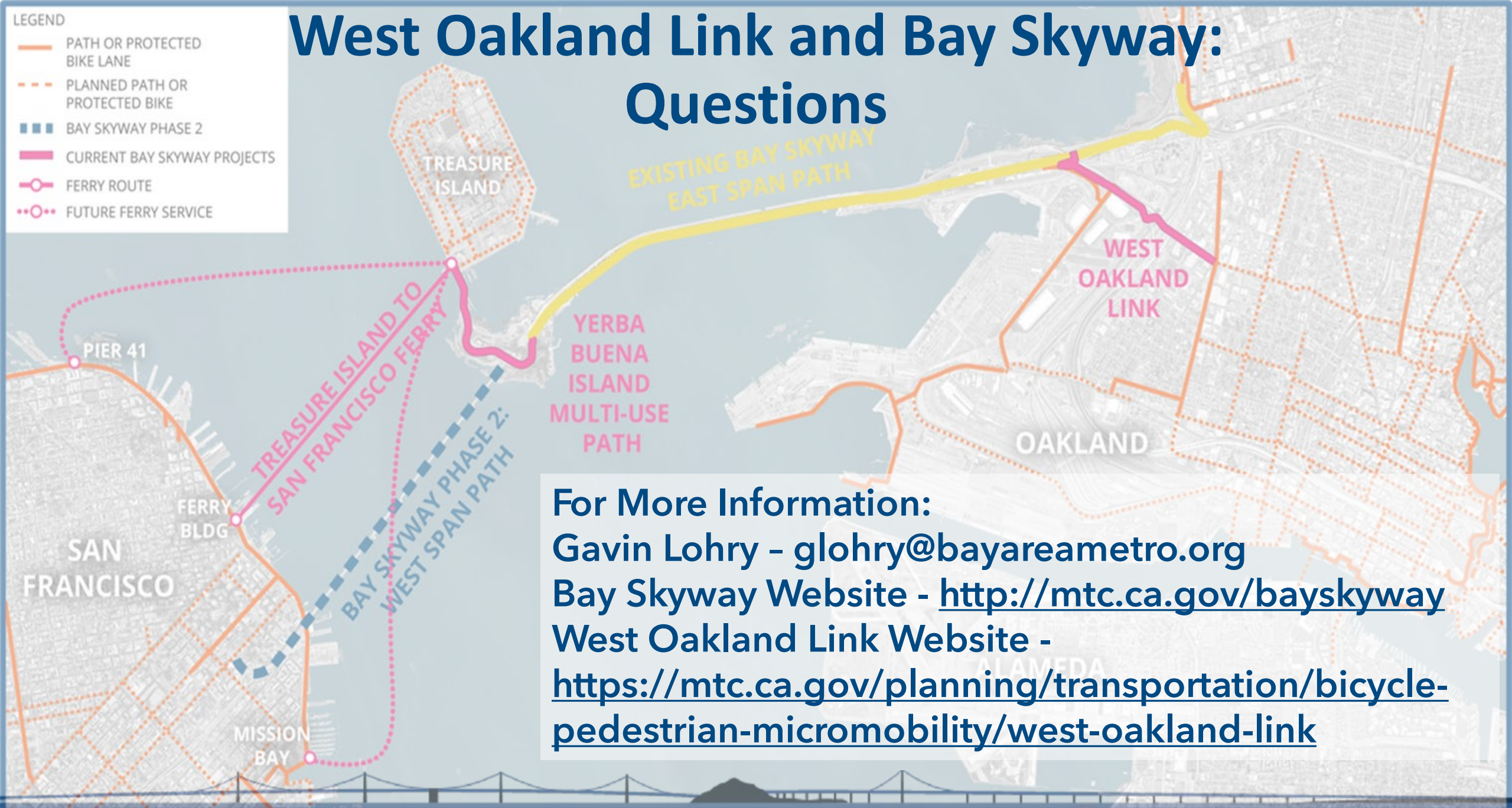
Construction



**LEGEND**

- PATH OR PROTECTED BIKE LANE
- - - PLANNED PATH OR PROTECTED BIKE
- ■ ■ BAY SKYWAY PHASE 2
- CURRENT BAY SKYWAY PROJECTS
- FERRY ROUTE
- ○ ○ FUTURE FERRY SERVICE

# West Oakland Link and Bay Skyway: Questions



**For More Information:**

Gavin Lohry - [glohry@bayareametro.org](mailto:glohry@bayareametro.org)

Bay Skyway Website - <http://mtc.ca.gov/bayskyway>

West Oakland Link Website -

<https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility/west-oakland-link>

To: Oakland City Councilmember  
Oakland Department of Transportation  
Oakland Fire Department staff

From: Transport Oakland  
Bike East Bay  
Walk Bike Oakland  
Traffic Violence Rapid Response

Date: December 7, 2022

**Subject: Recommended Policy Amendments to City of Oakland Fire Code**

The following memorandum is prepared for the City of Oakland's City Council and City staff to provide a series of policy recommendations that accommodate innovative street designs while maintaining fire safety for Oakland residents. This memo also provides a summary background about the City's Fire Code Appendix D (minimum clear lane requirements), its relationship to roadway design, alongside example policies from sister cities.

## Policy Recommendations

Adopt California standard 20-foot minimum clear width and define "minimum clear width" to include any unobstructed sidewalks, medians, or physical barriers 6" or less in height.

Delete Section D105.2 of the Fire Code, which requires a minimum unobstructed width of 26 feet.

Direct OakDOT, City Administrator, and OFD to identify operational underpinnings of Appendix D, specific to the City of Oakland's emergency response needs. Identify Updates to Appendix D to promote bicycle, pedestrian, and vehicular safety while meeting operational requirements.

Direct City Manager to create a street design review team comprised at a minimum of City Fire chief or delegate, and OakDOT Traffic engineer or delegate.

Direct Fire Department to establish formal policy of designing and purchasing fire engines and trucks that can navigate traffic-calmed and narrow streets. Oakland's current fire engines and trucks will continue to be used through their normal lifetime. The current trucks are used on existing Oakland streets which are narrower than 26 feet.

Evaluate how modern California State building code standards complement and obviate potentially outdated City Fire Codes for roadway access and clear space requirements.

Advocate for additional State and Local funds for purchasing fire trucks that can maneuver narrower roadways and maintain Oakland Fire Department response times.



## Background

### Oakland Fire Code Appendix D

Oakland Fire Code requires streets maintain a minimum of 26 feet to be unobstructed exclusive of shoulders near tall buildings. Tall buildings are defined as any building above 30 feet. The rationale for 26 feet is to allow a ladder truck to deploy stabilizers and allow a second fire truck to pass by. Fire trucks deploy stabilizers to ensure ladder and truck stability when ladders are deployed to reach tall buildings. This requirement is part of an *Optional* appendix not adopted by the State of California. California State Fire Code requires 20 feet, not 26 feet.

### Oakland Streets

The City of Oakland has a few common designs and widths. The most common, historically are the following:

1. 40 feet wide: two 8-foot wide parking stalls and two 12-foot travel lanes with 24 feet wide clear space
2. 60 feet wide: two 8-foot parking stalls and four 11-foot travel lanes with 44 feet wide clear space
3. >60 feet wide: two 8-foot parking stalls and four 11-foot travel lanes separated by a concrete or planted median with 22 feet clear space on each side of the median

### Design Conflict between Fire Code and Road Diets

Oakland has transformed many of its streets to (1) accommodate alternative modes of travel and (2) calm speeding traffic. Oakland commonly implements “road diets” on 60-foot wide, four-lane streets by transforming them into 2-lane streets, adding bike lanes and a center dual turn lane. This typical road diet design still meets the City’s existing 26-foot clear Fire Code requirement because the new bike lanes count as part of the 26-foot clear requirement.

However, more innovative designs to make streets even safer have come into conflict with the 26-foot clear requirement. A common conflict occurs when designers swap the bike lane and the parking lane, where the bicycle lane now runs *between* parked cars and the curb (commonly referred to as a “protected bikeway”). While a typical painted bike lane between the travel lane and the parked car lane would count as part of the 26 feet of unobstructed space, a protected bike lane design obstructs the 26 feet with the parked cars lane.

### Fire Code Effects on Road Design

Conflicts with raised medians: Many Oakland streets have raised medians, which conflicts with a 26 feet of unobstructed space. These streets include: San Pablo Avenue, Harrison Street, 27th Street, and many other streets.

Conflicts with protected bikeway designs: Oakland has often overcome the common conflict that occurs with protected bike lane designs by narrowing the bike lane and or the painted or concrete median separating that bike lane from the parked cars. This design is less safe for

people bicycling and walking because it causes the remaining travel lanes to be dangerously wider than they need to be and encourages people to speed (i.e. often maintaining travel lane widths similar to arterial and even highway lane widths). These rules required 14th Street to have a reduced bikeway, and increased motorway.

Conflicts with Bus Rapid Transit designs: Other conflicts occur on Bus Rapid Transit projects. For example, the San Pablo BRT project cannot install physical barriers between the bus-only lane and the travel lane (a typical standard design element for successful BRT projects). This is the precise reason reckless drivers can speed down the bus-only lane and have caused numerous collisions in recent months. These streets included International Boulevard and San Pablo Avenue.

Conflicts with special events: Oakland historically permits business districts to open their streets to merchants and pedestrians for special events, more recently, the City's Flex Streets COVID response program has enabled individual businesses to use parking stalls and city streets for outdoor merchant activity. Commonly, proposed designs that provide the maximum amount of outdoor space for seating or merchant booths conflict with the 26-foot clear requirement even when traffic is restricted on the street.

## Sister City Policy Alternatives

### City and County of San Francisco

San Francisco 2019 Fire Code deletes Section D105.2 of the Fire Code, which would require a minimum unobstructed width of 26 feet.

### City of Portland, Oregon

Portland does not require aerial access roads when the buildings are sufficiently fire safe D105.7 Alternate to Aerial Fire Apparatus Roads. The alternatives to aerial access roads specified in D105.2, D105.3 and D105.6 are allowed provided a building exceeding 30 feet in height is provided with all the following:

1. Building is equipped with an approved automatic sprinkler system,
2. There are no combustible concealed attic spaces,
3. All stairway exit enclosures shall have a fire-resistance rating of not less than 2 hours,
4. The roof is essentially flat (33-percent slope or less) and,
5. Approved access is provided to the roof from all stairways. In buildings without an occupied roof, access to the roof from the top story shall be permitted to be by an alternating tread device, a ship stair or ladder that provides a clear width of not less than 30 inches between handrails through a roof hatch or trap door not less than 30 inches (762 mm) wide and 8 feet (2438 mm) long
6. Building requiring standpipes are equipped with at least one standpipe that terminates on the roof



### City of Seattle, Washington

Seattle has exceptions from the requirements for 26 feet fire apparatus access roads when the buildings are sufficiently fire safe.

#### D105.1

Exceptions:

1. Buildings that are equipped throughout with an approved automatic sprinkler system.
2. One and two family dwelling and townhouse

### City of San Jose, California

San Jose does not require aerial fire apparatus access roads for high-rise structures.

Appendix D, Section D105.1 of the 2019 California Fire Code is amended to read as follows:

D105.1 Where required. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet (9144 mm), approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

Exception: High-rise structures shall not require aerial fire apparatus access roads.

## December 2022 BPAC Agenda Item 9. Committee Report Backs Attachment

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

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

### 2022 Active BPAC Committees/Task Forces/Liaisons

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

\*Committee Chairs in **bold**



## December 2022 BPAC Agenda Item 10. 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

#### January

- BPAC Officer Elections
- Committee Assignments
- Annual Strategic Planning Projects Development Projects (tentative)
- Annual Major Development Projects (tentative)
- BART Projects (tentative)

#### February

- Transportation Development Act (TDA) Article 3 Recommended Projects and Updates (tentative)
- Pedestrian Push Buttons (tentative)
- Oakland Police Department and Resident Rides (tentative)
- Annual Paving Plan Update (tentative)

#### March

- Bike to Wherever/Work Day Planning (tentative)
- Annual BPAC Strategic Planning
- Commissioner Expectations

### Announcements

- **BPAC Agenda Sign-Up List:** To receive these BPAC agendas by email when available, sign up at <https://oaklandca19202.activehosted.com/f/20>.
- **Oakland School Crossing Guard Location Web Map:** The Safe Streets Division updated the web map of Oakland school crossing guard locations showing the placement locations of the crossing guards at schools. A link to the map is on the program web page: [www.oaklandca.gov/topics/the-oakdot-crossing-guard-program](http://www.oaklandca.gov/topics/the-oakdot-crossing-guard-program).
- **Sideshow Prevention Projects Map Updates:** The Safe Streets Division updated the Sideshow Prevention map with current data to support the program's interactive web map, found on the program web page: [www.oaklandca.gov/topics/sideshow-prevention-efforts](http://www.oaklandca.gov/topics/sideshow-prevention-efforts).

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

April 2022

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

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

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

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



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

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

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

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