

CITY OF OAKLAND



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Department of Transportation
Safe Streets Division

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Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda Thursday, February 16, 2017; 6:00-8:00 pm City Hall, Hearing Room 4 (NOTE: Meetings in 2017 held in Hearing Room 4.)

Bicycle & Pedestrian Facilities Program home page:

<http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycledandPedestrianProgram/index.htm>

FAQ re: bikeway projects: www2.oaklandnet.com/OAK024652#answers

Commissioners

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

Time	#	Topic
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- | | | |
|------|---|---|
| 6:00 | 1 | Roll Call/Determination of Quorum/Introductions (5 minutes) |
| 6:05 | 2 | Approval of meeting minutes <i>Attachment</i> (5 minutes)—Seek motion to adopt the January 2017 BPAC minutes. |
| 6:10 | 3 | Open Forum / Public Comment (10 minutes)—Members of the public may raise or comment on an issue within BPAC's subject matter jurisdiction (other than what is on the agenda). For a list of previously discussed items and their status, go to http://tinyurl.com/Oakland-BPAC-OpenForumTracking , and the attachment. |
| 6:20 | 4 | 27th St Development / Complete Streets coordination <i>Attachment</i> (15 minutes)—Sarah Fine, Senior Transportation Planner, will provide a status update on coordination efforts related to land use development and right-of-way improvements along 27th Street in the Broadway-Valdez District Specific Plan Area. |
| 6:35 | 5 | Telegraph Ave Complete Streets Project update <i>Attachment</i> (25 minutes)—On Friday, January 27, the Department of Transportation released the attached “Progress Report” on the Telegraph Avenue Complete Streets project. The report included before-and-after trends related to project goals, including safety, traffic counts, traffic speeds, user satisfaction, and retail activity. Sarah Fine, Senior Transportation Planner, will present the report. |
| 7:00 | 6 | Funded HSIP Projects Status Update <i>Attachment</i> (25 minutes)—Jason Patton, Bicycle & Pedestrian Program Manager, will outline the current status of projects funded by the Highway Safety Improvement Program, and ask the Commission for input on which projects to prioritize for design review. |
| 7:25 | 7 | Review of draft projects for TDA Article 3 funding <i>Attachment</i> (25 minutes)—The Commission will review a draft project list for FY2017-18 Transportation Development Act Article 3 funding and provide input on priorities. |
| 7:50 | 8 | Three-month agenda look-ahead, suggestions for meeting topics, announcements <i>Attachment</i> (10 minutes) |



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin or Spanish interpreter, please email jstanley@oaklandnet.com or call (510) 238-3983 or TDD/TTY (510) 238-2007 at least five working days before the meeting. Please refrain from wearing scented products to this meeting as a courtesy to attendees with chemical sensitivities.

Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete de en español, Cantones, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a jstanley@oaklandnet.com o llame al (510) 238-3983 o (510) 238-2007 por lo menos cinco días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

會場有適合輪椅出入設施。需要殘障輔助設施、手語、西班牙語、粵語或國語翻譯服務，請在會議前五個工作天電郵 jstanley@oaklandnet.com 或致電(510) 238-3983 或(510) 238-2007 TDD/TTY。請避免塗抹香氛產品，參加者可能對化學成分敏感。



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

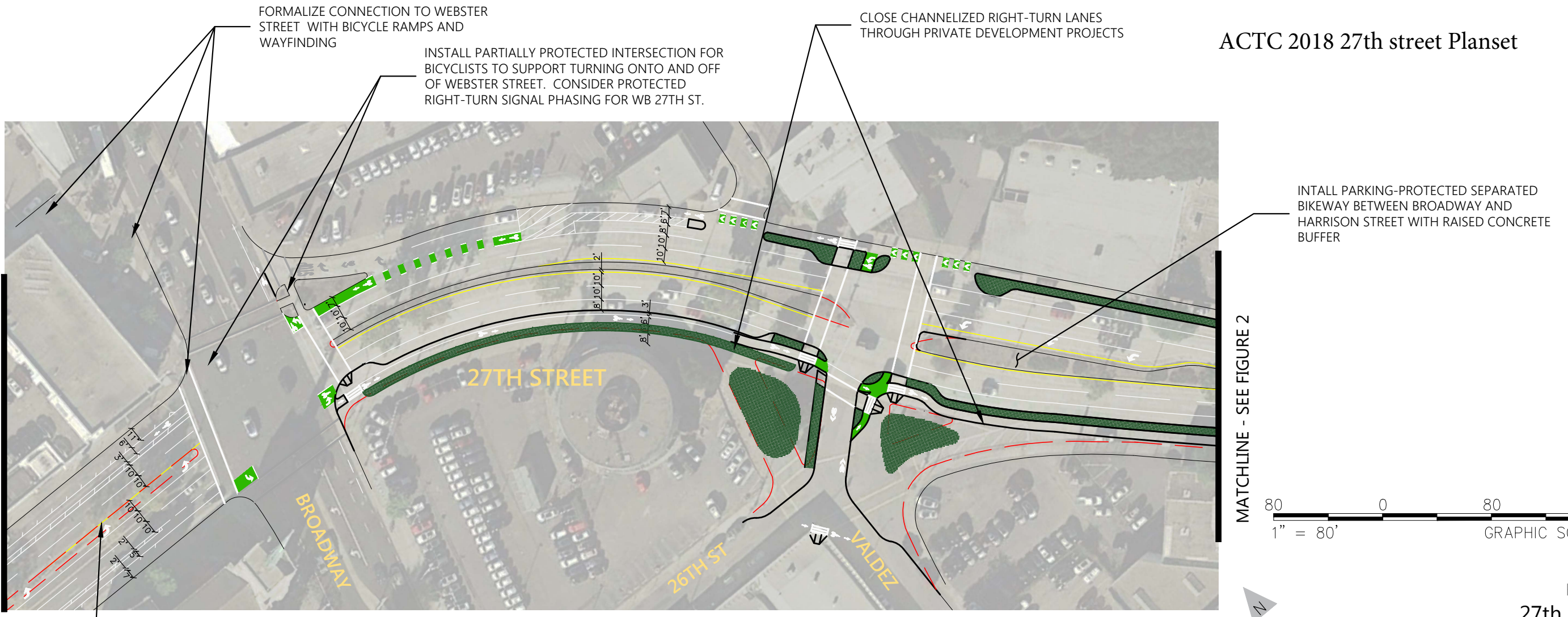
- Commissioner Prinz: The time for Bike East Bay bike valet service at the Women's March printed in the agenda has been changed to 9am-4pm.
- Commissioner Burnette Jr: There will be a bike fix-it clinic at The Shed, 81st Ave Library, on First Friday (February 3).
- At the February 7 meeting, the Mayor's 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 will be attached to the February 2017 meeting agenda and considered for adoption at that meeting.

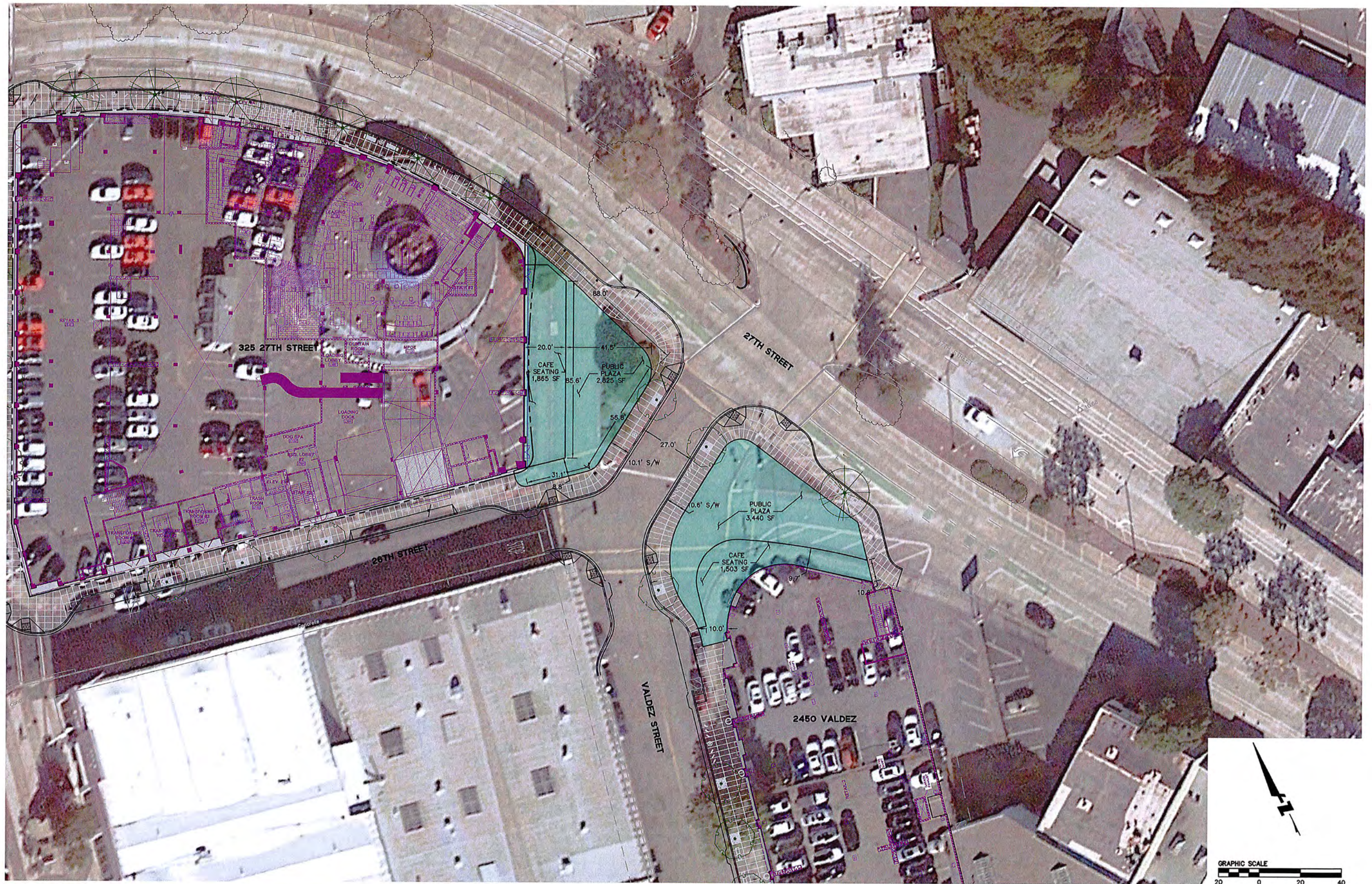


ACTC 2018 27th street Planset

Figure 1
27th Street
Northgate Ave to Valdez St

Oct 28, 2016
 CADD FILE: N:\Projects\2015\0415-0049.07_27th_Street_ATP_Support\CAD\3rd_Submittal\0049.07_27th_SL_Fig_1_INROW.dwg



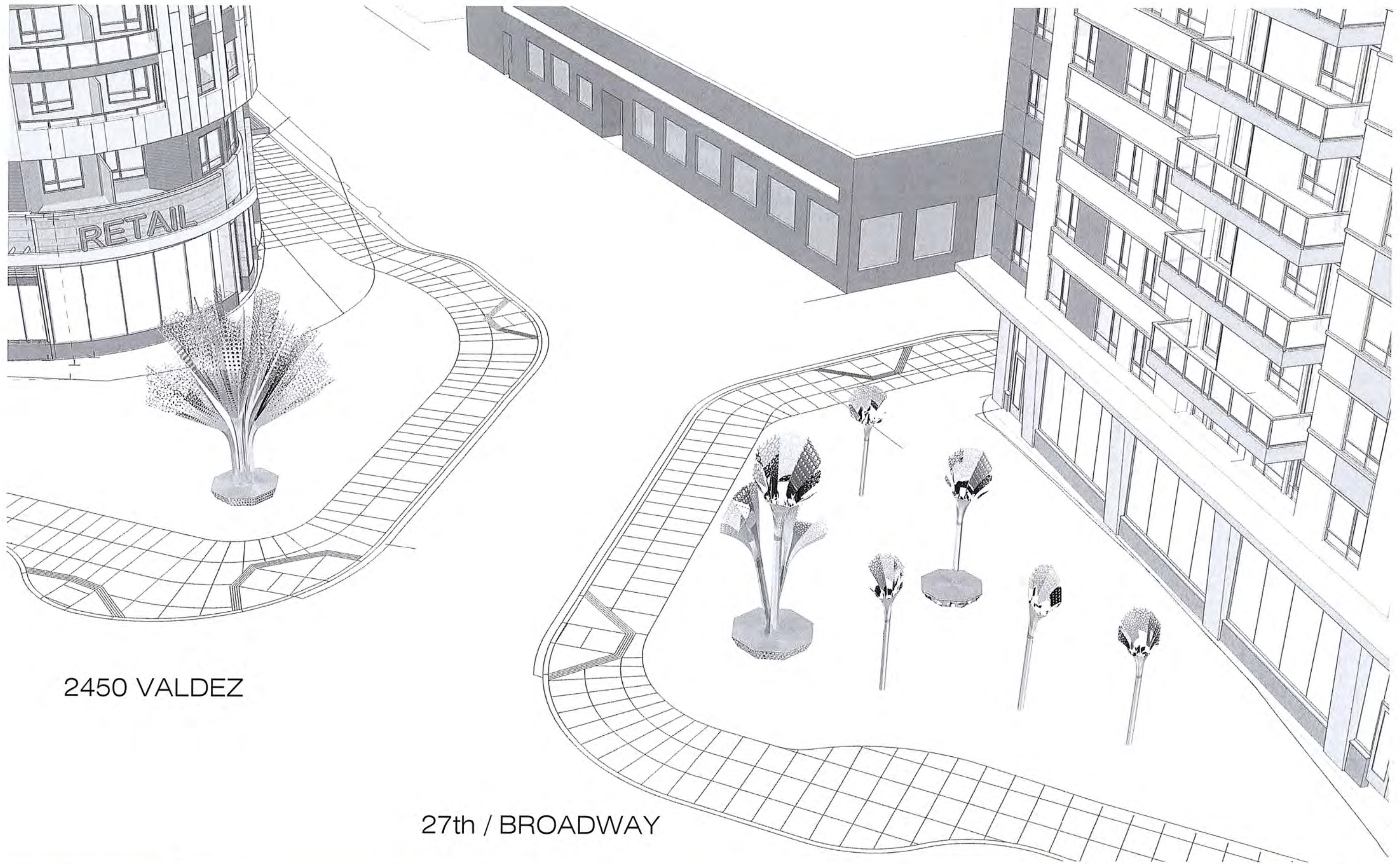


27th ST AND BROADWAY
 2450 VALDEZ ST
 OAKLAND, CA

27th / VALDEZ PUBLIC PLAZAS

AERIAL OVERLAY

PLAZA OVERVIEW



2450 VALDEZ

27th / BROADWAY

27th ST AND BROADWAY
2450 VALDEZ ST
OAKLAND, CA

27th / VALDEZ PUBLIC PLAZAS

ART IMAGERY



27th ST AND BROADWAY
 2450 VALDEZ ST
 OAKLAND, CA

27th / VALDEZ PUBLIC PLAZAS

SITE PLAN
 1/8" = 1'-0"





Telegraph Avenue Progress Report

Oakland Department of Transportation
January 2017



City of
Oakland

Telegraph Avenue Complete Streets: A Very Recent History

In April 2016, OakDOT made changes to the layout of Telegraph Avenue between 20th Street and 29th Street. These changes included 8 high-visibility pedestrian crosswalks and 9 blocks of parking-protected bike lanes made possible by repurposing one vehicle travel lane in each direction. Previously, Telegraph Avenue had no dedicated bicycle facility, despite being a key bicycle corridor between Oakland and Berkeley. Telegraph Avenue is also a “high injury corridor,” meaning that it is among the streets in Oakland where the most people are injured walking and biking.

Oakland City Council
approves the Telegraph
Complete Streets Plan.

Telegraph named one of
“America’s Best New Bike
Lanes of 2016”
(People for Bikes)

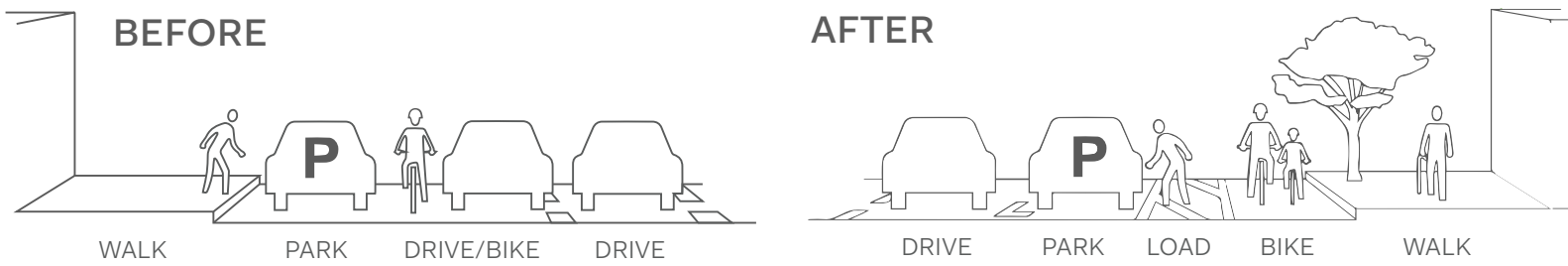
Telegraph nominated
for “Best Street
Transformations of 2016”
(Streetsblog)

2014 2015 2016 Today

The City of Oakland
begins a planning project
to develop concepts for
Telegraph Avenue.

The City of Oakland
successfully applies for
funding to implement the
Plan.

The City of Oakland
implements a paint-only
pilot of the protected
bikeway project approved
in the Telegraph Complete
Streets Plan.



Progress Report

Telegraph Avenue Complete Streets

This Progress Report assesses the recent changes to Telegraph Avenue using metrics derived from the project's key goals of safety, multimodal use, and neighborhood vitality.

GOALS

Improve safety and accessibility for all users

Make the street more comfortable and enjoyable for people walking and biking

Balance the needs and convenience of all users

STRATEGIES

Design safer streets to provide safe and attractive options for all street users

Build great streets to create economic value and neighborhood vitality.

Reduce delay and speeding to allow for faster, safer travel.

METRICS

Crashes and injuries for motorists, pedestrians, and bicyclists

Volume of vehicles, bus passengers, bicycle riders, and pedestrians

Traffic speed, including median speeds and percentage speeding

Economic vitality, including growth in retail activity

User satisfaction, including perceptions of safety and comfort

Designing safer streets

Safe and attractive options for all users

Planning a safe street means helping pedestrians, bicyclists, drivers, and bus riders coexist safely so that everyone gets where they need to go. On Telegraph, changes like dedicated lanes for bicyclists and clearly demarcated pedestrian crossings separate the different streams of traffic and make the ride more comfortable for everyone. As a result, we're seeing promising trends: fewer collisions for everyone, and increased perception of safety among our most vulnerable users of the street.

No pedestrian crosswalk collisions reported for the first time in 5 years

79% of bicyclists and 63% of pedestrians say they feel safer on Telegraph now

Pedestrian collisions on Telegraph Avenue (2012-2017)
Telegraph Avenue Intercept Survey (2016) (n=118, 40)
Sources: OPD, OakDOT



40% decrease in collisions

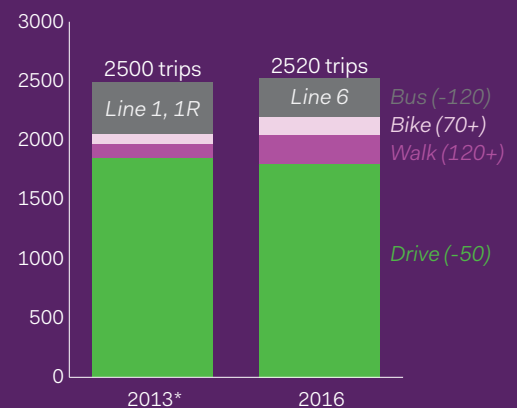
All collisions (vehicle, pedestrian, bicycle) on Telegraph Avenue (2016 vs average of 2012-2015)
Source: OPD

Building great streets

Economic value and neighborhood vitality

Perhaps most known for "First Fridays," the Koreatown-Northgate District is home to restaurants, bars, and art galleries, as well as neighborhood retail and services. Although not directly attributable to the changes on the street, the KONO District has seen a 9% increase in retail sales and the addition of 5 new businesses since the Telegraph Avenue project went in. Another trend in the right direction: we saw a 78% increase in people biking and a 100% increase in people walking during peak hours. And, despite significant transit service changes, we saw the peak hour share of people biking, walking, and taking the bus on Telegraph climb to almost 30%.

People Trips During the Peak Hour (Average)



Telegraph Avenue - After Implementation Performance Summary (2016)
AC Transit Quarterly Ridership Summary, *Fall 2015 & Fall 2016 (2016)
Sources: AC Transit, OakDOT

9% increase in retail sales



Sales tax revenues, Koreatown CBD, 3Q 2016 vs 3Q 2015
Source: Oakland Economic & Workforce Development Department

Reducing delay and speeding

Faster, safer travel

Not too fast, not too slow: since the change, we've seen a significant decrease in cars and trucks speeding and a little change in median speed. Now traffic flows more consistently and more consistently at a safe speed. Why reduced speeding matters: 9 out of 10 pedestrians survive being hit by a vehicle traveling 20mph, but just 5 out of 10 survive if the vehicle is going 30mph. At 40mph, only 1 out of 10 pedestrians will survive.

45% decrease in southbound speeding

27% decrease in northbound speeding

Median speeds are now **the speed limit**

Telegraph Avenue - After Implementation Performance Summary (Fall 2016)
Source: OakDOT



52% of bicyclists on Telegraph say they travel the corridor more frequently now

Telegraph Avenue Intercept Survey (2016), n=118
Source: OakDOT

What We've Heard Areas for Improvement

There's no denying it. Of all the changes on Telegraph, the new parking configuration and the new "mysterious light-brown zones" have been the single greatest source of confusion. We are the first to admit that these zones are not working quite right, despite being key pieces of the Telegraph changes.

"Cars routinely park in the mysterious light-brown zones."

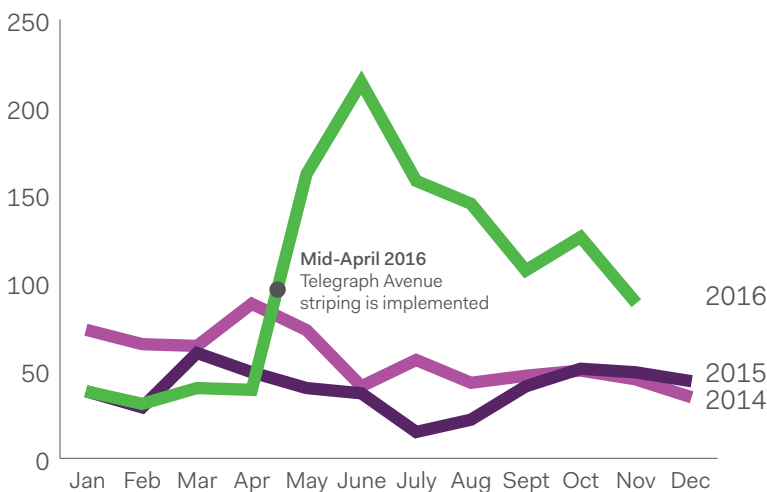
The new parking configuration does double duty: it provides visitors a place to park and it also forms the physical separation that protects bicyclists from moving vehicles.

The beige zones also have a specific safety function: kept clear, they provide appropriate sight lines for bicyclists and pedestrians crossing at intersections. When they're not kept clear, we're not happy either!

"Cars are parking in the bike lanes with impunity"

We also heard from community members who wondered whether the City has been ticketing people who are "parking dirty" on Telegraph. The answer: most definitely. Since May 2016, Oakland's Parking Enforcement officers have issued **double** the number of monthly citations along Telegraph.

Parking Citations By Month Along Telegraph
January 2014 to November 2016



While we're proud of the good work of our parking enforcement officers, it's never our preference to enforce our way to a good design. Plus, we don't want people to think of Telegraph as just a place to get a parking ticket! So we'll be introducing some new visual and physical cues to get the message across about where to drive, park, and bike.

"Communicate clearly!"

We hear you! We'll try to do better. This Progress Report is part of our effort. Head to our project website (<http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/TelegraphAvenue/>) and sign up for our mailing list to stay connected.



What We're Doing Next

Upcoming Changes

In the coming months, we'll be rolling out additional changes on Telegraph Avenue to respond to your feedback and help make things even smoother. Below are some of the things you can look for on the street.

Adding new vertical separators and new signage

Without additional physical barriers, we think drivers will continue to park in the beige zones and in the bike lanes. So we'll be adding new separators. These will be added in places where it's needed--in the beige zones and at the beginning of the bike lane on key segments.

To reduce confusion further, we're also developing new permanent signs to explain where exactly to park. These will be used on Telegraph and any other corridor where we implement parking protected bikeways.



Soon we'll be installing vertical separators like these, seen in Chicago.

Painting the "mysterious light-brown zones"

We'll be adding some new separators to the beige zones soon. But we're also working with neighborhood partners to think about adding some color to the beige zones. Stay tuned!



We think there might be an opportunity to paint the beige zones, and we're looking for your ideas.

Adding concrete curbs and bus boarding islands

During Phase II, we'll be adding curbs in the beige areas. We'll also be implementing bus boarding islands to help get bus riders onto the bus faster. We have dedicated funding for these improvements that can't be spent anywhere else, but it will still take a bit of time to perform final refinements and construct them. Expect to see these major changes in the next 2 years.

Initiating a project mailing list

We've initiated a project mailing list to better communicate with folks who want all the details. Subscribe from the link on the Telegraph project website (<http://bit.ly/1PRpqv5>) and stay up to date with all the transportation-related Telegraph news.

Read the 2014 adopted plan for Telegraph to learn more about what's in store in the long run.



Stay Connected

We encourage you to stay connected with the Telegraph Avenue Complete Streets project by signing up for our mailing list (<http://bit.ly/2kCTVfx>). We'll only use this list to share updates about the Telegraph project and to solicit feedback.

Sources

Head to our website for reports and data: <http://bit.ly/1PRpqv5>

Photo Credits

Bike East Bay
Rafael Perez Martinez
People for Bikes
Jef Poskanzer
Sergio Ruiz

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The mission of the Oakland Department of Transportation is to envision, plan, build, operate, and maintain a transportation system for the City of Oakland—in partnership with local transit providers and other agencies—and to assure safe, equitable, and sustainable access and mobility for residents, businesses, and visitors.



City of
Oakland

Department of
Transportation

Status of grant awards/projects from the Highway Safety Improvement Program (HSIP)

Cycle # / Award Date	Project location (<i>neighborhood/s</i>)	Project description	Phase	Total Cost (thousands)	Grant Funding (thousands)
4 / Feb-2011	San Pablo Ave/West St; San Pablo Ave/W Grand Ave (<i>West Oakland</i>)	Install protected left-turn phasing; modify intersection geometry	completed	\$ 1,001	\$ 900
4 / Feb-2011	Bancroft Ave/94th Ave (<i>Elmhurst</i>)	Install traffic signal; construct curb ramps	completed	\$ 539	\$ 485
4 / Feb-2011	Hegenberger Rd/Edes Ave; Hegenberger Rd/Baldwin St; Hegenberger Rd/Hamilton St; Hegenberger Rd/73rd Ave (<i>Lockwood/East Oakland</i>)	Upgrade traffic signal; install flashing beacons	completed	\$ 462	\$ 416
5 / Oct-2012	Market St, 45th St to Arlington Ave (<i>Santa Fe</i>)	Install bike lanes and striping; upgrade traffic signals; reconfigure intersection; construct sidewalks, curb and gutter	in construction	\$ 921	\$ 644
5 / Oct-2012	98th Ave intersections with MacArthur Blvd, Bancroft Ave, Sunnyside St, Holly St, International Blvd, D St, E St, Medford Ave, San Leandro St, Pippin St, Walter Ave and Edes Ave (<i>East Oakland</i>)	Install advanced detection, crosswalks, speed feedback signs; construct bulb-outs	pre-construction	\$ 940	\$ 657
5 / Oct-2012	W MacArthur Blvd, Market St to Telegraph Ave (<i>Longfellow</i>)	Modify traffic signals and striping; install protected left-turn phasing; construct left-turn lane (remove median islands); install bike lanes	in construction	\$ 1,088	\$ 699
6 / Nov-2013	Grand Ave, Park View Ter to Euclid Ave (<i>Adams Point</i>)	Install left turn lanes, signs, striping, and pedestrian signals; construct bulb-outs and raised medians	contract award	\$ 649	\$ 583
6 / Nov-2013	9th St at Madison St; 8th St at Jackson St, Madison St, Oak St; 7th St at Madison St (<i>Chinatown/Downtown</i>)	Convert pedestal mounted traffic signals to mast arm mounted and improve the size of vehicular signal indications to improve signal visibility, overall intersection safety and provide consistency for signalized intersections in this neighborhood	contract award	\$ 770	\$ 606
7 / Nov-2015	Telegraph Ave, 29th St to 45th St (<i>Pill Hill, Mosswood, Temescal</i>)	Stripe and sign road diet with buffered bike lanes between 29th and 41st Sts; install signal modifications at 29th and 45th Sts; install uncontrolled crosswalk enhancements, such as ladder striping, bulb-outs, and median refuges	design	\$ 1,494	\$ 1,345

Status of grant awards/projects from the Highway Safety Improvement Program (HSIP)

Cycle # / Award Date	Project location (<i>neighborhood/s</i>)	Project description	Phase	Total Cost (thousands)	Grant Funding (thousands)
7 / Nov-2015	Market St , 4th St to 7th St & 18th St to 19 St; Intersections at Market St at 14th St, 16th St, and 21 St; San Pablo Ave at 32nd St, Brockhurst St, and 34 St (<i>West Oakland</i>)	Stripe and sign bike improvements on Market St, 4th-7th Sts and 18th-19th Sts; install uncontrolled crosswalk enhancements, such as RRFBs, ladder striping, bulb-outs, and median refuges at multiple locations	design	\$ 1,585	\$ 1,426
7 / Nov-2015	10th St and Oak St, Jackson St, and Harrison St; 11th St and Jackson St, Harrison St, and Franklin St; Franklin St and 12th St, 13th St, 17th St, and 19th St (<i>Chinatown/Downtown</i>)	Upgrade existing deficient signals for pedestrian safety to include countdown/accessible pedestrian signals	design	\$ 566	\$ 430
7 / Nov-2015	Shattuck Ave at 49 St, 51St, 59th St, Alcatraz Ave; Claremont Ave, Telegraph Ave to Clifton St (<i>Bushrod/North Oakland</i>)	Sign and stripe road diet with bike lanes on Claremont; uncontrolled crosswalk enhancements with ladder crosswalk, RRFBs, bulb-out, and/or median refuges at multiple locations; protected left-turn at Shattuck/Alcatraz	design	\$ 1,560	\$ 1,404
8 / Nov-2016	Bancroft Ave, Havenscourt Blvd to 98th St (<i>East Oakland</i>)	Install HAWKs and RRFBs at eleven locations along the corridor; install signal mast arms at three locations; replace slip turn with sidewalk at northeast corner of Bancroft and 67th St	award	\$ 4,771	\$ 3,595
8 / Nov-2016	Fruitvale Ave, Ashbrook Ct to E 10th St (<i>Fruitvale</i>)	Install new Class II bicycle lanes, enhanced safety features at pedestrian crossings, and a new protected left turn phase at Foothill Blvd	award	\$ 1,467	\$ 1,105
8 / Nov-2016	35th Ave, E 12th St to I-580 (<i>Fruitvale</i>)	Construct crossing enhancements, a protected left turn phase at Foothill Blv, and Class II bicycle lanes between International Blvd and E 12th St	award	\$ 2,903	\$ 2,188
8 / Nov-2016	High St, San Leandro St to I-580 (<i>Melrose/Allendale</i>)	Construct crossing enhancements, signal placement improvements, and new pedestrian signal countdown heads	award	\$ 2,097	\$ 1,581
8 / Nov-2016	Broadway/7th & 9th St, Franklin St/7th & 8th & 9th St, Webster St/7th & 8th & 9th St, Harrison St/7th & 8th & 9th & 10th St (<i>Downtown/Old Oakland/Chinatown</i>)	Construct safety improvements at 13 intersections, including signal mast arms, vehicle/bicycle detection, accessible pedestrian signal upgrade, and other improvements	award	\$ 629	\$ 527
8 / Nov-2016	701 Panoramic Way, 777 Panoramic Way, 5725 Shepherd Canyon Rd, 7535 Claremont Ave, 5895 Skyline Blvd, 10701 Golf Links Rd, 5700 Ascot Dr, 3100 Butters Dr, 3551 Brunell Dr, Grizzly Peak 3800 feet north of Claremont, 5600 Moraga Av (<i>Oakland Hills</i>)	Replace damaged or missing guardrails with current Caltrans standard guardrail systems at 12 locations	award	\$ 1,199	\$ 1,004

**City of Oakland Transportation Development Act Article 3 Funding
FY2017-18 Draft Projects**

Funds Available (estimated): \$375,000

Project	Description	Project Manager	Amount
E 20th St Stairpath Rehabilitation	Reconstruct deteriorated stairs/landings and install handrails for this stairpath along E 20th St connecting Park Blvd to 5th Ave.	Jeff Krohn	\$150,000
Bicycle Safety Education Classes	Partner with Bike East Bay and the Oakland Public Library to offer 2-3 years of safety classes, including adult classroom courses, on-street courses, and family workshops.	Jennifer Stanley	\$25,000
Bicyclist Signage Program	Continue implementation of bicycle guide signs with complementary regulatory and warning signs. Candidate projects include Foothill Blvd / Bancroft Ave and the Lake Merritt BART Bikeways.	Jennifer Stanley	\$100,000
Bike Safe Storm Drain Inlet Program	Continue the citywide replacement of storm drain inlet grates that are hazardous to cyclists.	Jennifer Stanley	\$100,000
Total			\$375,000

Ten Years of City of Oakland TDA Article 3 Bicycle/Pedestrian Funded Projects (2008-2017)

FY	Title/Description	Allocation Amount
2016/2017	Bicycle Master Plan Update	\$ 440,343.00
2015/2016	Bicyclist Safety Education Classes	\$ 25,000.00
2015/2016	Bicyclist Signage Program	\$ 100,000.00
2015/2016	Bicyclist Safe Storm Drain Inlet Program	\$ 100,000.00
2015/2016	East Oakland Bike Lane Implementation	\$ 100,000.00
2014/2015	Bicyclist Signage Program	\$ 75,000.00
2014/2015	Bicyclist Safe Storm Drain Inlet Program	\$ 75,000.00
2014/2015	Rehabilitation of the Short Cut Stair Path at Alvarado Road	\$ 181,281.00
2013/2014	Bicycle Safety Education Classes Project	\$ 25,000.00
2013/2014	Stanford Avenue Crossing at Lowell Street Project	\$ 112,000.00
2013/2014	Pedestrian Stairs and Paths Rehabilitation Project	\$ 210,639.00
2012/2013	CityRacks 9	\$ 75,000.00
2012/2013	Storm Drain Inlet Grates	\$ 50,000.00
2012/2013	Ped Stairs and Paths Rehab Projects	\$ 175,000.00
2011/2012	Bonham Way Stairs and Paths Rehabilitation	\$ 110,000.00
2011/2012	Bicycle Wayfinding Signage	\$ 50,000.00
2011/2012	Harrison St/Oakland Ave Bikeway	\$ 125,000.00
2010/2011	Ardley Ave/16th Ave Bikeway	\$ 90,731.00
2010/2011	Bicycle Actuation at Traffic Signals	\$ 100,000.00
2010/2011	Castlemont Stairs Rehabilitation	\$ 100,000.00
2010/2011	CityRacks 8	\$ 75,000.00
2010/2011	School Safety Improvements	\$ 50,000.00
2009/2010	On-Call Curb Ramps, Phase A	\$ 50,000.00
2009/2010	Rehabilitation of the Margarido Stair and the Eucalyptus Stair and Path	\$ 50,000.00
2009/2010	27th/Bay Place Bikeway	\$ 75,000.00
2008/2009	On-Call Curb Ramp Program	\$ 50,000.00
2008/2009	Citywide Bicycle Parking Racks (CityRacks VII)	\$ 22,627.00
2008/2009	Stanford Avenue Bicycle Crossing	\$ 25,000.00
2008/2009	27th/Bay Place Bikeway Gap Closure	\$ 50,000.00
2008/2009	Lakeshore Avenue Bikeway	\$ 50,000.00

2/16/17, BPAC Agenda, Item #8 Attachment

Three-month agenda look-ahead

March

- TDA Article 3 recommended projects (if needed)
- Draft Pedestrian Master Plan
- Bike to Work Day/Month planning

April/May

- BRT construction effects on bicyclists and pedestrians
- Bicycle Master Plan status update
- Budget process re: CIP, DOT, paving, staffing
- 2100 Telegraph Ave (development project): presentation by developer
- Bi-annual bike projects status update /paving update

Commissioner announcements

- Free Urban Cycling 101 classroom workshops in English (81st Ave Library, March 18), Spanish (Chávez Library, March 25), and Cantonese (Lincoln Rec Center, April 8): Details at www.BikeEastBay.org/UC101. Taught by Bike East Bay with support from the City of Oakland, Alameda CTC, & OPL. (Commissioner Prinz)
- Feb 18, Bike East Bay Spring Ride Series #1 (free). Flat 20-mile ride from MacArthur BART starting 10am, to the Bay Bridge path, up the Bay Trail & ending at El Cerrito Plaza BART. Details at www.BikeEastBay.org/ClimateRide. (Commissioner Prinz)
- March 4, Bike East Bay Spring Ride Series #2 (free): Fruitvale to Fremont. Flat 32 mile ride starting 9:30am at Fruitvale BART & ending at Fremont BART. Details at www.BikeEastBay.org/ClimateRide. (Commissioner Prinz)
- Walk Oakland Bike Oakland's Ride Like a Girl program, with support from Bike East Bay, is hosting the first of a 3-part workshop series Sunday, March 12. 10am - 12pm. This first workshop will cover the basics of commuting by bike. The goal of the program is to get more women to feel comfortable and confident on their bicycles, and more connected with a community of women who want to bike. For more information - <http://wobo.org/ride-like-a-girl-2017/> (Commissioner Hwang)

Staff announcements

- Follow up to comment from Commissioner Wheeler at the BPAC January meeting: At the January 18, 2017 meeting of Oakland's Budget Advisory Commission, item #3 was an invitation from Mayor Schaaf to "you or a designated representative from your organization, to serve on a Mayor's Infrastructure Working Group to help us develop new principles and priorities to forge the path toward equitable and resilient capital investment." See pages 6-7 of agenda at www2.oaklandnet.com/oak062388.

Active BPAC Committees

Committee	Date convened	Details	Commissioners / Other members
Open Forum responses	3/17/2016	ongoing	Kidd, Tabata, others tbd
review OMC bicyclist-related sections	1/21/2016	changes to bicycle registration and licensing requirements pending approval by City Council in Dec 2016	Wheeler (chair), Prinz, Tabata
draft strategic plan	1/15/2015	document adopted at December 2015 meeting pending resolution of final concerns presented by commissioners and staff	Kidd, Sahar Shirazi, others