

**Minutes—January 21, 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, Fred McWilliams, Daniel Schulman, Karen Smulevitz, Midori Tabata, Brian Toy, Rebecca Saltzman, Carol Levine

Guests: Scott Gregory, Lamphier-Gregory; Ellen Robinson, Fehr & Peers; Shaun O'Bryan, Fehr & Peers

Staff: Jason Patton, Jennifer Stanley, Zach Seal

AGENDA ITEM	DISCUSSION
1. Introductions, Appointment of Note Taker	
2. Approval of Meeting Minutes:	Move to approve December meeting minutes <i>Approved by consensus</i>
3. Alta Bates Summit EIR	<p>Scott Gregory and Ellen Robinson presented an overview of proposed development project of the Alta Bates Summit Hospital. Proposed Phase 1 to be completed by January 2015 includes building a new acute care unit, moving the patient care tower, and addition of a 7-story parking lot. Future phases will include new medical offices, a new nurse / doctor teaching building added to Samuel Merritt campus. Proposed design includes an option to close off 30th Street from Summit to Hawthorne in order to integrate a pedestrian plaza, improved traffic/shuttle/bus flow on Webster and improved bike and pedestrian access to site from surrounding bus stops.</p> <p>Consultant projects an increase in parking slot deficit as a result of additional medical office, even after addition of >800 parking spots. Expected increase in traffic on Webster between 580 and 30th.</p> <p>Contractor will be working with Kaiser, Upper Broadway Development project and Children's Hospital of Oakland to find synergies between their development projects.</p> <p>Discussion:</p> <p>Consider separating detour of auto traffic from detour of bicyclist and pedestrians during construction phases on Hawthorne and Webster</p> <p>Improve signage for shuttle stops</p> <p>Send comments to Alta Bates Summit through February 3.</p> <p>Consultants will present to the Landmarks Board on February 8.</p>
4. New Downtown Shuttle Route and Stop Locations	<p>Zach Seal shared the proposed Downtown Shuttle route and stops between Downtown BART stations and Jack London Square as a result of secured funding for the next two years. City of Oakland will contract with AC Transit to operate the free shuttle. As a condition of funding from Bay Area Air Quality Management District, shuttles must operate during commute hours. Planned operation hours are 7am – 7pm, Monday through Thursday. Three shuttles will run at 30 minute cycles, serving at 10-minute frequencies per stop during peak hours, 15-minute frequencies during off-peak.</p> <p>Discussion:</p> <p>Consider extending route towards Amtrak</p>

AGENDA ITEM	DISCUSSION
	<p>180 Grand shuttle operates in the same vicinity as the Downtown Shuttle route, presenting potential funding</p> <p>Incorporate taxi stands along the route to serve passengers when Shuttle is not running</p> <p>Coordinate signage with BART to inform riders of connections to Jack London Square</p> <p>Suggest different stops in Old Oakland and City Center to take advantage of TransPacific Center facilities and greater visibility of shops/restaurants.</p> <p>Integrate NextBus technology at stops</p> <p>Please send comments to zseal@oaklandnet.com, or call 238-2937</p>
<p>5. Projects for FY 2010-11 TDA Article 3 Bike/Ped Funding</p>	<p>Jason Patton presented BPAC a list of potential projects to be submitted for FY 2010-11 Transportation Development Act (TDA) Article 3 funding. Approximately \$300,000 per year of TDA funding is available for bike / ped projects. Projects require the review by the local bicycle advisory committee. Unused funds can be carried over from year to year.</p> <p>Estimated cost by type of project:</p> <ul style="list-style-type: none"> \$50,000 Citywide Curb Ramp Program \$50,000 Walkway rehabilitation \$10,000 per intersection Bicycle actuation at traffic signals \$25-50,000 Bicycle parking projects, e.g., on-street pilot project, designs, additional racks, staff time for CityRacks \$15-20,000 Bike To Work Day \$100,000 bikeway design and construction (striping and signage) for six candidate projects that are relatively easy / ready to implement and connect neighborhoods, plus one 2 mile project for \$75,000 <p>Jason will bring details of potential projects back to BPAC with information on carryover funds from previous year's Curb Ramp Program. Candidate walkway rehabilitation projects are not yet determined.</p>
<p>6. Bike to Work Day (BTWD)</p>	<p>Jennifer Stanley summarized City of Oakland BTWD activities and planning needs. BTWD is Thursday May 13, 2010. Subcommittee will be formed to provide input on design, programming, pedal pools, volunteer coordination, drafting the Council Resolution and finding a council sponsor.</p> <p>Council Resolution will be presented at the 4/2/2010 or 5/4/2010 council meeting.</p> <p><i>Motion:</i> Chris moved to recruit 2010 BTWD subcommittee members by email, 2nd by Brian</p>
<p>7. Announcements, suggestions for next meeting topics</p>	<p>MTC meeting Wednesday, 1/27/2010, 10am to reconsider funding of the Oakland Airport Connector. Meeting to be held at 101 8th St.</p> <p>Winter 2010 edition of I Bike Oakland biannual newsletter distributed</p>

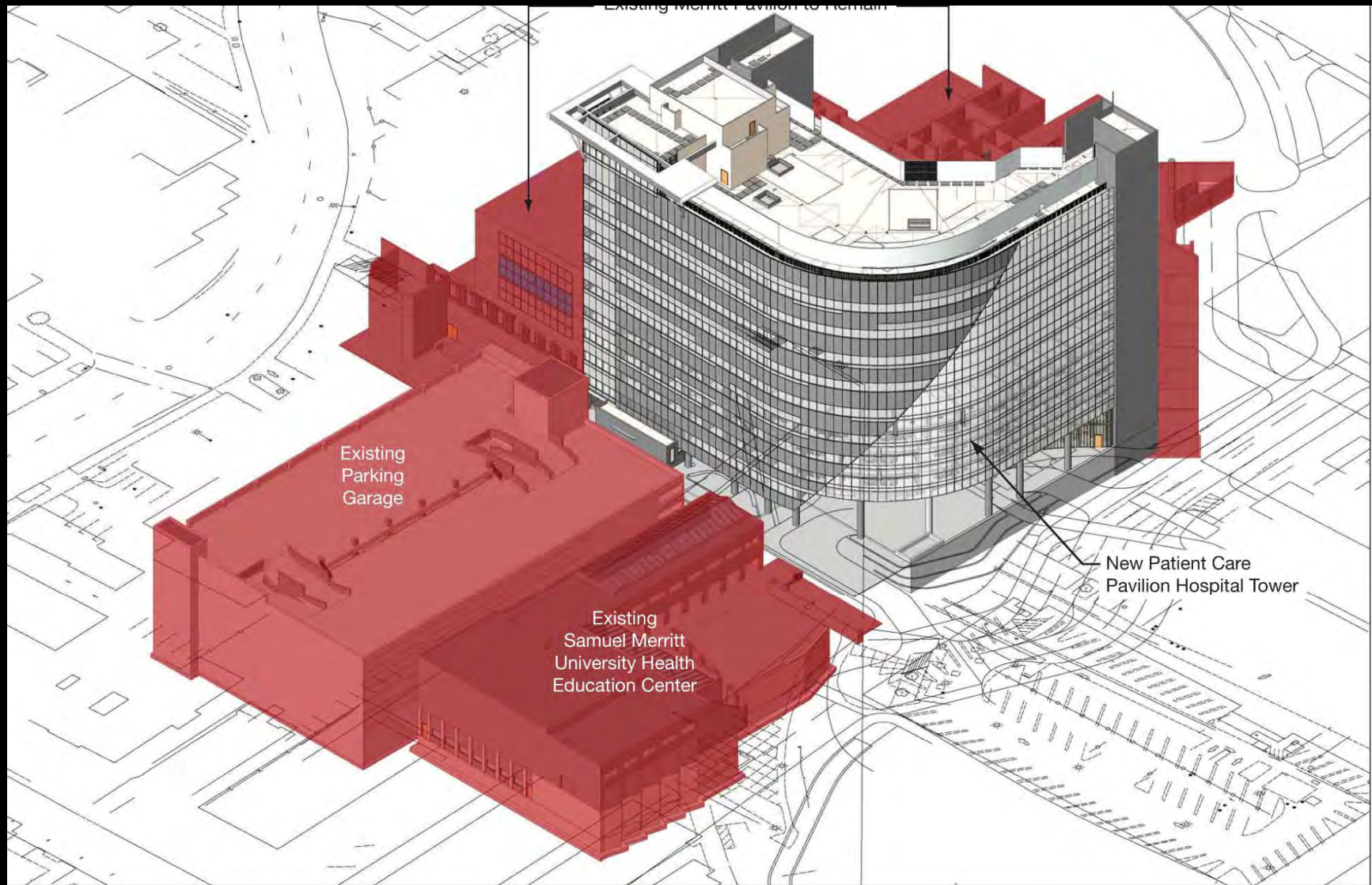
ADJOURN: 7:35 p.m.
Respectfully submitted by Chris Hwang



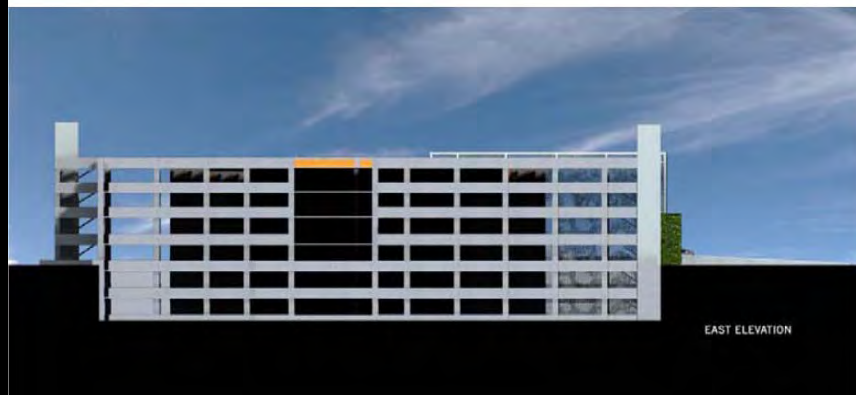
Phase 1 Plan



Proposed Patient Care Pavilion



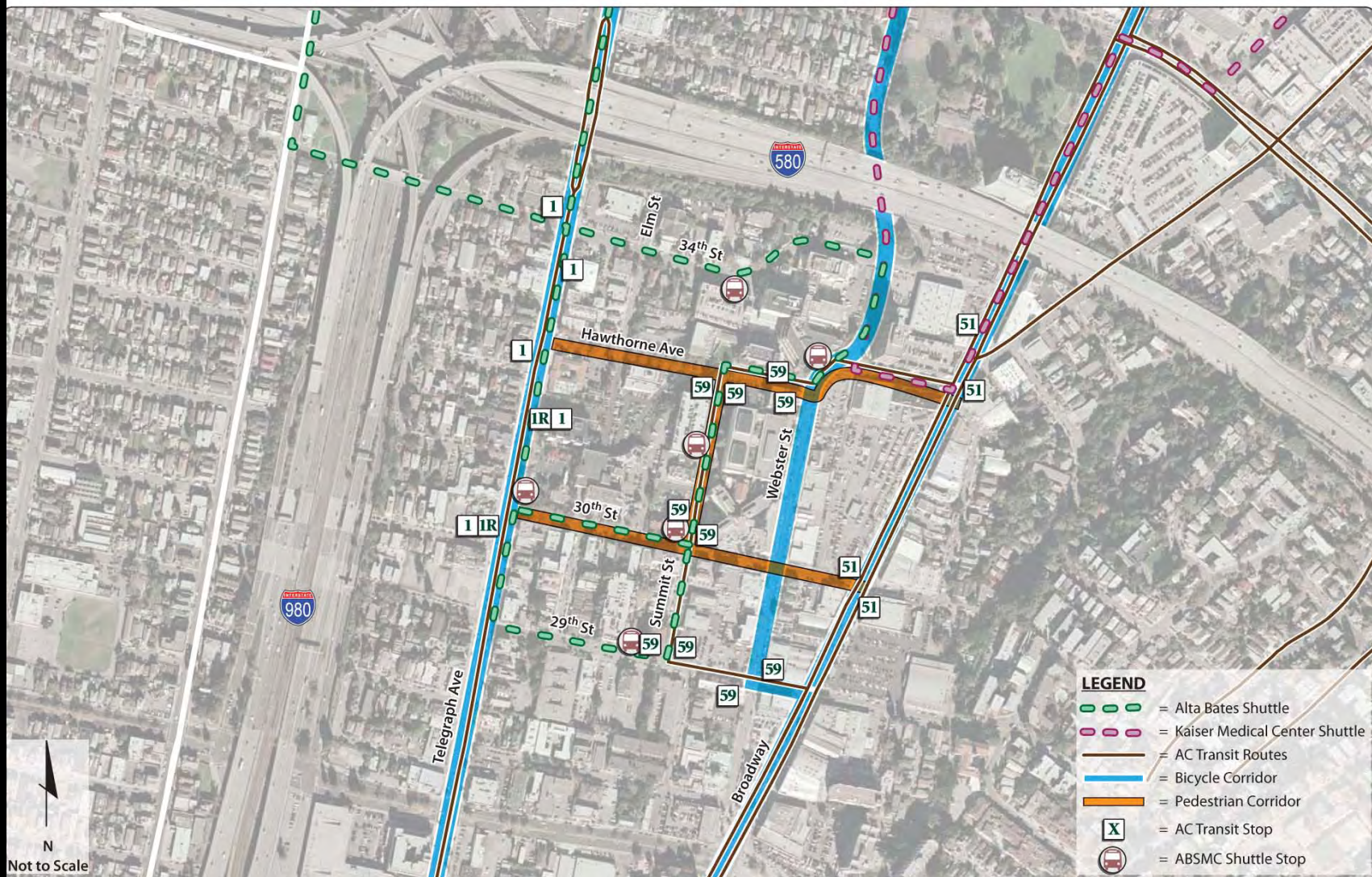
Proposed Parking Garage



Future Phases, Plan



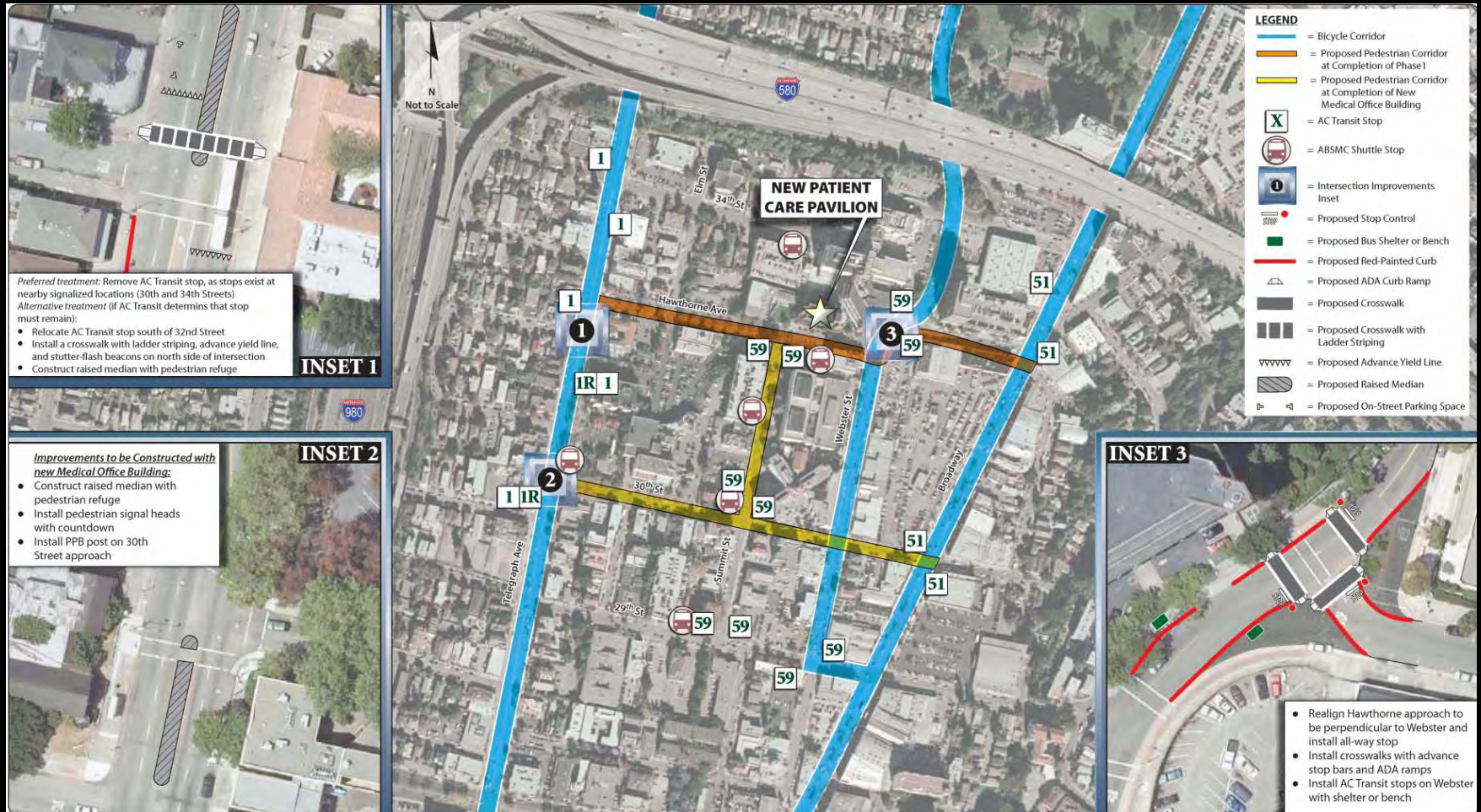
Existing Bike, Ped and Bus Circulation



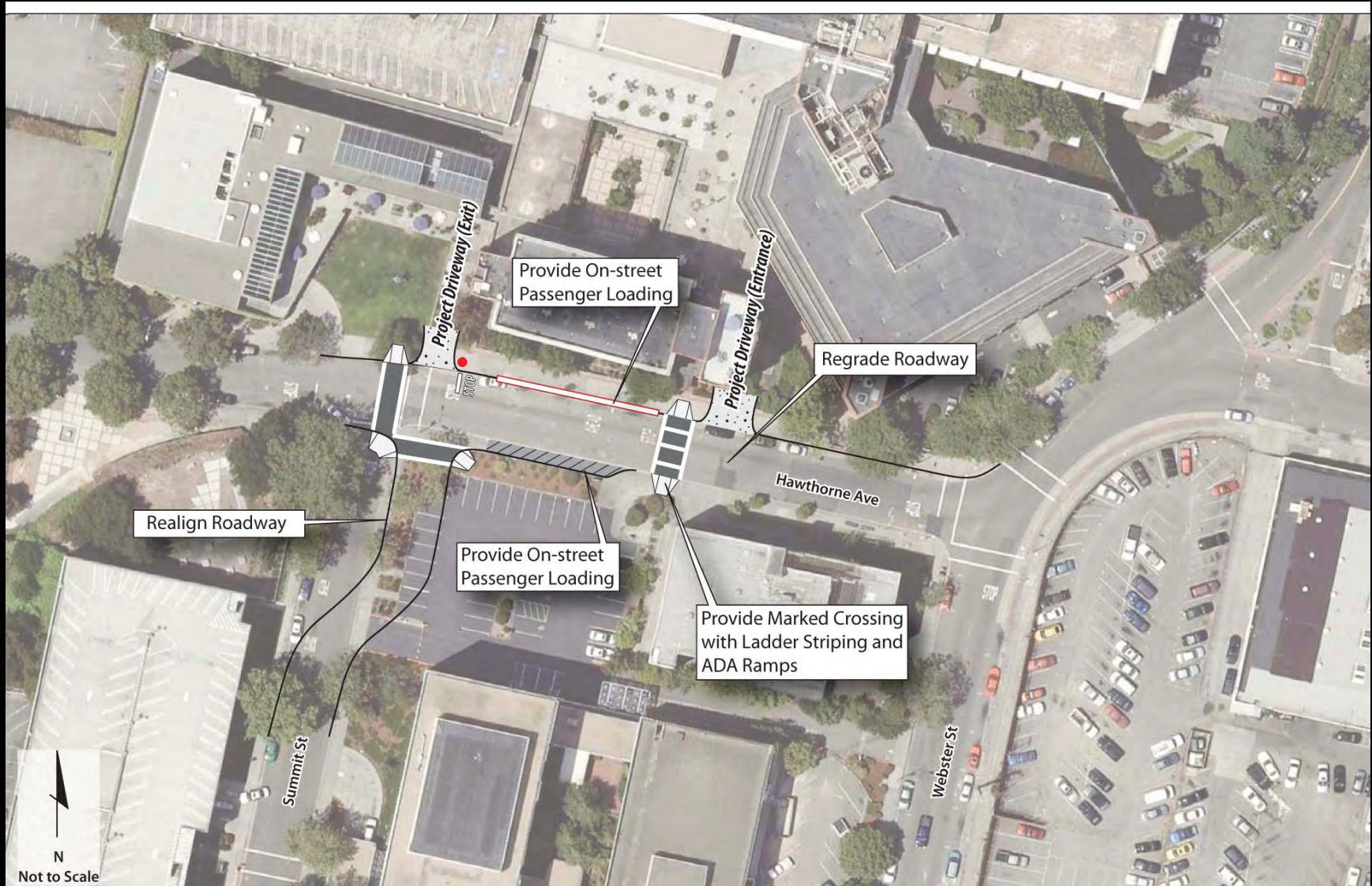
Proposed Bike, Ped and Bus Circulation, Phase 1



Proposed Bike and Pedestrian Improvements



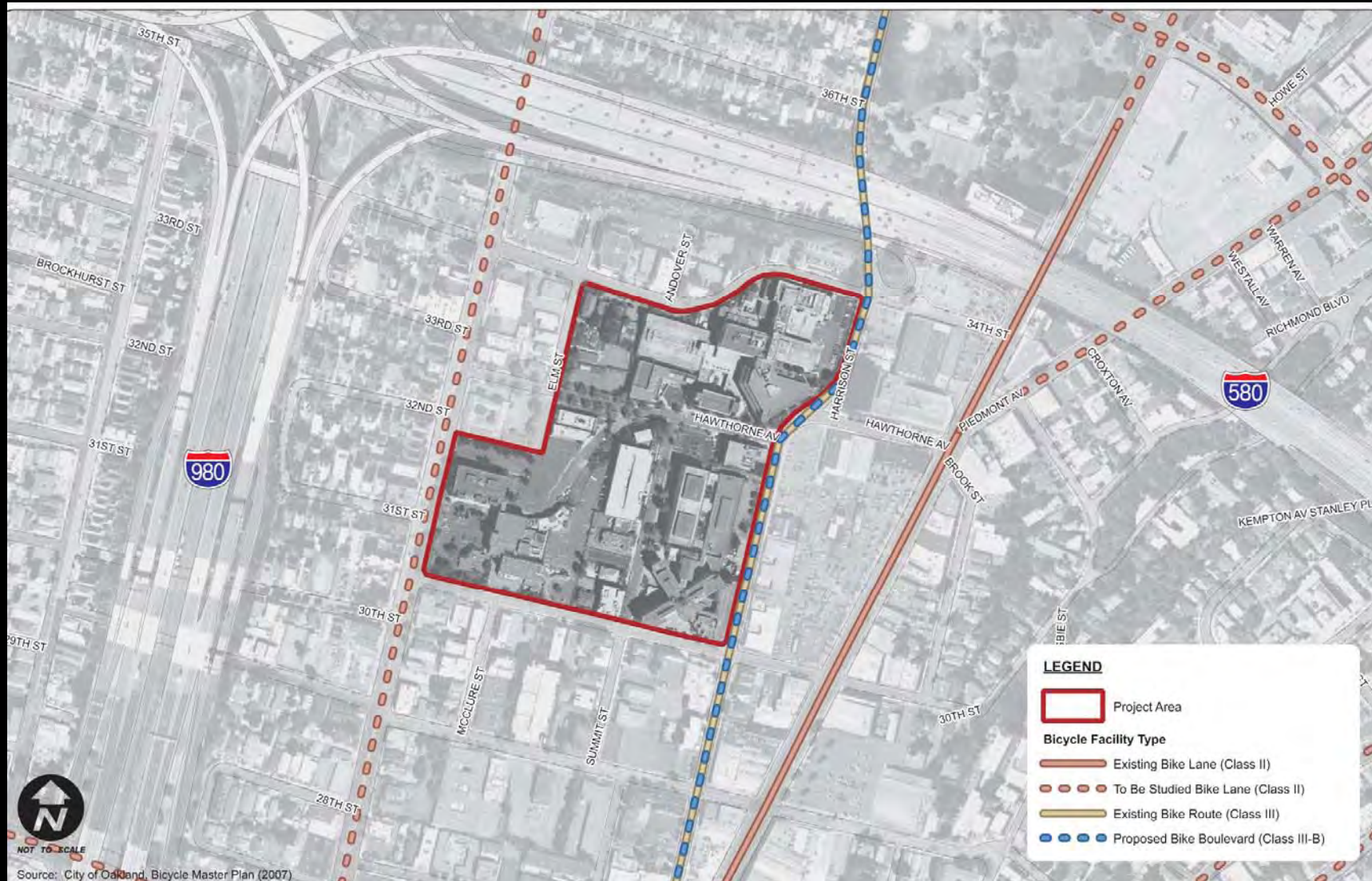
Hawthorne Ave. Improvements



Pedestrian Paths of Travel, Phase 1



Exist. And Proposed Bike Facilities



Bike Impact and Mitigation Measure

- **Impact TRANS-26:** The project will increase auto and bike traffic on Webster Street between the freeway ramp and 30th Street. Because Webster Street will be a bike boulevard, auto traffic and bike traffic will share the same space. (Significant)
- **Mitigation Measure TRANS-26:** Install “sharrow” lane markings in the pavement and appropriate street signs along Webster Street between 30th Street and 34th Street to distinguish this segment as a bike boulevard.

Bus Service Impact and Mitigation Measure

- **Impact TRANS-27: Summit Street Closure Conflicts with AC Transit Line 59. (Significant)**

AC Transit operates a Line 59/59A on Summit Street. The bus route operates along Broadway, but transitions to Summit Street to serve the project site. Once Summit Street is closed, the route will no longer be able to use Summit Street.

- **Mitigation Measure TRANS-27:** Re-route line 59/59A from Summit Street (between 30th Street and Hawthorne Avenue) to Webster Street. This measure would allow AC Transit to continue to serve the project site.

Required TDM / Parking Plan

- Construct addtl. parking
- Remote / off-site parking
- Attended / valet parking
- Increased parking fees
- Preferential carpool parking
- Expanded shuttle service
- Vanpool program
- Commuter tax incentive
- Bike parking
- TDM Coordinator
- Telecommuting
- Other . . .

Broadway Shuttle

- \$1 Million Bay Area Air Quality Management District grant (two year grant)
- Oakland Redevelopment Agency matching funds:
 - 80k In FY 2009/10 and
 - 80k in FY 2010/11
- Public/private partnership
- **Broadway Shuttle Launch date: Mid-June**



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Connecting Neighborhoods



- Jack London Square
- Chinatown
- Old Oakland
- City Center
- Uptown
- Lake Merritt Financial District



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Economic Development



Broadway Shuttle



Broadway Shuttle



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Future Funding Sources/ Night Time Shuttle Service

- Local transit agencies
- Future development projects/TDM's
- Transportation BID
- Measure B Transportation Sales Tax
- New Community Benefit Districts
- Bay Area Air Quality Management District



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Shuttle Marketing and Branding

- Service name and logo
- Physical design of buses and shuttle stops
- Route map
- Brochures, posters, other printed materials



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Broadway Shuttle Objectives

1. Support local businesses and property owners by improving accessibility and mobility for Central Business District residents and workers.
2. Create synergy among the vibrant yet disconnected commercial districts along the downtown Broadway spine.
3. Reduce pollution and the City's impact on climate change by promoting the use of transit over automobiles.



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Oakland Broadway Shuttle Route *DRAFT*

