

**Minutes—May 20, 2010 Meeting of the
Oakland Bicycle and Pedestrian Advisory Committee
City Hall Hearing Room 4, 5:30-7:30 pm**

Attendees: Jonathan Bair, Chris Hwang, Daniel Schulman, Karen Smulevitz, Brian Toy; Guest: Jaime Heredia; Staff: Jason Patton, Jennifer Stanley

AGENDA ITEM	DISCUSSION
1. Introductions, Appointment of Note Taker	
2. Approval of Meeting Minutes:	April meeting minutes approved by consensus
3. Discussion of two deaths of Bicyclists in May	Daniel Schulman noted that the deaths of two bicyclists in Oakland need to be publicly recognized and to raise the awareness of needing to share the roadways as more people take up bicycling. Jonathan Bair encouraged all to contact their Councilmember to share your thoughts.
4. Park Blvd Path Design Alternatives	<p>Jason Patton explained that design work began in 1988. Plans were updated recently to include bike and pedestrian access as specified in the Bicycle and Pedestrian Master Plans. The project, estimated to cost \$1.5 million, may require an additional \$1.5 million to include retaining walls. Four design alternatives were discussed (see agenda attachment):</p> <p>Alternative 1, current design: 5ft buffer / barrier separating 10ft wide multi-use Class 1 path uphill</p> <p>Alternative 2: 5ft buffer / barrier separating 10ft wide multi-use Class 1 path with only one uphill travel lane</p> <p>Alternative 3: 5ft bike lane or cycle track with 8ft pedestrian path and optional 5ft buffer between bike lane and path. 3ft space separates bike lane and traffic lane. Only one uphill travel lane.</p> <p>Alternative 4: 5ft bike lane with 8ft pedestrian path and optional 5ft buffer between bike lane and path. Two 11ft uphill traffic lanes.</p> <p>Considerations that may impact final design include:</p> <ul style="list-style-type: none"> ▪ Traffic volumes ▪ Pedestrian counts ▪ Bridge seismic retrofit on overpass ▪ Environmental review if number of traffic lanes are reduced <p>Comments:</p> <ul style="list-style-type: none"> ▪ Maintaining two traffic lanes downhill is best option, encourages bicyclists to take the entire traffic lane while allowing auto traffic to pass ▪ Consider keeping two traffic lanes uphill to assist AC Transit buses pulling up at bus stops ▪ Phase out right slip turn from Leimert to Park Blvd ▪ Reduce conflicts between bicyclists / pedestrian and auto traffic turning right onto Monterey

AGENDA ITEM	DISCUSSION
	<ul style="list-style-type: none"> ▪ Public support from Oakmore residents for accessing Montclair Village from neighborhood
<p>5. In-street bike parking: survey of other cities and next steps for Oakland pilot project</p>	<p>Jennifer Stanley summarized results of a 9-city survey of in-street bike parking infrastructure. Oakland's pilot project will include a variety of location types including near diagonal parking, off-set intersections, end of block, and start of block.</p> <p>Pilot locations will prioritize high traffic areas, areas with strong business support, location feasibility.</p> <p>Jonathan suggested mixed use of parking space, e.g., bike lockers for longer term storage. Dan suggested using part of the space for motorcycle parking, which could generate revenue, offsetting the loss of meter revenue where applicable.</p> <p>Send ideas to Jennifer. A \$75,000 TDA grant for City Racks will fund pilot.</p>
<p>6. Bicycle detection at actuated traffic signals</p>	<p>Deferred to June BPAC meeting</p>
<p>7. Bike To Work Day report</p>	<p>665 cyclists counted at 11am City Hall on May 13. This year's breakfast event included a greater number of vendors and tall tables for folks to gather around while eating breakfast. Bike Away from Work party featured Loni Hancock and presentation of awards to Alameda County Bicycle Commuter of the Year, and to Bicycle-Friendly Businesses..</p>
<p>8. BPAC Chair's annual report</p>	<p>Jonathan Bair summarized accomplishments from 2009:</p> <ul style="list-style-type: none"> ▪ Long awaited resolution of BPAC concerns such as Kaiser Hospital – MacArthur / Shafter median ▪ Continued monitoring of eLock Technology and bicycle lockers ▪ Progress in TDA funded projects ▪ Almost all Bicycle and Pedestrian Facility Program objectives were met in 2009; highlights include a new pocket-size map, implementation of the Bicycling wayfinding signage, and the 38th Street bikeway ▪ Opportunity for input on big development projects including Alta Bates Summit, Union Pacific Railroad, and East Oakland Streetscape projects, BRT LPA, and automobile speed limit. ▪ Collaborative work with City and volunteers to inventory pedestrian paths and stairs to help set repair priorities ▪ Implementation of Measure DD
<p>9. Announcements, suggestions for next meeting topics</p>	<p>Announcements:</p> <p>\$415,000 TDA funding application request was approved by Public Works Committee last Tuesday.</p> <p>Walk Oakland Bike Oakland will be hosting Oaklavía, a car-free streets event on June 27.</p>

ADJOURN: 7:25 p.m.
Respectfully submitted by Chris Hwang