



City of Oakland, Bicyclist & Pedestrian Advisory Commission

Minutes from the July 18, 2024 Meeting

City Hall, 2nd Floor, Sergeant Daniel Sakai Hearing Room (A.K.A. Hearing Room 4)

Meeting agenda at <https://www.oaklandca.gov/boards-commissions/bicyclist-and-pedestrian-advisory-commission/meetings>

Meeting called to order at 6:02 PM by BPAC Chair Gardner.

Item 1. Roll Call, Determination of Quorum, Introductions, and Acknowledgement of Recent Bicyclist and Pedestrian Fatal Traffic Crashes

At roll call, quorum was established with eight Commissioners present (X). Commissioner Yee arrived after roll call (x).

Commissioners	Present
Priyanka Altman	X
Alex Frank	X
Grey Gardner (Chair)	X
Jimmy Jessup	X
Phoenix Mangrum	X
David Ralston (Vice-Chair)	X
Patricia Schader	X
Nick Whipps	X
Dianne Yee	x

Introductions were made.

1. Staff: Pierre Gerard (Oakland Department of Transportation – OakDOT), Noel Pond-Danchik (OakDOT), Craig Raphael (OakDOT), Tony Dang (OakDOT), Megan Wier (OakDOT)
2. Other attendees: Kevin Dalley (Transport Oakland), Jerry Barclay, Laura, Will Barnow, Ross Parish, Bryan Culbertson (Traffic Violence Rapid Response), George Spies, Robert Prinz (Bike East Bay).

Chair Gardner led the commission in an acknowledgement of recent fatal and other high-profile traffic crashes in Oakland involving bicyclists and pedestrians; for more information visit:

<https://www.oaklandca.gov/topics/traffic-fatality-tracking>.

- At around 11:56 PM on June 20th, 2024, a 51-year-old Black male bicyclist was killed by a motorist on 105th Ave near Nattress Way in a hit-and-run crash involving two vehicles.
- At around 12:00 PM on June 6, 2024, a male bicyclist named John Beland was severely injured in a pothole-related crash on Skyline Boulevard near Evergreen Avenue. He succumbed to his injuries at Highland Hospital on Sunday, June 30, 2024.

Summary of Discussion:

- The speed humps and striping on 105th Ave were removed and had not yet been reinstalled for a repaving project at the time of the crash on that street near Nattress Way before the crash.

- The 311 service request relating to the pothole at the site of the crash involving John Beland has been open for at least six years leading up to the time of the crash.
- Bicyclist injuries and fatalities involving potholes do not always get reported to OakDOT by the Oakland Police Department, and the Oakland Police Department does not always respond to the site of these crashes at the time they occur.
- The BPAC Policy and Legislative Committee has identified the need for the City of Oakland to improve its 311 service request reporting procedures.
- The Oakland Fire Department may be interested and able to assist with severe injury and fatality reporting involving bicyclists and pedestrians to OakDOT and the general public.
- Robert Prinz has offered feedback to OakDOT staff to improve the City's 311 reporting procedures. Some pothole locations may be difficult to respond to when they don't include a specific physical address (e.g., locations in the Oakland hills that often exclude a physical address).

Speakers other than Commissioners: Kevin Dalley, Bryan Culbertson, George Spies, Robert Prinz.

Item 2. Open Forum / Public Comment / Announcements

A list of announcements and attachments were included in the meeting's agenda packet. There is a liaison to Open Forum who follows up with members of the public and tracks Open Forum comments at https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/html

- OakDOT will be hosting a Zoom meeting at 9am next Thursday, July 25, 2024, to discuss possible ideas and locations for the City Council-supported quick-build traffic calming pilot project; OakDOT is seeking BPAC Commissioners to attend this meeting to provide feedback. Contact Commissioner Shader for more information.
- Pedal Brewfest, a fundraiser for Bike East Bay, will be held on Saturday, 7/20/24, from 1:00 – 5:00 PM at Snow Park. The event will include information about the planned cycle track loop around Lake Merritt.
 - A 10:30am bicycle ride to Pedal Brewfest from deep East Oakland is planned, contact Patricia Schader for more information.
- The Downtown Oakland Specific Plan was approved at City Council and included a plan for a cycle track on Martin Luther King Jr. Way
- A raised cycle track bikeway project on Martin Luther King Jr. Way from 2nd St to 14th St is planned; see this webpage for more information: <https://www.oaklandca.gov/projects/martin-luther-king-jr-way-streetscape-improvements>.
- Cycle track bikeway projects on Market Street and 3rd Street are still proposed but not yet implemented. If anyone is interested in discussing these proposals with the BPAC Infrastructure Committee, get in touch with Robert Prinz and Dianne Yee.

Speakers other than Commissioners: Robert Prinz.

Item 3. Approval of Meeting Minutes

The draft meeting minutes from the June 2024 BPAC meeting were considered for adoption.

→ A motion to adopt the **Bicyclist & Pedestrian Advisory Commission June 20, 2024 meeting minutes** was made (Commissioner Gardner), seconded (Commissioner Frank), and approved unanimously by voice vote.

Adopted minutes online at www.oaklandbikes.info/BPAC

Item 4. Committee Report Backs

Everyone is encouraged to attend committee meetings.

- Infrastructure Committee:
 - The next meeting will be September 5, 2024, from 3:30-5:30 in the Broadway Conference Room at 250 Frank Ogawa Plaza Suite 4314.
 - The Infrastructure Committee last met on July 11, 2024, and heard items on the 14th Street Corridor Safety Project and the San Pablo Avenue Bus and Bike Lanes Project. The notes from the meeting will be available, once finalized, at: <https://www.oaklandca.gov/meeting/july-2024-bicyclist-pedestrian-advisory-commission-bpac-infrastructure-committee-special-meeting>
- Policy and Legislative Committee: The next meeting is scheduled for Monday, August 12, 2024, from 5:30-7:30 PM in City Hall, Hearing Room 2. The meeting will include discussion on OakDOT's policy approach to pothole prevention strategies.

→ A motion to form an **ad-hoc committee composed of Commissioners Gardner and Frank and community member Kevin Dalley to discuss bicyclist and pedestrian severe injury and fatality reporting by the City of Oakland** was made (Commissioner Gardner), seconded (Commissioner Frank), and approved unanimously by voice vote.

- Open Forum liaison Commissioner Jessup is tracking all open forum comments. The tracking form can be found at: https://docs.google.com/spreadsheets/d/1v0nDQC83kYuR8rW_ofuDLSTOy0LdRg9otR63Yp0u5Qw/htmlview

Speakers other than Commissioners: Robert Prinz.

Item 5. Speed Safety Camera Update

Craig Raphael, Speed Safety Camera Program Manager at OakDOT, presented an update on implementation of speed safety cameras under Assembly Bill 645, which authorized a five-year speed camera pilot in six California cities. A copy of the updated presentation is attached to these minutes.

Summary of Discussion:

- 40 short-listed proposed automated speed camera locations were chosen for 3 days of motor vehicle speed surveying to collect data on 85th percentile speed and the percentage of vehicles traveling 10 miles per hour over the speed limit.
- For cities that have experienced sharp reductions in speed due to an automated speed enforcement program, what elements did their programs include?
- The features of this program are outlined in Assembly Bill 645.

- The automated speeding violation citation will not be recorded as a point the violator's driver's license and will not impact the driver's insurance, because citations are non-moving violations.
- Is Assembly Bill 43 (signed in October 2021, which allows local governments to lower posted speed limits in "safety corridors") related to Oakland's implementation of AB 645?
 - OakDOT staff did analyze locations included for consideration under AB 43 but did not include locations where speed limits are being lowered under AB 43 due to reasons including that OakDOT is trying to avoid creating the impression of a speed trap at automated speed camera locations. Signage must be included at the approach to the camera, but OakDOT can include signage at turning locations onto approaches for the cameras, and once the program begins, signs can be added at other locations Citywide to inform drivers that motor vehicle speed is being enforced at the 18 locations throughout Oakland.
- A speed safety system at a specific location shall be operated for no more than 18 months after installation of a system, unless one of the following thresholds has been met:
 - (A) A reduction in the 85th percentile speed of vehicles compared to data collected before the system was in operation.
 - (B) A 20-percent reduction in vehicles that exceed the posted speed limit by 10 miles per hour or more compared to data collected before the system was in operation.
 - (C) A 20-percent reduction in the number of violators who received two or more violations at the location since the system became operational.
- The City of Oakland will not own the cameras and will pay the contractor who does own the cameras for their rental. The associated contract could be extended after 5 years, but policy enabling the City to do so would need to be generated and passed via State legislature.
- AB 645 requires OakDOT demonstrate motor vehicle speeds are reduced at each of the speed camera locations. AB 645 does not specify how much motor vehicle speeds need to be reduced to allow them to keep operating, only that they are reduced after installation of the cameras.
- The Speed Safety Cameras Implementation Update from OakDOT is on the 7/23/24 meeting agenda for the Public Works and Transportation Committee; the associated report and attachments can be viewed on Legistar at the following webpage:
<https://oakland.legistar.com/LegislationDetail.aspx?ID=6778791&GUID=0E00369F-A62E-4422-9864-4240F386BE86&Options=&Search=>.
- There is a statutory limitation on notifying motorists who speed over the posted speed limit but under 11mph over the speed limit; the cameras can only take a photo if the vehicle is traveling over 10mph over the posted speed limit.
- The program is estimated to cost \$1.7 million per year as a base assumption, with the camera rentals estimated at \$4000 per camera per month. These cost estimates are not yet included in the draft Request for Proposals (RFP), so they are subject to change before the RFP is released.
- Any revenues beyond the cost to run the system from this program are required to fund City traffic calming work. OakDOT does not expect surplus revenue from this program, but there is uncertainty about how much revenue the program will generate. A special fund for the profit revenue will be created to protect it from other uses.
- Is there a backup funding program for the automated speed camera program? OakDOT is seeking additional funding for the program from the Alameda County Transportation Commission (ACTC); OakDOT is open to additional funding opportunities from any other agencies.
- The speed cameras will likely use a combination of radar and LiDAR. Separate tube counts may need to be taken to capture some speeds.

- State Bill 50 (SB50) is pending State legislation to reduce police-involved pretext traffic stops, and Oakland has an opportunity to proactively accomplish the same goal. The “bill would prohibit a peace officer from stopping or detaining the operator of a motor vehicle or bicycle for a low-level infraction, as defined, unless a separate, independent basis for a stop exists or more than one low-level infraction is observed.” Read more at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB50.
- OakDOT will pay a flat fee to the contractor for the camera rentals and processing, so there is no incentive for the contractor to inflate the penalty fees.
- There has been intention from the State legislature to the City level to avoid conflating this program with red light camera programs.
- The program will be ineffective without an impact to drivers’ driving record, insurance, or some other stronger measure.

Speakers other than Commissioners: Megan Wier, Robert Prinz, Bryan Culbertson, Kevin Dalley, George Spies, Anne Killebrew.

Item 6. Mid-Cycle Budget Discussion

BPAC leadership led the Commission in a discussion of OakDOT’s Fiscal Year 2024-2025 mid-cycle budget. A memo of high-level changes to the budget affecting OakDOT was included in the agenda for this meeting.

Summary of Discussion:

- BPAC communicated to OakDOT that traffic calming should be a central priority for the mid-cycle budget. The OakDOT memo to the Public Works and Transportation Committee does not appear to include this prioritization.
- Discretionary funding for traffic calming projects appears limited.
- It is disappointed that the “one-time savings” funding identified in the memo is not proposed to be used for the City Council-approved community traffic calming pilot program.
- The BPAC should write a letter to OakDOT responding to the mid-cycle budget memo. This type of letter could be sent on a monthly basis.
-
- Reading a letter aloud to Oakland City Councilmembers would be more impactful than sending the letter alone.

→ A motion **to write a letter to the Public Works and Transportation Committee expressing the Bicyclist and Pedestrian’s Advisory Commission’s disappointment with OakDOT’s mid-cycle budget** was made (Commissioner Schader), seconded (Chair Gardner), and approved unanimously by voice vote.

Speakers other than Commissioners: Ann Killebrew, Kevin Dalley.

Item 7. BPAC Commissioner Recruitment & Outreach

Staff and commissioners discussed the BPAC recruitment process and created an Ad-Hoc recruitment committee. A document detailing the status of current commissioners’ terms and the recruitment process was attached to the meeting agenda packet.

Summary of Discussion:

- Commissioner Mangrum is planning on attending Pedal Brewfest to help recruit new BPAC Commissioners.
- BPAC Open House events have worked well for Commissioner recruitment in past years and should be done again this year. The Cesar Chavez Branch Library was last year's location and should be considered again. Recruitment should be done in conjunction with outreach for the future BPAC meeting held at 81st Ave Library.

→ A motion **to create an ad-hoc BPAC Recruitment Committee composed of Commissioners Mangrum, Schader, and Altman** was made (Whipps), seconded (Gardner), and approved unanimously by voice vote.

Speakers other than Commissioners: none.

Item 8. BPAC Logo Design

Noel Pond-Danchik from the OakDOT Safe Streets Division, Bicycle and Pedestrian Program (npond-danchik@oaklandca.gov), presented on the BPAC logo design presented to the BPAC at the November 2023 meeting and discussed hat or other swag options for commissioners. A copy of the presentation was included in the meeting agenda.

Summary of Discussion:

- Commissioners prefer the black color option for the hat.
- Commissioners would like to have BPAC-branded stickers or other swag to give away at events.

→ A motion **to approve the BPAC logo design in the 7/18/24 meeting agenda packet** was made (Gardner), seconded (Frank), and approved unanimously by voice vote.

Item 9. Three-month agenda look-ahead, suggestions for meeting topics

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

Suggestions for Meeting Topics

- Planned bikeways by the Port of Oakland on Market St and 3rd St
- Upcoming grant applications
- Regional Measure 3: Safe Routes to Transit & Bay Trail (SR2TBT) grant applications

Meeting adjourned at 8:00 PM.

Attachments:

- *Revised Speed Safety Pilot Program* attachment

Minutes recorded by Pierre Gerard, Bicycle & Pedestrian Program Transportation Planner II, emailed to meeting attendees for review on July 23, 2024 with comments requested by August 6, 2024 to pgerard@oaklandca.gov. Revised minutes will be attached to the August 2024 meeting agenda and considered for adoption at that meeting.

Automated Speed

Enforcement

Project Update, Locations & Timeline

Craig Raphael
Speed Safety Program Project Manager
Department of Transportation (OakDOT)



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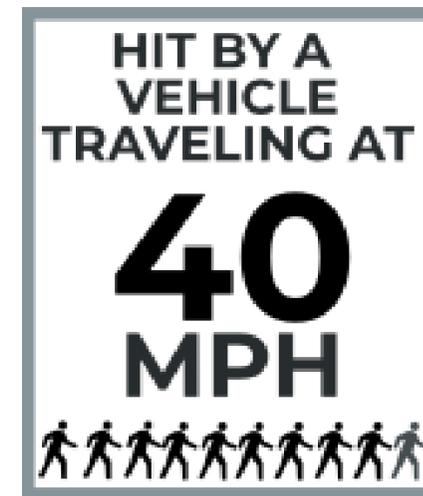
Higher speeds are more deadly

SPEEDING IS A PRIMARY FACTOR IN TRAFFIC VIOLENCE

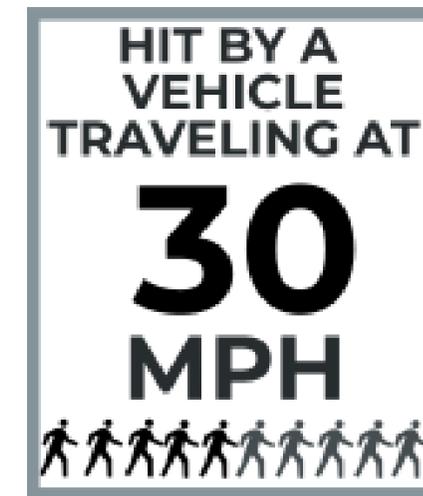


1 in 4 Oaklanders killed are involved in a crash where speed is a primary factor

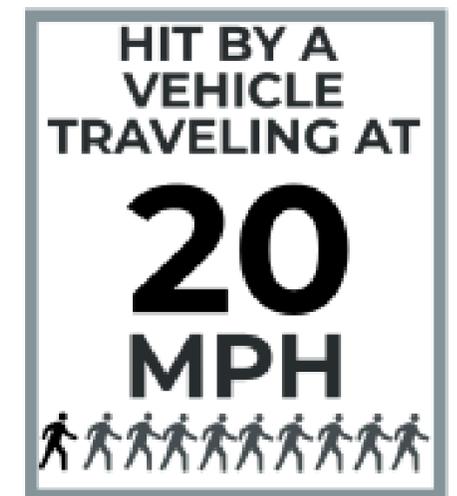
SPEED IS ESPECIALLY DEADLY FOR PEDESTRIANS



9 out of 10 pedestrians are killed



5 out of 10 pedestrians are killed



1 out of 10 pedestrians are killed

AB 645: Speed Safety Pilot Authorization

- Authorizes local departments of transportation (not police departments) in six cities to establish a speed safety program (Oakland, SF, LA, San Jose, Glendale, Long Beach)
- Establishes a 5-year pilot through 1/1/2032
- The number of cameras is limited based on the city's population: Oakland gets 18 camera systems
- Any excess revenue beyond cost of program operations must be reinvested into traffic calming and spent within 3 years of collection

AB 645 Establishes:	
Speed Penalties	11-15 MPH over: \$50 16-25 MPH over: \$100 26+ MPH over: \$200
Type of penalty	Civil penalty (not moving violation)
Penalty Issued to	Owner of vehicle (not driver)
Warning period	First 60 days: no-fee warnings



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Equity Provisions in AB 645

- Citations are civil penalties (non-moving violations) – no impact to insurance or points on license
- Must offer a diversion program, ticket fee reductions between 50% to 80%, and payment plan options for low-income populations
- Flexibility & Warnings: 1-10 mph doesn't get a ticket; camera locations must have signs posted; 60-day warning period
- Must conduct racial and economic equity impact analysis as part of pilot program evaluation



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Speed Violation Fine Structure

Speed Violation AB 645	Fine	Indigent (according to state definition)	200% above poverty level
0-10 mph	\$0	\$0	\$0
11-15 mph	\$50	\$10	\$25
16-25 mph	\$100	\$20	\$50
26 mph and over	\$200	\$40	\$100
Speed greater than 100 mph	\$500	\$100	\$250

Speed Safety Systems Reduce Speeding & Injuries

Speed Reductions

Portland, OR

94%

Decrease in cars going >10MPH over speed limit*

Washington DC

82%

Decrease in cars going >10MPH over speed limit**

Montgomery County, MD

64%

Decrease in cars going >10MPH over speed limit***

Injury Reductions

Edmonton, AB (Canada)

20%

Decrease in fatal and severe injury crashes***

New York City

17%

Reduction in total injuries**

Chicago, IL

15%

Decrease in fatal and severe injury crashes*



*PDOT study. Defined as 11 mph or more over the speed limit based on four corridors where PBOT had speed safety cameras installed. See https://www.portland.gov/transportation/news/2023/10/5/pbot-begins-installing-new-safety-cameras-across-portland-milestone?utm_medium=email&utm_source=govdelivery

**Transportation Research Board. As observed at seven sites selected randomly from 60 targeted enforcement zones in Washington DC. See <https://journals.sagepub.com/doi/abs/10.3141/1830-05?journalCode=trra>

***Hu, W., & McCartt, A. T. (2016). Effects of automated speed enforcement in Montgomery County, Maryland, on vehicle speeds, public opinion, and crashes. *Traffic Injury Prevention, 17*(sup1), 53-58. <https://doi.org/10.1080/15389588.2016.1189076>

*UIC Chicago. Translated into 36 fewer fatal and severe-injury crashes, 68 fewer moderate injury crashes, and 100 fewer minor-injury crashes over a two-year period. See https://www.chicago.gov/content/dam/city/depts/cdot/Red%20Light%20Cameras/2022/Sutton+Tilahun_Chicago-Camera-Ticket_Exec%20Summary-Final-Jan10.pdf

**USDOT, ITS Joint Program Office. See <https://www.itskrs.its.dot.gov/2021-b01580>

***Li, R., El-Basyouny, K., & Kim, A. (2015). Before-and-After Empirical Bayes Evaluation of Automated Mobile Speed Enforcement on Urban Arterial Roads. *Transportation Research Record, 2516*(1), 44-52. <https://doi-org.libproxy.berkeley.edu/10.3141/2516-07>

What types of cameras does Oakland utilize for public safety?

Camera Type	Purpose	Who owns/ Administers	Where/ How many	Status
Speed safety cameras authorized under AB 645	To slow speeding vehicles and improve traffic safety. Can only photograph rear license plates.	City of Oakland Department of Transportation (OakDOT)	18 locations, citywide	Not yet installed; anticipated second half of 2025
Automated license plate readers (ALPR) - Law Enforcement	To aid in criminal investigations related to stolen vehicles and violent crimes, including assault, human trafficking, robbery, and homicide	California Highway Patrol	290 at fixed locations only	New FLOCK system being installed soon. (OPD's older ALPR technology is currently deactivated due to outdated technology and non-conformance with the City's Surveillance Ordinance Policy)
ALPR – Parking Enforcement and Management	To aid in enforcement of parking rules and issuance of parking-related citations	OakDOT	Mounted to parking enforcement vehicles	Currently in use
Video detection for traffic signal operations (actuation)	To support traffic signal operations, i.e. to detect when a car is waiting to turn left on a dedicated phase	OakDOT	Many throughout Oakland at traffic signals	Currently in use
Cameras along International Boulevard at Tempo Bus Rapid Transit (BRT) Stations	Monitor public activity and crime at transit stations	AC Transit	At Tempo stations along International Boulevard	Currently in use
Illegal dumping cameras	To monitor illegal dumping at known hotspot locations	Oakland Public Works	10 cameras	Currently in use

Speed Camera Impact Report

State Law Specification	OakDOT Draft Impact Report
What is the purpose of the system?	To enforce speed limits 24/7 at 18 locations to slow vehicle speeds
How does the system work?	Fixed camera system with radar to detect speeding violations, mailed notices of violation with messaging and fines
How much will this cost, and where is the money coming from?	OakDOT Operating Budget will fund the program, the cost of staff labor and contract could be up to \$1.7 million annually
How will this program affect civil rights, and how will those rights be safeguarded?	Minimal (or positive) impacts to civil rights: <ul style="list-style-type: none">• Unbiased enforcement reduces exposure to discrimination; focus on license plate number minimizes the collection of personally identifiable information



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Privacy Provisions & System Use Policy

State Law Specification	OakDOT Draft System Use Policy
What data is collected?	Rear license plate images for speeding vehicles only. No video or facial recognition allowed.
Who can access the data?	Individuals in authorized City of Oakland job classifications and those employed by the camera vendor (only on a need-to-know basis)
Who is the data shared with?	No one outside of OakDOT (without a court order)
Where is the data stored?	Locally & on SAAS platform
How will data be kept secure?	Logging access to ASE system data, requiring logins with MFA
How long will the data be retained?	Up to 120 days to comply with AB 645 requirements

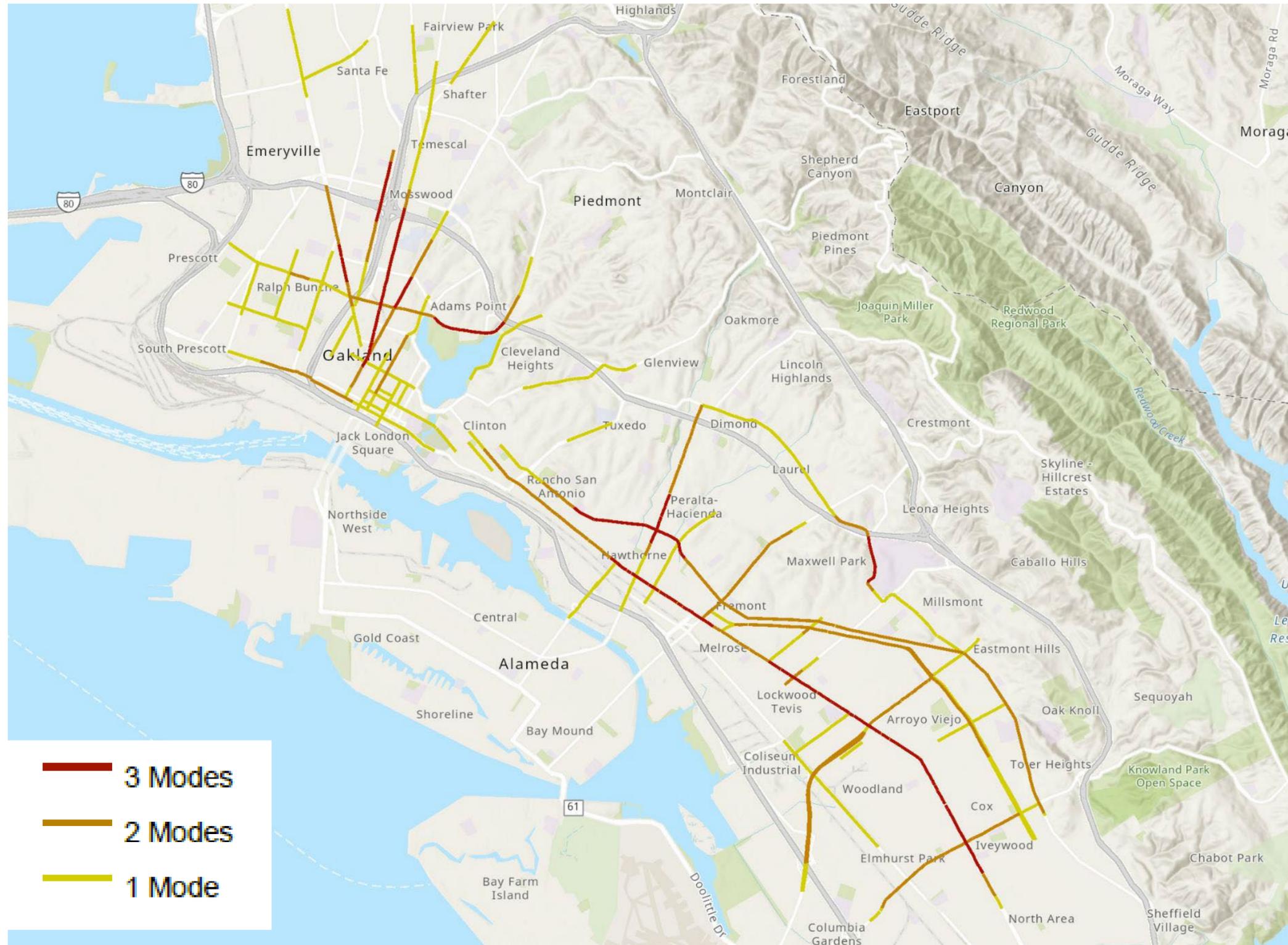
Where can the 18 Cameras Go?

State Law Specification	OakDOT's Response
Cameras shall be located on a high-injury street, a school zone street, or a street with documented speed racing	All cameras will be located on the high-injury network ; several will be adjacent to schools and in locations with speed-related collisions
Cameras cannot be located on state highways, freeways or expressways	All cameras will be located on city-owned streets (excludes freeways and segments of International and San Pablo Blvd owned by Caltrans)
Cameras should be located in areas that are “geographically and socioeconomically diverse”	Camera locations will be spread throughout Oakland , with at least 1 camera per City Council district
To keep a camera location after 18 months, there must be measurable reductions in speeding behavior	Camera locations will be prioritized in locations with vehicle speeds exceeding 10 MPH over the speed limit

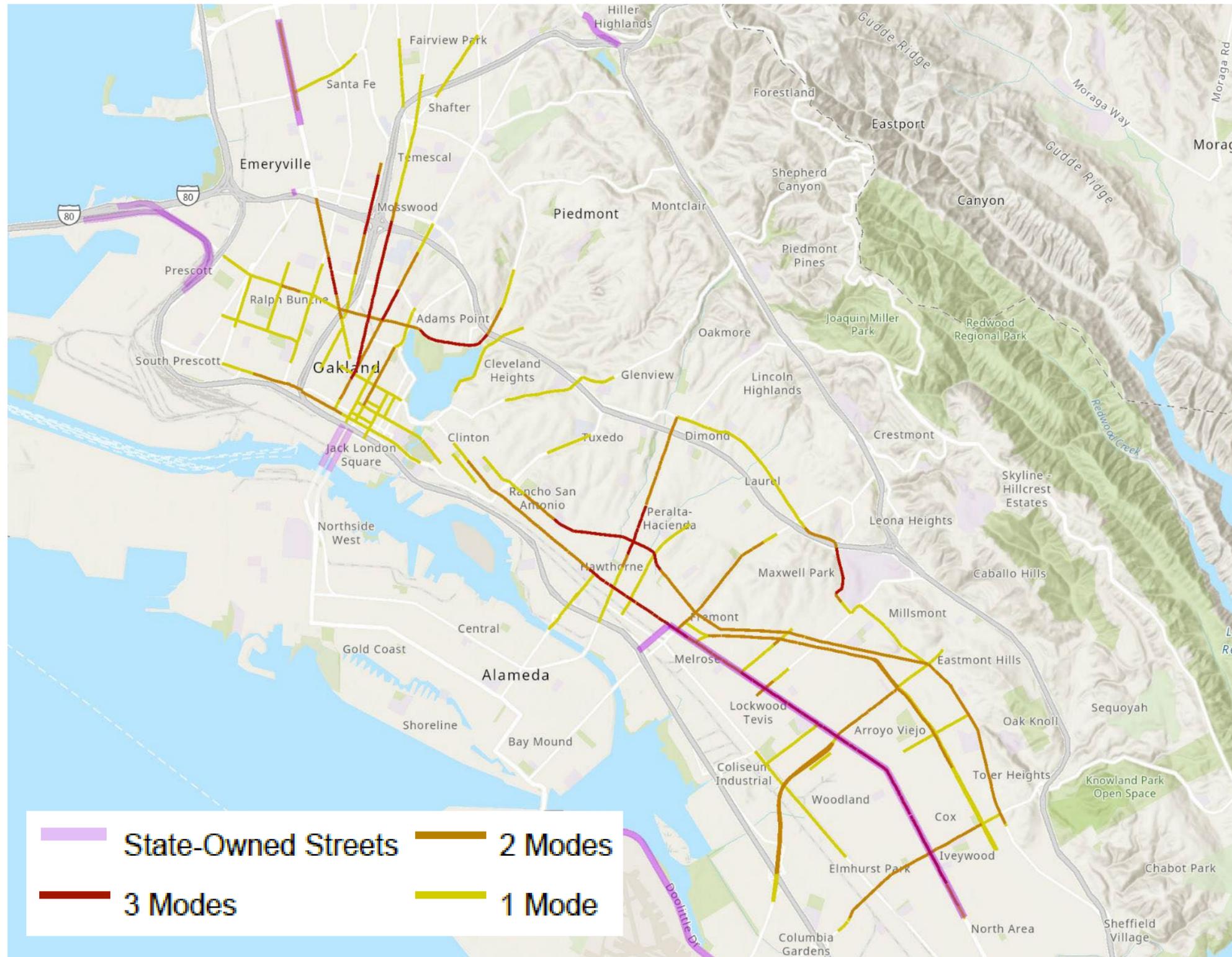


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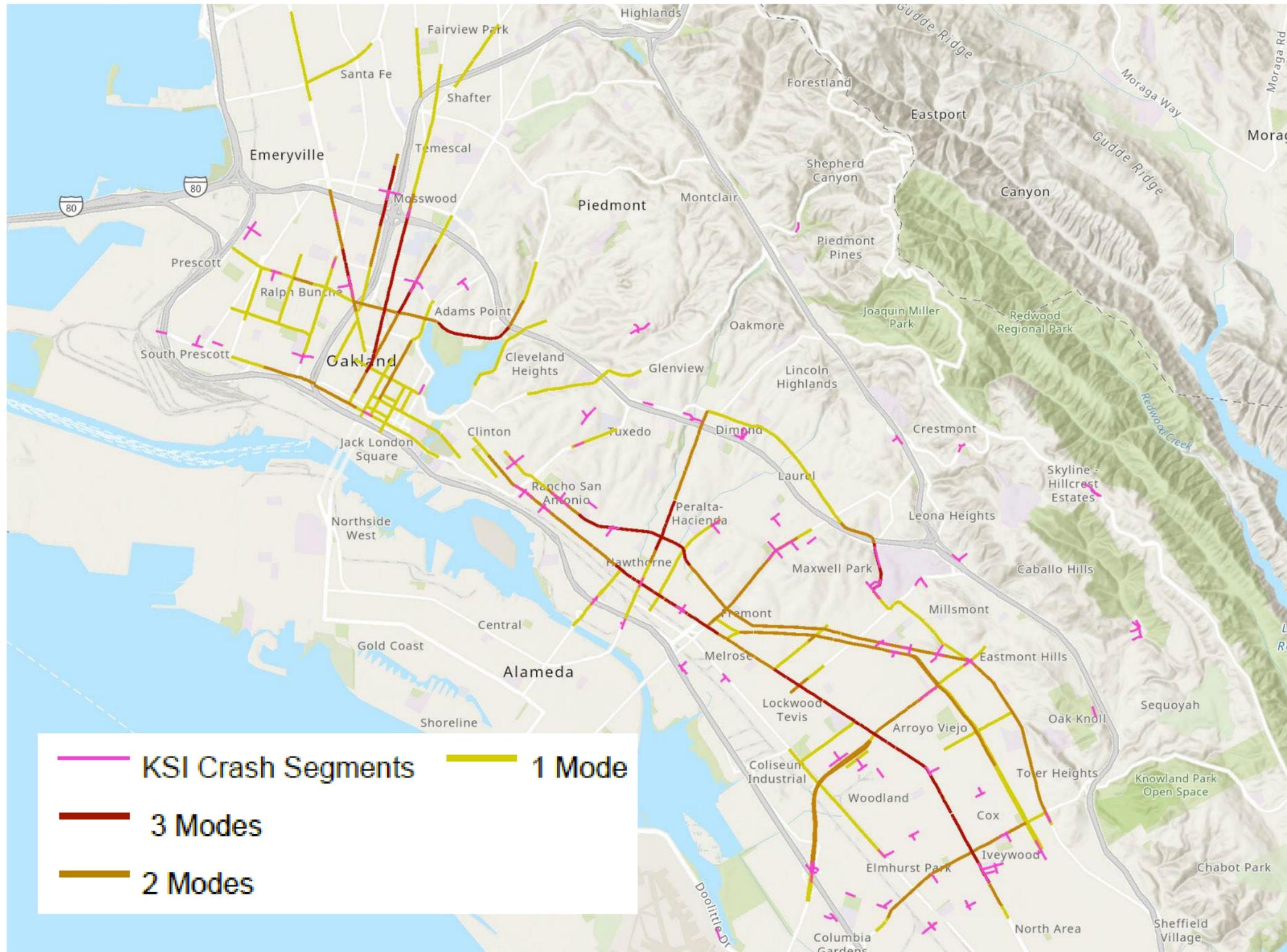
OakDOT 2024 Updated High Injury Network



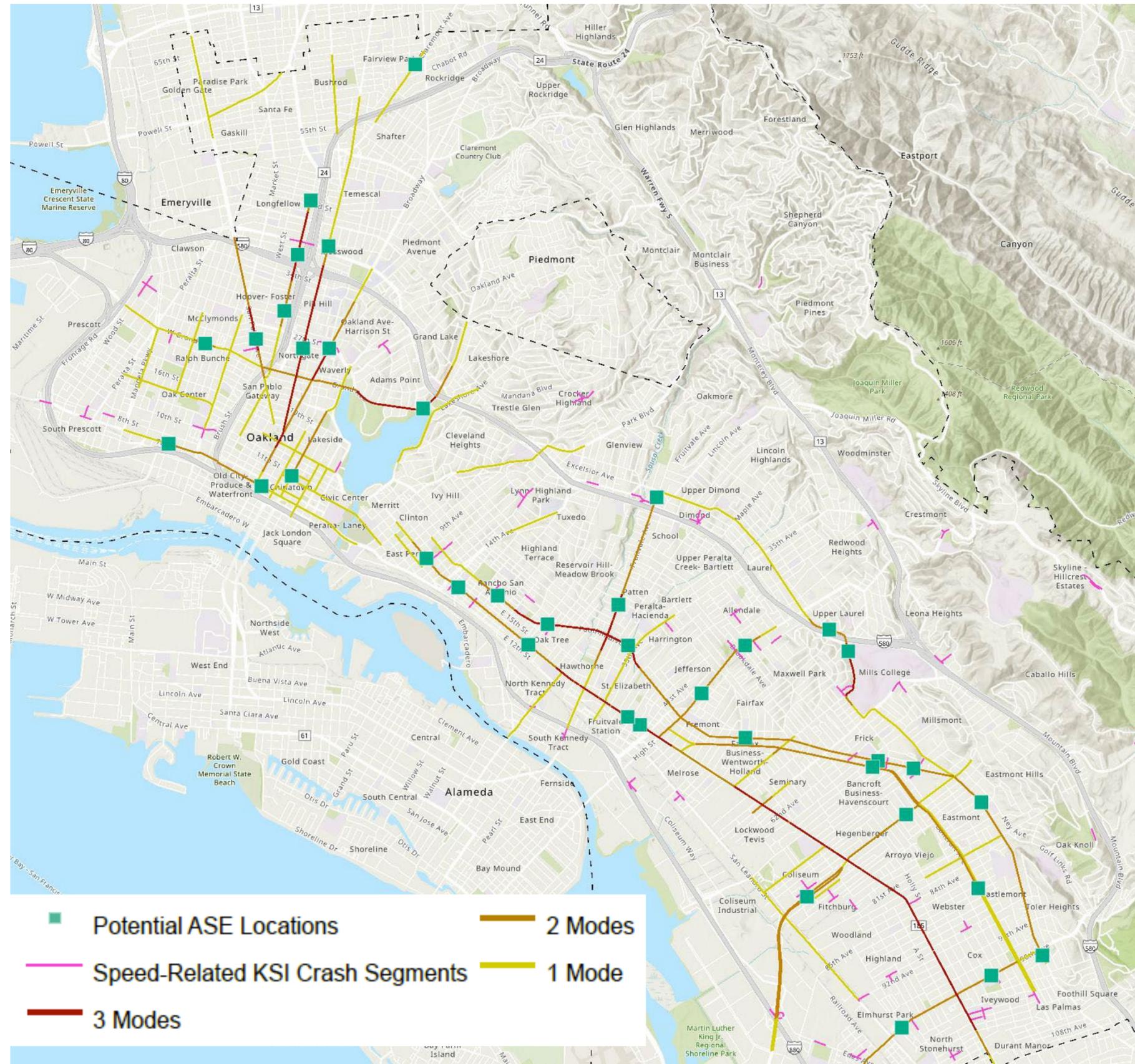
2024 HIN & State-Owned Streets



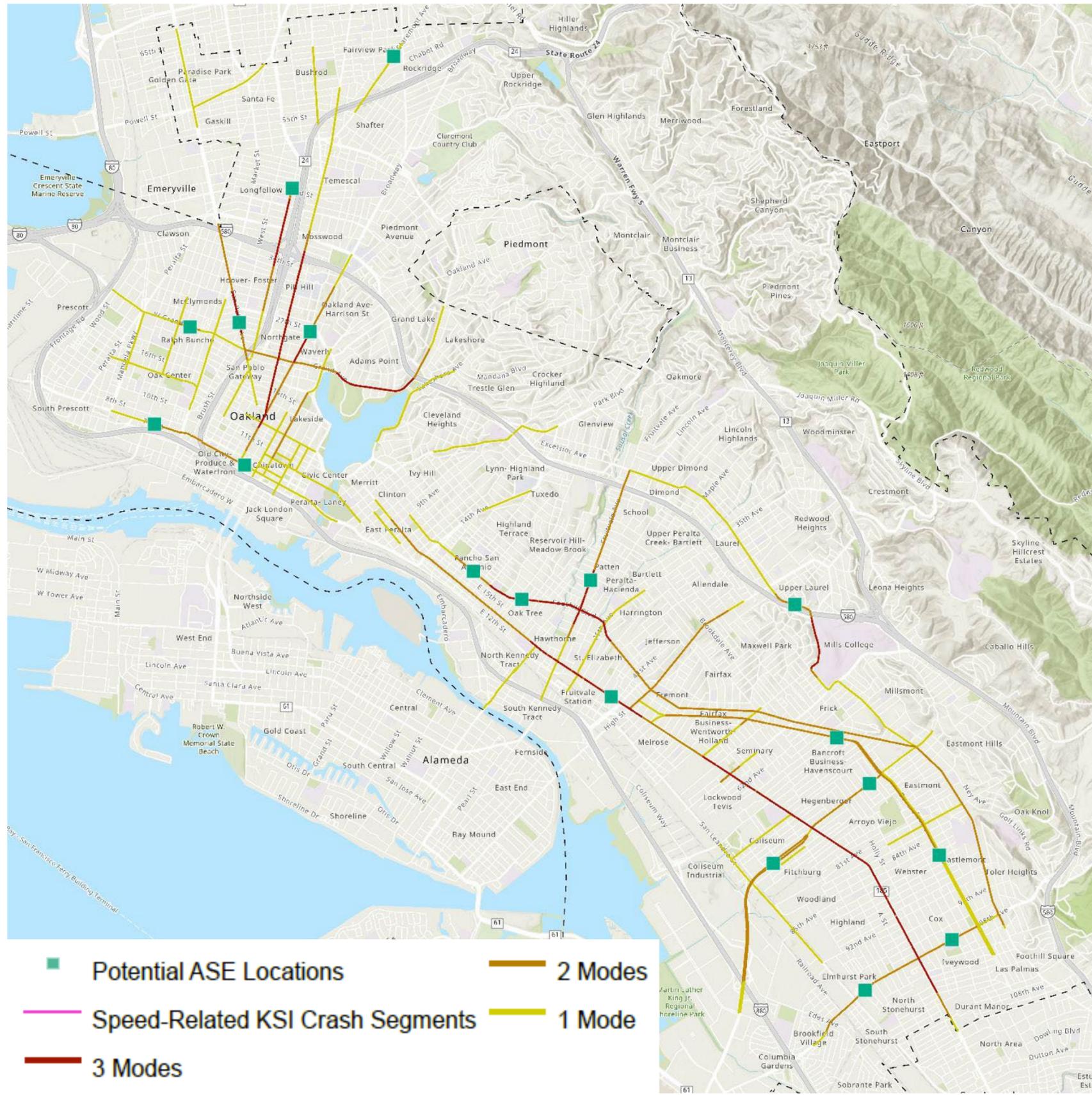
2024 Speed-Related KSI Crash Segments



Shortlist Speed Camera Locations (~40) & Speed-Related KSI Crash Segments



Proposed Speed Camera Locations (18) and HIN



Speed Camera Locations by Planning Area & Council District

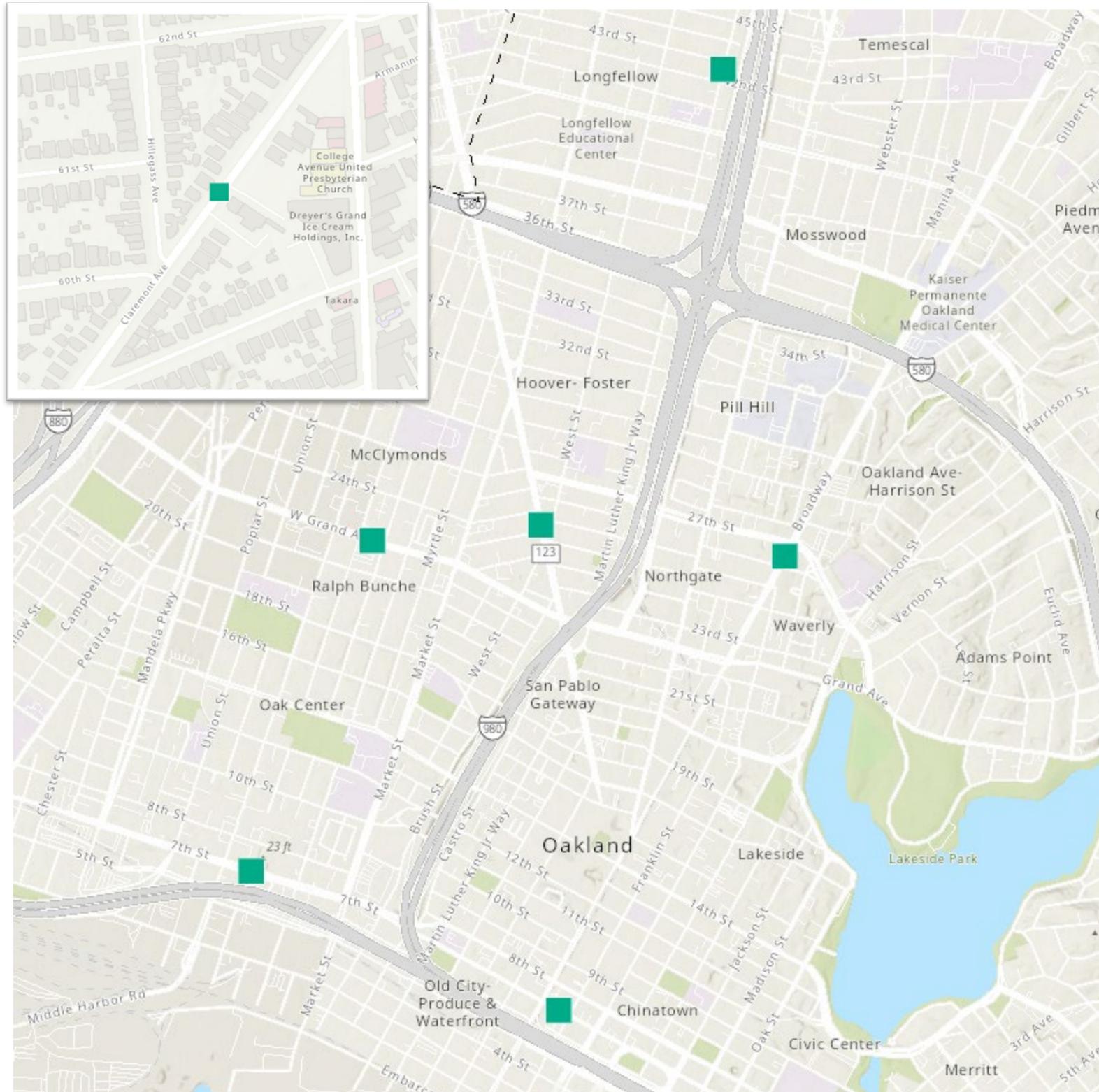
Planning Area	Number of Cameras
West Oakland	3
North Oakland/Adams Point	3
Downtown	1
Eastlake/Fruitvale	4
Glenview/Redwood Heights	1
Central East Oakland	6
East Oakland Hills	0
North Oakland Hills	0
Coliseum/Airport	0
Total	18

Council District	Number of Cameras
1	2
2	3
3	4
4	1
5	2
6	2
7	4
TOTAL	18



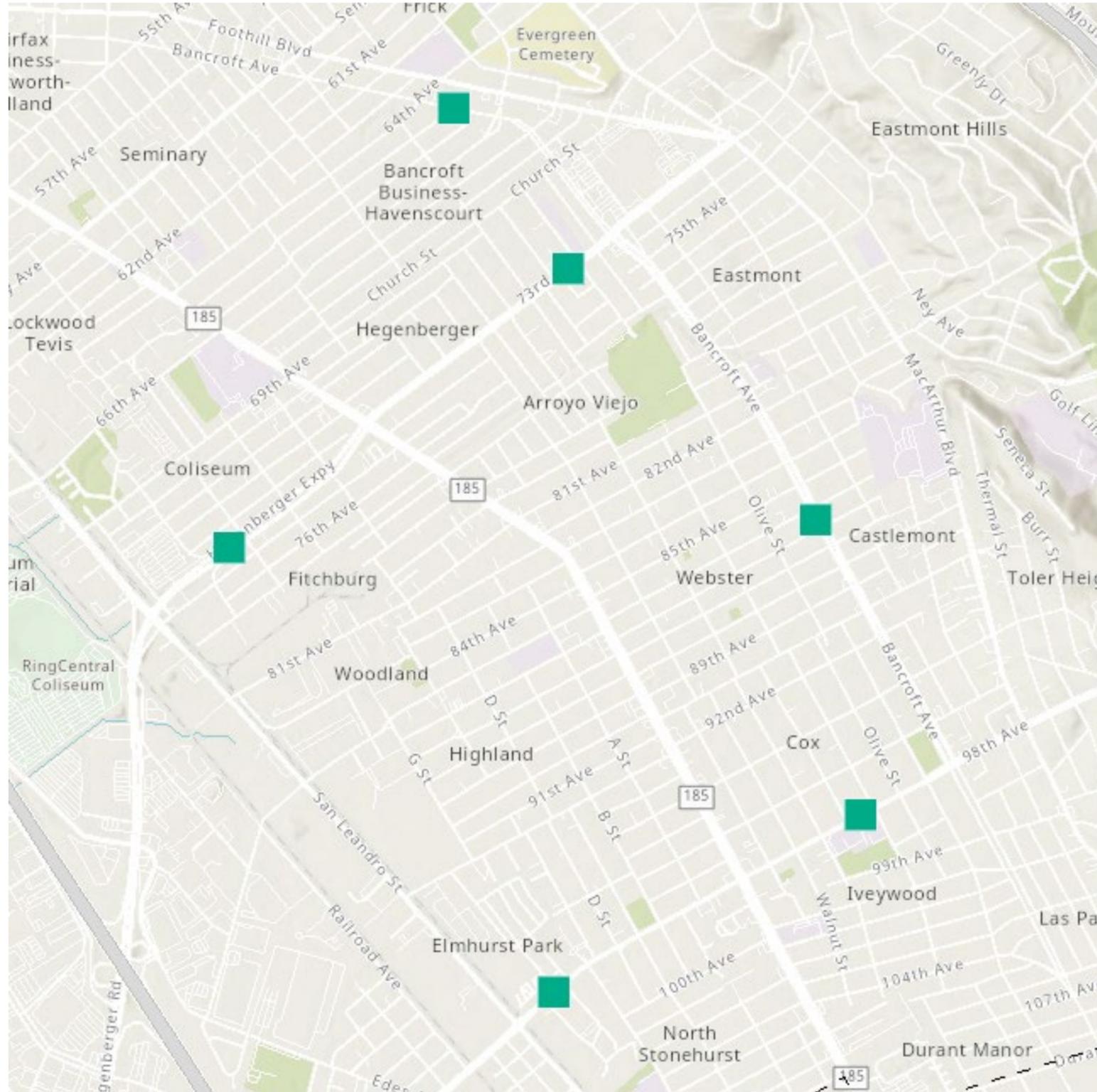
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Proposed Speed Camera Locations (Downtown, West and North Oakland)



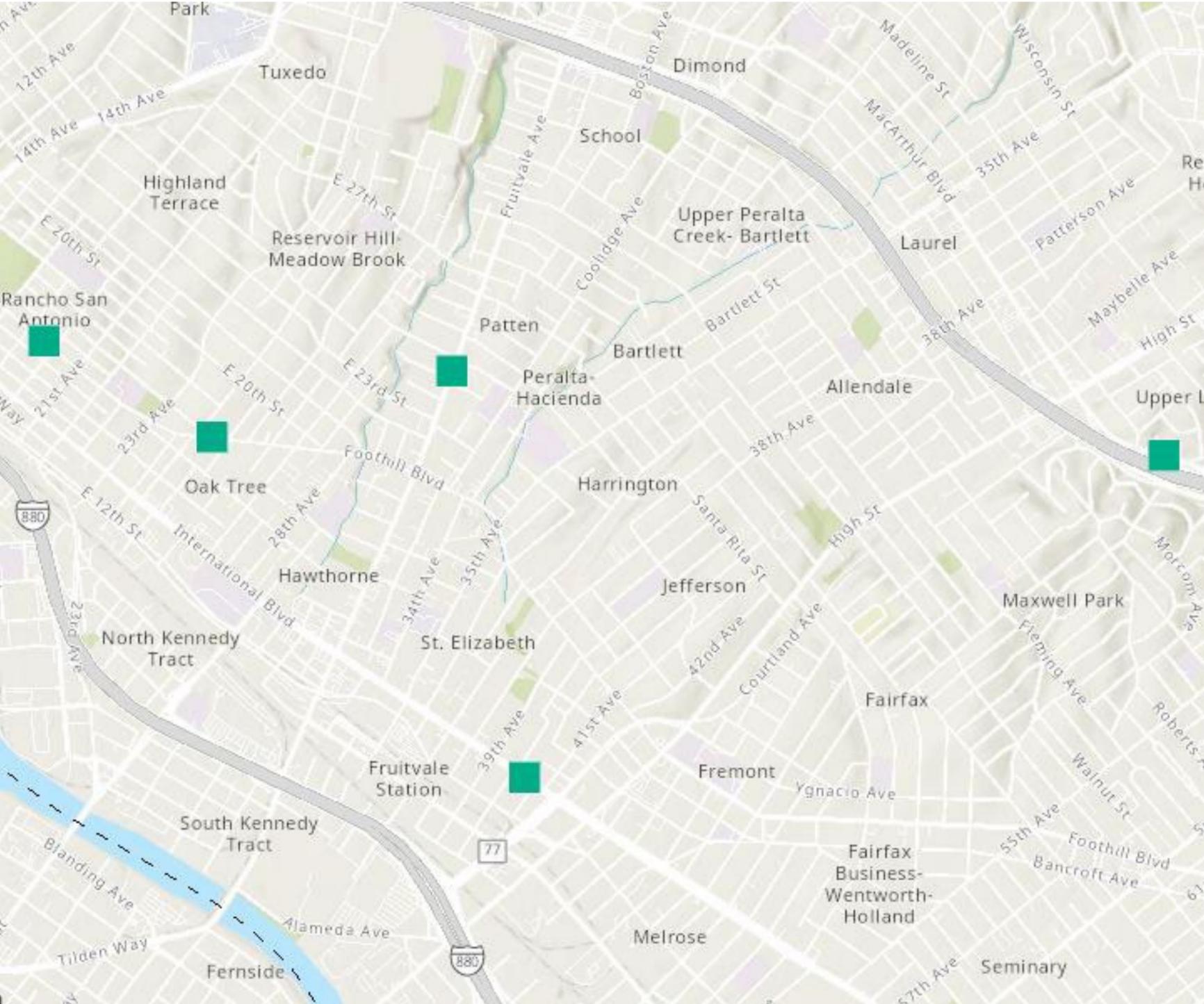
Location (Main Street)	Location (Cross Streets)	Speed Limit	85th Percentile Speed	Number of Daily Vehicles >10 MPH Over Posted Limit	% of Daily Vehicles > 10 MPH Over Posted Limit	Additional Reasoning for ASE
MLK Jr. Way	Between 42nd and 43rd	30 MPH	37 MPH	540	7.43%	High observed speeds with two travel lanes in each direction; uncontrolled crosswalks
Claremont Avenue	Between Hillegass Avenue and College Avenue	30 MPH	37 MPH	636	5.8%	Vehicles speeding to and from SR 24; new addition (2024) to High Injury Network
West Grand Avenue	Between Chestnut and Linden	30 MPH	39 MPH	1538	11.7%	High observed speeds from vehicles traveling to and from freeways; preschool on block
San Pablo Avenue	Between Athens and Sycamore	25 MPH	32 MPH	585	6.72%	Concentration of speed related injury collisions; uncontrolled crosswalks
Broadway	Between 26th and 27th St	20 MPH	27 MPH	1136	9.20%	Concentration of speed related injury collisions; concentration of pedestrians on Broadway commercial corridor
7th Street	Between Adeline St and Linden St	30 MPH	39 MPH	1760	14.6%	Speeding from vehicles traveling to and from freeways; uncontrolled crossings; proximity to As-Salam Mosque
7th Street	Between Broadway and Franklin Streets	20 MPH	27 MPH	662	5.2%	Concentration of seniors, children, pedestrians in Chinatown

Shortlist Speed Camera Locations (East/Deep East Oakland)



Location (Main Street)	Location (Cross Streets)	Speed Limit	85th Percentile Speed	Number of Daily Vehicles >10 MPH Over Posted Limit	% of Daily Vehicles > 10 MPH Over Posted Limit	Additional Reasoning for ASE
Bancroft Avenue	Between 65th and 66th	30 MPH	34 MPH	266	2.90%	Uncontrolled crosswalks; proximity to schools, churches
73rd Avenue	Between Fresno and Krause	35 MPH	41 MPH	1514	6.2%	High observed speed from vehicles adjacent to Markham Elementary and Eastmont Transit Center
Hegenberger Road	Between Spencer and Hawley	40 MPH	57 MPH	10029	43%	Freeway-like segment with four travel lanes in each direction; proximity to speed-related injury collisions
Bancroft Avnuue	Between 86th Ave and Auseon Ave	30 MPH	38 MPH	1247	8.10%	Uncontrolled crosswalks; proximity to schools, churches
98th Avenue	Between Blake Drive and Gould Street	30 MPH	37 MPH	1340	6.6%	Proximity to speed related injury collisions; speeding observed from vehicles traveling to and from I-880
98th Avenue	Between Cherry and Birch	30 MPH	34 MPH	469	3.10%	Adjacent to Elmhurst United Middle School; proximity to speed related injury collisions

Proposed Speed Camera Locations (Fruitvale, San Antonio, Laurel)



Location (Main Street)	Location (Cross Streets)	Speed Limit	85th Percentile Speed	Number of Daily Vehicles >10 MPH Over Posted Limit	% of Daily Vehicles >10 MPH Over Posted Limit	Additional Reasoning for ASE
Foothill Boulevard	Between 19th and 20th	30 MPH	33 MPH	203	2.8%	Proximity to speed related collisions; uncontrolled crosswalks; proximity to San Antonio Recreation Area
Foothill Boulevard	Between Irving and 24th	25 MPH	29 MPH	252	2.87%	Proximity to speed related collisions; uncontrolled crosswalks
Fruitvale Avenue	Between Galindo Street and Logan Street	25 MPH	30 MPH	458	3.60%	Uncontrolled crosswalks; proximity to schools, churches
International Boulevard	Between 40th and 41st	25 MPH	29 MPH	767	4.9%	High observed speeding from vehicles illegally using the transit lane; concentration of speed-related injury collisions; upcoming capital project
MacArthur Boulevard	Between Green Acre Road and Enos Ave	30 MPH	38 MPH	667	8.0%	High observed speeds from vehicles traveling to and from I-580; long section of MacArthur without a traffic signal



Timeline



THANK YOU! LEARN MORE:

[OAKLANDCA.GOV/speed-cameras](https://oaklandca.gov/speed-cameras)

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