



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the January 19, 2017 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting agenda at www2.oaklandnet.com/OAK0623454

Meeting called to order at 6:06pm by BPAC Chair Ryan Chan.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established:

Commissioners	Present
Reginald K Burnette Jr	X
Ryan Chan (Chair)	X
Chris Hwang	X
Christopher Kidd	X
Fred McWilliams	
Robert Prinz	X
Midori Tabata	X
Rosa Villalobos (Vice-Chair)	X
Kenya Wheeler	X

Introductions were made.

- Other attendees (who signed in or spoke): Eric Fischer, Admas Zewdie, Scott Amundson, Chris Kintner, Tiff Mueller, Chris Hinkle, Dianne Yee, Carol Levine, Brian Toy
- Staff: Jason Patton, Jennifer Stanley, Menaka Mohan, Sarah Fine, Kerby Olsen

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

There was one nomination for Chair (Ryan Chan) and two nominations for Vice-Chair (Robert Prinz and Kenya Wheeler). Chan accepted the nomination and was appointed Chair. A ballot was circulated to select Vice-Chair with Prinz getting five votes and Wheeler getting three votes. Prinz accepted the position of Vice-Chair.

Item 3. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from December 15, 2016** was made (Chan), seconded (Tabata), and approved by consent.

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

Item 4. Open Forum / Public Comment

- Eric Fischer reported that the configuration/design of signals and curb ramps at the Safeway on Pleasant Valley Ave was unfriendly to pedestrians. He reported the issue to the Call Center on October 20 but has not yet received a response. Commissioner Prinz reported that Bike East Bay approached the developer regarding other issues that are not consistent with previous BPAC

input or with the Conditions of Approval (COA) for the project. He will let Eric know if he hears back. The primary contact in Building Dept for COA compliance is Bill Quesada.

- Chris Kintner reported that the signal timing at MacArthur BART is bad for pedestrians. He has not reported it to the Call Center, but others have. Commissioner Prinz recommended that he contact the City Council person, and noted that there are other issues that haven't been consistent with COA. Dianne Yee asked whether developers are fined for non-compliance with the COA. This depends on whether changes were approved by City.

As a result of these comments, Commissioner Prinz suggested that a presentation to BPAC be made regarding legal requirements and oversight pertinent to bike/ped improvements included in COAs.

Item 5. BPAC staffing changes

Jason Patton, Bicyclist & Pedestrian Program Manager, explained that he is now the primary contact for BPAC, a responsibility previously held by Iris Starr. This change is due to the DOT reorganization. Questions were raised about the reorganization more generally. Jason proposed that the BPAC receive a high-level report on the proposed DOT budget.

Item 6. Temporary Traffic Control Guidance Update

Senior Transportation Planner Sarah Fine introduced DOT Intern Kerby Olsen to present a report on recently-issued City guidance to improve the quality of traffic control detours and diversions. **See guidance in agenda packet and attached presentation.** Kerby outlined the limitations of the guidance in the Manual on Uniform Traffic Control Devices (MUTCD), and described resulting problems that can decrease road user safety. He described the update process and rationale.

Summary of comments: include schools, senior centers, and parks in the Tier 1 designation; ensure that the requirements can be enforced and that there is sufficient staffing; fix the map to ensure that the Safeway development, for example, falls within Tier 2 at least; consider changes to the Master Fee Schedule to incentivize compliance; share the guidance with the ADA Commission; continue to complain about inadequate TTC currently in place; when bike lanes are diverted to parking stalls, require posts to prevent people from continuing to park curbside.

The public can review permits at <https://aca.accela.com/oakland>. Fines for non-compliance are levied on a daily basis. TTC can be very expensive to developers, so the guidance is meant to be commensurate with impacts. For example, closures that close a (metered) parking space cost \$1,000/space per month. (Fees help fund inspections.)

An unrelated discussion regarding the plan for improvements to the Telegraph Ave bike lanes ensued, with an attendee asking a question about the status of bike lanes all the way to the Berkeley border. Sarah Fine responded that the current plans include new bike lanes north of 29th St to 41st St, and physical separation in the “beige” areas between 20th and 29th Sts. These improvements are expected to be completed within two years. In the interim, the City plans to add flex posts to beige areas. Next month, Sarah is planning to present a before/after progress report on Telegraph Ave that will include safety data (collisions, speeds), user experience, retail results, and parking occupancy.

Item 7. East Bay Greenway

Menaka Mohan, Great Streets Delivery Division, gave an overview of the East Bay Greenway project (study) status. **See attached presentation.** The Alameda County Transportation Commission (ACTC) is the lead agency for the project. The entire bikeway cannot be a separated path—some sections will be on-street. There are four design options under study. The final environmental documents should be published in 2018 at a total cost of \$2.6m. Construction cost estimates range from \$130m to over \$400m; cost will depend on the design option selected.

Summary of discussion: acquiring right of way is expensive; it is not clear whether Union Pacific would want to sell ROW; current train frequency is not published, but known to be low—the ROW is parallel to the track that is in use (and is different than the tracks used by the Capitol Corridor); the demand for the facility is documented by “desire lines” threading through the alignment; the project will invest in East Oakland; the existing segment between 75th and 85th Aves is a good alternative to riding on San Leandro St, and the automated counter showed 75,000 bike/ped trips in first 6 months after installation; and early implementation of high-priority on-street segments may be possible.

BART Director Robert Raburn (who serves on the Capitol Corridor governing board) reported that the East Bay Greenway is a very important project for BART. Sarah Fine stated that the project could result in more freight on trains rather than trucks, reducing impacts to West Oakland (notably air quality).

Speakers other than commissioners: Dianne Yee, Eric Fischer, Robert Raburn

Item 8. 2017 bikeway/paving projects: Clay St & Fruitvale Ave

Jason Patton gave an overview of the single citywide paving contract expected to be completed in 2017. The value of the contract is \$4m, and will use “bonded wearing course,” new material for Oakland, more substantial than the recent micro-surfacing on San Pablo Ave, but less than an overlay. Curb ramps will be included (not typical for preventative maintenance). Project design is led by the Safe Streets Division, with Jason designing the streets with bikeways; contracting will be handled by the Great Streets Delivery Division. Overview of the streets to be paved/striped:

- *Joaquin Miller Rd (Mountain Blvd to Skyline Dr):* a safety improvement to help drivers merge from side streets. With a 12-14% grade, prevailing traffic speeds may approach 50 mph. The design is in flux; the proposal was for bike lanes, but downhill, bike lanes would be too narrow for the high speeds. Paving is only in the downhill direction.
- *98th Ave (San Leandro St to Bancroft Ave):* long stretch with proposed road diet between Bancroft and E St (narrow segment) w/ peak hour parking restrictions, low parking volumes.
- *Market St (7th-18th Sts):* existing bike lane design will be upgraded to include buffers.
- *Adeline St (10th-19th Sts):* 4-to-2 lane road diet with bike lanes approved as part of West Oakland Specific Plan; final design under evaluation for which turn pockets to maintain.
- *Martin Luther King Jr Wy:* paving only, with bike lane striping via a separate, streetscape project.
- *Clay St (7th-17th Sts):* the current configuration is variable with 2-4 lanes. Proposed configuration is one lane in each direction w/ buffered bike lanes, except at one intersection where a turn pocket is required. Result of project outreach mailer sent in April 2016: 83% of respondents in support. City Council approved road diet along with the paving contract.
- *Fruitvale Ave (Foothill Blvd-Harold St):* the current configuration is one lane in each direction with sharrows. The proposed configuration will add an uphill bike lane and narrow the downhill lane by moving the centerline by 2 feet. Approaching Harold St, northbound, parking is being removed to maintain two travel lanes; there is not enough width to maintain the bike lane.

Comments (Clay St): add a bike box southbound approaching 9th St; consider a separated bikeway; how will the project deal with double parking problems?

Comments (Fruitvale Ave): support the uphill bike lane idea; make sure to stripe crosswalks wherever possible—evaluate bus stop locations in particular; closely examine the turning movements at Harold St—consider narrowing the median to make room for the bike lane; the turn pocket at E 27th St creates a bad pinch point—make sure the project doesn't worsen the situation.

Speakers other than commissioners: Scott Amundson, Dianne Yee, Carol Levine, Chris Kintner, Robert Raburn.

→ A motion to **extend the meeting to 8:15 pm** was made (Chan), seconded (Prinz) and passed on voice vote.

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

Three-month look-ahead

The items listed in the agenda packet have changed as follows: there will be a short item on the Pedestrian Master Plan in February and a longer one in March. The Bike to Work Day item will be in March and also include bike month. A progress report on Telegraph Ave will be scheduled for February.

Suggestions for meeting topics

- Measure KK and BPAC's role (Kidd; also suggested in December 2016)
- Bike plan update status (Kidd)
- CIP for upcoming budget process and also DOT and paving funds (Kidd)
- HSIP grants projects update (Kidd, also suggested in December 2016)
- DOT/Transportation Commission and how BPAC would be involved (Kidd)
- Measure KK Budget Advisory Commission presentation (Wheeler)

Announcements

- Commissioner Prinz: The time for Bike East Bay bike valet service at the Women's March printed in the agenda has been changed to 9am-4pm.
- Commissioner Burnette Jr: There will be a bike fix-it clinic at The Shed, 81st Ave Library, on First Friday (February 3).
- At the February 7 meeting, the Mayor's Office will ask City Council to reappoint Commissioners McWilliams, Tabata, and Wheeler.
- Commissioners extend thanks to Commissioner Villalobos Rosa for her service as Vice-Chair.

Meeting adjourned at 8:12p.

Attachments (to be appended to adopted minutes)

- Temporary Traffic Control presentation
- East Bay Greenway Presentation

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on January 23, 2017, with comments requested by noon, Monday, January 30, to jstanley@oaklandnet.com. Revised minutes were attached to the February 2017 meeting agenda and adopted at that meeting.



Temporary Traffic Control

For the applicant

"An area of a highway where road user conditions are changed because of a work zone or incident by the use of temporary traffic control devices, flaggers, uniformed law enforcement officers, or other authorized personnel" - (MUTCD).

For the pedestrian:

When construction blocks your path.



Oakland's process

If you want to do this:

Your project, work site or limits of work:

- 1. Is located in a Holiday Restricted Street.
- 2. Is located in a Limited Duration Street.
- 3. Is within a street with commercially zoned land uses.
- 4. Has a work area of one city block or 300 feet or greater in length, whichever is less, along the street.
- 5. Provides less than 5 feet of unobstructed sidewalk for sidewalk related work.
- 6. Requires lane closure with a work area of one city block or 300 feet or greater in length, whichever is less, along the street.
- 7. Requires street closure or traffic detour for all work area sites. Note that depending on the nature of work and size of work area, proposed work in the parking lane may require full or partial street closure.
- 8. Requires full or partial closure of one or more signalized intersections (i.e. intersections controlled by traffic signals) for all work area sites, but that this does not apply to intersections controlled by STOP or YIELD signs.
- 9. Is expected to impact State (California) right-of-way.

You need this:

Traffic Control Plan

Contents

1. TTC Permitting process
2. Why we updated the previous TTC guidance
3. Overview of new TTC guidance

Oakland's process

If you want to do this:

- Obstruct any portion of a street or sidewalk

You need this:

Obstruction Permit

Oakland's process

Obstruction Permit Application

Obstruction Permit*

Traffic Control Application

Traffic Control Plan (TCP)*

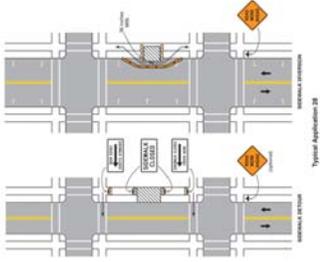
*Must comply with chapter 5 of MUTCD

CA MUTCD

MUTCD 6B, 2.E: Bicyclists and pedestrians, including those with disabilities, should be provided with access and reasonably safe passage through the TTC zone.

Does not specify *when* or *where* to allow detours vs. diversions

Figure 6B-16. Sidewalk Closure or Diversion (CA MUTCD)



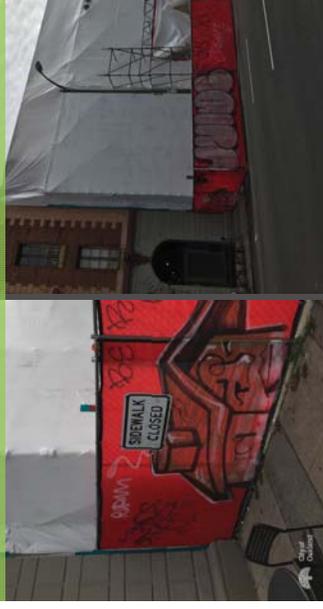
Pedestrian walkway canopy

Does not require traffic control plan if 5' -6" left clear

Must meet design requirements



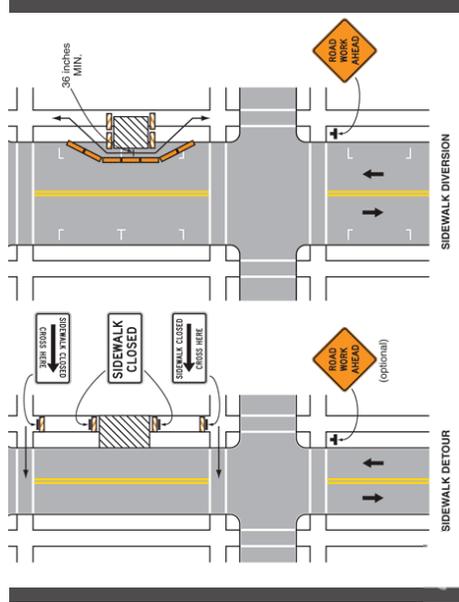
Problem: Construction blocking sidewalk



Problem: Construction blocking sidewalk



Problem: Inadequate barriers



Problems with previous guidance

- Placed the most vulnerable road users at most risk
- Obstructed essential pedestrian routes in downtown, near BART
- Blocked access to retail
- Sidewalk and bike lane obstruction was allowed even when unnecessary for construction
- Barriers may not be adequate
- Bicycle and pedestrian accommodation was unclear
- Incompatible with the vision and goals of the OakDOT Strategic Plan



OakDOT new guidance For Pedestrians

Tier 1

Downtown or within ¼ mile walk of a BART station

Tier 2

Commercially zoned streets and major transit corridors

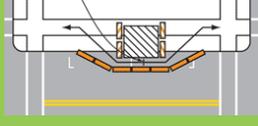
Tier 3

All remaining sidewalks not included in Tier 1 or 2



OakDOT new guidance

Diversion



Tier 2

Detour



Flaggers required

OK

24 hours MAX



Crafting new TTC guidance

Inputs:

- Director's concerns
- Survey of best practices from other cities
- Internal feedback and comments

Research on best practices

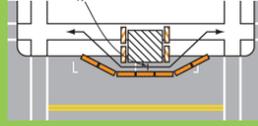
Draft guidance memo

New guidance memo



OakDOT new guidance

Diversion



Tier 1

Detour

Flaggers required



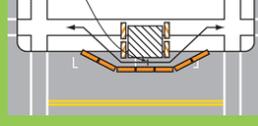
OK

4 hours MAX



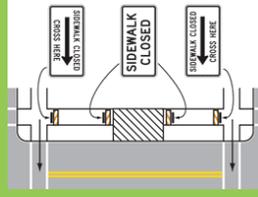
OakDOT new guidance

Diversion



Tier 3

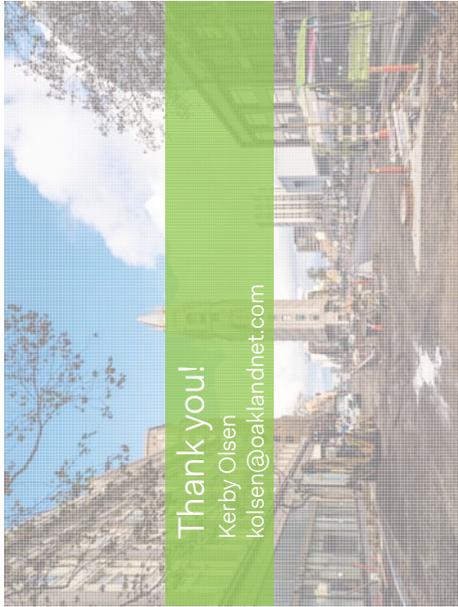
Detour



OK

OK







Introducing

East Bay Greenway

City of
Oakland

Menaka Mohan
Great Streets Division

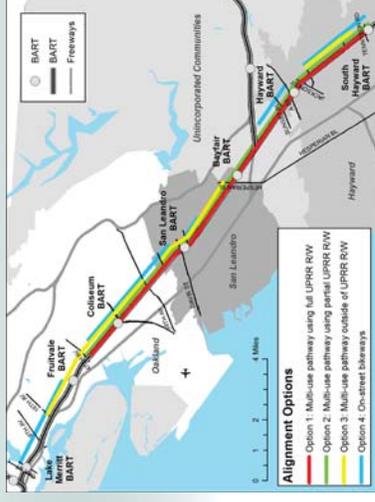
East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



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East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station

Availability of options



Alignment Options

- Option 1: Multi-use pathway using full UPRR ROW
- Option 2: Multi-use pathway using partial UPRR ROW
- Option 3: Multi-use pathway outside of UPRR ROW
- Option 4: On-street bikeways

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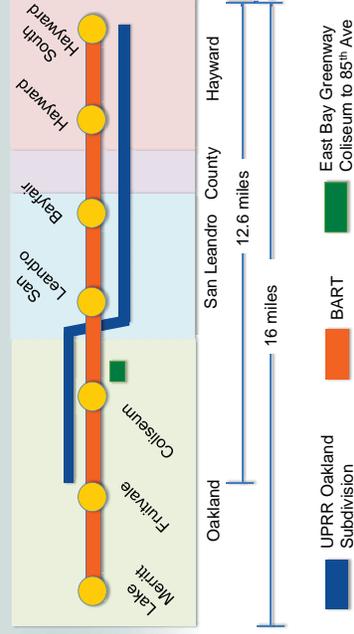
East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



What is the East Bay Greenway?

- Lead Agency ACTC
- Proposed regional trail facility following BART alignment, Lake Merritt to South Hayward BART
- 16 miles
- Links seven BART stations
- Connects four jurisdictions

Project Corridor



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East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station

Design Options Under Evaluation

On-street bikeways

Multi-use pathway outside of UP right-of-way

Multi-use pathway using partial UP ROW

Multi-use pathway using full UP ROW

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East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station

Multi-use pathway using full UP R/W



Iron Horse Trail, Pleasanton



Ohlone Greenway



Mannan Rail Trail, Northampton, MA



Atlanta Beltline

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East Bay Greenway, Lake Merritt BART Station to South Hayward BART Station

Multi-use pathway outside UP R/W



Segment 1 at 75th Avenue



BART R/W between 37th Ave and 47th Ave



San Leandro Street at 98th Avenue



Whitman St at Harder Road

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East Bay Greenway, Lake Merritt BART Station to South Hayward BART Station

Project work flow



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East Bay Greenway, Lake Merritt BART Station to South Hayward BART Station

Multi-use pathway using partial UP R/W



Elliott Bay Trail, Seattle



Santa Fe Rail Trail



Schuylkill River Trail, Philadelphia



Springwater Corridor, Portland

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East Bay Greenway, Lake Merritt BART Station to South Hayward BART Station

On-Street Bikeways



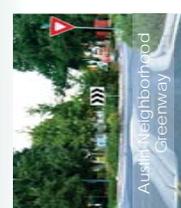
Brooklyn Waterfront Greenway



Indianapolis Cultural Trail



Seattle Neighborhood Greenway



Austin Neighborhood Greenway

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East Bay Greenway, Lake Merritt BART Station to South Hayward BART Station

Project Challenges

- UPRR right-of-way availability
- Rail-with-trail design constraints
- Contaminated soil/materials
- Operations and maintenance consensus
- Cost/funding



Looking south from 18th Avenue in San Leandro



Looking north at San Leandro Creek

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East Bay Greenway, Lake Merritt BART Station to South Hayward BART Station

Project Schedule

	2016		2017			2018		2018 and Beyond
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
Preliminary Engineering								
Environmental Studies								
Environmental Document								
Railroad Coordination								
Design and Construction								

First BPAC Briefing

Release Environmental Document

Final Environmental Document



For additional information, go to:
www.alamedacdc.org/eastbaygreenway

OakDOT Core Values	East Bay Greenway
Equitable Jobs and Housing	<ul style="list-style-type: none"> Significant investment in East Oakland Potential to develop housing/jobs opportunities
Holistic Community Safety	<ul style="list-style-type: none"> Prioritize safe destinations Ensure safe access within 2 miles from BART
Vibrant Sustainable Infrastructure	<ul style="list-style-type: none"> Supports new trail network Creates new green space
Responsible Trustworthy Government	<ul style="list-style-type: none"> Inclusive community process

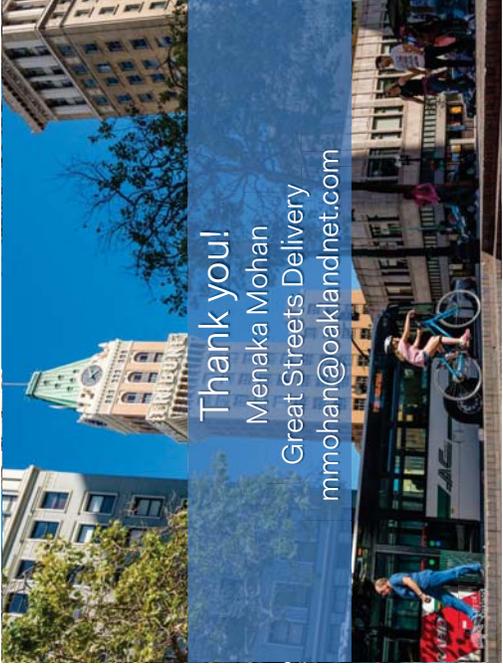
Cost and Funding

- Environmental phase fully funded by \$2.6 million state Active Transportation Program grant supplemented by local Measure B and BB funds
- Costs consist of two main categories
 - Construction cost: \$30 million to \$110 million?
 - Right-of-way cost: \$100 million to \$300 million?



- Equitable Jobs and Housing
- Holistic Community Safety
- Vibrant Sustainable Infrastructure
- Responsible Trustworthy Government

Read the Plan online: <http://bit.ly/oakdotplan16>



Thank you!
 Menaka Mohan
 Great Streets Delivery
mmohan@oaklandnet.com