

**Bicycle and Pedestrian Advisory Committee, Monthly Meeting****March 18, 2010, 5:30-7:30 p.m.*****Oakland City Hall: Hearing Room 4, Second Floor*****AGENDA**

| Time | Item # | Topic  | Topic Type * |
|------|--------|--|--------------|
| 5:30 | 1      | <b>Introductions, Appointment of Note Taker</b> (5 minutes)  | Ad           |
| 5:35 | 2      | <b>Approval of Meeting Minutes (consent item)</b> (5 minutes)<br>Vote on motion to adopt February 2010 minutes.  | A            |
| 5:40 | 3      | <b>Improving Oakland-owned electronic bicycle locker security</b><br><i>Attachment</i> (30 minutes)—Jennifer Stanley and Steven Grover, eLock Technologies, will update the committee on measures taken to improve safety at the bicycle eLockers on 20 <sup>th</sup> St at Broadway and additional measures under consideration. Staff requests the committee's input on additional security measures, including interior locking devices, improved lighting, and potentially, removing/relocating the lockers. | A            |
| 6:10 | 4      | <b>Recommended projects for FY 2010-11 TDA Article 3 Bike/Ped Funding</b><br><i>Attachment</i> (25 minutes)—Jason Patton will update the committee and take comments on staff's recommendations for projects to receive TDA Article 3 funding this year.   | A            |
| 6:35 | 5      | <b>E 12<sup>th</sup> St/38<sup>th</sup> Ave Bikeway Design Review</b><br><i>Attachment</i> (30 minutes)—Staff will present bikeway striping plans for E 12 <sup>th</sup> St (Fruitvale Ave-40 <sup>th</sup> Ave), and the wayfinding signage plans for this section plus 38 <sup>th</sup> Ave (E 12 <sup>th</sup> St-MacArthur Blvd), and take comments from the committee   | A            |
| 7:05 | 6      | <b>BPAC Officer Elections</b> (5 minutes)—The committee will consider sole nominees Jonathan Bair and Chris Hwang as BPAC Chair and Vice-Chair, respectively, for the coming year. <sup>1</sup>  | A            |
| 7:10 | 7      | <b>Announcements, suggestions for next meeting topics</b>  | Ad           |

**\* Topic Types:**

I=informational; A=action item; Ad=administrative

<sup>1</sup> Eligible to vote on action items in March 2010: Brian Toy, Carol Levine, Chris Hwang, Daniel Schulman, Dave Campbell, Fred McWilliams, Jonathan Bair, Karen Smulevitz, Midori Tabata, Paul Rosenbloom, Rebecca Saltzman, Robert Raburn, Ron Bishop, Zach Seal

## Oakland Bicycle & Pedestrian Advisory Committee

March 18, 2010

### Item 3 Attachment: City of Oakland-owned bicycle eLocker security

The City installed two sets of eight bicycle eLockers, primarily to serve patrons of the two downtown BART stations (12<sup>th</sup> St and 19<sup>th</sup> St). There have been three successful break-ins at the set installed at 20<sup>th</sup> St & Broadway (northeast corner) in the past two years. There have been no other successful break-ins to eLock-brand electronic bicycle lockers statewide, and no reported attempts at the 12<sup>th</sup> St Station location (14<sup>th</sup> St & Broadway).

To address the problem, eLock has strengthened the lockers in a variety of ways. eLock has also replaced three stolen bicycles at their expense. The cardholder agreement does not hold eLock responsible for replacing bicycles.

After the most recent break-in (with a big chunk of concrete over a weekend), staff asked the Oakland Police Department's *Crime Prevention Through Environmental Design (CPTED)* Program to survey the locker site and make recommendations for improving security. The recommendations and staff responses are summarized on the next page. Additionally, eLock offered to design a mechanism that would allow bicycles to be locked inside the locker. They have developed a prototype (shown in photo



below and installed at the Berkeley Amtrak Station). The cost to install these is \$90/locker. The mechanism includes a 3' nylon-covered security chain (cannot be cut with bolt cutters), securely attached to the locker frame. The chain forms a loop which will reach the front of a bike parked in the locker. The

function of the chain should be obvious to users, easy to notice, yet not hamper getting a bike in and out.

Staff is inclined to install these at all 16 eLockers downtown.

## OPD CPTED Report Overview

| CPTED Recommendation   | Staff response   |
|--|--|
| Move the lockers to the east side of the 1900 block of Broadway (either side of the BART stairwell) where there is better lighting and visibility. | The proposed locations were considered originally. Neither is large enough to accommodate locker access and egress. There are no other locations in this area with sufficient sidewalk space. The lockers are expressly to serve BART patrons accessing this station. There is more "natural surveillance" at the current location during peak crime times (typically early morning hours during long weekends). |
| Identify the lockers more clearly as City property.  | OK. This information can be provided on a new, larger sign that is planned for the BART railing.   |
| Replace perforated panels with solid panels so the lockers' contents cannot be seen.   | BikeLink lockers are designed with the perforated panels to enhance safety; solid panels would allow illegal activity to occur inside the lockers. This concern outweighs the other.   |
| Door #6 found open; doors should close automatically.  | This locker has been repaired. More generally, eLockers are designed to allow for ease of access and use. Automatically closing doors would make it difficult to deal with personal belongings while accessing the locker and increase the chance of mistakenly locking one's access card inside.  |
| Improve lighting (avoid yellow-orange which inhibits color recognition). Metal halide lights recommended.  | Will pursue. May require an encroachment permit from BART, or for BART to undertake the project entirely.  |
| Educate staff and the public to watch for and report illegal use or vandalism of lockers.  | Will pursue.   |

**City of Oakland Proposed Projects for  
FY10-11 Transportation Development Act (TDA) Article 3 funding (11-Mar-2010)**

| <b>Proposed Projects</b>  | <b>Description</b>  | <b>Proposed TDA Funds</b> | <b>Total Project Cost</b> |
|---|---|---------------------------|---------------------------|
| Ardley Ave/16th Ave bikeway (MacArthur Blvd to Embarcadero)     | Design and construct bikeway striping and signage connecting the Bay Trail to the MacArthur Blvd bikeway      | \$90,000                  | \$90,000                  |
| Bicycle actuation at traffic signals                            | Upgrade deficient traffic signals to detect bicyclists on key existing and proposed bikeways                  | \$100,000                 | \$100,000                 |
| Castlemont Stairs rehabilitation (MacArthur Blvd to Thermal St) | Replace missing handrails and repair damaged concrete stairs and landings                                     | \$100,000                 | \$350,000                 |
| CityRacks VIII  | Install bike parking citywide and fund demonstration project(s) of on-street bike parking                     | \$75,000                  | \$75,000                  |
| School Safety Improvements at Various Locations                 | Install low cost safety improvements (e.g., striping and signage) at locations determined by SR2S walk audits | \$50,000                  | \$50,000                  |
| <b>Total TDA Article 3 Request</b>                              |   | <b>\$415,000</b>          |                           |

| <b>Projects Considered but Rejected</b>                                    | <b>Rationale</b>  | <b>Project Cost</b> |
|--|---|---------------------|
| 81st Ave Library Sidewalk Improvements                                     | Scope and cost TBD. Fundable through Pedestrian Streetscape CIP Program.  | TBD                 |
| Bicycle Master Plan Update 2012  | Pending development of scope of work. Candidate project for TDA Article 3 FY11-12 funding.  | TBD                 |
| Bike to Work Day   | TDA funds could be used for a bicycle safety education campaign in conjunction with Bike to Work Day  | N/A                 |
| Bikeway design and implementation: various streets                         | Washington St (10th-Embarcadero), 4th Ave (E 18th-E 10th), 10th St (Oak-5th), E 7th (Kennedy-Fruitvale), Hollis/32nd (San Pablo-Emeryville-Mandela), Genoa/52nd (Adeline-West), E 15th St (1st-14th). Pending future funding. | \$100,000           |
| Bikeway guide signage: Grizzly Peak/Skyline (Berkeley-Redwood Rd)          | Upgrade bikeway guide signage to current standard. Pending future funding.  | \$90,000            |
| Bikeway guide signage: On-street Bay Trail: Emeryville to High St          | Upgrade bikeway guide signage to current standard. Pending future funding.  | \$60,000            |
| Citywide Curb Ramp Program   | 9-Mar-10: Program has balances from TDA FY07-08 (\$132K), FY08-09 (\$50K) and FY09-10 (\$50K)   | flexible            |
| E12th Street bikeway (14th Ave to Fruitvale Ave) design and construction   | Competitive for regional grant funding  | \$125,000           |
| Pedestrian countdown signal heads  | Ongoing work funded by other sources  | flexible            |
| Pedestrian Master Plan Update 2012   | Pending development of scope of work. Candidate project for TDA Article 3 FY11-12 funding.  | TBD                 |
| Pedestrian-scale street lighting (at BART stations or other key locations) | No known projects with shortfalls. Larger funding sources may be more appropriate given \$14K cost per light.   | N/A                 |
| Shattuck Ave bikeway (Telegraph Ave to Berkeley border)                    | Construct bikeway striping and signage. Pending future funding.   | \$60,000            |
| Streetscape projects match   | Ongoing work funded by other sources  | N/A                 |
| Waterfront Trail (Fruitvale Ave to High St)                                | Fully funded by Measure DD.   | \$1.5M              |







