



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the July 18th, 2019 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

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

Meeting called to order at 6:00 pm by BPAC Chair, Wheeler.

Item 1. Roll Call/Determination of Quorum/Introductions

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

Commissioners	Present
Reginald K Burnette Jr	X
Andrew Campbell	X
Jesse Jones	X
Phoenix Mangrum	X
George Naylor (Vice-Chair)	X
Zachary Norris	X
Mariana Parreiras	X
Midori Tabata	X
Kenya Wheeler (Chair)	X

Introductions were made.

- Other attendees: Grey Gardner, Matt Beyers (Alameda County Health Dept.), Brendan Pittman, Patricia Schader, Jamario Jackson (TransForm), Justin Liu-Nguyen (Lyft/Bay Wheels), Marty Fatooh, Liza Lutzker, Megan Wier (SF Public Health Dept.), Victoria Eisen (Eisen | Letunic), Max Davis
- Staff: Noel Pond-Danchik, Jennifer Stanley

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from June, 20 2019** was made (Tabata), seconded (Mangrum), and approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- Commissioner Parreiras on behalf of a resident: The bicycle project on MacArthur Blvd by High street appears complete but the signal heads at the intersection of High St are missing.
 - This should be reported to Oakland 311.

Item 4. Committee Report Back

BPAC Committees active during the past month provided brief updates to the Commission. A list of active committees is included in the agenda packet.

Summary of Discussion:

- Infrastructure Committee – The next meeting is scheduled for August 1st at 3:30 in the Lake Merritt Conference Room of 250 Frank H Ogawa Plaza, Oakland. They are accepting recommendations for items to be heard at the meeting.
 - Coordination with EBMUD on repaving after utility projects was recommended as a topic. This issue could also be discussed during the item on paving at the August BPAC meeting.
- Legislative Committee – There is a meeting this Wednesday about the resolution by SFMTA, as described in Attachment 9 of the agenda packet.
- Liaison to the Mayor’s Commission on Disabilities – The Mayor’s Commission met on Monday, and the agenda included an item on the Bike Plan. The commission was generally supportive of the plan and are concerned about parking protected bike lanes because of challenges for mobility-related devices crossing the bike lane between automobiles and the sidewalk.
- Open Forum Committee – Meetings occur on an as-needed basis. Currently, the only outstanding issue is a request for a bike lane on College Ave between Claremont and Alcatraz.
- Policing and Safety Committee – The committee is working on a mission statement and a statement of purpose and reviewing data organized by committee member Tom Holub. Regular meetings will be on the first Wednesdays of each month at Commissioner Norris’s office at 1419 34th Ave.
- Planning Commission Review Committee – The committee’s next meeting will be Tuesday, July 23rd at 6pm. The biannual presentation from Catherine Payne from the Planning Department will come to this committee instead of to the full BPAC.

Speakers other than commissioners: Robert Prinz, Jennifer Stanley

Item 5. Leveraging Hospital and Police Data to Inform San Francisco’s Vision Zero Efforts

Megan Wier, Director of the Program on Health, Equity and Sustainability at the San Francisco Department of Public Health, presented on [collaborative efforts she leads to develop and apply comprehensive data systems](#) to inform [San Francisco’s Vision Zero](#) initiative to eliminate traffic deaths and advance equity in partnership with city agencies and community stakeholders. See the attached presentation for further details.

Summary of Discussion:

- Based on the results of the analysis shared with the BPAC, half of all surgeries at the trauma center at Zuckerberg Hospital were the result of traffic collisions.
- Only data from Zuckerberg Hospital is available and evaluated. Since all severe trauma injuries are routed to Zuckerberg (rather than private hospitals) the analysis picks up most of the worst injuries.
- Wier recommended that cities partner with local trauma centers and the local public health department.
- The process of getting the data included discussions around privacy and ethics.
- There is a state-level task force on Vision Zero related issues.
- The ACLU has been studying traffic enforcement using an equity lens in relation to fees and fines.
 - San Francisco efforts include *focusing* enforcement on the most dangerous driving behaviors rather than *increasing* enforcement.
- Walk Oakland Bike Oakland and the Historic Building Coalition have been partnering on equitable enforcement policy.
- Several streets on Oakland’s High Injury Network are in the CalTrans right of way. Last year, three Oakland pedestrian fatalities occurred on highway shoulders. What is being done to improve safety on CalTrans right of way?
 - The California City Transportation Initiative (CaCTI) has been meeting with CalTrans.

- Legislation being advanced by State Senator Scott Weiner is about safety in CalTrans right of way.
- San Francisco has had good experiences working with California Highway Patrol on improving safety on state-owned roads.
- Nationally, bicyclist and pedestrian fatalities are on the rise. This may be due to increasing population, drug crises, increasing homeless populations, and the rising use of ride-share services. Therefore, San Francisco is focusing on countermeasures like reducing speeds that would help in any situation.
- Berkeley is also working on creating a Vision Zero and high injury network and is interested in working with the City of Oakland on obtaining data from the Children’s Hospital and Highland Hospital.
- Incorporating hospital data changed San Francisco’s High Injury Network (HIN). For instance, more streets on the HIN were added in the Bayview neighborhood, consistent with the findings that underreporting of crashes is common in Black communities.

Speakers other than commissioners: Grey Gardner, Robert Prinz, Liza Lutzker

Item 6. East Oakland Bike Share and Scooter Share and other Micromobility Updates

Kerby Olsen, Shared Mobility Coordinator for OakDOT, provided an update on the expansion of the bike share and scooter share programs and Jamario Jackson from TransForm discussed the “Lyft Up East Oakland” initiative. BayWheels (formerly Ford GoBike) is adding up to 1,200 dockless electric bikes in Oakland, while greatly expanding their service area. Five electric scooter companies are now permitted in Oakland, providing up to 3,500 scooters total. See the attached presentation for further details.

Summary of Discussion:

- The City has not yet chosen a third-party company to aggregate scooter trip data.
- It is great to see the City and TransForm listening to the community and seeing what community-based bike share looks like.
- The City will have access to real-time scooter data in several months.
- This is the first phase of a three-year program. By the end of the year, bikes will be purchased for the bike lending library. People will be able to get bikes from Oakland Libraries or the Scraper Bike shed.
- There is an ongoing conversation about how bikes are rebalanced. Lyft is currently fined a dollar a minute when a bike share station is empty, however, the addition of the dockless bikes will change rebalancing needs to ensure that bikes are deployed citywide.
- The regional contract limits BayWheels from increasing prices from consumer rates plus 2 percent and the e-bikes cannot be made more expensive than the regular bikes.

Jamario explained that their programs, such as “Lyft Up East Oakland”, are not exclusive to Lyft/BayWheels.

Speakers other than commissioners: Matt Beyers, Grey Gardner, Robert Prinz, Marty Fatooh

Item 7. Lake Merritt BART TOD Access Plan

Victoria Eisen (Eisen|Letunic) presented the Lake Merritt Transit-Oriented Development Access Plan process, which is in its early stages, and asked for Commissioner input on improvements in the area with an emphasis on those that aren't already included in a plan. One of the blocks will include affordable senior housing and mixed rate housing and another will be mixed childcare and office space. See the attached presentation for further details.

Summary of Discussion:

- City of Oakland staff have asked that the project design not preclude future 1-way to 2-way street conversions.
 - This does not preclude changing the recently painted bulb-outs to concrete because OakDOT considers them relatively easy to reverse (and not that much more expensive to implement than the paint/bollard variety).
- Not converting from one-way to two-way streets is a safety issue. On one-way streets, motorists fail to yield to pedestrians, and vehicle speeds are lower on two-way streets.
 - If signal upgrades are included, ask the developers to include signals facing the other way to bring down the costs when streets are converted.
- The project is evaluating sidewalk widening to accommodate growing pedestrian volumes, and is evaluating the installation of sidewalk-grade bike lanes.
- Nothing can be built on top of the underground station.
- The project, which is next to Laney College, should consider affordable housing for students.
- A bike parking station is currently planned for the block that is now a plaza. Another potential location could be one of the TOD retail spots on 9th St. There will also continue to be bike lockers and bike racks at the station, although the exact locations will be determined during the project design phase.
- The locations of the portals to the BART station (“head houses”) cannot be moved but could be remodeled.
- The paseo that will lead to the BART plaza will have night markets, food trucks, etc.
- City of Oakland is painting a block-long bus stop on the east side of Oak St between 8th and 9th St. They are also interested in building a bus bulb in this location, so they can stop in the travel lane.
- Fallon between 7th and 8th St is basically a freeway off-ramp, leading to the next block (8th to 7th), where Laney students are picked up and dropped off. One idea is to make it a street shared by all modes.
- The Historic Buddhist Church on Jackson Street has street events which should be integrated into the project design.
- Members of the Tai Chi community use the plaza, which will become BART’s Transit Operations Facility (TOF) and will continue to do so. They have been included in the TOF planning process.
- The BART TOF is currently in design, as part of a separate project. They are developing a design that will fit within available funding.

Speakers other than commissioners: Robert Prinz

Item 8. Recruitment for 2020 BPAC Commissioner Applicants

Chair Kenya Wheeler and Vice Chair George Naylor discussed outreach efforts to recruit new commissioners for the 2020 cycle and the schedule for the application and candidate review process. The discussion included outreach to Oakland nonprofit organizations, and actions by OakDOT staff and current commissioners. Commissioners and members of the public were encouraged to provide input to help shape this process. The Commissioners chose to extend the period of accepting applicants to mid-September with the possibility of extending it further.

Summary of Discussion:

- Commissioners have been in correspondence with Urban Habitat to recruit applicants from their program.
- The Commission is looking for other nonprofits to work with.
 - Commissioners will work with OakDOT staff to contact community organizations listed in the Bike Plan and Pedestrian Plan.

- The process is lengthy because the recommendations need to get on a City Council agenda and approved by Council. Commissioner Tabata will contact Yvonna Cazares from the Mayor's Office to clarify timing constraints of this process.
- Two commissioners will term out and one is up for reappointment.
- Commissioners Parreiras and Jones are recruiting people active in community based planning efforts in West Oakland.
- There are no commissioners currently representing Downtown or Chinatown. Commissioners will reach out to organizations there too.
- Commissioner Campbell will work on a standardized text that commissioners can use to encourage people to apply.
- All commissioners should reach out to their School Board members and Councilmembers to disseminate the information and put it in their newsletters.

Speakers other than commissioners: Jennifer Stanley

→ A motion to ***extend the meeting for five minutes*** was made (Naylor), seconded (Norris) with all commissioners voting in favor. The motion passed.

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

Three-month look-ahead

- The item on BPAC Commissioner Recommendations should move from September to October.

Suggestions for meeting topics

- Chair Naylor – Consider the October meeting at a location outside City Hall, potentially Fruitvale Library.

Announcements

- Jennifer Stanley/Robert Prinz: Pedalfest is coming up August 3rd from 11-5pm. BPAC Commissioners are invited to participate at the OakDOT table. Contact Noel at npond-danchik@oaklandca.gov if you'd like to help at the table. BikeEastBay is looking for volunteers to clean up. To sign up, go to <https://bikeeastbay.org/volunteer>. The City of Oakland is a sponsor of PedalFest and pays for bus shelter ads. There are also ads on buses (and if you see a full side bus add, please take a photo and send it to Robert Prinz). For more information about the event, go to <http://pedalfestjacklondon.com>
- There is a free Urban Bicycling Class on Saturday July 20th from 1-3pm at the 81st Library. Attendees will receive reflective tape and blinking lights. For more details, go to <https://bikeeastbay.org/UC101>.
- August 6th is the Night Out for Safety and Liberation at San Antonio Park. Contact Commissioner Norris if your organization would like to table at the event. See <https://ellabakercenter.org/night-out-for-safety-and-liberation> for more details.

Meeting adjourned at 8:10 pm.

Attachments

- Item 5. Leveraging Hospital and Police Data to Inform San Francisco's Vision Zero Efforts Presentation
- City of Oakland Pedestrian Crash Data Infographic Handout
- City of Oakland High Injury Network Handout

- Item 6. East Oakland Bike Share and Scooter Share and other Micromobility Updates Presentation
- Item 7. Lake Merritt BART TOD Access Plan Presentation
- Pedalfest Posters and Flyers

Minutes recorded by Noel Pond-Danchik, Pedestrian Program Coordinator, emailed to meeting attendees for review on Monday, July 22, 2019 with comments requested by 5pm, Monday, August 5, 2019 to npond-danchik@oaklandca.gov. Revised minutes will be attached to the August 2019 meeting agenda and considered for adoption at that meeting.



Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco.



POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

LEVERAGING HOSPITAL AND POLICE DATA TO INFORM SAN FRANCISCO'S VISION ZERO EFFORTS

July 18, 2019 | Oakland Bicyclist and Pedestrian Advisory Committee

Megan Wier, Director, Program on Health, Equity and Sustainability
San Francisco Department of Public Health

TRAFFIC INJURY IN SAN FRANCISCO: A PUBLIC HEALTH PROBLEM

~30 Fatalities
per year



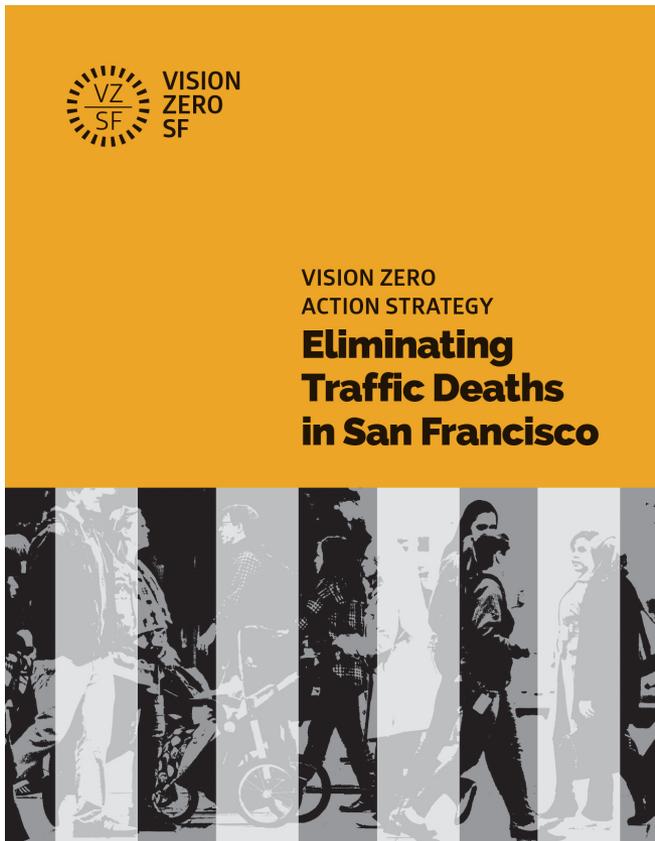
~500 People
hospitalized
with severe
injuries
annually in
our public
hospital

\$35M in medical costs
alone per year

On average, City Trauma Surgeons respond to a serious traffic injury **every 17 hours**.

~50% of the patients seen at **Zuckerberg San Francisco General's Trauma Center** *are people injured in traffic collisions.*

SAN FRANCISCO ADOPTED VISION ZERO IN 2014



Vision Zero is the city's commitment to creating safer, more livable streets with the goal of **eliminating all traffic fatalities and reducing severe injuries.**

CORE PRINCIPLES



Saving Lives



Prevention



Equity



Speed

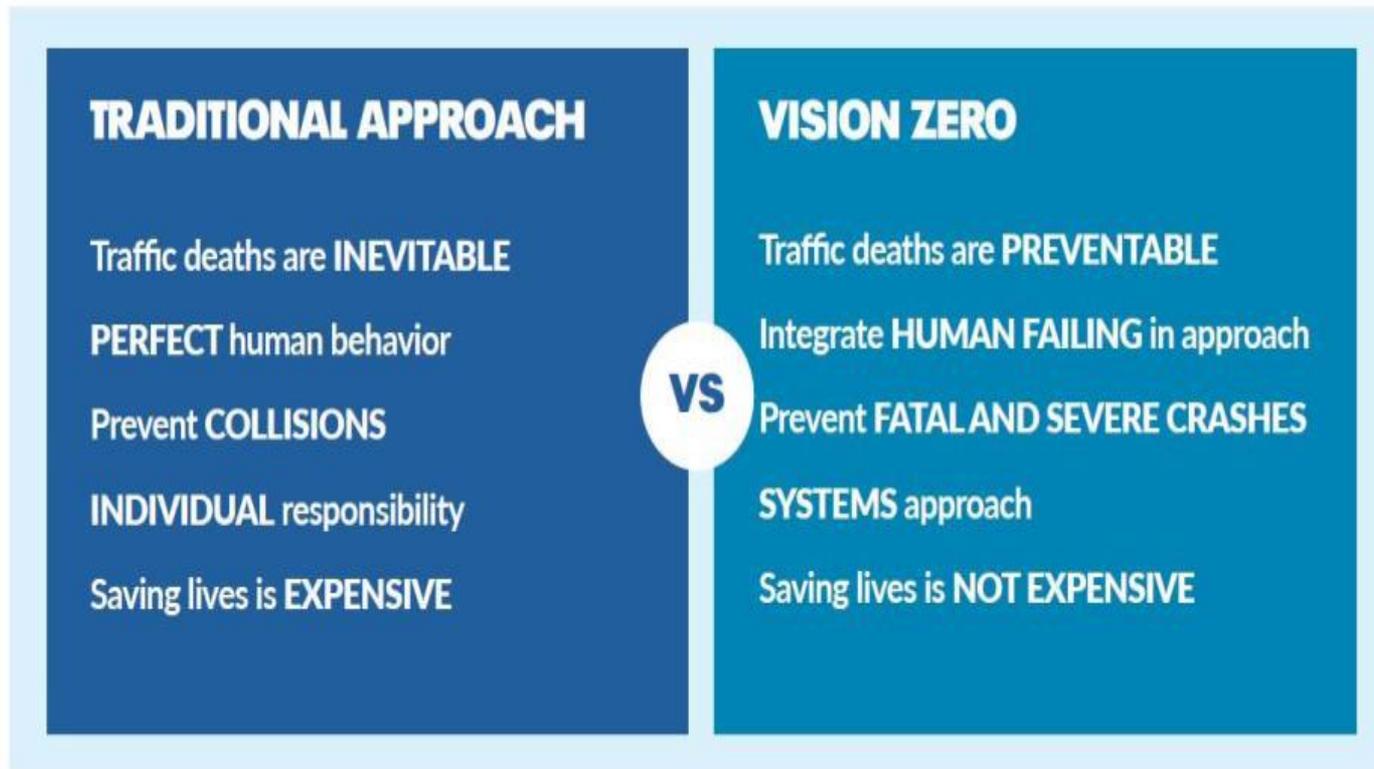


Safe Streets



**Safe People and
Safe Vehicles**

PEOPLE MAKE MISTAKES, NO ONE SHOULD DIE WHEN THIS HAPPENS



PUBLIC HEALTH : TRAUMA CENTER AND VISION ZERO SF

Vision Zero Role	Public Health Approach
Co-Chair of Mayor's Citywide Vision Zero Task Force with SF Municipal Transportation Agency	Multi-sector <i>Partnerships, Stakeholder Engagement</i>
Lead for Data Systems	Data-Driven to Prevention - Focus on: <ul style="list-style-type: none"> • <i>Most Severe Health Outcomes</i> • <i>Comprehensive Data</i> • <i>Emerging Issues</i>
Community Engagement and Education	Engaging with <i>Vulnerable Communities</i> <i>Coordinated Crisis Response for Victims' Families</i>
Policy	<i>Doctors as Critical Voices for Change</i> <i>Evidence-Based Policy</i> <i>Addressing Structural Issues</i>
Elevating Equity	<i>Equity is Core to Public Health</i>

VISION ZERO INJURY PREVENTION RESEARCH COLLABORATIVE (VZIPR)

Working since 2014 to develop, institutionalize and utilize **comprehensive injury data** in support Vision Zero SF's **data-driven, evidence-based approach** to saving lives.



Diverse group:

Vision Zero Epidemiologist *funded by SFMTA*

Trauma Surgeons and Nurses

Emergency Physicians

Geospatial Analysts

& other key staff



ZUCKERBERG
SAN FRANCISCO GENERAL
Hospital and Trauma Center

IMPROVING INJURY SURVEILLANCE FOR TARGETED INTERVENTIONS

Standard Practice: Police Reported Injury Collisions

- Detailed data about **crash characteristics**
- Little data on injury severity (4 levels of injury severity classification)
- **Underreporting** of injuries
 - 21% underreporting of pedestrian injuries (Sciortino et al 2005)
 - 27% underreporting of cyclist injuries (Lopez et al 2012)

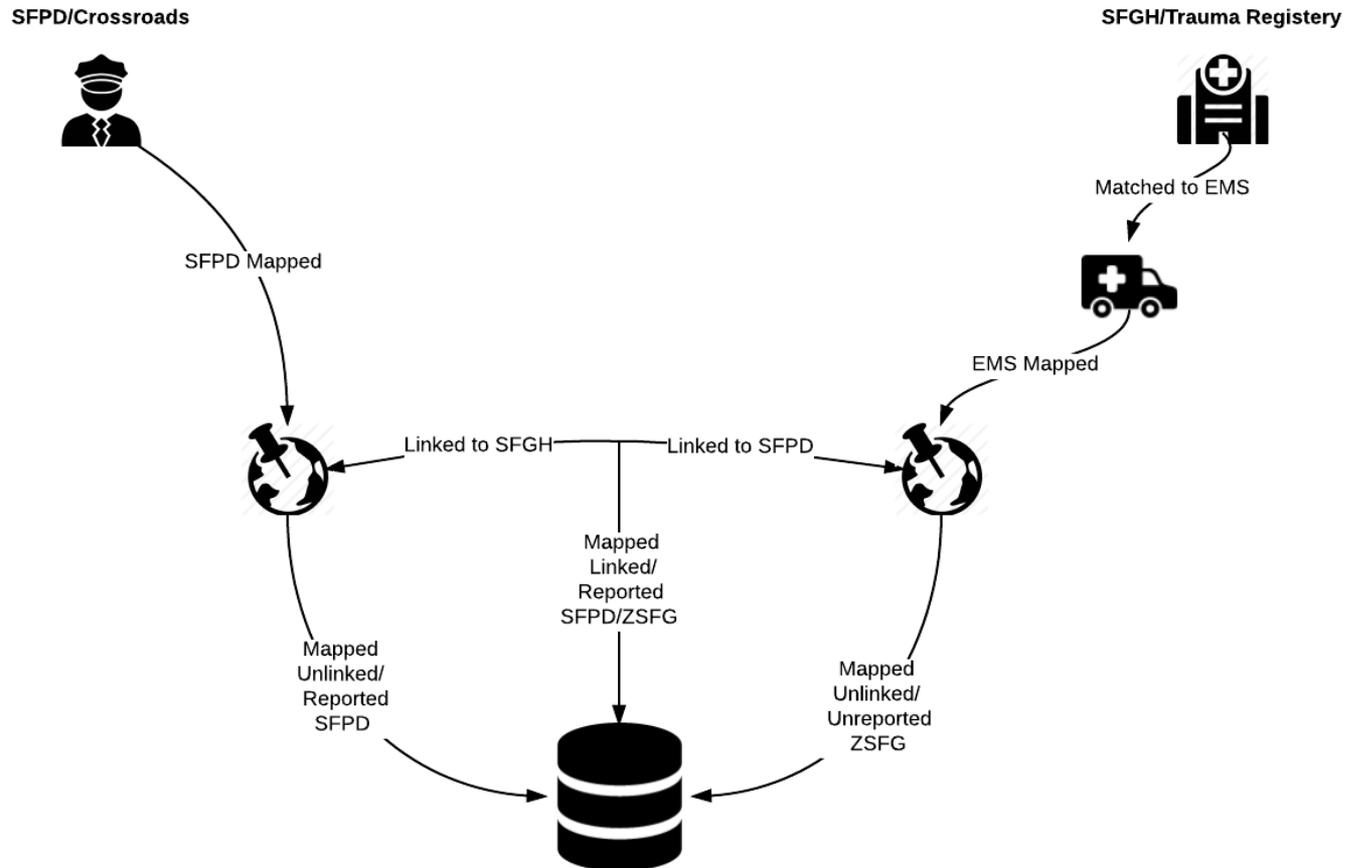


Unintentional Injury: Hospital Medical Records

- Improved **injury severity assessment** and detailed health outcome data
- **Comorbidities** (mental illness, hypertension, etc)
- **Disability** status
- **Demographics** (race/ethnicity, insurance type)
- **Homelessness**
 - Little data on cause, injury location
 - Mechanism of injury code
 - No location info
 - No cause of crash info



LINKING ZUCKERBERG SF GENERAL HOSPITAL AND POLICE DATA



Transportation Injury Surveillance System (TISS)



Police Definition: *Visual Assessment*

b. Severe Injury. An injury, other than a fatal injury, that includes the following:

- (1) Broken or fractured bones.
- (2) Dislocated or distorted limbs.
- (3) Severe lacerations.
- (4) Skull, spinal, chest or abdominal injuries that go beyond "Other Visible Injuries."
- (5) Unconsciousness at or when taken from the collision scene.
- (6) Severe burns.

CHP 555 Collision Investigation Manual

Hospital-Based Definition: *Clinical Examination*



Severe Injury:

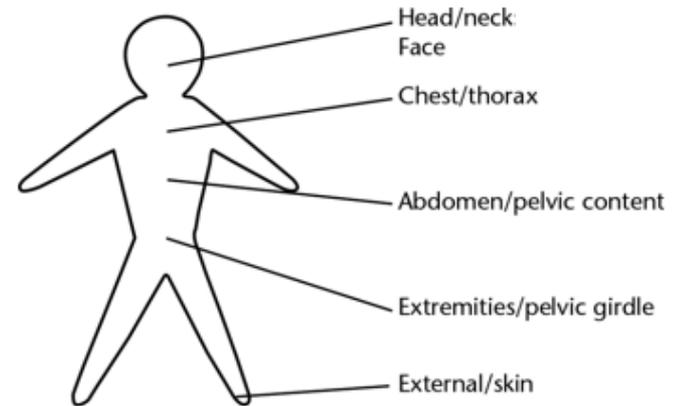
Admitted to ZSFGH

and/or

Injury Severity Score (ISS) > 15*

Consistent with:

- American College of Surgeons
- National Trauma Data Bank
- California Dept. of Public Health
- World Health Organization



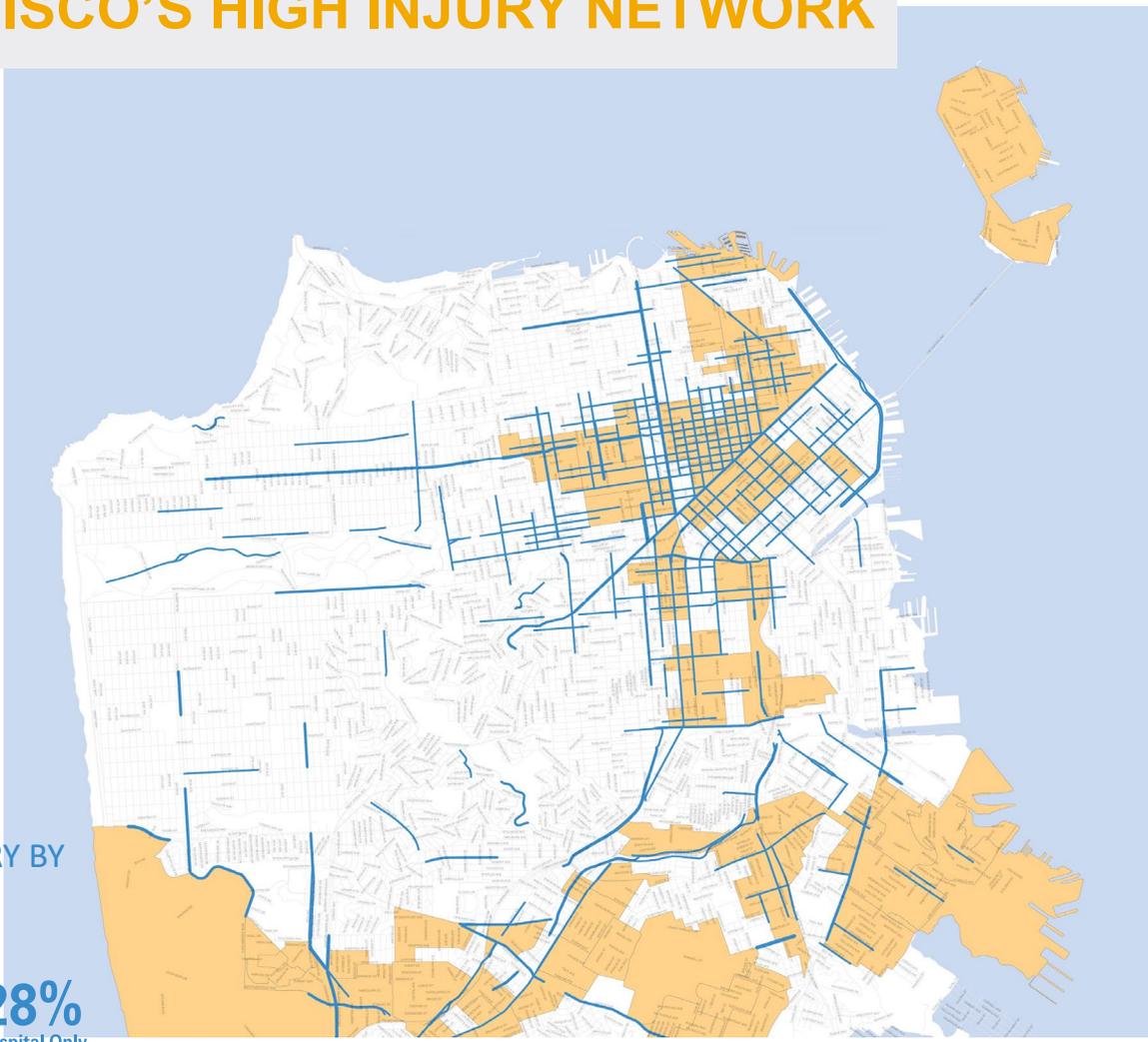
Different Severe Injury Definitions

* *Injury Severity Scoring (ISS) correlates linearly with mortality, morbidity, hospital stay and other measures of severity.*

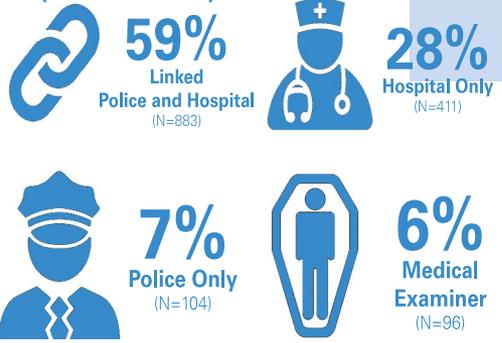
WHO IS TRANSPORTED TO HOSPITAL BUT NOT REFLECTED IN POLICE REPORTS?



SAN FRANCISCO'S HIGH INJURY NETWORK



SEVERE AND FATAL INJURY BY DATA SOURCE (2013-2015)



N = 1,494 severe and fatal transportation-related injuries.
 SFPD = San Francisco Police Department collision reports, 2013-2015.
 ZSFG = Zuckerberg San Francisco General Hospital data linked to Emergency Medical Services data, 2013-2015.



DISPROPORTIONATELY CONCENTRATED IN VULNERABLE COMMUNITIES

Vision Zero High Injury Network: 2017 Update - Communities of Concern
San Francisco, California

**31% of Surface
Streets**

***51% of the High
Injury Network***

2017 VZ High Injury Network

- Overlap with MTC Community of Concern
- No Overlap with MTC Community of Concern
- 2017 MTC Community of Concern

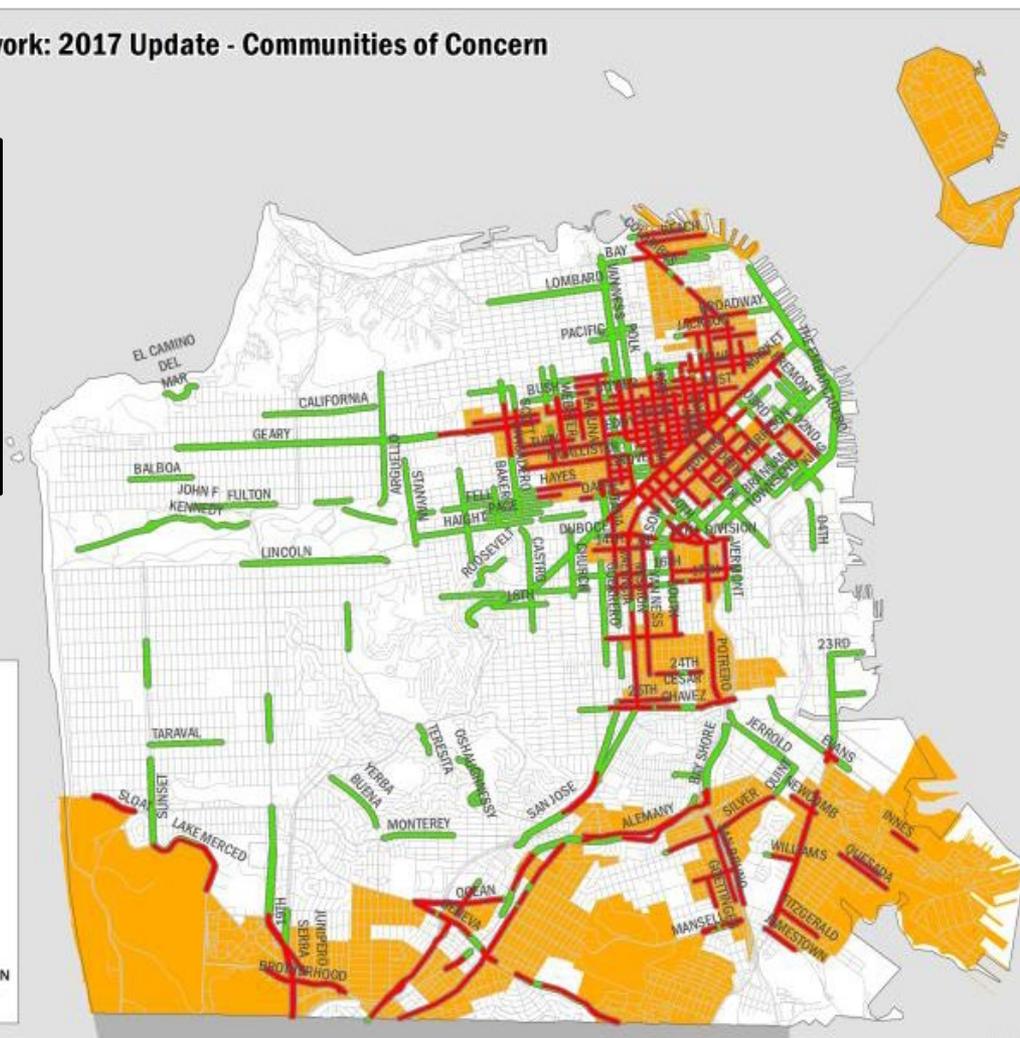


Source: SFPD 2013-2015; ZSFG 2013-2015

City and County of San Francisco Department
of Public Health: Environmental Health
Program on Health, Equity, and
Sustainability - www.sfphes.org



VISION
ZERO
SF



SENIORS AND PEOPLE WITH DISABILITIES: PRIORITIZING WHERE PEOPLE LIVE AND TRAVEL

<https://sfgov.maps.arcgis.com/apps/webappviewer/index.html?id=615a17a21f6e47279b8da708665aa457>

Apps Suggested Sites



Seniors and People with Disabilities: Priority Areas for Pedestrian Safety Improvements

San Francisco Department of Public Health

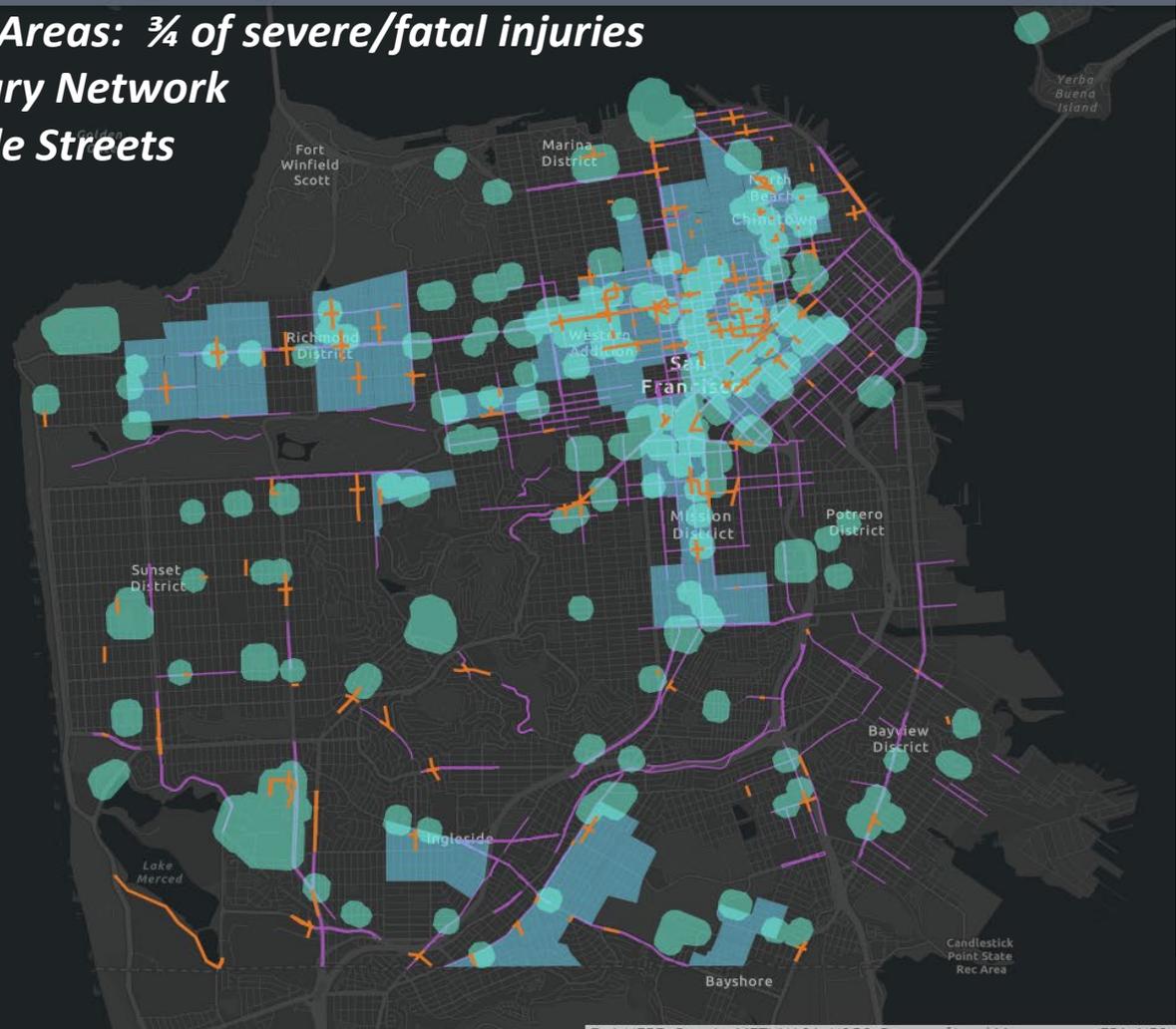
Injury Segments in Priority Areas: $\frac{3}{4}$ of severe/fatal injuries

57% on the VZ High Injury Network

- **35% on Traffic Calm-able Streets**

Priority Areas: Where Seniors and People with Disabilities Live and Travel

- Population density
- Senior Centers
- Public Libraries
- Meal Programs
- Public Health Facilities
- Paratransit Drop Off/Pick Up Locations
- Other Key Services



PARTNERSHIPS TO ADDRESS EMERGING INJURY DATA NEEDS

The New York Times

WHEELS

Health Officials Prepare to Track Electric Scooter Injuries



0 None (N/A)

1 Unknown

2 Electric bicycle



3 Powered scooter (standup)



4 Moped or motor-driven cycle



5 Electric skateboard



6 Hoverboard, electric unicycle, other electrically motorized board



7 Segway-type vehicle

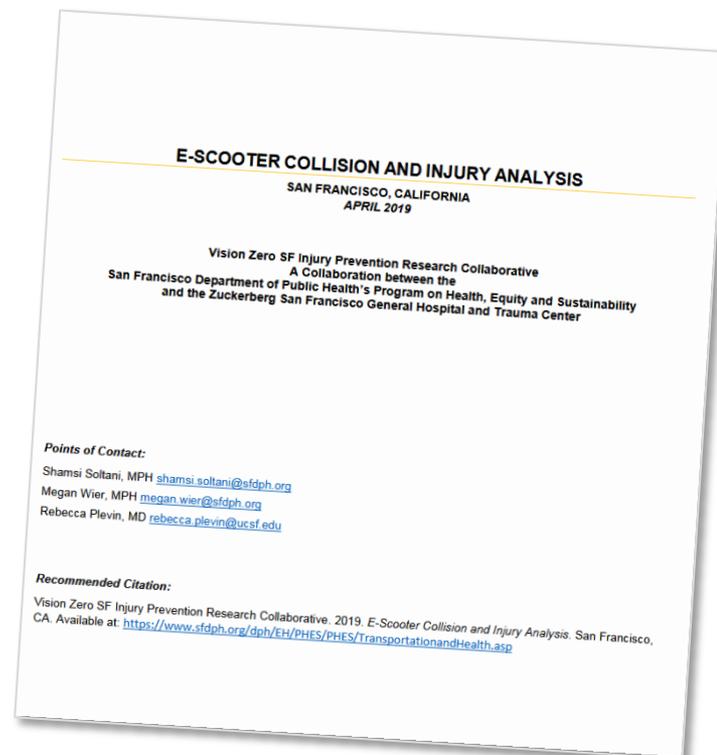
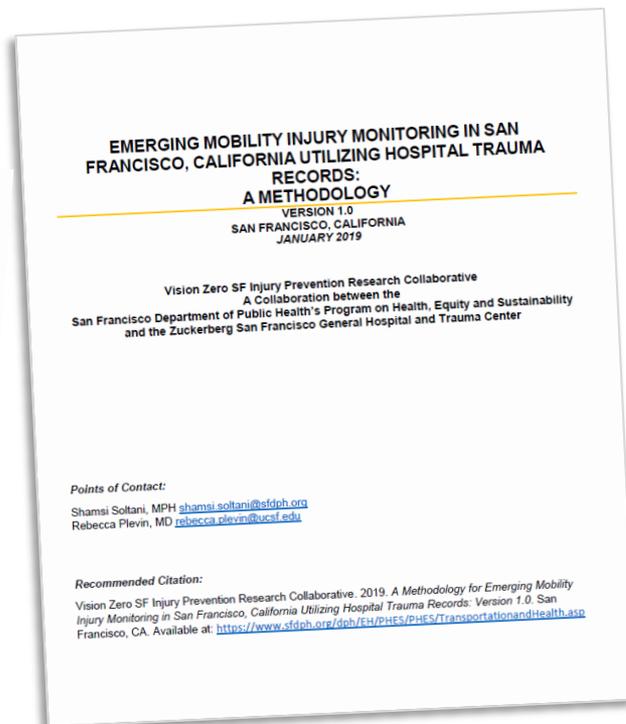


8 Ride-hail vehicle, Transportation Network Company car (TNCs; e.g. Uber, Lyft)



9 Other

EMERGING MOBILITY PUBLICATIONS



Both reports available at: <https://www.sfdph.org/dph/EH/PHES/PHES/TransportationandHealth.asp>

HOMELESSNESS

- In 2018, five people without an address were killed on City streets
 - 22% of fatalities: all were pedestrians
- By comparison, 0.9% of the City population is homeless
- Individuals experiencing homelessness may be particularly vulnerable to traffic injury

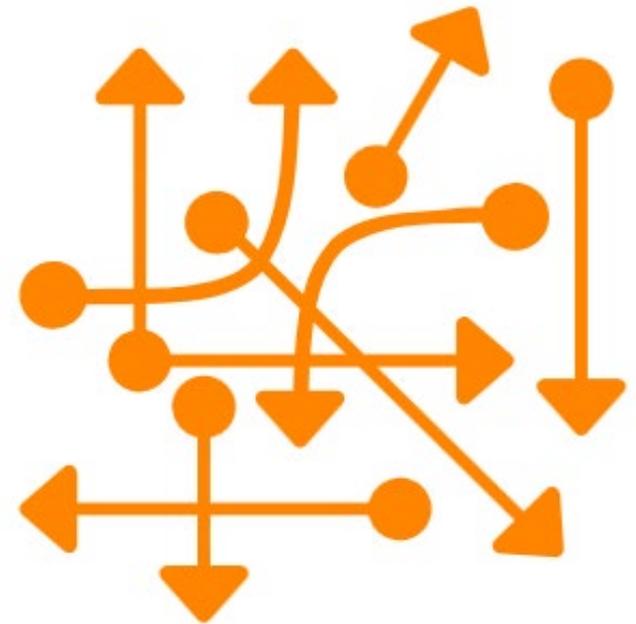


DATA LINKAGE: ADDED VALUE

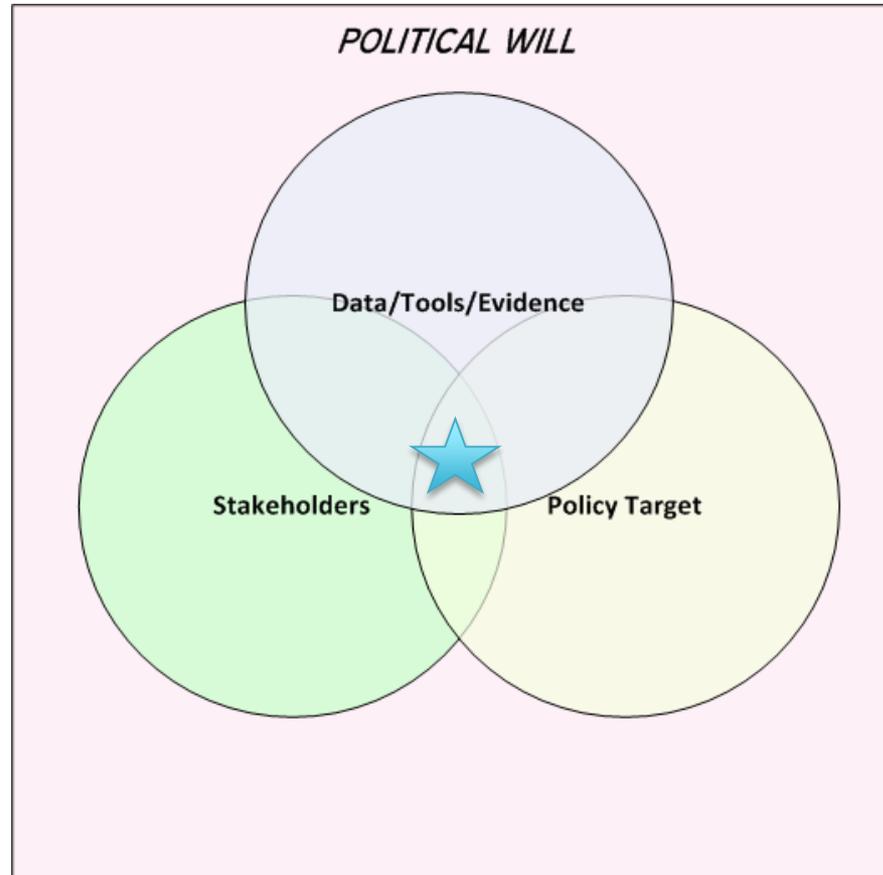
- **More accurate, comprehensive data** for decision-making.

Local police data alone:

- Underestimate injury severity
- Miss between 24-39% of ***severe injuries alone*** seen at the hospital, depending on mode
- Leverage strengths of **different data sources**



DATA: CRITICAL BUT NOT SUFFICIENT



WHAT WILL IT TAKE TO GET TO ZERO?



TRANSFORMATIVE POLICIES, COMPLEMENTARY GOALS



Automated Enforcement



Urban Speed Limit Setting



Pricing and Reducing Vehicle Miles Travelled



Local Regulation Of Transportation Network Companies



PARTNERSHIP: CITY, COMMUNITY + REGIONAL, STATE



ACKNOWLEDGEMENTS

Devan Morris

GIS Developer and Analyst

Shamsi Soltani

Vision Zero Epidemiologist

Mimi Tam

Health Program Planner

Zuckerberg San Francisco General Hospital
San Francisco Municipal Transportation Agency
San Francisco Police Department
San Francisco Office of the Medical Examiner
San Francisco Fire Department
American Medical Response
King-American Ambulance Company
San Francisco Transportation Authority
San Francisco Department of Public Works
San Francisco Planning Department



Thank you!

**MEGAN WIER
DIRECTOR, PROGRAM ON HEALTH, EQUITY AND
SUSTAINABILITY
VISION ZERO CO-CHAIR**

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Crash Landscape in Oakland

Crashes are an all-too regular occurrence on Oakland's streets. Fatalities and injuries from crashes impact many lives and collectively cost Oaklanders hundreds of millions of dollars per year. The City of Oakland analyzed nearly 2,000 injury crashes from 2012-2016 to understand how they affect Oaklanders and how to effectively focus safety efforts.



2 weekly severe or fatal injuries

\$900 Million

yearly cost of traffic crashes in Oakland, or 6% of the total annual income of all City residents. This includes lost quality of life, property damage, lost work time, medical care, and other costs. ¹

76%

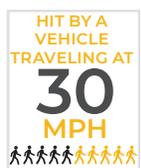
severe or fatal injuries increase between 2012 and 2016

What Kinds of Crashes are Happening on Our Streets?

HIGH SPEEDS ARE MORE DEADLY



9 out of 10 pedestrians survive



5 out of 10 pedestrians survive



1 out of 10 pedestrians survive

AND SPEED MATTERS IN OAKLAND



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

SYSTEM CHANGE, NOT JUST BEHAVIOR CHANGE, IS CRITICAL



3 in 4 bicyclists killed are hit by a sober driver. While the influence of alcohol and drugs can be deadly, it's not the full story.

INJURIES ARE CONCENTRATED AT INTERSECTIONS



75% of Oaklanders' severe or fatal injuries occur at **intersections**

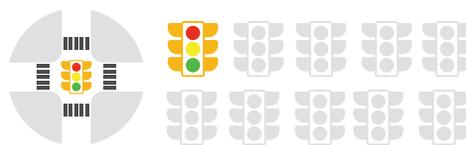


Driver failure to yield to a pedestrian at a crosswalk accounts for over **1/3** of pedestrian fatalities or severe injuries



Oaklanders are killed or severely injured by **left-turning** vehicles at over **4 times** the rate of right-turning vehicles

ESPECIALLY AT SIGNALIZED INTERSECTIONS



Under **10%** of intersections in Oakland are **signalized intersections**



but nearly **50%** of fatalities occur at **signalized intersections**



Broadside crashes at signalized intersections account for nearly **20%** of all fatal or severe injury motor vehicle crashes

¹Total crash cost from "Crash Cost Analysis for the City of Oakland," May 2018; total annual income from American Community Survey (ACS), 2012-2016. Direct costs to City of Oakland through litigation payout associated with traffic safety totaled \$250,000 between 2011 and 2016.

Sources: SWITRS, 2012-2016; Alameda County Sheriff's Office Coroner's report, 2015-2016; American Community Survey (ACS), 2012-2016. Excludes crashes on freeway mainlines and freeway ramps outside of local intersections. Characteristics of individuals involved in crashes are based on police observations recorded in crash reports.

Note: Crashes include all modes unless otherwise specified.

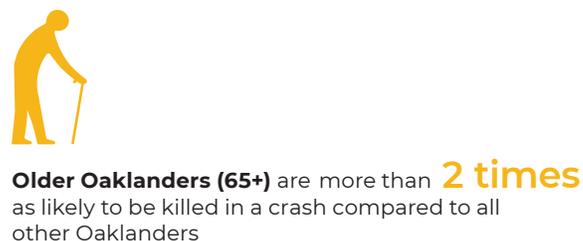
Who is Most Impacted by Crashes?

Reported crash data reveal that certain demographic groups and geographic areas experience a disproportionate share of crashes in Oakland. However, the data may not tell the full story. Research shows that police reports can miss 20% or more of crashes due to underreporting, especially from black injury victims. It has also been shown that driver biases can contribute to crash racial inequities, as people in vehicles do not yield as often to people of color on foot.²

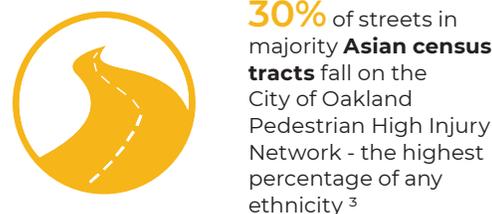
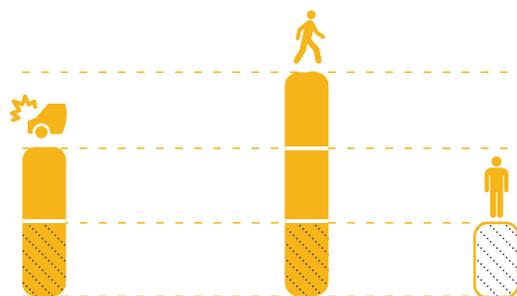
VULNERABLE ROAD USERS



AGE INEQUITIES IN OAKLAND CRASHES



RACIAL INEQUITIES IN OAKLAND CRASHES



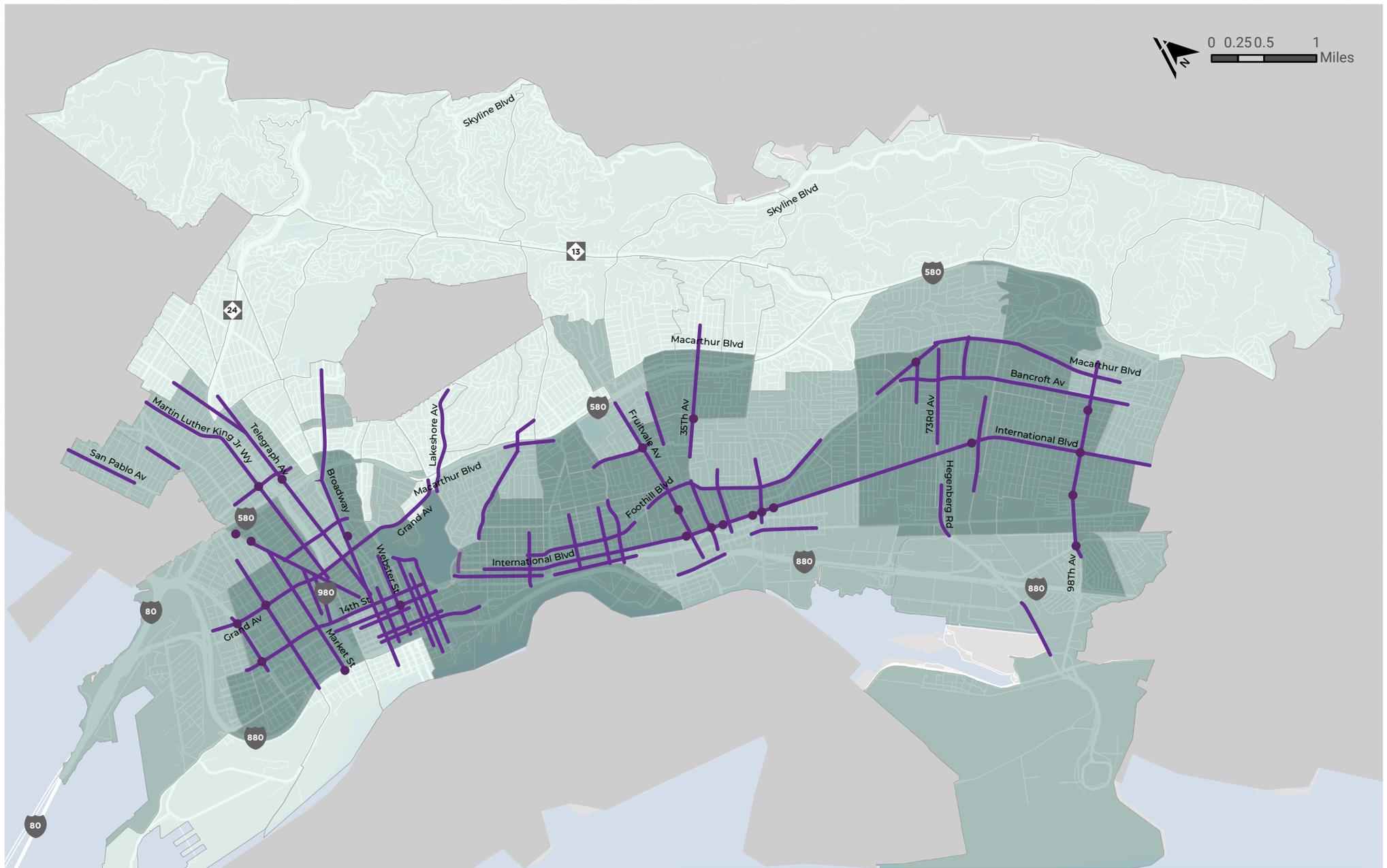
Black Oaklanders are **2 times** as likely to be killed or severely injured in a crash (all modes) and **3 times** as likely to be killed or severely injured while walking compared to all other Oaklanders

² Underreporting from Sciortino, S., Vassar, M., Radetsky, M., & Knudson, M. M. (2005). San Francisco pedestrian injury surveillance: mapping, under-reporting, and injury severity in police and hospital records. Accident Analysis & Prevention, 37(6), 1102-1113; driver yielding disparity from Goddard, T., Kahn, K. B., & Adkins, A. (2015). Racial bias in driver yielding behavior at crosswalks. Transportation research part F: traffic psychology and behaviour, 33, 1-6.

³ Equity Indicators Report, Office of Race & Equity, 2018.

Sources: SWITRS, 2012-2016; Alameda County Sheriff's Office Coroner's report, 2015-2016; American Community Survey (ACS), 2012-2016. Excludes crashes on freeway mainlines and freeway ramps outside of local intersections. Characteristics of individuals involved in crashes are based on police observations recorded in crash reports.

Note: Crashes include all modes unless otherwise specified.



Multimodal High Injury Network

2018 Multimodal HIN

● High-Injury Intersections

Community of Concern (2018 Census Tracts)

Low
 Medium
 High



City of
Oakland

E-Bike and Scooter Share Update

Bicycle and Pedestrian Advisory Committee



July 18, 2019 City of Oakland Department of Transportation Parking & Mobility

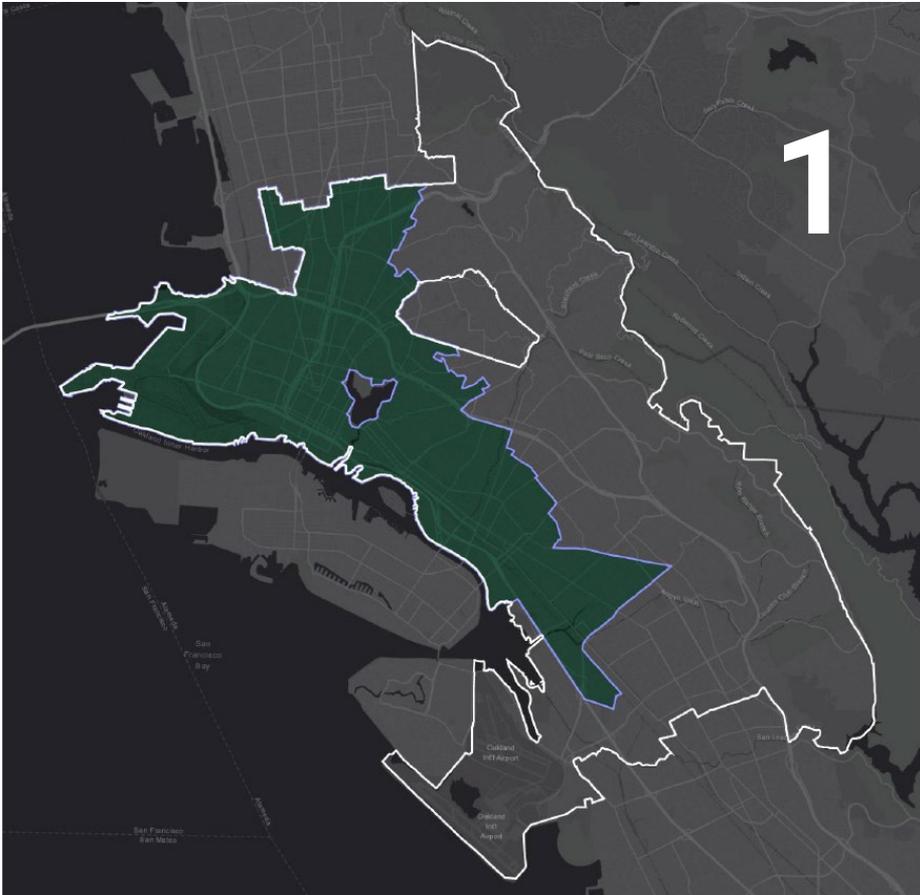
Bike Share Update: “Hybrid” Dockless E-Bikes



Photo: Kyle Kraft/Lyft

- Launched 7/10/19, with about 100 bikes
- Up to 1,200 bikes by 2020
- Phased expansion of service area
- Can lock to bike racks or stations
- Pedal bikes to remain
- Includes Clipper reader
- Concurrent with “Lyft Up East Oakland” partnership

Bike Share Update: Service Area

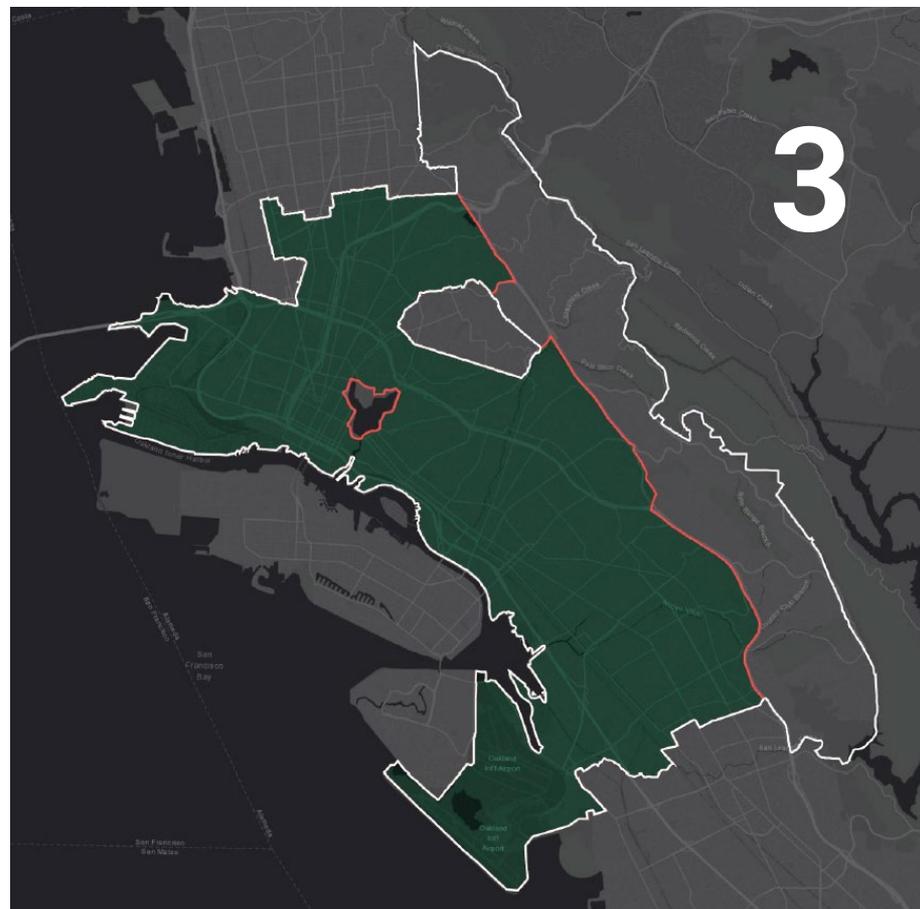
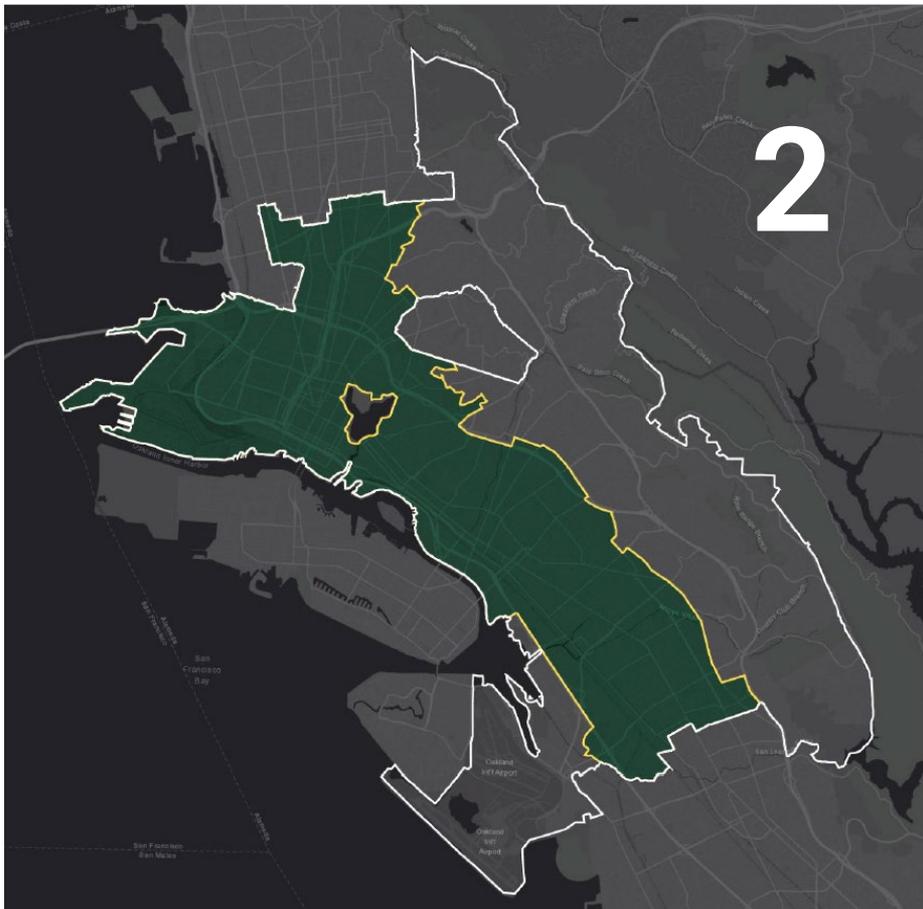


1: At launch

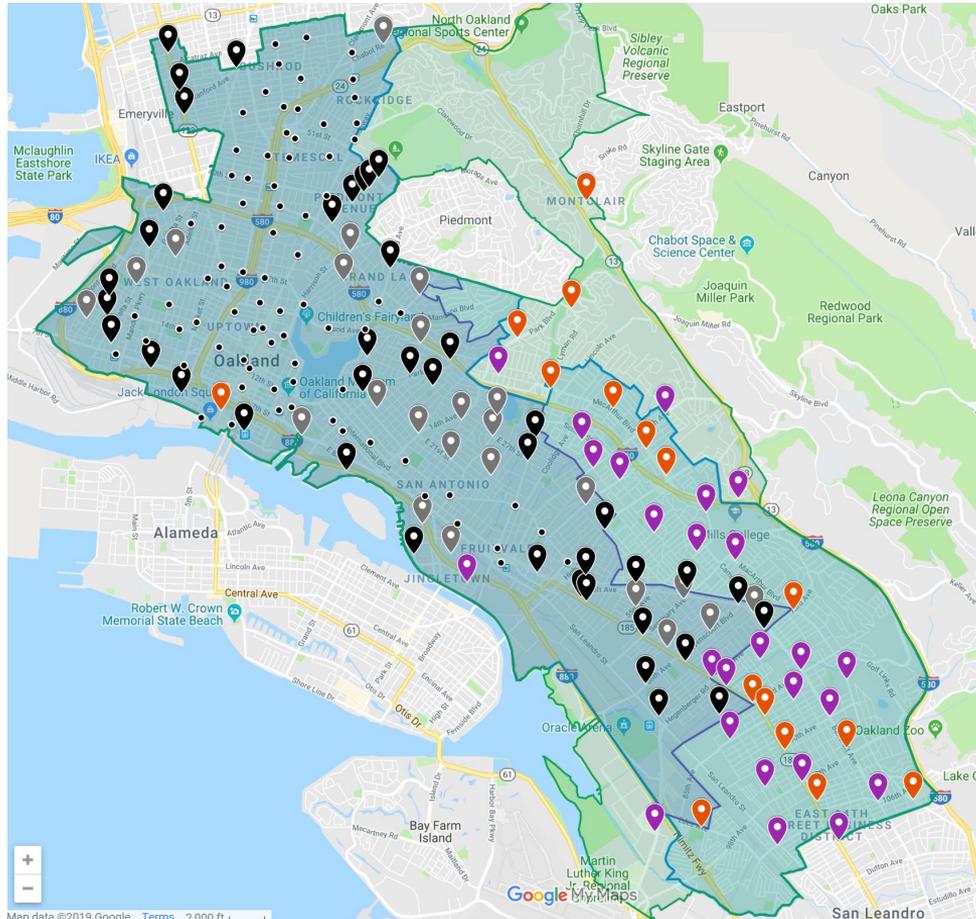
2: Current

3: By Winter 2020: Entire City except eastern hills

Bike Share Update: Service Area



Bike Share Update: Bike Parking



- Existing bike rack process is request-based, does not include residential
- East Oakland has insufficient racks to accommodate dockless E-bikes
- Looking for opportunities to proactively add bike parking
- Request a rack:
<https://www.oaklandca.gov/services/request-a-bike-rack> or
email bikeped@oaklandnet.com

Bike Share Update: Adaptive Bike Pilot



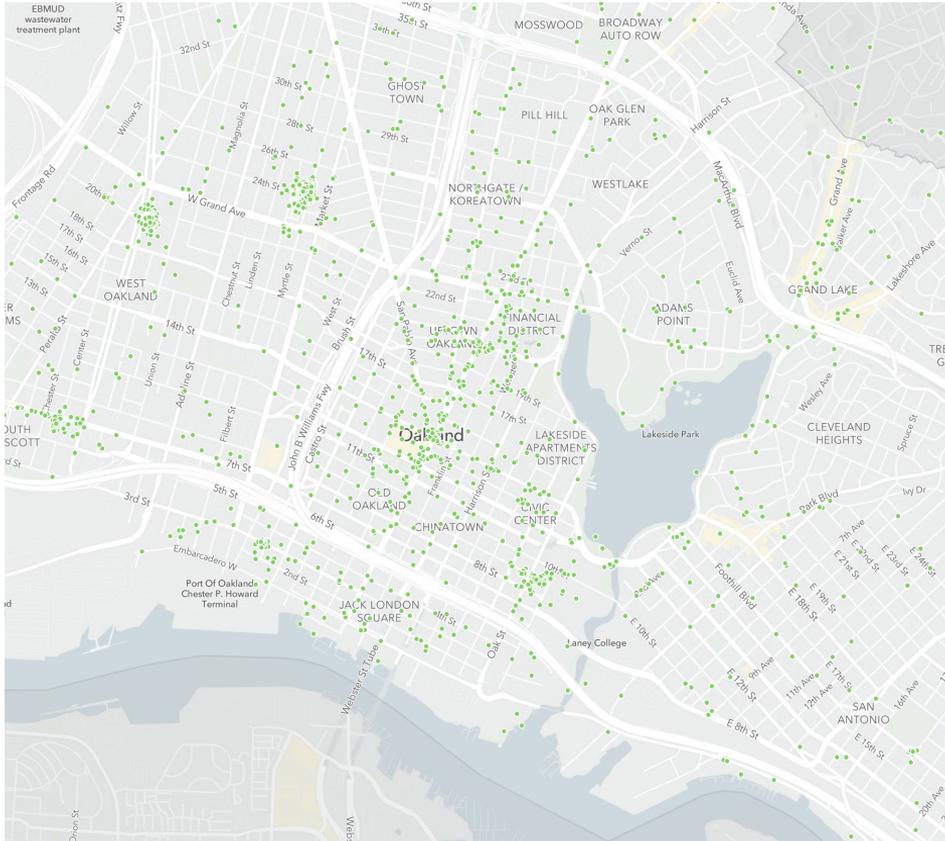
- Launched 5/22/19
- Partnership with BORP
- Getting a 2-5 rentals per day
- Potential move to Snow Park
- Positive rider feedback
- Expanding to San Francisco

E-Scooters Update



- 5 vendors approved
- 3,500 scooters total
- Mobility Data Specification (MDS)-based Data sharing policy
- User survey results are in
- Companies will be presenting at Mayor's Commission on Persons with Disabilities

E-Scooters Update: Mobility Data Specification



Real-time Data Feed

Includes...

- Trip origin, destination and route
- Trip start time, end time and duration
- Location and duration of parking events

Does NOT include...

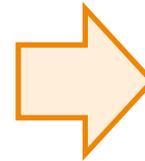
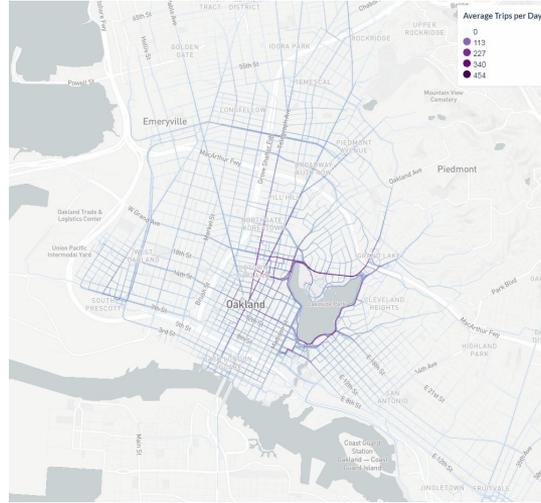
- Personally Identifiable Information
- Customer name
- Credit card number
- Drivers license

Data Sharing for Dockless Mobility Management

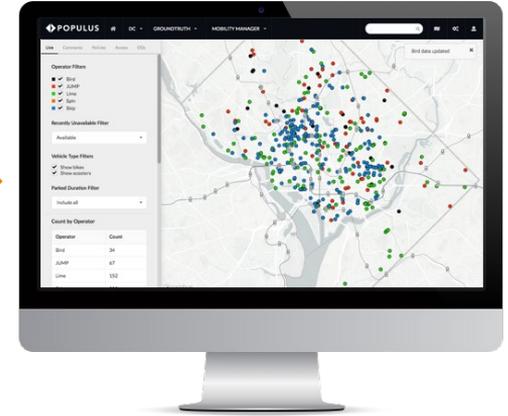
Operator



Third Party



DOT



- Removes Personally Identifiable Information

- Ingests, Stores + Secures Data
- Aggregates + Obfuscates
- Visualizes for DOT

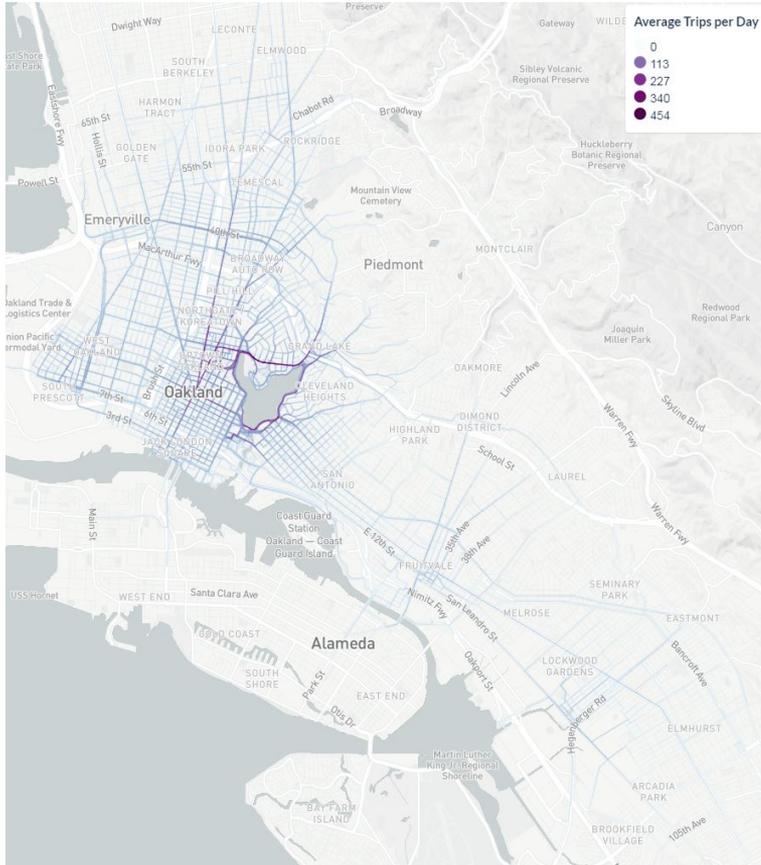
- Views data on mobility management platform

Data Sharing for Dockless Mobility Management



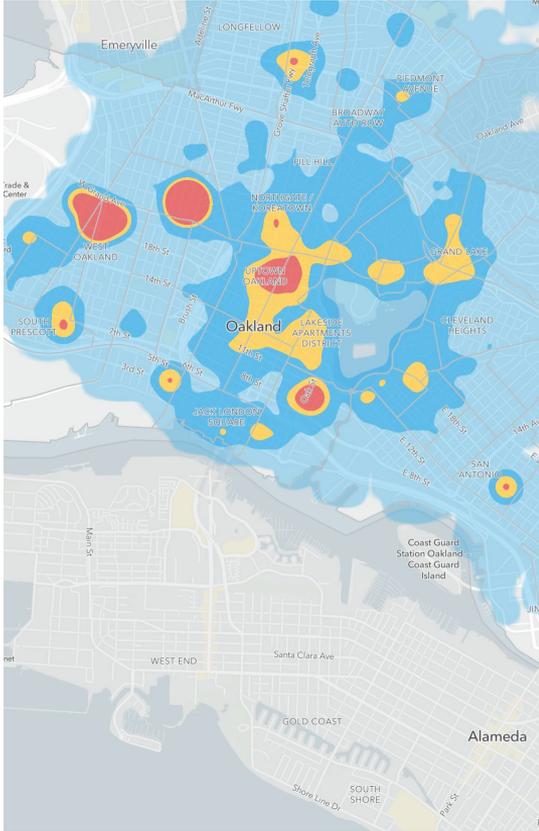
- Permit enforcement
- Equitable distribution
- Calculating parking fees
- Understanding utilization
- Designing new infrastructure (bike lanes, parking zones)

Data Summary



- over **1.65 million trips** (since last May)
- on average **3,000-7,000** trips per day
- average of **2.6-3** trips/vehicle/day
- Majority of trips start and end in Downtown, West Oakland, and North Oakland/Adams Point
- Popular routes: Telegraph, Broadway, 14th St, and around Lake Merritt

Data Use Policy Approved by the Privacy Commission

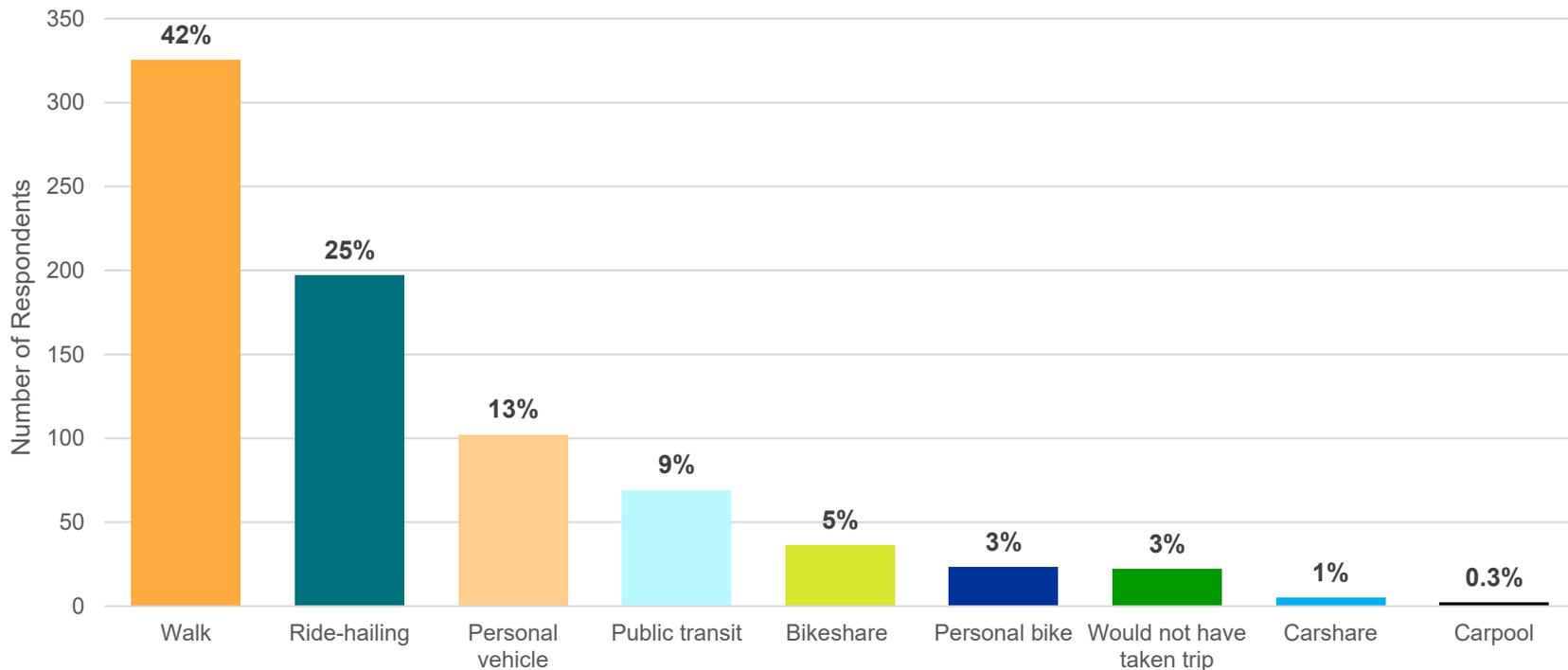


Protecting Personal Privacy through...

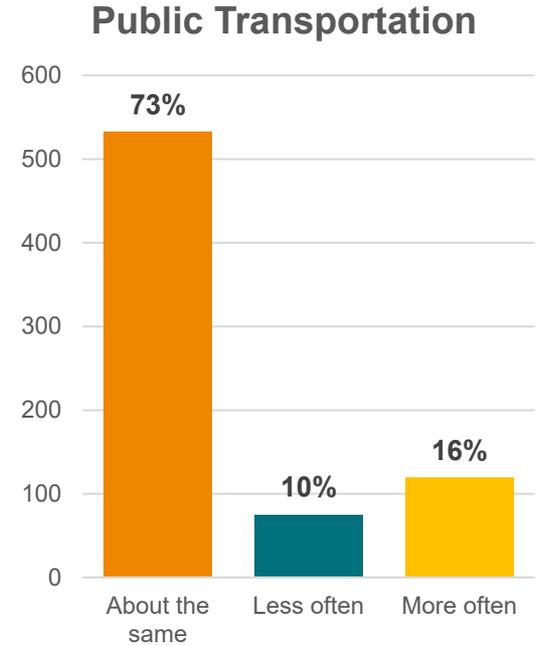
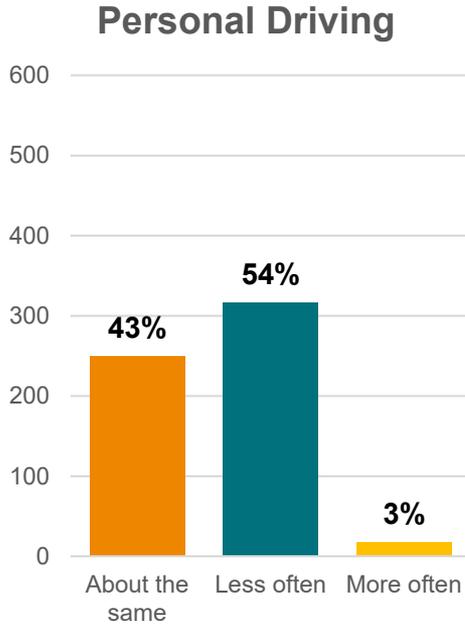
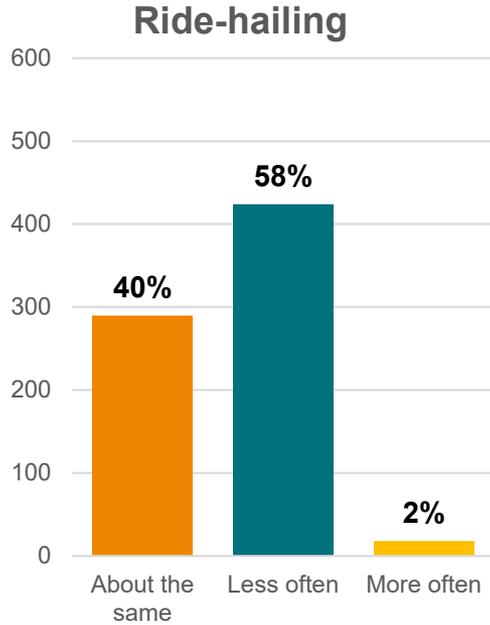
- **Obfuscation & Aggregation**
- **Retention & Security**
- **Access Controls**
- **Permitted Uses**
- **Public Access**

E-Scooter Survey Results: Mode Shift

What would you have used if an E-scooter wasn't available during your most recent trip? (n=864)



E-Scooter Survey Results: Reduced Reliance on Automobile



(n=864)

E-bike update: Lyft Up East Oakland



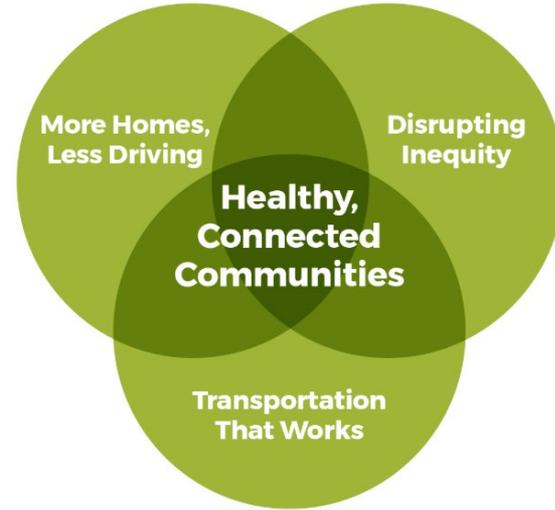


Our Goals:

EMPOWER

communities of color
to lead

PRIORITIZE the needs
of those most
impacted by climate
injustice





East Oakland Collective

invested in serving the communities of deep East Oakland by working towards racial and economic equity

The Scrapper Bike Team

youth empowerment through self-expression and creativity



Lyft Up East Oakland



Mobility4All--increase access to transportation for East Oakland residents who need free or reduced rides.

Bike Lending Library--establish a community-run program to educate and empower youth on owning and designing bikes



#RespectRealOakland
Donate at scraperbiketeam.org



Oakland Frank H Ogawa Plaza
Oakland 45th St at Manila Ave
Oakland 34th St at Telegraph Ave
Oakland Union St at 10th St
Oakland Lake Merritt BART
Oakland 32nd St at Adeline St
Oakland 24th St at Market
Berkeley Ninth St at Parker St
Berkeley Parker St at Fulton St
Berkeley Russell St at College Ave
Berkeley MLK Jr Way at University Ave
Berkeley Shattuck Ave at Hearst Ave
Berkeley Haste St at Telegraph Ave
Berkeley Oregon St at Adeline St
Berkeley Ninth St at Heinz Ave
Berkeley Channing Way at San Pablo Ave
Berkeley Derby St at College Ave
Berkeley Harmon St at Adeline St
Berkeley Fulton at Ashby Ave
Berkeley Sacramento St at Woolsley
Berkeley Virginia at Shattuck
Berkeley 10th St at University Ave
Berkeley Downtown Berkeley BART



Public Private Partnerships



**Finding Out What the Community
Wants**

Thank You!



City of
Oakland

Kerby Olsen
Shared Mobility Coordinator
Kolsen@oaklandca.gov



Jamario Jackson
Senior Community Planner
JJackson@TransFormCA.org



Lake Merritt TOD Access Plan

Meeting with Oakland Planning & DOT
July 12, 2019

What is the Lake Merritt TOD?



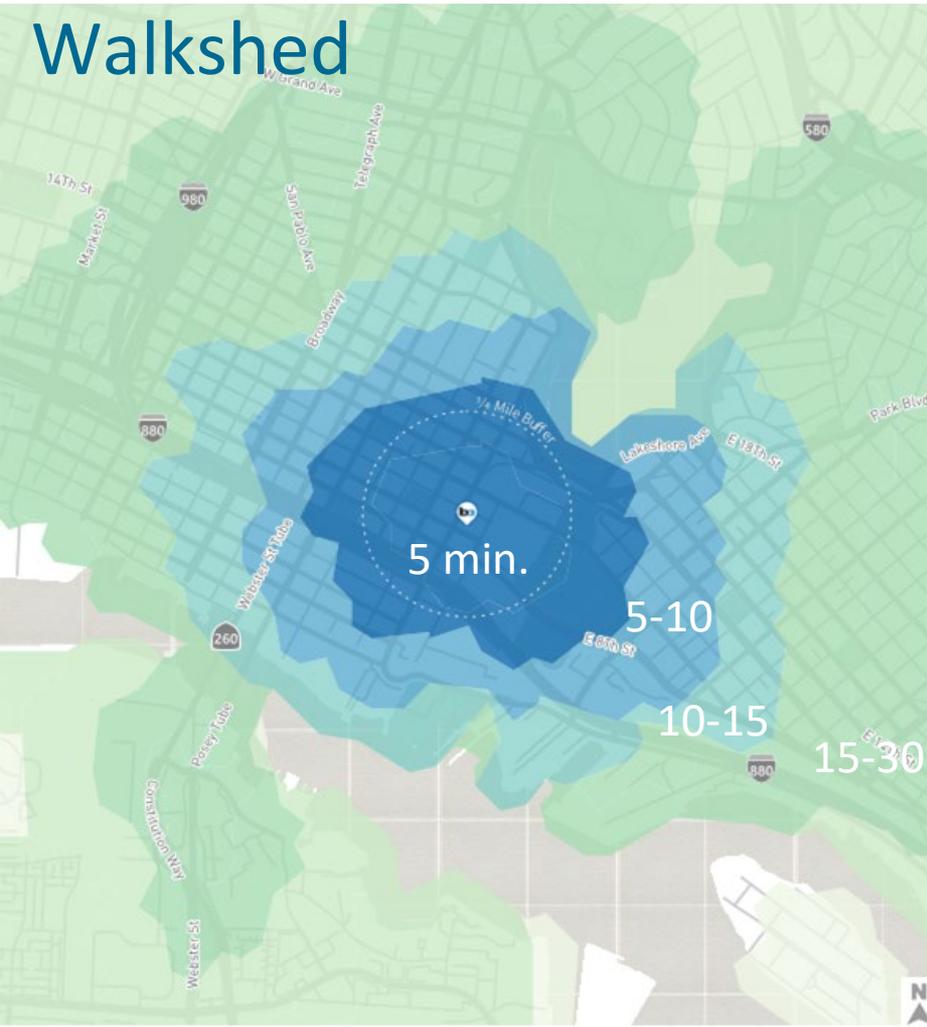
Access Plan Goals

1. Evaluate existing access needs
2. Identify future access needs
3. Identify desired infrastructure improvements at station
4. Recommend other infrastructure, policy & transit service improvements
5. Ensure station access is enhanced by TOD

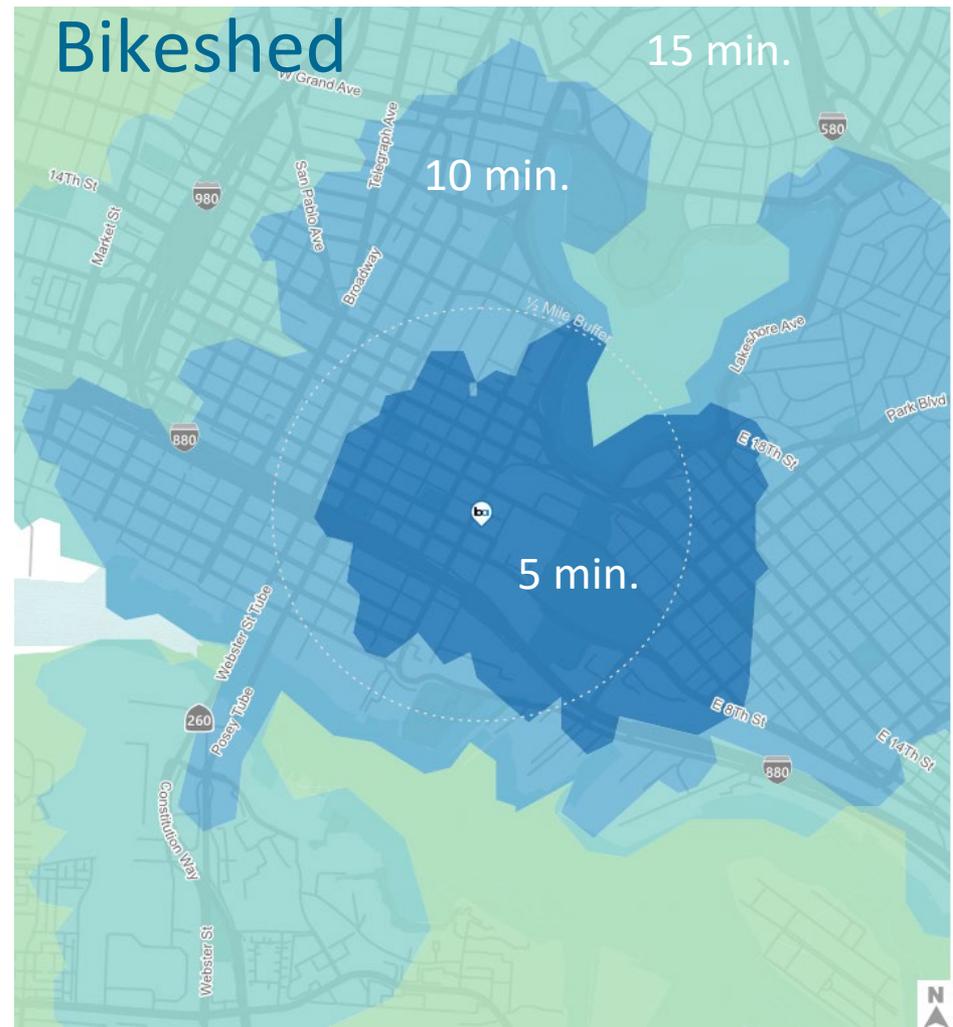
Walkshed and Bikeshed



Walkshed



Bikeshed



Access Plan Timeline

Task	2019						2020				
	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
1 Project Management											
1A Kick-off meeting											
1B Project management calls/meetings											
2 Inreach/Outreach											
2A BART staff/department engagement											
2B Outside engagement*											
3 Data Collection											
3A Review existing plans											
3B Review existing data											
3C Collect field data											
4 Analysis and Recommendations											
4A Analysis											
4B Recommendations											
5 Access Study											
5A Study outline											
5B Study report											

* EBALDC plans to share the initial project design with and get feedback from stakeholders through June 2019 and have more focused engagement in July-December.

Existing Planning Documents

BART

- TOF Plan
- Lake Merritt Plaza Plan
- Station Access Policy
- TOD Policy
- Multimodal Access Design Guidelines
- Bicycle Program Capital Plan

AC Transit

- Multimodal Design Guidelines
- Major Corridors Study
- Lake Merritt BART Transit Existing Conditions Memo (3/2/2018)
- Bus/shuttle spatial-needs memo

City of Oakland

- General and Lake Merritt Specific Plans
- Downtown Specific Plan (1/2019)
 - Options Memo (10/2018)
- Bike and Pedestrian Plans
- Transit Action Plan
- TDM guidance

Others

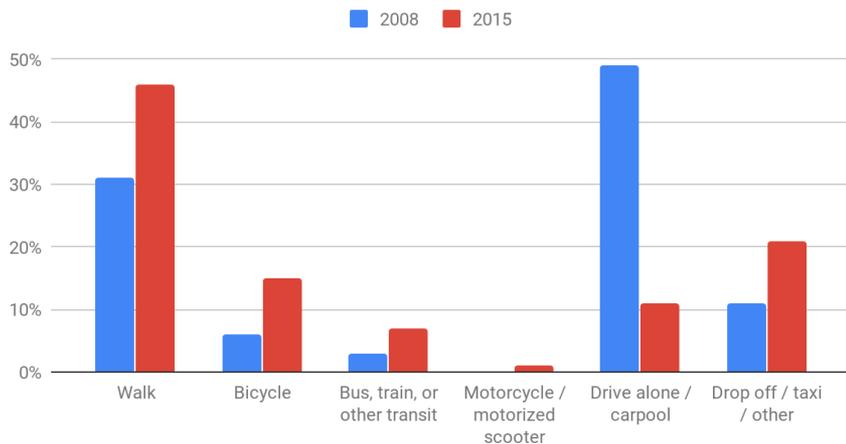
- Lake Merritt BART Station TOD Proposal (EBALDC/Strada)
- Alameda CTC Oakland-Alameda Access Project

2008-2015 Mode Split Changes

Lake Merritt BART Station:

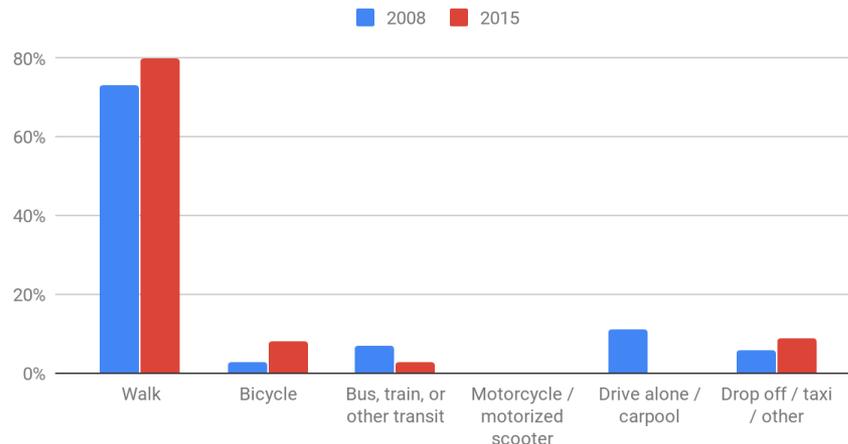
- Bike, walk, and drop-off modes have **increased**
- Driving alone has **decreased**

Change in Mode Split, Home-Based Trips (2008-2015)



BART Station Profile Study, 2008 & 2015

Change in Mode Split, Non-Home-Based Trips (2008-2015)



BART Station Profile Study, 2008 & 2015

Oakland Vision Zero



Figure 3.1 – High Injury Network (Streets and Intersections)

High Injury Intersections

- 9th/Madison
- 9th/Oak
- 9th/Fallon
- 8th/Madison
- 8th/Oak
- 8th/Fallon

High Injury Corridor

- 7th Street

Downtown Oakland Specific Plan's Big Ideas



- Potential for conversion of one-way streets to two-way
- Potential for one-way or two-way protected bike lanes
- Potential for sidewalk widening
- Bus priority on 7th Street
- TOD project must allow for a flexible future



Presented by
Dolan Law Firm, Lyft, and
Bike East Bay



pedalfest

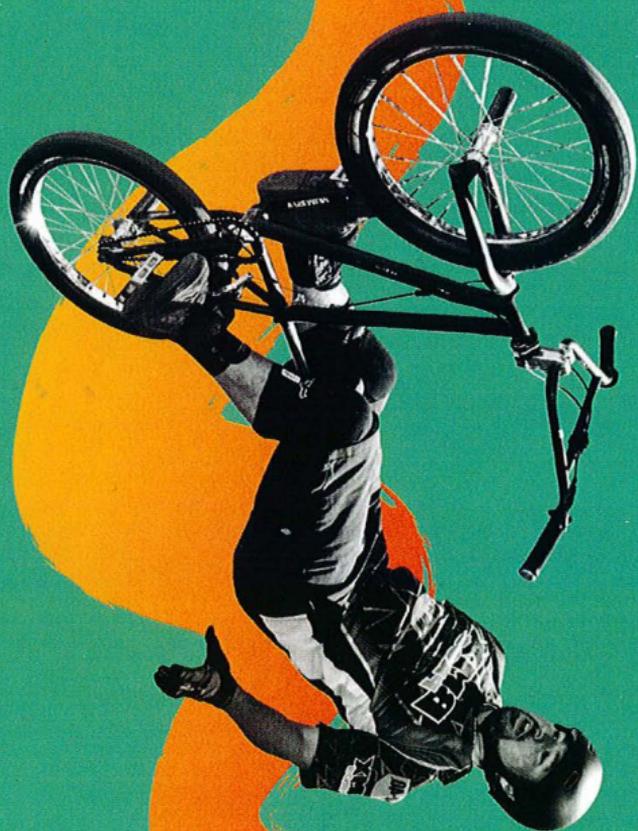
Saturday, August 3, 2019

11am-5pm | Jack London Square

Amphibious Bike Race
Pedal-Powered Live Music & Carnival
Bike Stunt Show
And More!

BikeEastBay.org/Pedalfest





pedalfest

11 AM - 5 PM

SATURDAY
AUGUST 3, 2019
JACK LONDON SQUARE



A celebration
of all things
bicycle

11AM - 5PM

SATURDAY

AUGUST 3, 2019

JACK LONDON SQUARE

**Amphibious Bike Race
Pedal-Powered Live Music & Carnival
BMX Stunt Show
And More!**

BikeEastiBay.org/Pedalfest

The logo features a stylized green 'u' shape above the text 'BIKEcffi>' in blue and 'EAST BAY' in green.



DOLAN LAW FIRM

JUMP

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IJO: Health

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