

**Minutes—October 15, 2009 Meeting of the
Oakland Bicycle and Pedestrian Advisory Committee
City Hall Hearing Room 4, 5:30-7:30 pm**

Attendees: Jonathan Bair, Chris Hwang, Jennifer Jackson, Erik Jensen, Dominic Lucchesi, Fred McWilliams, Roger Miller, Daniel Schulman, Karen Smulevitz

Staff: Jaime Heredia, Jason Patton, Joel Peter, Jennifer Stanley, Eric Uddenberg

AGENDA ITEM	DISCUSSION
<p>1. Introductions, Appointment of Note Taker</p>	
<p>2. Approval of Meeting Minutes:</p>	<p>Move to approve August meeting minutes <i>Approved by consensus</i></p>
<p>3. Updated criteria for prioritizing stair and pathway remediation</p>	<p>Staff from the City’s Engineering Design and Right of Way Management Division—Eric Uddenberg, Architectural Associate, and Jaime Heredia, Supervising Civil Engineer, provided an update of the stair and pathway inventory project conducted by volunteers from Walk Oakland Bike Oakland and Oakland Urban Paths. Physical conditions inventory ~95% completed.</p> <p>Presented a streamlined set of criteria for prioritizing paths and stair rehabilitation. Data modeling methodology will be similar to the City’s Sidewalk survey, using a corridor approach which weighted proximity to essential facilities and for ADA compliance. Primary criteria for prioritization plan will rely on objective, quantifiable data:</p> <ol style="list-style-type: none"> 1. Proximity to essential services, e.g. schools, transit, recreation / community centers, commercial district 2. Physical condition 3. Greatest number of potential users (within 300 ft to location) <p>City staff recommended removing less quantifiable criteria such as social equity and geographic distribution to allow community stakeholders and Council members input on these topics.</p> <p>Based on modeling, will recommend to Council to fund “high benefit / low cost” repairs for 15 to 20 projects per year for the next three years using on-call contractors. Therefore, projects identified through data modeling will focus on paths that only require selective repairs.</p> <p>Large projects requiring Capital Improvement Project level of funding (\$100,000 to \$300,000) can still be funded at Council’s discretion.</p> <p>Staff would like to return to BPAC in December to present results of data modeling and draft of prioritization plan</p> <p>Options for Community / Council input:</p> <ul style="list-style-type: none"> ▪ Piggyback on BPAC meeting ▪ Community meetings such as at Neighborhood Crime Prevention Councils is fairly resource intensive ▪ Targeted mailing to adjacent households ▪ Contact press <p>Comment: Remove paths from the priority list for consideration if they already have been “adopted” and regularly cared for by a non-City entity, e.g., neighborhood association or group</p> <p>Comment: Adding amenities, not just repairs, e.g., lighting and</p>

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	<p>signage</p> <p>Response: Too expensive to include new pedestrian lighting in the project budget and may experience significant delays due to lack of dedicated resources. Signage will be incorporated into the new projects.</p> <p>Comment: measuring potential usage could be tricky, using resident counts may not be sufficient</p> <p>Response: Will consider expanding the radius and weighting proximity to essential services</p>
<p>4. 40th Street Bikeway Web link</p>	<p>Jason Patton shared with the committee feedback from neighborhood groups on the proposed bikeway on 40th Street (Webster St-Adeline St), which includes plans to narrow the 16' center median by six feet and removing the narrow (4ft wide) sections entirely. These medians were recently planted by neighborhood groups, most recently by the Longfellow neighbors on the west side of the MacArthur BART Station who raised funds to install plants (w/o City permits or assistance). The median reduction proposal would require relocating of the traffic signals from the median.</p> <p>Several community meetings held to date and the following issues were raised:</p> <ul style="list-style-type: none"> ▪ Can the route east of the station stay on 41st St by signalizing the intersection of 41st and Telegraph? (Response: This intersection does not meet MUTCD warrants for signalization and is close to the 40th and 42nd St signals. Nevertheless, this idea will remain on the table.) ▪ The City is suggesting street trees and plants along the 40th St sidewalks as an alternative to the plantings in the median; such planting will be limited by the location of sewer laterals and the width of sidewalks (which are too narrow in some sections). ▪ The City is considering removing some left turn pockets on 40th that serve short residential blocks to lengthen the median while narrowing it (providing more green space than the initial proposal). <p>One community input session remaining in the Longfellow Neighborhood, Tuesday, 10/20/2009, 7 to 9pm at the North Oakland Community Charter School, 1000 42nd St (at Linden)</p> <p>Next steps: Consider alternatives, research best use of green-scape, second round of community input</p>
<p>5. New bicycle parking rack guidelines Web link</p>	<p>Jennifer Stanley walked through the updated bicycle parking rack guidelines, including an online tool to calculate bike parking footprint based on measurable distance from curb, minimum guidelines for installations.</p>

<p>6. 38th Ave Bikeway Web link</p>	<p>Jennifer Stanley presented the draft design for the 38th Street Bikeway, MacArthur Blvd-E 12th St. The project is currently planned to be completed in 2011 using Federal stimulus funding.</p> <p>As per the bike plan, E12th St-Foothill Blvd and Brookdale Ave-MacArthur Blvd will be a bike boulevard/arterial bike route (sharrows and edgeline); bike lanes will be installed between Foothill Blvd and Brookdale Ave. The draft plan showed 8' parking stalls, 6' bike lanes and 14' travel lanes. Jennifer asked for feedback on the parking lane widths.</p> <p>Comments: In the bike lane segment, provide 9' parking lane, 6' bike lane and a 13' travel lane.</p>
<p>7. Announcements, suggestions for next meeting topics</p>	<p>Thanks to volunteers who conducted the stair and pathway inventory.</p> <p>SF Transportation Agency released survey on shopper habits in neighborhood commercial districts. Could potentially serve as a pilot for future Oakland surveys.</p> <p>EBBC planning meeting taking place in November for Bike Month, May 2010.</p> <p>Walk Oakland Bike Oakland starting monthly community bike rides to follow on German Marshall Fellows event. First ride this evening.</p> <p>Please include more pedestrian-oriented items on the agenda.</p>

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

38th Avenue Bikeway Context/Overview

- 1.8 miles from MacArthur Blvd-E 12th St
- Mixed Oakland Bicycle Master Plan facility types: Class 2 (bike lanes, Brookdale Ave-Foothill Blvd) and 3B (bike boulevard, remainder)
- Bikeways on MacArthur (through the Laurel) and on E 12th St (Fruitvale Ave-40th Ave) concurrently under development
- For implementation in 2011, funded by Federal Stimulus Energy Efficiency grant

