

**Adopted Minutes—November 20, 2008 Meeting of the  
Oakland Bicycle and Pedestrian Advisory Committee  
City Hall Hearing Room 4, 5:30-7:30 pm**

Attendees: Mohamed Alaoui, Jonathan Bair, Ron Bishop, Jim Dexter, Mark Dieter, Chris Hwang, Heath Maddox, Fred McWilliams, Jason Patton, Robert Raburn, Jennifer Stanley, Iris Starr, Midori Tabata, Brian Toy

AGENDA ITEM	DISCUSSION
1. <b>Introductions, Appointment of Note Taker</b>	
2. <b>Approval of Meeting Minutes:</b>	<p>Move to approve September meeting minutes <i>Motion to approve, Motion passes.</i></p> <p>Move to approve October meeting minutes <i>Motion to approve, Motion passes.</i></p>
3. <b>Iris Starr, Senior Transportation Planner, TSD</b>	Introduction of the new Senior Transportation Planner, Transportation Services Division
4. <b>MacArthur-Lakeshore pedestrian safety project / ACTIA grant</b>	<p>Presentation by Mohamed Alaoui, Transportation Engineer, Transportation Services Division, on details in grant application for ACTIA funds to implement pedestrian safety improvements. Grant application to ACTIA due mid-December. Comments from BPAC</p> <ul style="list-style-type: none"> <li>▪ Currently, bicyclists use Rand as a safer alternative to accessing Lake Park from Lakeshore. Members recommended curb cuts with appropriate placement of ramps and stop signs to allow safe transition for bicyclist and pedestrians utilizing new pedestrian plaza at Rand and Lake Park</li> <li>▪ Better traffic signage needed to stem left-turning traffic from MacArthur to Lakeshore and Lakeshore onto Lake Park, avoid shared left and thru lanes.</li> <li>▪ Encourage an advanced bike stop in both directions on Lakeshore at Lake Park</li> <li>▪ Enhance the pedestrian/transit plaza with landscaping and street furniture so it wouldn't be barren concrete</li> </ul> <p><i>Motion:</i> Jonathan Bair to write BPAC letter of support taking into consideration discussion above; <i>Motion Passes:</i> Approve: 5 , Not Approve: 2, Abstention: 2</p>
5. <b>Fruitvale Avenue Bikeway</b>	<p>Jason Patton led discussion of results of final feasibility study for bike lanes on Fruitvale from International Blvd to Foothill Blvd:</p> <ul style="list-style-type: none"> <li>▪ Under the City's adopted CEQA thresholds of significance, the only feasible plan for striping bike lanes would provide a short segment (840ft), given existing and future automobile traffic demand and predicted queuing for left turns at E15<sup>th</sup>, and E18<sup>th</sup></li> <li>▪ Staff had thought that a longer segment (approx 1200ft) would be feasible, but the study results didn't support it.</li> </ul> <p>BPAC comments:</p> <ul style="list-style-type: none"> <li>▪ Any consideration for prohibiting left turns from Fruitvale to E17<sup>th</sup>, and E18<sup>th</sup>? Jason response: Not under the current project timeline.</li> <li>▪ Important to put forth a feasible alternative, preferably striping the 1200ft length, even if not a "good" plan</li> </ul>

<p><b>6. CEQA and Bikeways</b></p>	<p>Jason Patton led discussion on how staff can support BPAC if they wish to propose changes to the City's current procedures for studying traffic impacts under CEQA that affect bikeway development in Oakland.</p> <ul style="list-style-type: none"> <li>▪ It would be helpful to know what other cities are doing. San Francisco is developing a new measure of auto trips generated, San Jose changing thresholds of significance in smart growth areas, etc.</li> <li>▪ Cities most commonly evaluate traffic impacts resulting from removal of automobile travel lanes under CEQA using LOS. State legislation could be drafted that makes bike lanes CEQA-exempt in Transit Oriented Development (TOD) areas (an idea being explored by EBBC/BABC)</li> <li>▪ Staff pointed out that it's not bike lanes per se that are the issue: it's travel lane removal, which effects transit and pedestrian facilities as well as bicycle facilities.</li> </ul> <p><i>Motion:</i> Establish a research subcommittee and re-agendize for further discussion of options to consider; <i>Motion approved, motion passes</i>  <i>Action:</i> Mark and Midori volunteered to participate in the subcommittee members volunteered (and Dave Campbell was volunteered in absentia)</p>
<p><b>7. Bike to Work Day Planning</b></p>	<p>Jennifer Stanley presented ideas and volunteer opportunities for next Bike to Work Day, May 14, 2009.</p> <ul style="list-style-type: none"> <li>▪ Jennifer asked that the BPAC or community take the lead on working with Council member to draft resolution and proclamation on BTWD: <i>Ron Bishop volunteered</i></li> </ul> <p><i>Action:</i> Jennifer will email BPAC to form BTWD Subcommittee</p>
<p><b>8. Announcements, suggestions for next meeting topics</b></p>	<ul style="list-style-type: none"> <li>▪ Request from Wilbur Smith Associates to invite interested parties to participate in a AC Transit task force to review Transit Connectivity Hubs at 12<sup>th</sup> Street BART, 19<sup>th</sup> Street BART, Fruitvale BART/Transit Village, MacArthur BART, Lake Park/Grand Avenue, 40<sup>th</sup> St/San Pablo. <i>Contact Carol Levine: <a href="mailto:clevine@wilbursmith.com">clevine@wilbursmith.com</a>.</i></li> <li>▪ Ron brought up the closure of Shafter at MacArthur (part of the Kaiser development project mitigation to reduce neighborhood cut-through traffic) as an imminent problem that limits pedestrian and bicyclist access; requests that construction of concrete closures cease.</li> </ul>

**ADJOURN:** 7:30 p.m.

Respectfully submitted by Chris Hwang