

**Minutes—October 16, 2008 Meeting of the
Oakland Bicycle and Pedestrian Advisory Committee
City Hall Hearing Room 4, 5:30-7:30 pm**

NOTE: The first hour of this meeting was the third in a series of public outreach meetings on the Estuary Crossing Feasibility Study, a project led by the City of Alameda.

BPAC Attendees: Jonathan Bair, Mark Dieter, Jennifer Donlon, Doug Johnson, Chris Kattenburg, Robert Raburn, Jason Patton, Jennifer Stanley, Brian Toy

1. Introductions

After introductions, administrative items were moved to the end of the agenda so that the Estuary Crossing presentation could proceed.

2. Alameda-Oakland Estuary Crossing Study

Gail Payne from the City of Alameda Public Works Agency and Diana Sherman, MIG (outreach consultant for the study), described the outreach, research and evaluation to date on the Estuary Crossing Study. Three preferred alternatives have been developed and will be forwarded to the Alameda City Council early in 2009. These include: (1) transit shuttle through the Posey Tube; (2) water taxi service; and (3) movable bike/ped bridge. Comments were taken at the meeting and can continue to be submitted. All presentations to date are on the study website: www.estuarycrossing.org.

3. Caldecott Tunnel Settlement

In June 2008, the City of Oakland approved a \$8 million settlement agreement (<http://clerkwebsvr1.oaklandnet.com/attachments/19537.pdf>) with Caltrans intended to offset issues from the Caldecott Fourth Bore project. Funds are restricted to projects in the Hwy 24 corridor above Hwy 580. The timeline for funding is unclear, but is expected to be released in two phases. Candidate projects totaling over \$12 million are included in the agreement and can be changed, subject to approval of the Alameda County Congestion Management Agency. Jason Patton requested input on the list of candidate projects. Comments included:

- Prioritization should emphasize transit connections.
- The group strongly favored bike/ped safety improvements to the Tunnel Rd/Hwy 13/Hiller intersection (an issue previously reviewed by the committee).
- A bikestation at MacArthur BART is high priority.
- Funds should not be used for soundwalls.

There was discussion about \$200,000 to study the Landvale Bridge, a bike/ped facility that would reconnect the Hiller highlands to Montclair, a connection that was severed when Hwy 24 was built. The North Hills Phoenix Association and the East Bay Bicycle Coalition are strongly in favor of this project, which is not listed as a priority in the Oakland Bicycle Master Plan (in part because construction would be extremely expensive—in the tens of millions of dollars range). Jason suggested that the amount of time and energy required to implement this project should be evaluated against limited staff and capital resources and the number of people served by the project vs. other projects.

Robert Raburn pointed out that the settlement amount is not sufficient to address the project's significant impacts. (Note: EBBC is part of a coalition that is suing Caltrans over the adequacy of the EIR for the project.)

4. Tri-City BPAC Follow Up / Bike to Work Day Planning

Both these agenda items were postponed due to lack of time.

5. Approval of last month's minutes

The draft minutes were not circulated as per procedure prior to the meeting. They will be considered at the November meeting.

5. Announcements, suggestions for next meeting topics

- Jason Patton reported that the staff recommendation on allocation of Measure B bike/ped funding went to the City's Public Works Committee on October 14. (The BPAC had provided input to staff on the draft recommendation in July 2008.) The recommendation includes changing the current bike/ped funding allocation from 10%-bike/90% ped to 35%-bike/65%-ped. The PW committee had questions about the recommendation and requested a supplemental report to accompany the resolution at the full City Council meeting on Tuesday, November 4. BPAC members may wish to attend the meeting.
- Jonathan Bair noted that the \$700 billion federal bail-out package included the Bike Commuter Act, which will allow employees to receive commuter benefits for bicycling (as they currently do for other modes).
- Jennifer Stanley announced that Caltrans recently approved an update to Deputy Directive 64 (DD-64) that strengthens policy to consider the needs of non-motorized travelers. Among the new policy's features, it greatly expands bike/ped training to Caltrans staff. Also, AB1358, the Complete Streets Act, was signed into law by the Governor. This legislation will require cities, when updating the circulation element of their General Plans, to describe how they will accommodate bicyclists, pedestrians and transit users. Oakland will not be greatly affected because the bicycle and pedestrian plans are already included in the circulation element of Oakland's General Plan.
- Chris Kattenberg announced a Scraper Bike ride leaving from Fremont High School at 5:00pm on Halloween.
- Items for upcoming meetings will include discussion of Oakland's LOS policy and the status of the BPAC charter.

ADJOURN: 7:30 p.m.

Respectfully submitted, Jennifer Stanley