

## Oakland BPAC 7/17/14

5:30 – 7:30 pm

### Hearing Room 4

**Attendees:** Carol Levine, Chris Hwang, Chris Kidd, Christina Ferracane, Fred McWilliams, Jason Patton, Jennifer Anderson, Jennifer Stanley, Kenya Wheeler, Midori Tabata, Robert Prinz, Rosa Villalobos, Royston Taylor, Tony Dang, Mellissa Vargas, Diane Dohm, Sarah Fine, Glenda Barnhart, Brian Geiser, Stephanie Jim, Christine Fry, Mohamed Alaoui

**Attachments** (To be appended to the final approved minutes prior to posting to the web)

- Market/Adeline Sts 65% plans
- Handout: Proposed changes to OMC to remove bicycle registration requirement

#### **Approval of June Minutes – unanimous approval**

#### **Update on new Bicycle & Pedestrian Advisory Commission**

Update from Melissa Vargas, Mayor's Office: Emails have been sent out to appointees, approval of appointees goes to City Council on 7/29. Thanks to all whom applied – still lots of opportunity to be involved, new appointees every year. Overwhelming response this year:

D-1 Robert Prinz (1 yr)

D-2 Chris Hwang (1 yr) & Ryan Chan (1 yr)

D-3 Kenya Wheeler(3 yr) & Chris Kidd (2 yr)

D-4 No member

D-5 Rosa Villalobos (2 yr)

D-6 Midori Tabata & Royston Taylor (2 yr)

D-7 Fred McWilliams (3 yr)

Terms for appointees will be based on the calendar year (1 year term ends Dec 31, 2014). Appointees may be reappointed once term ends.

New BPAC will convene likely in September for first official meeting. August meeting will be transition meeting for committee/commission. Need to figure out officers, bylaws, operating procedures and structures for new BPAC.

Chris Hwang thanks all current BPAC members for their participation and their contributions over the (sometimes many) years of volunteer service. She encourages all attendees to continue to be involved in the BPAC as we move into this next stage.

Midori – despite change in BPAC structure, there was no more money allocated to staff for the commission, meaning staff's obligation is that much higher. Midori is thankful of staff's commitment to making the BPAC a reality on a shoestring.

### **Market/Adeline HSIP Project**

Mohamed Alaoui project manager for Market/Adeline reconfiguration. Presents on plan for extending pedestrian space into the intersection and realignment of crosswalks to reduce pedestrian crossing distances. Aileen Street cut-through will be removed on southern side of the intersection. Pedestrian area in the south will include a bioswale area for stormwater retention.

Southbound #1 lane on Market becomes right-only lane, reduction of travel lanes on south side of intersection to accommodate bike lanes and pedestrian plaza space Bike lane placed between through lane and right turn lane, with striping through the intersection to guide to far side of intersection.. Northbound, sharrow on Market due to lack of space. Complete design by the end of the year, construction starts at the latest beginning of 2016.

South of intersection, reconfiguration of lanes to 3-lane configuration to allow through bike lanes. Center lane north of 56<sup>th</sup> will be 2 northbound lanes. Plan remedies bike lane gap at 53<sup>rd</sup> St. City may introduce ladder crosswalks at existing crosswalks, city may add crosswalk to 56<sup>th</sup>.

Kenya Wheeler: Question about whether intersection will have automatic actuation for pedestrians.

Robert Prinz: this project became viable through HSIP because people were killed in traffic collisions. Requests the rain garden be made a memorial to people who lost their lives there (response: scope is limited by state funding). Likes the bike lane striping through the intersection, would like to see more. Project should go through City's crosswalk determination matrix. Make sure existing layout of sharrows on Market meets the City's adopted standards for sharrow placement.

Chris K: request to expand southbound bike lane approach to 5' from existing 4'. Need for adequate transition from sharrows on southbound market north of the intersection into the bike lane beside the right turn only lane.

Request to add curb ramps where Aileen is getting closed to allow a bicyclist cut-through even when closed to vehicle traffic.

### **Proposal to remove bicycle registration/license requirement for City of Oakland**

Robert Prinz: Mandatory bicycle registration requirements are archaic and ineffective. Registration is great, but it shouldn't be required. Robert has brought proposed changes in the municipal code to strike

requirements and outdated language. Interest from council member McElheny to move the item to council. Oakland PD has not expressed interest in retaining the requirement.

Also a chance to update the city website to provide more/better information. Bike East Bay recommends registering your bike with Bike Index (non-profit), where information is kept online and is available across city lines. Open source platform.

Kenya: Supports effort – wary of Bike Index; could Bike East Bay maintain their own registry in case Bike Index goes away? (BEB has good relationship with Bike Index).

Robert: BART partnering with BEB in the fall to help register bikes when people bring them in the stations.

Christina: We should reach out to folks whom are currently registered with the City if we get rid of the requirement. Also check on City protocol for updating the City's website and whether the City can direct people to a 3<sup>rd</sup> party for registration.

**Motion** Christopher K– Endorse removal of municipal code requirement.**Seconded** – Chris Hwang

Motion passes unanimously.

### **Bicycle Friendly Communities Application Review**

Application much more of a team effort this time than in years past. Thanks to Ronnie Spitzer, Timothy Brokaway, Norda Cody, TransForm, BPAC, Bike East Bay, WOBO, and Bicycle Trails of the East Bay org.

Deadline has been extended to August 14<sup>th</sup> – staff are seeking assistance on 7 questions.

BPAC members provide feedback on application to staff.

### *Attachments*

- Market/Adeline Sts 65% plans
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## OMC Chapter 12.60 BICYCLES

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### ~~12.60.010 Bicycle license required.~~

~~It is unlawful for any person to operate or use a bicycle, as defined in Section 39000 of the California Vehicle Code, upon any street in the city of Oakland without first obtaining a California Bicycle License therefor.~~

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### ~~12.60.020 Bicycle license~~

~~The Chief of Police is authorized and directed to issue a registration card and a California bicycle license which, when issued, shall entitle the licensee to operate such bicycle for which said license has been issued, upon all streets, exclusive of sidewalks, in the city for the calendar year or portion thereof for which said license is issued.~~

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### ~~12.60.030 Bicycle license plates and registration cards~~

~~It shall be the duty of the Chief of Police to cause to be attached to the frame of each bicycle a California bicycle license, and to issue a registration card to the licensee upon payment of the license fee provided for in this chapter.~~

~~Upon loss or mutilation of a license, the licensee shall report said loss within seven days. Upon receipt of such report, the Chief of Police shall cancel such license and issue a new license.~~

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### ~~12.60.040 Bicycle and bicycle parts business reports~~

~~All persons engaged in the business of buying secondhand bicycles or secondhand bicycle parts are hereby required to make a daily report to the Chief of Police, giving the name and address of the person from whom each bicycle or bicycle part is purchased, the description of each bicycle or bicycle part purchased, the frame number or numbers of each bicycle purchased and the number of license found thereon, if any. All persons engaged in the business of selling new or secondhand bicycles or new or secondhand bicycle parts are required to make a daily report to the Chief of Police, giving a list of all sales made by such dealers, which list shall include the name and address of each person to whom sold, the kind of bicycle or bicycle part sold, together with a description thereof and frame number or numbers of each bicycle and the number of the license attached thereto, if any. Junk collectors and junk dealers, as defined in Chapter 5.04 of this code and secondhand dealers and exchange dealers as defined in Chapter 5.46 are required to make daily reports, as in this section provided, for any transaction involving secondhand bicycles or secondhand bicycle parts.~~

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### ~~12.60.050 Bicycle licensee's report of sale, transfer of registration, or change of address~~

~~It shall be the duty of every person who sells or transfers ownership of any bicycle licensed hereunder to report such sale or transfer by returning to the Chief of Police the registration card issued to such person as licensee thereof, together with the name and address of the person to whom said bicycle is sold or transferred, and such report shall be made within ten days of the date of said sale or transfer. It shall be the duty of the purchaser or transferee of such bicycle to apply for a transfer of registration thereof within ten days of the date of said sale or transfer.~~

~~Whenever the owner of a bicycle licensed pursuant to this code changes his or her address, he or she shall within ten days notify the Chief of Police of the old and new address.~~

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## ~~12.60.060 Destroying bicycle numbers or licenses~~

~~It is unlawful for any person to willfully or maliciously remove, destroy, mutilate or alter the number of any bicycle frame licensed pursuant to the provisions of this chapter. It is also unlawful for any person to remove, destroy, mutilate or alter any license plate, seal or registration card during the time in which said license plate, seal or registration card is operated; provided, however, that nothing in this chapter shall prohibit the Chief of Police from stamping numbers on the frames of bicycles on which no serial number can be found, or on which said number is illegible or insufficient for identification purposes.~~

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## 12.60.070 Bicycle operation rules—Violation—Penalty

It is unlawful to operate a bicycle on any trail within the city in an unsafe, reckless, dangerous or negligent manner. No person shall operate a bicycle in excess of fifteen (15) miles per hour, nor in excess of five miles per hour when passing pedestrians or equestrians or when approaching and negotiating a blind turn, nor at a greater speed than is reasonable or prudent. Within city parks, bicyclists can ride on named trails only and are prohibited from operating bicycles off-trail. Bicyclists must obey all posted signs and rules. Bicyclists must call out when passing pedestrians, or other bicyclists and then must pass to the left. Bicyclists must yield to equestrians by calling out and requesting instructions to pass. The City Manager, or his or her designees, shall determine trail accessibility for bicyclists. Any person who violates this section shall be guilty of an infraction punishable as provided in Chapter 1.28 of this code.

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## 12.60.080 Violation of Sections ~~12.60.010 through 12.60.060~~ (12.60.040) Fine

Any person who violates or fails to comply with the provisions of Sections ~~12.60.010 through 12.60.060~~ (12.60.040) shall be subject to a fine of not more than ten dollars (\$10.00)

## Resources:

Oakland municipal code info: [oaklandwiki.org/Register\\_Your\\_Bicycle](http://oaklandwiki.org/Register_Your_Bicycle)

City of Oakland website bicycle registry info: [www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024654#register](http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024654#register)

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## Register Your Bicycle

### **Getting a Bicycle License**

~~The City of Oakland Municipal Code requires that bicycles be registered every three years. The fire department will provide a license and bicycle sticker/tag to help track and return recovered bicycles.~~

### **(Why should I register my bicycle?)**

It is difficult to make a police report regarding a stolen bike if you don't have your bike's serial number, description, bill of sale, and/or a photograph of the bike. Police departments often recover stolen bicycles but can not locate the owner without registration info available.

Please take just a few minutes to register your bike today. If it is stolen you can then make a police report and mark it as stolen in the registry database, which will raise a red flag in any bike shop, police department, or other system that ties into the database. Individuals can then find your report in case, for instance, they are searching to find out if a used bicycle they are buying is listed as stolen or not.

### **Where should I register my bicycle?**

There are many national registry services that you can use, some of which are free and others that are paid services. Local advocacy organization Bike East Bay has partnered with one such service called Bike Index, offering free registrations online at [BikeEastBay.org/register](http://BikeEastBay.org/register).

Bike East Bay can also register your bike in person. Please call them at (510) 845-7433 for more information.

### **Where is my bike's serial number?**

Usually underneath the bike, etched into the frame between the pedals. Photos of where to look on your bike are posted at [BikeIndex.org/serials](http://BikeIndex.org/serials).)

### **~~Just take your bicycle to any Oakland fire station, 9:00 am – 5:00 pm, any day of the week.~~**

~~To find a conveniently located fire station, please check the phone book or call (510) 238-3856, TTY 238-3254. Tip: phone the station before taking in your bike.~~

### **Reporting Stolen Bicycles**

If your bike is stolen, please call the Oakland Police Department's non-emergency number, (510) 777-3333, TTY 238-3254 and report your bike's serial number, description (make, model, color, other defining characteristics), and describe the place and time the bicycle was stolen.

If your bicycle was stolen and recovered by the Oakland Police Department, and if you file a report that includes your serial number, your bicycle will very likely be returned to you.

(If you locate a person with your stolen bike please contact the Oakland Police Department for assistance. Do not attempt to apprehend a thief yourself.)

**Other ways to improve the chance your bike is recovered and returned:**

- Write down and keep your bicycle's serial number(, make, model, and color, and take photos of your bike). The serial number is the single most important piece of information to provide to law enforcement. It can help identify your bicycle even if it is transported to another city.
- Etch your driver's license(/ID) number ~~(if you have one)~~ into your frame(, or write your contact info on a rolled up piece of paper inside your bike's handlebar or seat tube where a thief is unlikely to look). This can also help police link your bicycle back to you.
- (Find more tips for recovering a stolen bike at [BikeEastBay.org/theft](http://BikeEastBay.org/theft))

City of Oakland website bicycle parking do's and don'ts: [www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024652#do](http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/OAK024652#do)

(Suggested: Replace static info with details, graphics and videos from [BikeEastBay.org/theft](http://BikeEastBay.org/theft). For any changeable info link to [BikeEastBay.org/theft](http://BikeEastBay.org/theft))

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## Bicycle Parking Do's & Don'ts

Generally speaking, bicycle thieves are opportunists, looking for the easiest bicycles to steal. Although there are no guarantees of safety when parking your bicycle, you can take steps that will make it less likely that a thief will select your bicycle, and which also help bicyclists "share the road" with pedestrians.

**Do:**

- Park in well lit open areas where many people pass by, where your bicycle can be seen easily and where you can get to your bike quickly.
- Lock to a bike rack (if available), and park so that your bike doesn't block the sidewalk or curb ramps.
- Use a strong lock. U-locks are popular and work well, but some U-locks are stronger than others; make sure you buy a strong steel-alloy lock, and one without a cylindrical barrel.
- If you use a U-lock ...
  - And it has a keyway on the end of the crossbar, position the lock with its keyway towards the ground. This makes it harder for a thief to access the lock.
  - Position the bicycle frame and wheels so that as much open space as possible within the U-portion of the lock is filled or taken up. This makes it more difficult for a thief to use tools to attack the lock.
- If you use a padlock or chain: links, cables, and lock clasps should be at least 3/8 of an inch thick and case-hardened.
- Use an additional lock or cable to secure wheels or other valuable parts such as seats.
- Consider locking skewers to secure wheels.
- Remove lights, pump, bags or other valuables from your bike.

**Don't:**

- Don't park so your bicycle blocks a curb ramp.
- Don't park so your bicycle blocks the sidewalk (In most cases, this means parking parallel to the curb).
- Don't park to a tree. Not only is it insecure, it's also bad for the tree!
- Don't secure only the wheel (unless that's the part you want to keep!).

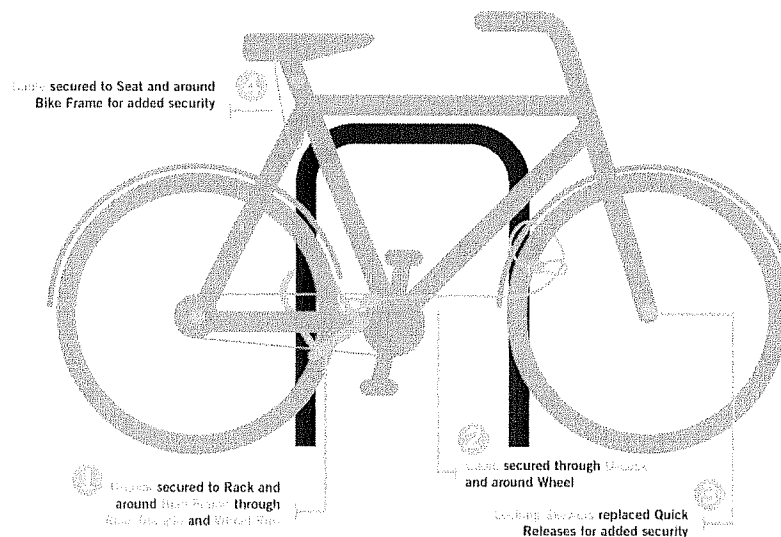
- Don't leave your bike locked in one spot for several days.
- Don't leave your bike unlocked "just for a minute" while you run into a shop. It takes less than a minute to steal it.
- If a rack is available, please use it instead of a parking meter. Bikes parked at meters can pose problems for those with disabilities (and others) trying to exit or enter parked vehicles. Bikes at meters also pose problems for City maintenance crews. If a meter is the only option at a location you frequent, please contact the Bicycle & Pedestrian Facilities Coordinator at (510) 238-3983 or [bikeped@oaklandnet.com](mailto:bikeped@oaklandnet.com) or use our Online Request Form to request a rack.

To report a stolen bicycle, please see [Bicycle Registration](#).

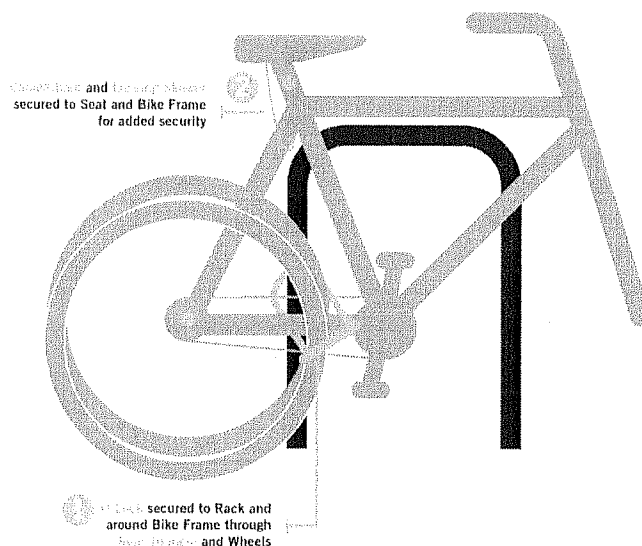
**(Additional resources:**

- BART bike parking video: <https://www.youtube.com/watch?v=mMBkkSGHNWs>
- Hal Grades Your Bike Locking 2014 video: <https://www.youtube.com/watch?v=eKtr-lWxzZg>

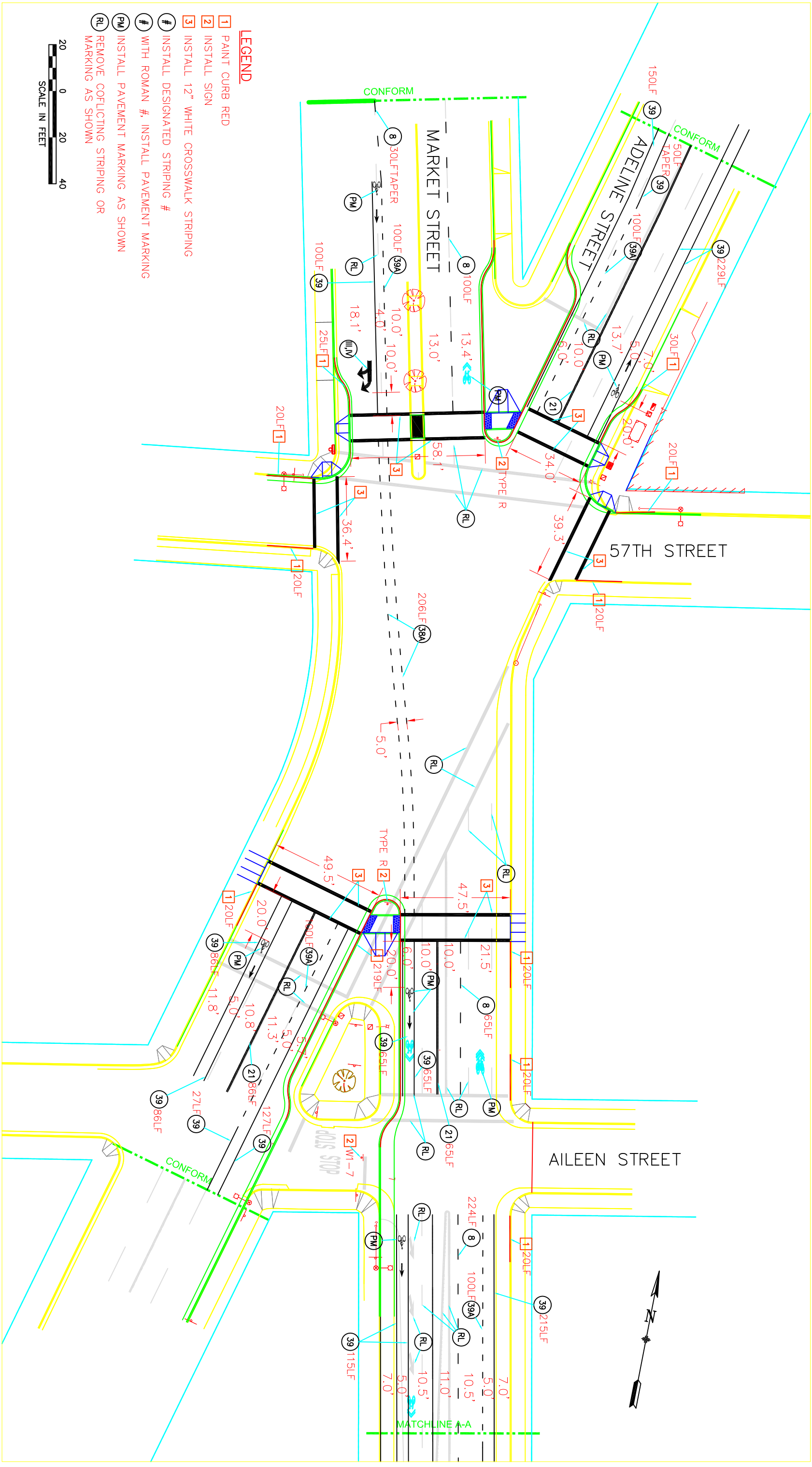
## Using the Rear Triangle



## Removing the Front Wheel







- LEGEND**
- 1 PAINT CURB RED
  - 2 INSTALL SIGN
  - 3 INSTALL 12" WHITE CROSSWALK STRIPING
  - # INSTALL DESIGNATED STRIPING #
  - # WITH ROMAN #, INSTALL PAYEMENT MARKING
  - PM INSTALL PAYEMENT MARKING AS SHOWN
  - RL REMOVE COFLICTING STRIPING OR MARKING AS SHOWN





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65% PLAN SET

**HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**  
PROJECT - CYCLE 5  
MARKET STREET / ARLINGTON AVENUE - 45TH STREET



PROJECT ENGINEER		No.	DATE	BY	REFERENCE
W. AL-JALOUD					
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DESIGNED BY	X.XXXX				
DRAWN BY	X.XXXX				

**PROPOSED STRIPING PLAN**

PROJECT NO.

**C468230**

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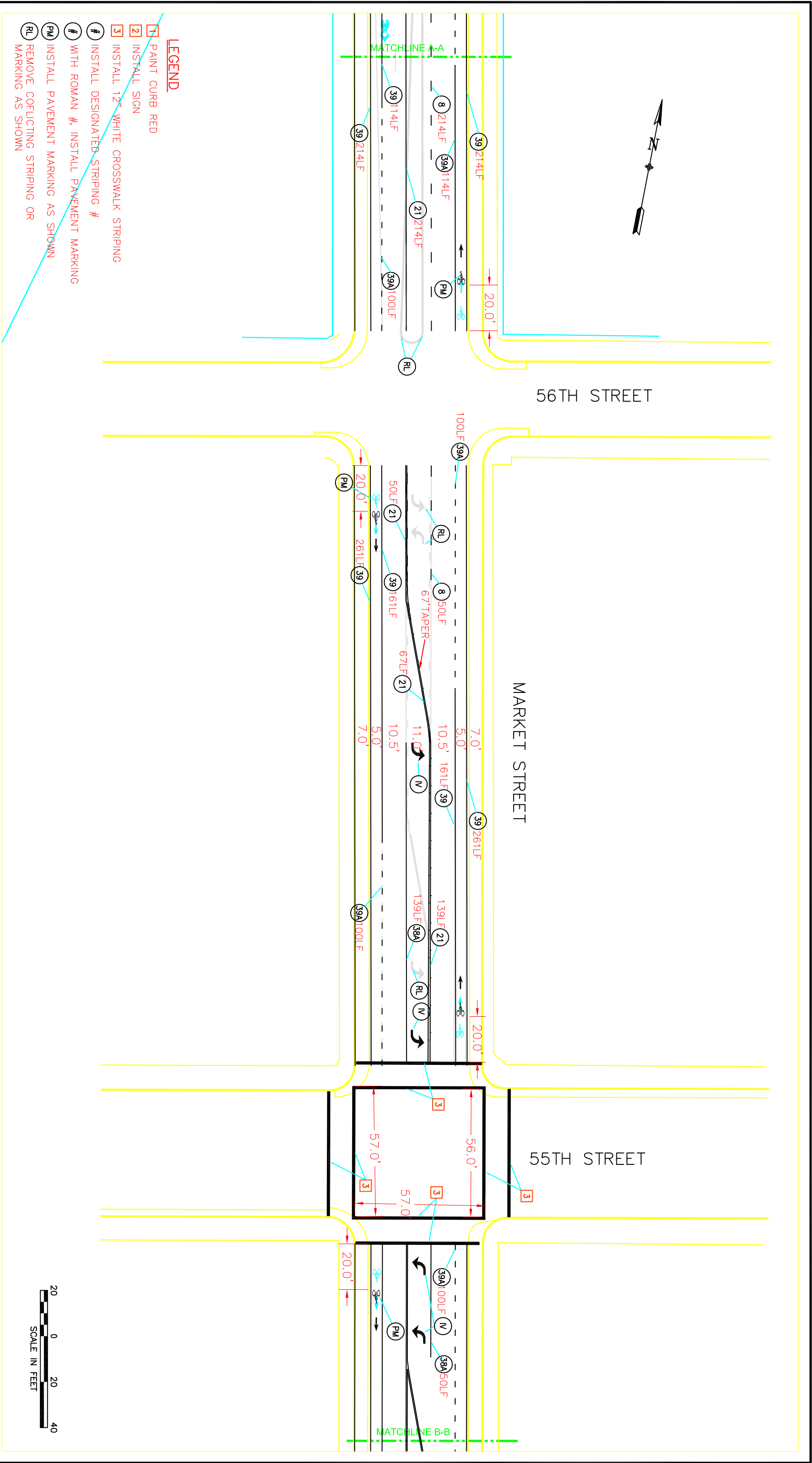
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13 OF 21



- LEGEND.**
- 1 PAINT CURB RED
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MARKET STREET / ARLINGTON AVENUE - 45TH STREET

PROJECT ENGINEER

W. ALJAOUI

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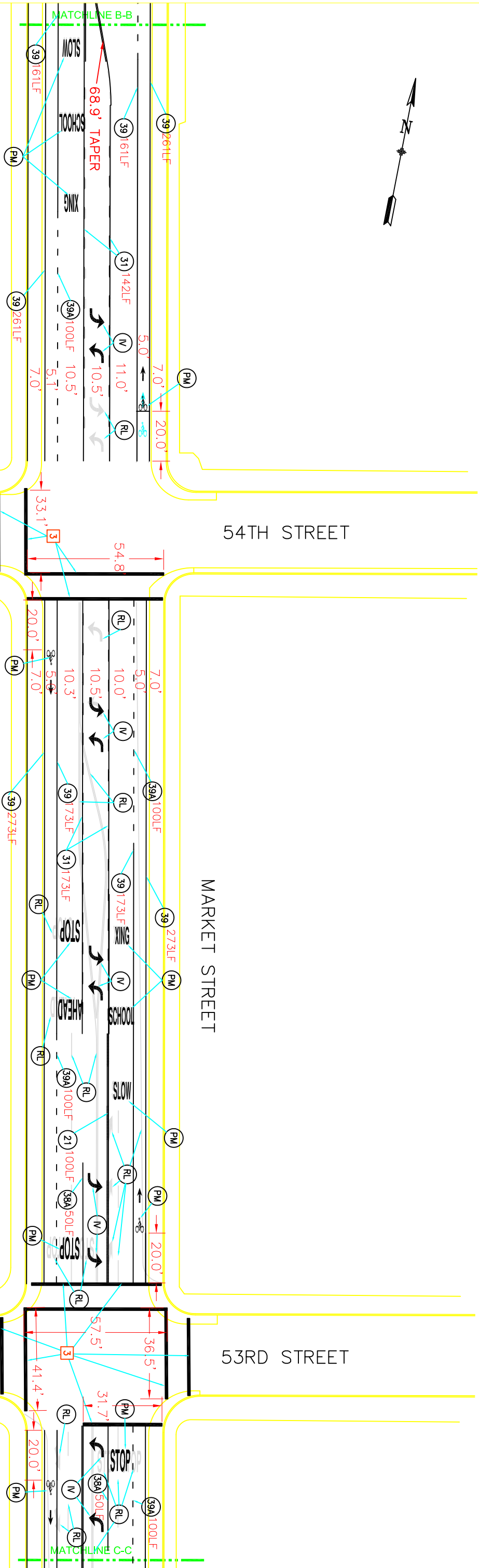
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PLOT DATE: 07-01-14  
PLOTTED BY: wright9a



LEGEND

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- PM INSTALL PAVEMENT MARKING AS SHOWN
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PROJECT - CYCLE 5  
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65% PLAN SET



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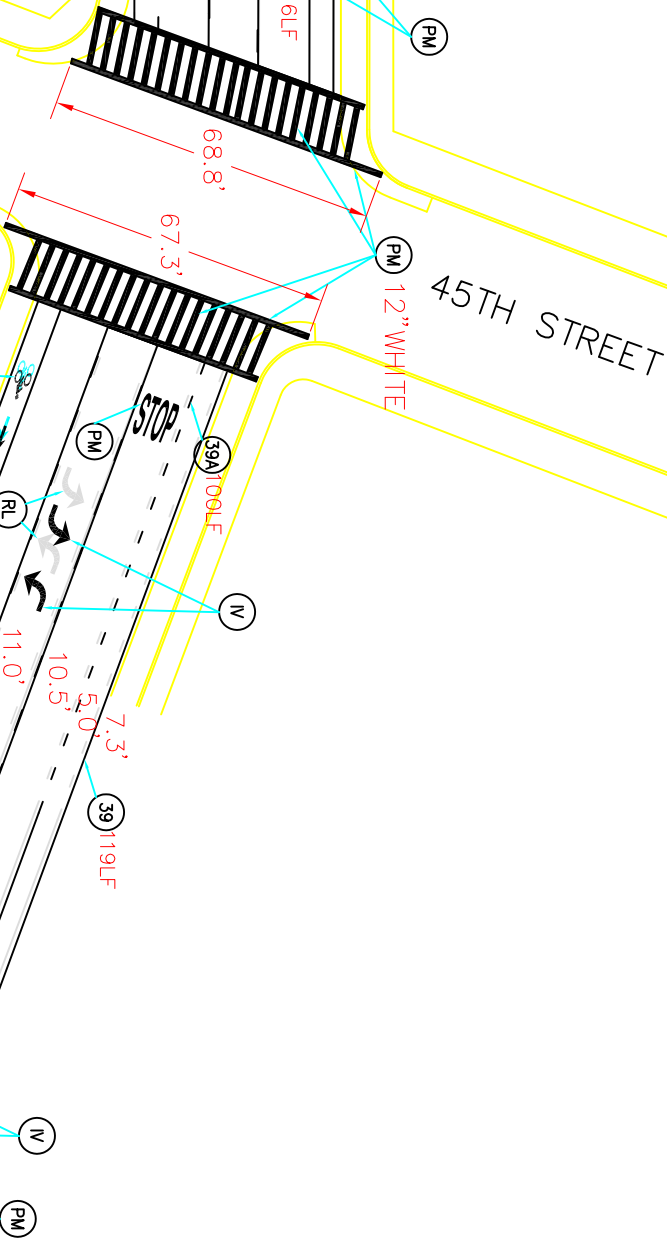
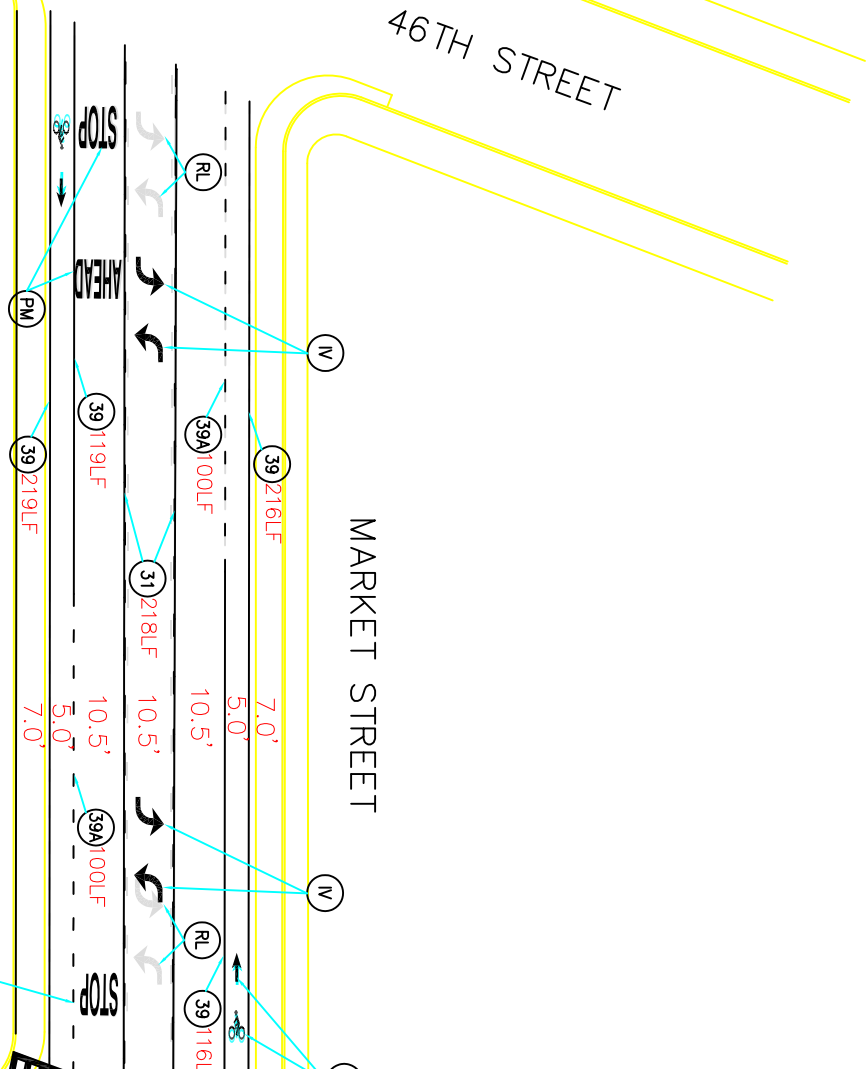
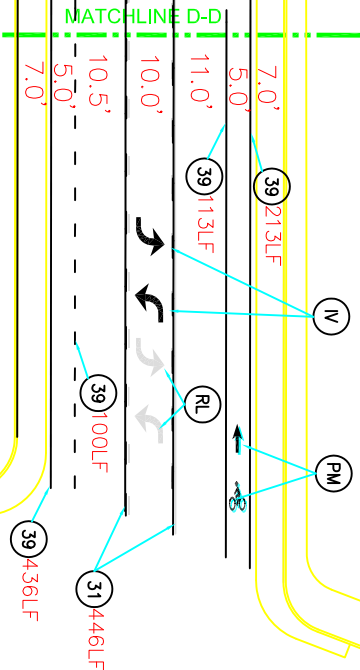
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65% PLAN SET



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**PLAN**

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