



**City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the July 20th, 2023 Meeting
City Hall, 2nd Floor, Sergeant Daniel Sakai Hearing Room (A.K.A. Hearing Room 4)**

Meeting agenda at <https://www.oaklandca.gov/meeting/july-2023-bicyclist-pedestrian-advisory-commission-bpac-meeting>.

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

Item 1. Roll Call/Determination of Quorum/Introductions

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

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

Introductions were made.

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

Item 2. Open Forum / Public Comment

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

Item 3. Approval of Meeting Minutes

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

Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 4. Recent Bicyclist and Pedestrian Fatal Traffic Crashes

Commissioner Schader (patricias.oakland@gmail.com) led the commission in a discussion of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians.

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

Summary of Discussion:

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

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

Item 5. BPAC Commissioner Recruitment Outreach

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

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

Speakers other than Commissioners: None.

Item 6. Conversation with OakDOT Director Fred Kelley

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

Summary of Discussion:

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

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

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

Item 7. Speed Bump Program Update

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

Summary of Discussion:

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

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

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

Item 8. Fire Code Update

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

Summary of Discussion:

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

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

Speakers other than Commissioners: Kevin Dalley.

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

Item 9. Committee report-backs

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

Summary of Discussion:

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

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

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

Suggestions for Meeting Topics

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

Meeting adjourned at 8:25 PM.

Attachments:

- Speed Humps Program Update presentation
- Fire Code presentation

Minutes recorded by Pierre Gerard, Bicycle & Pedestrian Program Transportation Planner II, emailed to meeting attendees for review on 7/25/23 with comments requested by 8/8/23 to PGerard@oaklandca.gov. Revised minutes were attached to the August 2023 meeting agenda and adopted at that meeting.

Speed Bump Program Update

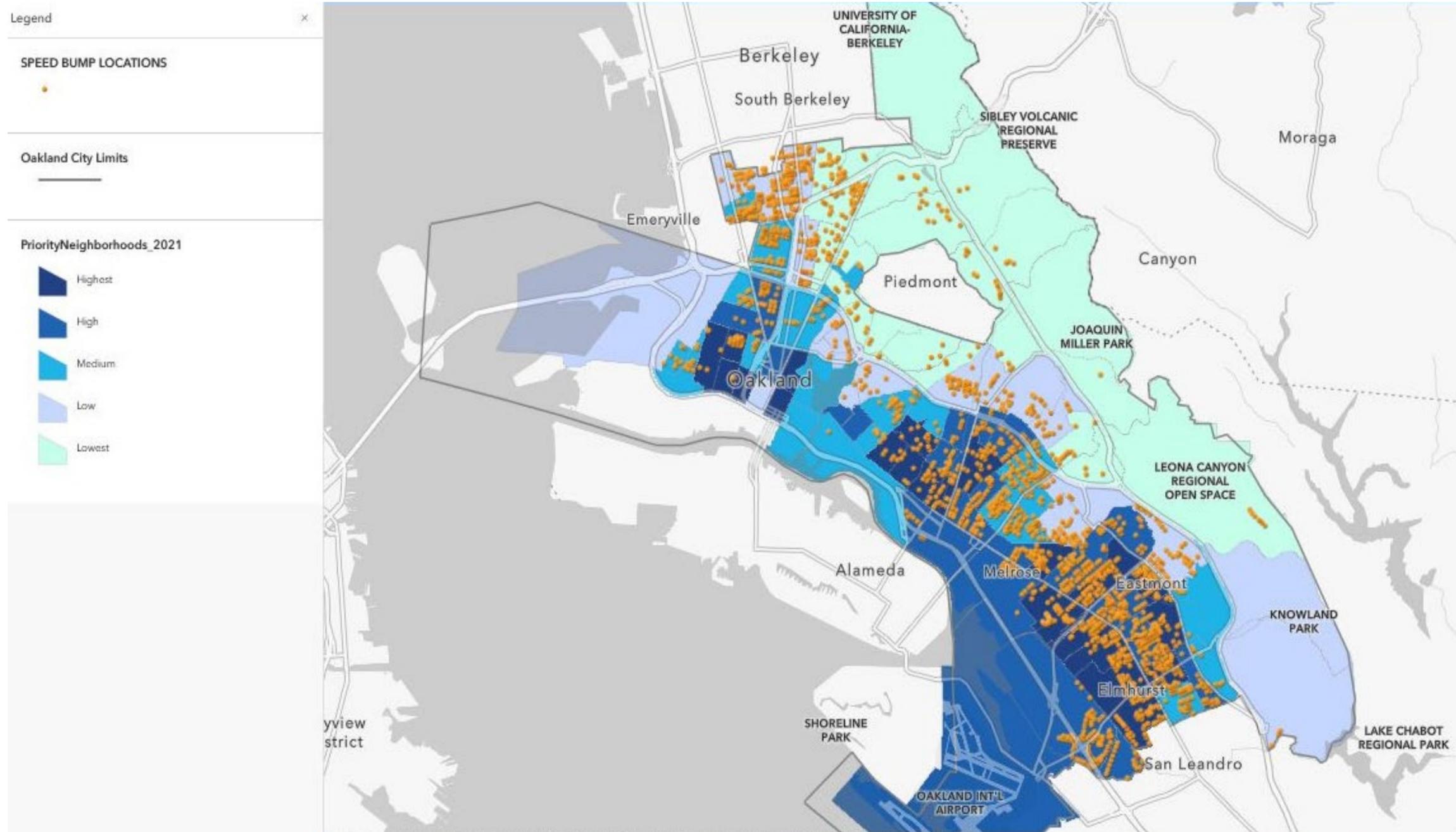
Joe Wang, Supervising Transportation Engineer
Matthew Reiter, Assistant Engineer II
OakDOT Safe Street Traffic Engineering Section



CITY OF
OAKLAND



Speed Bump Locations



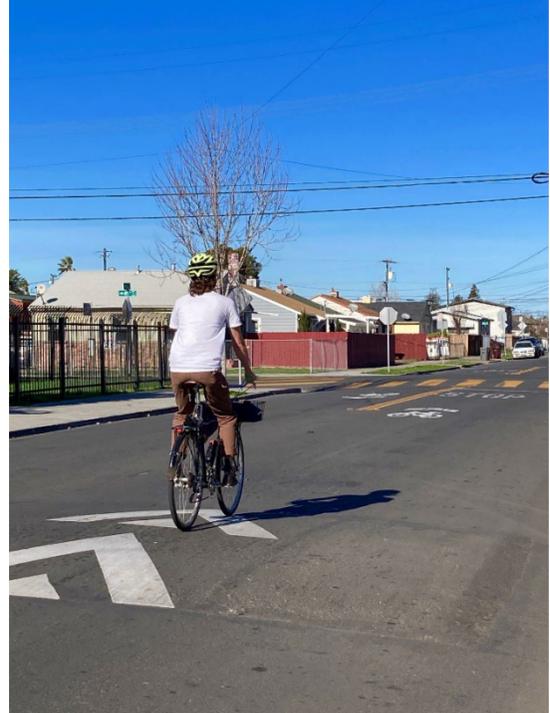
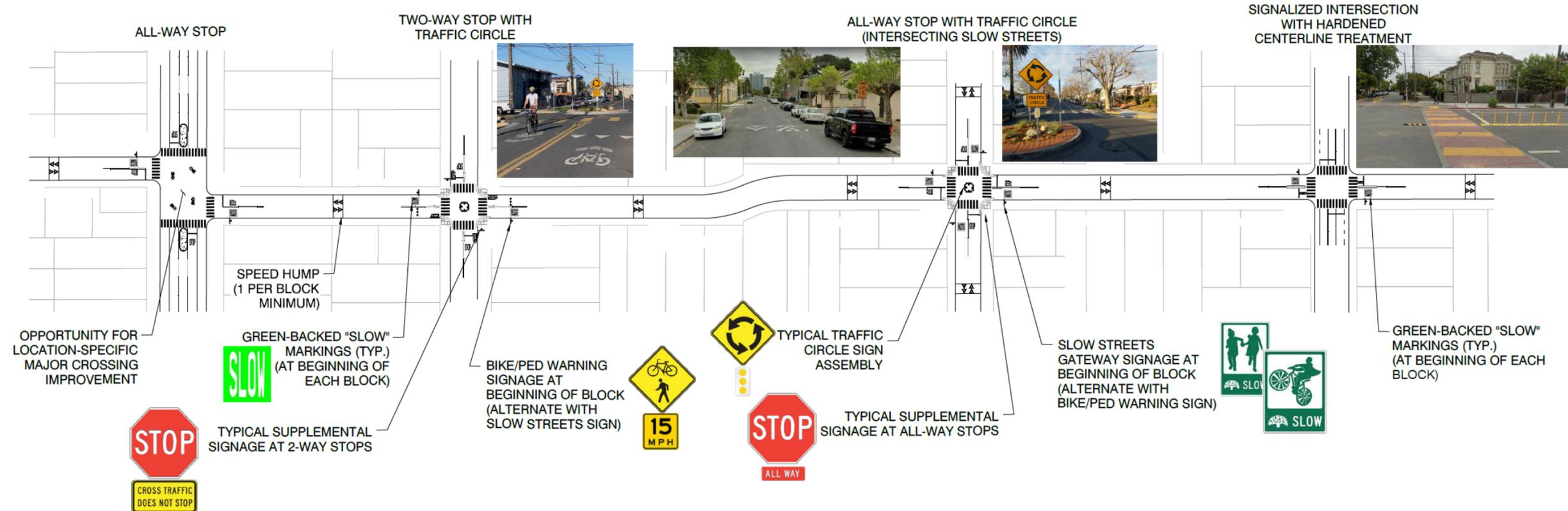
- Program began in early 1990's
- There are approximately 1,850 speed bumps
- Installations are spread according to land use and topographic features

Residential Speed Bump Program

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



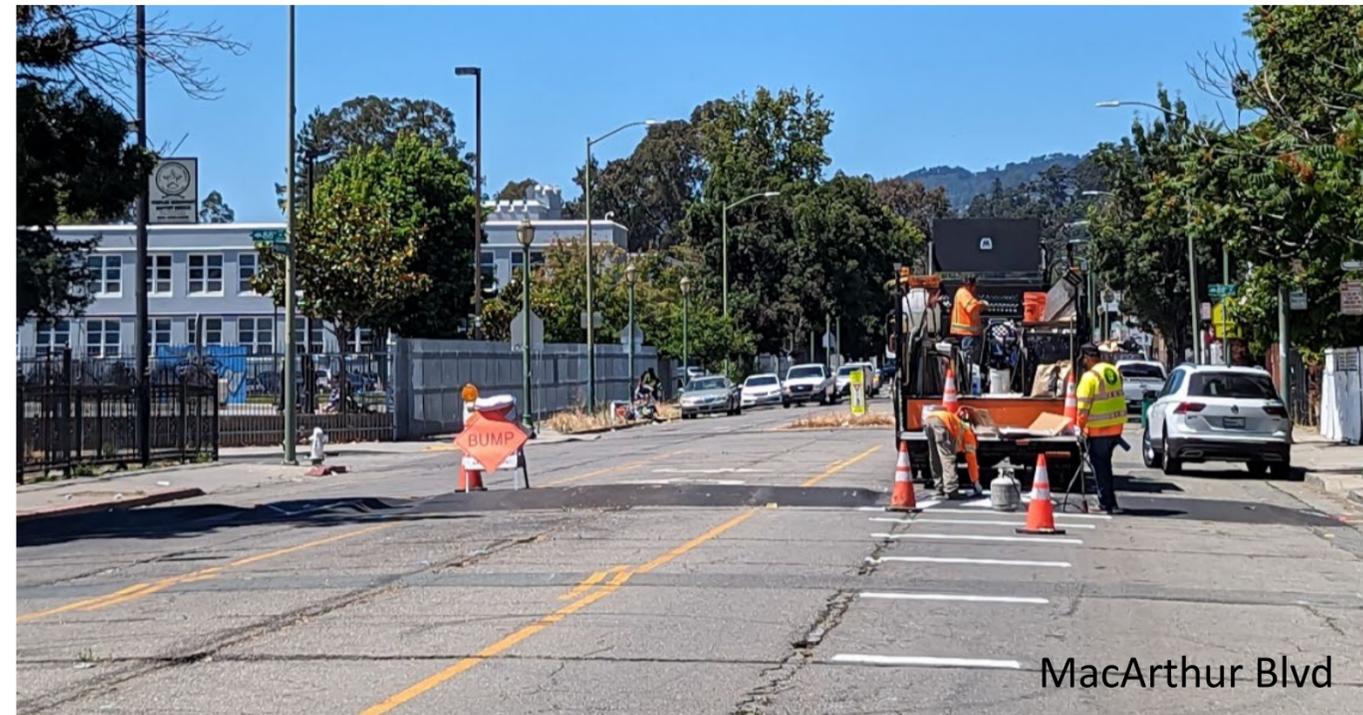
Project-Driven



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

Arterial Speed Cushions

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



Residential Speed Bump Program



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

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

Download

SPEED BUMP APPLICATION

(510) 238-3466

SAFE STREETS TRAFFIC ENGINEERING

[Apply for a Speed Bump](#)
[Status of Active Applications](#)

Apply for a Speed Bump

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

Residential Speed Bump Program

OakDOT Speed Bump Application Status List

Last Updated: April 6th, 2023

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

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

Residential Speed Bump Program

Oakland Department of Transportation



APPLICATION FOR SPEED BUMP INSTALLATION

ADVANTAGES AND DISADVANTAGES OF SPEED BUMPS

Advantages:

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

Disadvantages:

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

REQUESTER INFORMATION

A. Location

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

Street Name: _____

From: _____ To: _____

B. Contact Information

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

Name: _____ Email Address: _____

Address: _____ Zip Code: _____

Daytime Phone #: _____ Additional Phone #: _____

C. Concerns

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

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

Residential Speed Bump Program

CITY OF OAKLAND

INSTRUCTIONS FOR COLLECTING SIGNATURES FOR A SPEED BUMP PETITION

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

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

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

Authorization

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

Signature: _____ Date: _____

Residential Speed Bump Program

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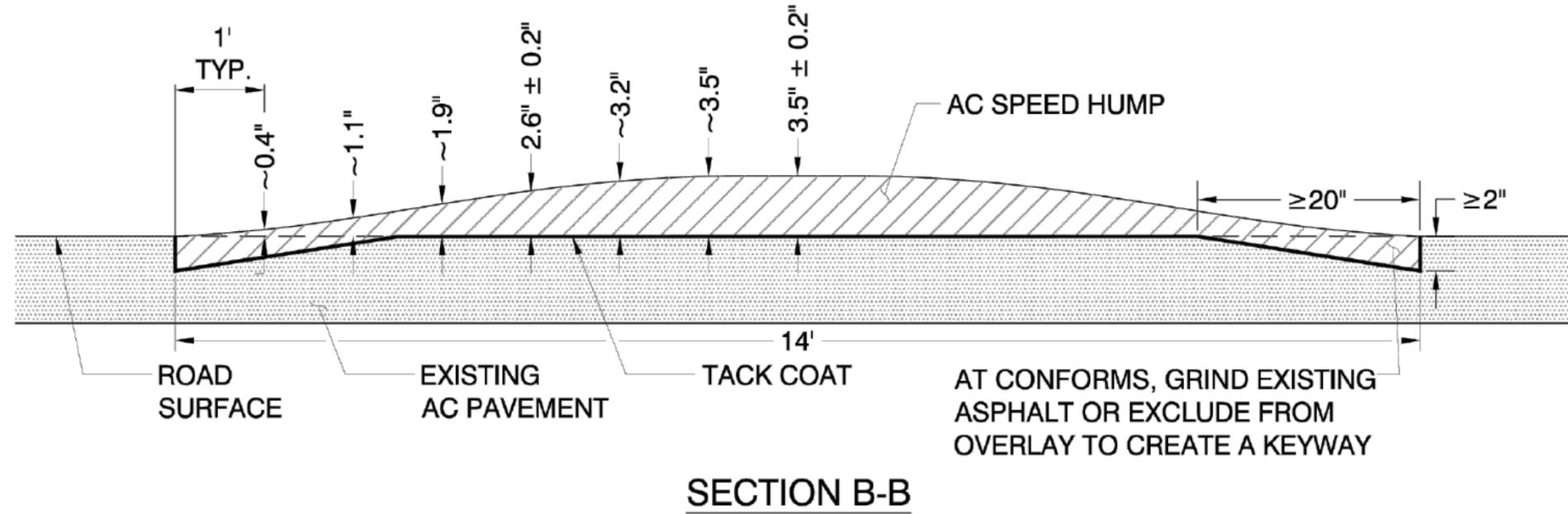
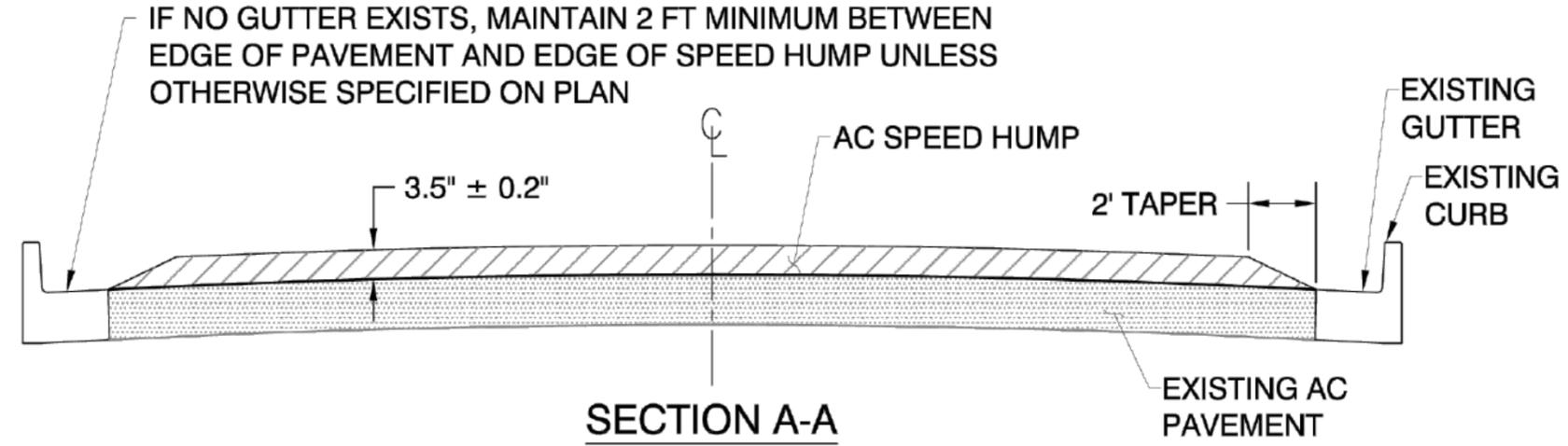
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Signature: _____ Date: _____

Residential Speed Bump Program



OAKLAND FIRE DEPARTMENT APPENDIX D

Fire Marshal Felicia Bryant

Presented with OAKDOT
BPAC
July 20, 2023



Interim Chief Damon
Covington

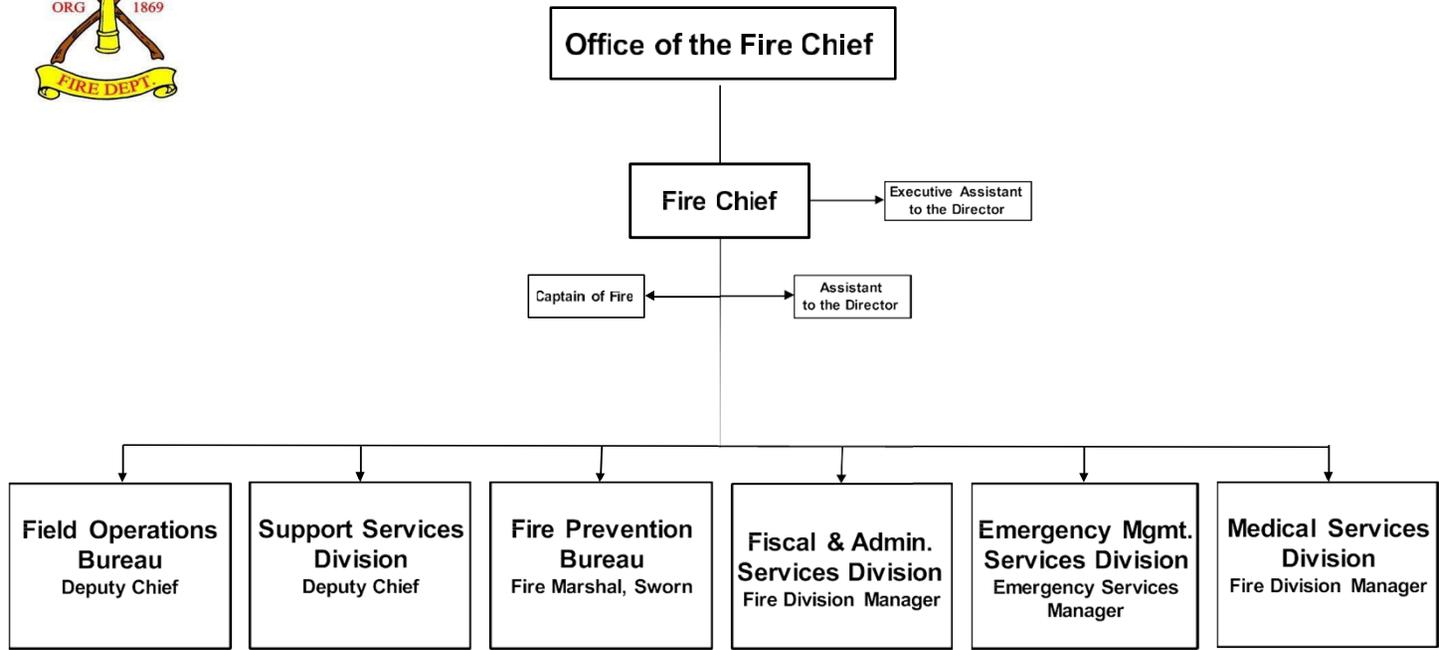


Who is Oakland Fire

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



OAKLAND FIRE DEPARTMENT





Who is Fire Prevention Bureau

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



California Fire Code

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



Appendix D

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

Safe Oakland Streets - Goals



Oakland's Mandate to Improve Street Safety

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



9th St and Madison St

OakDOT's Stakes in Fire Code Clearances



At Intersections – Where Traffic Crashes are Most Likely to Occur

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



98th Ave and Cherry St

OakDOT's Stake in Fire Code Clearances



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

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



27th St at Broadway

Draft Solutions for Applying the Fire Code



At Intersections

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



8th St at Union St

Draft Solutions for Applying the Fire Code



Along Streets

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



8th St at Union St



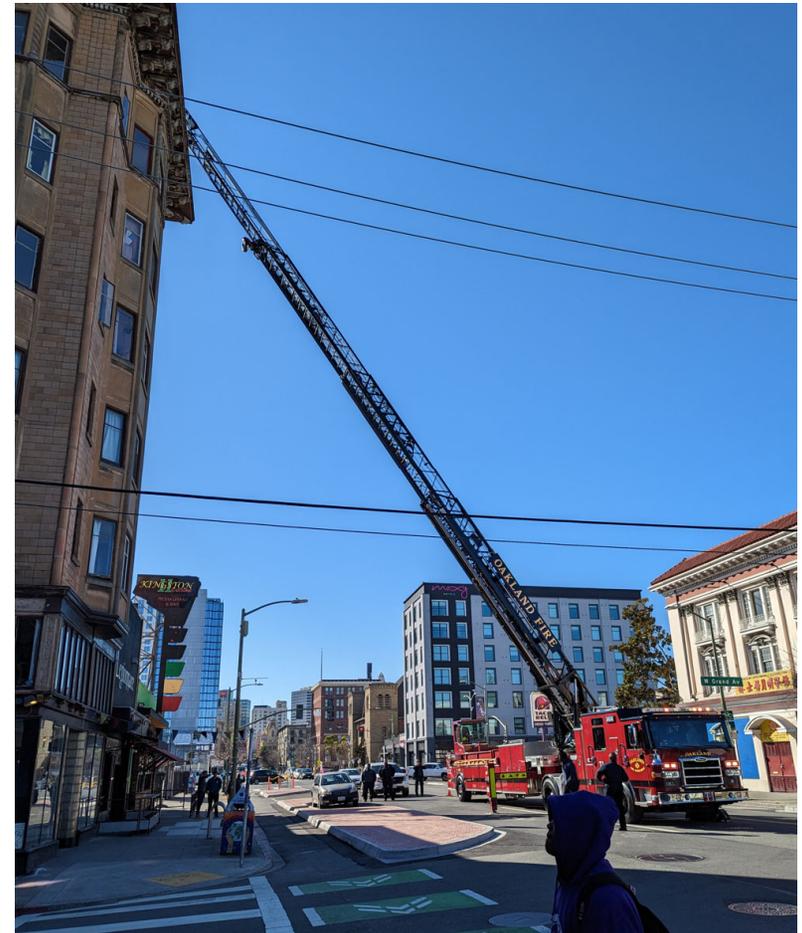
Embarcadero near Oak St

Draft Solutions for Applying the Fire Code



Along Streets

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



Telegraph Ave at 23rd St

An Issue for Further Discussion



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

Proposed next steps for this issue include:

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



Foothill Blvd near 27th Ave

Opportunities for Ongoing Collaboration



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

Topics for ongoing collaboration include:

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



Embarcadero near Oak St



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 Oakland Fire Department
 Fire Prevention Bureau
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fbryant@oaklandca.gov



Jason Patton, Senior Transportation Planner
 Oakland Department of Transportation
 Safe Streets Division
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jpatton@oaklandca.gov