



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the January 15, 2015 meeting**  
**City Hall, 2<sup>nd</sup> Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)**

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Meeting agenda at <http://www2.oaklandnet.com/oakca1/groups/pwa/documents/agenda/oak050719.pdf>

*Meeting was called to order at 6:04 pm by BPAC Chair Chris Hwang.*

**Item 1. Roll Call/Determination of Quorum/Introductions**

At roll call, all Commission members were present except Royston Taylor, who had previously informed staff of the absence. A quorum was established. Introductions were made.

**Attendees**

- *Commissioners:* Ryan Chan, Chris Hwang, Christopher Kidd, Fred McWilliams, Robert Prinz, Midori Tabata, Rosa Villalobos, Kenya Wheeler
- *City staff:* Jason Patton, Jennifer Stanley, Iris Starr
- *Other:* Diane Dohm, Scott Amundson, Bob Fearman, Carol Levine, Stephen Beard (Chairperson, Oakland Commission for Persons with Disabilities), Eric Fischer, Tom Willging, Robert Raburn (BART Director, District 4)

**Item 2. Nominations/elections for BPAC Chair and Vice Chair**

A single nomination for BPAC Chair—Christopher Kidd—and a single nomination for BPAC Vice-Chair—Ryan Chan—were made. Both candidates were elected by unanimous voice vote of Commissioners in attendance.

Jennifer Stanley, Bicycle & Pedestrian Facilities Coordinator (City staff to the Commission) encouraged people to contact her with any input on the process for conducting BPAC officer elections.

**Item 3. Approval of meeting minutes**

- A ***motion to adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from December 18, 2014 meeting*** was made, seconded, and passed by consensus. (Adopted minutes online at [www.oaklandbikes.info/BPAC/index.htm#agenda](http://www.oaklandbikes.info/BPAC/index.htm#agenda))

**Item 4. Open Forum / Public Comment**

Stephen Beard, Chairperson of the Oakland Commission for Persons with Disabilities, introduced himself. The two Commissions have much in common and can look for ways to work together for mutual benefit. The Commission meets the 2<sup>nd</sup> Monday of each month in Hearing Room 3, 1:30-3:00 pm. A BPAC Commissioner could attend one of these meetings.

### **Item 5. Preliminary review of projects for TDA Article 3 and Pedestrian CIP (Measure B) funding**

Jason Patton, Bicycle & Pedestrian Facilities Program Manager, gave an overview of the local, state, and regional mandates that call for BPAC review of TDA Article 3 and Measure B (and BB) funded Pedestrian Capital Improvement Projects (CIP). He shared a preliminary list (see handout) of candidate projects. The BPAC will be asked to finalize recommendations at the March BPAC meeting so that the TDA application can be submitted on time. Project managers can be invited to present at the February and March meetings.

In recent years, about \$700k from the two sources has been available each year. The amount will increase this year due to the passage of Measure BB, but the total amount will not be known until the City Council adopts the next two-year CIP budget at the end of June 2015. The best projects to select for these funding sources is constrained by several factors, including the Alameda County Transportation Commission's (ACTC's) timely use of funds policy, and the need for sufficient staff resources for project development and management.

#### **Comments/Discussion**

- ATP projects previously submitted, but not yet funded, are not on this list because this source is better for projects that cost less than \$300k.
- BART Director Robert Raburn, in attendance, suggests that the Coliseum BART to Bay Trail Project be given high priority. He noted that there is a long-standing Federal funding earmark (\$750K).
- Projects for review in February and March should be those BPAC hasn't yet seen.
- Per ACTC, if Oakland's Pedestrian Master Plan isn't updated by the end of 2015, there aren't serious repercussions so long as substantial progress has been made.
- Instead of separate bike and ped plans, consider an Active Transportation (or Complete Streets) Plan.
- The cost of the bike plan is more expensive than the ped plan because it will be hard to spend all of the money before the funding deadline expires.
- Can the BPAC get an update on the stairs/paths projects (\$243k unspent balance)?
- The list is complete so far as staff knows.
- To make room on the February and March agendas for more information on these projects, BPAC officers will work with staff to prioritize items.

### **Item 6. Bike lane design details for various widths**

Jason Patton, Bicycle & Pedestrian Facilities Program Manager, explained that the detail (attached to the agenda) was developed to help standardize bike lane and buffer widths are allocated, as informed by City experience to date implementing such designs. The detail includes keeping the right hand bike lane stripe solid (not dashed, as on E 12<sup>th</sup> St) and making all stripes 6" wide (vs some 4" wide).

#### **Discussion**

- Consider vehicular speeds as well as available width: widen bike lanes where speeds are higher.
- Stephen Beard suggested that the guidelines be part of the City's Complete Streets design guidelines.

- Where the parking + bike lane width = 12' (minimum possible for bike lanes) what about installing sharrows in the travel lane next to the bike lane? (Jason noted that this is not permissible per State guidelines.)
- Why not include a double white line on the right side of the bike lane (like on the left)?
- What about using the “[BIKES] MAY USE FULL LANE” sign + sharrows where bike lanes are narrow?
- What about advisory bike lanes (dashed longitudinal stripes and no centerline)?
- What about design standards for a completely different type of bikeway than the one agendized: parking protected? The factors involved in designing parking protected bikeways are a magnitude more intensive and include: the Fire Code; ADA compliance; parking removal/parking revenues; loading zones; delivery trucks; etc. Developing design standards for parking protected bikeways would require more staff resources.
- Iris Starr, Transportation Planning & Funding Division Manager, suggested that the BPAC review how staff spends their time currently and identify the priorities for current resources and for additional resources.

### **Item 7. Three-month agenda look-ahead, suggestions for meeting topics, announcements**

#### *Three-month look ahead*

Jennifer noted changes to the three-month look ahead since the agenda was published (LAAMPS moved from February to April; defer presentation on traffic signal policy; the addition of ATP grants to April) and noted that, to make time in February for TDA/Ped CIP projects presentations, the AC Transit presentation could be deferred to another meeting, and design review of the Telegraph Ave Bikeway could be performed by the committee previously established for this purpose.

#### *Suggestions for meeting topics*

- Invite the Mayor’s new transportation official.
- Oakland’s construction mitigation (Temporary Traffic Control) standards/policy/process.
- Councilmember Gallo’s efforts to improve pedestrian safety at the Fruitvale Ave/E 17<sup>th</sup> St intersection.
- BPAC’s role in civic engagement.
- Commission retreat.
- Outreach to the Oakland Police Department.
- BPAC Mayoral appointments.
- Annual report to the City Council Public Works Committee (Stephen Beard offered to advise the BPAC on the retreat and annual report, given his Commission’s long experience in doing both).

→ ***A motion to empower a committee of the BPAC and members of the public to establish a framework for policy goals and departmental relationships for the BPAC and to organize a special BPAC meeting to finalize and adopt a strategic agenda and report back within two meetings was made, seconded, and passed unanimously.***

Those interested in serving on this committee should email Chris Kidd at [cskidd@gmail.com](mailto:cskidd@gmail.com).

### *Announcements*

- The 19<sup>th</sup> St BART Bike Station will have a “soft” launch in early February, with the Grand Opening in late February.
- Bike East Bay’s Strategic Planning Summit is January 24-25 at the West Oakland Senior Center. More information at [www.bikeeastbay.org/summit](http://www.bikeeastbay.org/summit).
- Commissioner Prinz (of Bike East Bay) noted that there were no bicyclist fatalities in 2014 and gave kudos to staff.
- Commissioner McWilliams reports that at a recent presentation on the Coliseum City plan, there was little bike/ped accommodation, and there are doubts about project implementation.
- Commissioner Tabata noted that Oakland was promoted from a Bronze to a Silver level Bicycle Friendly Community, but that in comparison, many Bronze communities don’t even have very basic policies and facilities. Having served as a reviewer for the League of American Bicyclists, she reports that the things holding Oakland back are the perceived slow pace of project implementation and the state of Oakland’s pavement.
- Chabot Rd (old regional bikeway) was paved this week.

*Meeting adjourned at 8:08 pm.*

### **Attachments**

- Handout: TDA Article 3 and Pedestrian CIP Funding (15-Jan-2015), FY15-16: Draft List of Candidate Projects

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on January 20, with comments requested by January 27, to [jstanley@oaklandnet.com](mailto:jstanley@oaklandnet.com). Minutes adopted at the February 19, 2015 meeting.

## City of Oakland TDA Article 3 and Pedestrian CIP Funding (15-Jan-2015)

### FY15-16: Draft List of Candidate Projects

Project	Description	Project Staff	Total Cost	Funding Request
27th St / Bay PI / Harrison St / 24th St intersection improvements	Preliminary design for intersection configuration recommended by Harrison-Oakland Community-based Transportation Plan and Broadway Valdez Specific Plan	Patrick Lane	\$850,000	\$185,000
Antioch Ct streetscape	Montclair Village streetscape previously funded with \$90K from Pedestrian CIP for design phase. Bids for design came in over budget and additional funds are needed.	Jaime Heredia	\$473,300	\$30,000
Bellevue Ave. and Pathway Improvements	In Lakeside Park, repave Bellevue Ave. from Grand to Perkins, add new bike lane and some additional vehicular parking, renovate existing entrance terrace to Garden Center. Part of the needed \$275K may be available from Measure DD. Construction anticipated in FY15-16.	Ali Schwarz	\$960,000	\$275,000
Bicycle Master Plan Update	Update required by December 2017 to satisfy ACTC requirements. Update would implement performance measures for bikeways and apply NACTO design innovations to the bikeway network, including protected bike lanes.	tbd	\$175,000	\$175,000
Bicycle Safety Education Classes	Partner with OPR and Bike East Bay to offer 2-3 years of safety classes (\$500 per adult classroom course; \$3,000 per on-street or family workshop). As of Jan 2015, \$16,000 remains of \$25K award from FY13-14.	Jennifer Stanley	tbd	tbd
Bicyclist Signage Program	Continue implementation of bicycle guide signs with complementary regulatory and warning signs. Priority projects include 20th St / MLK Jr Wy, Foothill Blvd / Bancroft Ave, Adeline St, and Telegraph Ave / Washington St / Clay St.	Jason Patton	\$75,000	\$75,000
Bike Safe Storm Drain Inlet Program	Continue the replacement of storm drain inlet grates that are hazardous to cyclists.	Jennifer Stanley	\$75,000	\$75,000

Project	Description	Project Staff	Total Cost	Funding Request
Caldecott Projects: Broadway / Keith Ave	Innovative project with protected bike lanes and bicycle signal heads to improve safety and access at complicated Highway 24 ramps. Includes pedestrian and landscaping improvements. Construction bids came in high, resulting in a shortfall.	Mohamed Alaoui	\$2,900,000	\$500,000
Coliseum BART to Bay Trail Connector Planning & Design	Planning and design for the bicycle and pedestrian path to connect Coliseum BART to the Bay Trail at 66th Ave in MLK Jr Regional Shoreline Park.	Nick Cartagena	\$750,000	\$150,000
East Oakland Bike Lane Implementation	Prioritize the implementation of key bike lanes and upgrades in East Oakland. Candidates include Camden St (Seminary Ave to Bancroft Ave), San Leandro St (66th Ave to 75th Ave), and MacArthur Blvd (Coolidge Ave to Midvale Ave).	Jason Patton	\$100,000	\$100,000
East Bay Bus Rapid Transit Project-Special Intersection Paving	Design and construction of special intersection paving at approximately 30 street crossings associated with BRT Station platforms along the 8.5 mile route within the geographic boundaries of Oakland. Special intersection paving treatments will highlight crossings as an extension of the pedestrian realm and announce BRT station locations. Special intersection paving treatments may include integrated colors, textures, and scoring patterns. They may be instituted within crosswalk markings or across an entire intersection. (Standard transverse or longitudinal high visibility crosswalk markings will still be required.) Funds can be expended under the BRT Project in FY 2015-16.	Christine Calabrese	\$180,000	\$180,000
Estuary Park Planning	The project will include park and pathway improvements including installation of a portion of the Bay Trail on the Oakland Estuary at the Lake Merritt Channel. Planning phase to begin Spring 2015.	Ali Schwarz	\$12,000,000	\$100,000

Project	Description	Project Staff	Total Cost	Funding Request
Fruitvale Alive Gap Closure Streetscape Project	The Fruitvale Alive Gap Closure Streetscape Project will build upon the previous design and construction work done for the corridor, including increasing the utility of this corridor for bike and pedestrian access while simultaneously calming traffic and improving intersection functionality. The project includes phases for conceptual design, traffic study and evaluation, and development of 35% engineering plans. The Project is currently underway and the funds will likely be expended before the end of 2015.	Nick Cartagena	\$219,000	\$75,000
I-880 Underpass @ Broadway Project	The 880 Underpass @ Broadway Project is focused on the revitalization of the underpass beneath the 880 freeway at Broadway as the main focus and the nearby Webster, Harrison, Clay and Jefferson as the secondary focus. Increased lighting, enhanced pedestrian and bicyclist safety, and interactive features are being planned for this project.	Ain Bailey	\$3,400,000	\$125,000
Lake Merritt Improvement Project- Bellevue Ave., Fairyland, Garden Center Entrances	Improving pedestrian and bicycle access and safety to Lakeside Park, Fairyland and the Garden Center. Improving and adding new pathways and bicycle facilities. Part of the needed \$270K may be available from Measure DD. Construction anticipated in FY15-16.	Ali Schwarz	\$1,603,000	\$270,000
Lakeside Park Pathway Improvements Assessment and 35% design	Conduct a study of existing and desired pathways throughout all of Lakeside Park. Develop a schematic level design for New and improved pedestrian and bike pathways throughout Lakeside Park. Begin Assessment and 35% design Spring Summer 2015	Ali Schwarz	\$200,000	\$200,000
Pedestrian Master Plan Update	Update required by December 2015 to satisfy ACTC requirements. The update would be comprehensive - but strategic - given that the current plan is from 2002 and there is limited time to complete the project.	tbd	\$125,000	\$125,000
Stair Path projects	Repair stair paths based on a prioritized list developed with community input. No specific request was received for FY15-16. As of 6/30/14, \$242,658 was available from previous rounds of this funding source.	Jaime Heredia	\$0	\$0

Project	Description	Project Staff	Total Cost	Funding Request
Traffic Circles for Lower Elmhurst/33X Neighborhood	Four (4) traffic circles along 84th Ave as phase 1 of capital improvements in neighborhood 33X as part of the Lower Elmhurst Neighborhood Planning process convened by the HOPE Collaborative with support from Global Green USA/US EPA Sustainable Communities Grant 2012. Costs include design work, building costs and reimbursements for City of Oakland engineering, traffic and project delivery assistance and review.	David Ralston	\$60,000	\$60,000
Upper Broadway Road Diet Project	The project will restripe Broadway between College Ave and Ocean View Dr from four lanes to three lanes (two through lanes and one center turn lane) with Class 2 bicycle lanes. The project will also install pedestrian improvements, like high-visibility crosswalks, crossing signs, rectangular rapid flashing beacons, pedestrian hybrid beacon, pedestrian refuge islands, and sidewalk extensions, at selected intersections within the project limit. Part of the scope is within and funded by the Caldecott Settlement. Construction anticipated in FY15/16.	Si Lau	\$1,150,000	\$300,000
<b>TOTAL REQUESTS</b>				<b>\$3,000,000</b>