Item 1. Roll Call/Determination of Quorum/Introductions
At roll call, quorum was established:

<table>
<thead>
<tr>
<th>Commissioners</th>
<th>Present</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reginald K Burnette Jr</td>
<td>X</td>
</tr>
<tr>
<td>Ryan Chan (Chair)</td>
<td>X</td>
</tr>
<tr>
<td>Chris Hwang</td>
<td>X</td>
</tr>
<tr>
<td>Christopher Kidd</td>
<td>X</td>
</tr>
<tr>
<td>Fred McWilliams</td>
<td></td>
</tr>
<tr>
<td>Robert Prinz</td>
<td>X</td>
</tr>
<tr>
<td>Midori Tabata</td>
<td>X</td>
</tr>
<tr>
<td>Rosa Villalobos (Vice-Chair)</td>
<td>X</td>
</tr>
<tr>
<td>Kenya Wheeler</td>
<td>X</td>
</tr>
</tbody>
</table>

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.

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

Temporary Traffic Control

Oakland’s process

If you want to do this:

You need this:

*Must comply with chapter 5 of MUTCD*
CA MUTCD

Pedestrian walkway canopy

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

MUTCD 2.7: Bicyclists and pedestrians, including those with disabilities, should be provided passage through the TTC zone.

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

Pedestrian walkway canopy

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

Must meet design requirements

Problem: Construction blocking sidewalk

Problem: Inadequate barriers

Pedestrian walkway canopy

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

Must meet design requirements

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

Inputs:
- Director’s concerns
- Survey of best practices from other cities
- Internal feedback and comments

Crafting new TTC guidance

- New guidance memo
- Draft guidance memo
- Research on best practices
OakDOT new guidance

For Bikes

1 lane roadway

Other additions:
- Permits must be posted, showing duration and contact info
- A qualified person must prepare the TCP
- Temporary bus stops must be provided
- Barricades must be detectable, cannot use "water walls"
- All facilities must be kept wheelchair accessible and free of debris

Update For Bike Accommodation

In order of preference:
1. Provide temporary bike lane in parking lane
2. Provide temporary bike lane in street by narrowing traffic lanes
3. Provide temporary bike lane in street by closing traffic lanes
4. Taper bike lane into shared traffic lane

For Bikes

1 lane roadway per direction

Multi lane roadway

For Bikes
Thank you!
Kerby Olsen
kolsen@oaklandnet.com
Introducing East Bay Greenway

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

- 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

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

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

Availability of options
Multi-use pathway using full UP R/W

- Iron Horse Trail, Pleasanton
- Ohlone Greenway

Multi-use pathway outside UP R/W

- Segment 7A at 75th Avenue
- BART/R/W between 37th Ave and 41st Ave
- San Leandro Street at 38th Avenue
- Whisman St at Harder Road

Project work flow

- Alignment Feasibility Assessment
  1) On-street bike ways
  2) Multi-use pathway outside UP R/W
  3) Multi-use pathway using partial UP R/W
  4) Multi-use pathway using full UP R/W
- Concept Plans
  1) Rail-to-trail
  2) Rail-with-trail

Multi-use pathway using partial UP R/W

- Elliott Bay Trail, Seattle
- Santa Fe Trail
- Schuylkill River Trail, Philadelphia
- Springwater Corridor, Portland

On-Street Bikeways

- Brooklyn Waterfront Greenway
- Regional Trails Cultural Trust
- Levee Neighborhood Greenway
- Appalachian Trail

Project Challenges

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>G4</td>
<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
<td>Q4</td>
<td>G1</td>
<td>G2</td>
</tr>
<tr>
<td>Environmental Studies</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental Review</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Design and Construction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final SPAC Briefing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Release Environmental Document</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2018 and Beyond</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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?

For additional information, go to: [www.alamedactc.org/eastbaygreenway](http://www.alamedactc.org/eastbaygreenway)

OakDOT Core Values

- Equitable Jobs and Housing
  - Significant investment in East Oakland
  - Potential to develop housing/jobs opportunities

- Holistic Community Safety
  - Prioritize safe destinations
  - Ensure safe access within 2 miles from BART

- Vibrant Sustainable Infrastructure
  - Supports new trail network
  - Creates new green space

- Responsible Trustworthy Government
  - Inclusive community process

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