

**Minutes—July 16, 2009 Meeting of the
Oakland Bicycle and Pedestrian Advisory Committee
City Hall Hearing Room 4, 5:30-7:30 pm**

Attendees: Brian Toy, Carol Levine, Chris Hwang, Chris Kattenburg, Dave Campbell, Jim Dexter, Joel Ramos, Jonathan Bair, Julia Griswold, Midori Tabata, Rebecca Saltzman, Robert Raburn, Ron Bishop, Karen Smulevitz, Bob, Schneider, Alison Dutoit, Patrick Camache

Staff: Jason Patton and Jennifer Stanley

Meeting was called to order at 5:40 pm.

| AGENDA ITEM | DISCUSSION |
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| <p>1. Introductions, Appointment of Note Taker</p> | <p>Brian volunteered to be the note taker.</p> |
| <p>2. Approval of Meeting Minutes</p> | <p><i>Robert made motion to approve June meeting minutes, Carol seconded, approved by consensus.</i></p> |
| <p>3. Federal economic stimulus funding for bikeway projects: Tier 2 and Energy Efficiency</p> | <p>Jason described funding the City will receive from the Federal economic stimulus package. Funding is coming from two sources.</p> <p>Tier 2 type funding from Department of Transportation, \$1.2 million will be available for preventative maintenance of roadways. This money will be used for slurry sealing, not repaving (grinding and overlay) of streets.</p> <p>Work will be done in the summer of 2010 on four street segments and include the following bike improvements:</p> <ol style="list-style-type: none"> 1. Foothill Blvd.: from 23rd to Seminary Avenues - sharrows 2. Broadway: from Embarcadero to I-580 (near Kaiser Hospital) - sharrows from 25th St. to Grand and restriping of existing bike lanes 3. San Pablo: from 16th St. to Emeryville border - sharrows 4. Martin Luther King, Jr. Way: from San Pablo to Embarcadero - no bikeway improvements. A road diet is proposed. Low priority in the bike plan. There is not enough time to coordinate feasibility work. <p>Energy Efficiency funding comes from the Department of Energy. \$3.9 million of which \$200,000 will be used for bikeway projects. These improvements will be bundled with traffic signal work. Projects in the bike plan that do not include road diets or removal of travel lanes will be considered. Specific streets still to be determined. Work planned to begin in 2011.</p> <p>In discussion: <i>Can Tier 2 funding could be used for pedestrian improvements?</i> ADA compliant curb ramps would not be added since this is preventative maintenance. Improvements to crosswalks are unclear since the city does not have a standard crosswalk policy.</p> |

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| <p>4. Final bicycle wayfinding signage guidelines</p> | <p>Jennifer presented final changes to bicycle wayfinding sign design guidelines after incorporating public comments.</p> <p>Changes:</p> <ul style="list-style-type: none"> • The City's tree logo will be added to Bike Route sign • 12 new destinations were added, bringing the total number of destinations, some outside of Oakland, to 97 • <i>Other Transit Stations</i> category moved to <i>Secondary Destination</i> type, includes Amtrak, Ferry and BART stations • City staff will collaborate with Bay Trail staff for signs leading to off-street segments of trail <p>Next routes to be signed include streets surrounding MacArthur BART. 55th St. bikeway signage under development.</p> <p>Questions raised during discussion: <i>Why is Moraga given as destination?</i> Needed at Pinehurst/Skyline intersection, popular east of hills route. <i>Why this particular City tree logo (out of 3) used?</i> This logo used on street signs. <i>Why Clearview fonts weren't used?</i> Clearview not standard font, only used experimentally by other agencies. <i>Do signs indicate bike lanes on route?</i> Not necessarily, all types of bike routes (Class I,II,III) will be signed.</p> <p>Final guidelines will be publicized through BPAC email list or with meeting minutes.</p> |
| <p>5. AC Transit Bus Rapid Transit (BRT) and Telegraph Ave bike lanes</p> | <p>Jason reported on methodology staff will use studying when developing the city's locally preferred alternative for the BRT project.</p> <ol style="list-style-type: none"> 1. Bike lanes with BRT lanes 2. How bicyclists will interact with buses in shared BRT lanes 3. Alternative routes for bicyclists. No travel time study will be conducted, due to lack of BPAC consensus. <p>Bike involved collisions will be studied. Data from new automatic bike counter on Telegraph will also be studied. International Blvd. will be studied like Telegraph, but not with the same amount of detail.</p> <p>Discussion included bike access onboard BRT vehicles, bike parking at stations, loss of on-street parking, and effects on crosswalks.</p> |
| <p>6. BPAC charter</p> | <p>Jonathon led discussion on the next steps for getting the BPAC to achieve City Council-appointed status. The BPAC's charter must be approved by the City Council in order to become an official city commission. The BPAC's proposed charter is in the February 2009 agenda.</p> <p>Goal is to be an official city commission comment on bike and pedestrian projects. This would make it easier to comment on important projects.</p> <p>Jonathon encourages BPAC to gain support of their council members. A list of talking points, included with agenda, should be consulted when approaching their council member</p> |

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| <p>7. Bike projects status</p> | <p>Jason provided update on the status of bikeway projects. All bikeways scheduled to be implemented in 2009 will be completed on time, except for Stanford Ave. median crossing. All restriping projects for 2009 are already done. Staff time spent on feasibility work varies depending on complexity of project. Difficulty of implementing bikeway on West Grand due to median was given as example.</p> |
| <p>8. Oakland Airport Connector (BART)</p> | <p>Jonathon described discussion of Oakland Airport Connector (OAC) at Public Works Committee. Questions were raised by the City Council on project.</p> <p>There was an in-depth discussion regarding the appropriateness of the OAC project being brought to BPAC, that the project is not directly related to bicycle and pedestrian concerns.</p> <p><i>Robert makes motion to table discussion on item, Jim seconded, Yes 4, No 4, Tie vote => motion failed</i></p> <p><i>Jonathon cedes Chair to Chris H.</i></p> <p><i>Jonathon makes motion that BPAC recommends that PW staff diligently answer questions and examine how OAC can be improved because it is an important bicycle and pedestrian project and the bicycle and pedestrian aspects need evaluation, Chris K. seconded, Yes 3, No 4, Abstentions 2 => motion fails</i></p> <p>Additional discussion on role of BPAC when making requests, resolutions, or recommendations to city staff. Is the function of BPAC to advise or direct city staff? ie. Sheppard Canyon Creek Trail Purpose of BPAC in charter.</p> <p><i>Carol makes motion that BPAC asks the PW staff diligently consider the needs of bicyclists and pedestrians when developing the OAC project, Midori seconded, Yes 8, No 1 => motion passes</i></p> |
| <p>9. Announcements, suggestions for next meeting topics</p> | <ul style="list-style-type: none"> • Robert: Author, Jeff Mapes, to discuss his book, <i>Pedaling Revolution: How Cyclists Are Changing American Cities</i> at UC Berkeley July 23 • Joel: Community workshop for AC Transit BRT project scheduled for Sept 12 in Berkeley • Jim: More emphasis should be placed on pedestrian projects in the agenda. BPAC agendas place too much emphasis on bicycle projects; by not looking at pedestrian issues the group is not doing its service. • Jim: City crosswalk standards and policy need to be brought to BPAC. Not on agenda despite repeated requests. • Chris K.: Second annual Bikes 4 Life ride on July 25, from Lake Merritt to DeFremery Park in West Oakland • Jennifer: Latest edition of I [Bike] Oakland is now out |

Meeting adjourned at 7:40 pm.

Respectfully submitted by Brian Toy