

Oakland Bicycle and Pedestrian Advisory Committee Minutes – August 18, 2011

Meeting was called to order at 5:35 pm

Attendees: Ann Killebrew, Brian Toy, Carol Levine, Chris Hwang, Daniel Schulman, Dave Campbell, Jason Patton, Jennifer Stanley, Midori Tabata, Rebecca Saltzman, Robert Prinz, Christina Ferracane, Sunny Nguyen, Christopher Kidd, Ronnie Spitzer, Lauren McFall, Gail Donaldson, Kate Jones, Michael Jones, Ken Lowney, Joel Tena

Minutes of July meeting approved

Peralta/Martin Luther King Jr Streetscape Project

This item was presented by Gail Donaldson of Gates + Associates and Sunny Nguyen of CEDA Redevelopment. This project consists of two separate streets with two different concepts. These streets were selected with direction from the community. MLK is designated as a citywide pedestrian route but is not included in the bike plan. Peralta is a neighborhood pedestrian route and also designated as Class 2 in bike plan. Community workshops have been held for each street. MLK is overly wide for the traffic volumes that are carried. A road diet was suggested with varying options to reduce road width. The community is most interested in adding bike lanes to narrow the street. This would result in 7' parking lane and 5' bike lanes. The BPAC was concerned that this was too narrow to keep bicyclists safely outside the 'door zone' and that bicyclists may be better served with a sharrow treatment. City staff stated that this configuration is not optimal but it is the same as what was installed on nearby West and Market Sts.; this configuration was selected to avoid the potential that this road space might be give to other uses (such as wider median) if bike lanes are not striped. Other areas of concern for MLK are the freeway overpasses. It is proposed that these sections be improved with better lighting and possibly some art. Improvements were prioritized to be implemented as funds are available. The road diet is #1 priority with the community.

At the Peralta workshop there was consensus among attendees for bike lanes. There is adequate road space to provide these. There was also interest in roundabouts in several locations as well as reconfiguring the awkward intersections resulting from the angled orientation of Peralta. Thoughts were to narrow pedestrian distances and use extra road space to add green areas. The top priorities for the Peralta corridor were to celebrate community history, add street trees and repair/add sidewalks.

The draft plan is expected next month. Comments/questions from BPAC include:

- Does MLK project go all the way Grand? YES
- Concern that on MLK a 7' parking/5' bike lane is too narrow, that a minimum 6' bike lane is necessary. Suggestion to have a more ample bike lane only in one direction with other part of couplet on West St. Or can the center lane be eliminated?
- Commented that landscaping on roundabouts needs to be maintained so as not to create a hazard

- There is a need to focus on merging Peralta with the regular grid system.
- Crossing of Peralta and Mandela Pkwy needs to be treated
- Neither of these streets are in the bike plan priority list for the next bikeways to implement that was shared with the BPAC last month. There was expressed concern that other higher priority projects will be bumped. Jason explained that other priorities (particularly resurfacing) influence what work will come next, and that the bike plan priority list works on a parallel track.

Contact Gail Donaldson at gail@dgates.com or Sunny Nguyen at msnguyen@oaklandnet.com

College Ave Safeway Redesign Project

Ken Lowney, of Lowney Architects presented this item for the College Ave Safeway redesign project. This project is located at Claremont and College avenues. It would include a two-story facility with ground-level parking under the Safeway store on the 2nd level, a public rooftop garden and new retail facing College Avenue with significant pedestrian improvements along that side (widened sidewalk, landscaping, outdoor seating and bicycle parking. Long-term parking would be provided in cages within the garage. The parking lot entrance on College Avenue would be entrance only with exits on Claremont. Parking for 90 bicycles would be provided. Comments from some BPAC members included:

- Is there potential to close the 62nd Street leg of the intersection to simplify intersection for all? Not part of this project.
- Exchange bike cages for bike racks in garage close to entry vestibules.
- Provide bike cages for employees on 2nd floor employee parking lot.
- Add a two way route at entrance for bicycles.

Lake Merritt Station Area Plan

This item was presented by Christina Ferracane, Strategic Planning Division. This project is being done in partnership with BART and Peralta Community College. Community workshop and a community stakeholder group are providing input. There has been significant pedestrian input on pedestrian issues but little to date from bicyclists. An open house to present alternatives will be held on Monday September 12. Go to www.business2oakland.com/lakemerrittsap to learn more. Staff will come back to BPAC in December with the Draft Plan.

The transportation goals shared by participants at the last workshop include improve pedestrian safety – slow traffic, add lighting, improved street crossing, handle the barrier created by I-880, and provide better bike access. Participants suggested that the higher volume streets get better lighting, street trees and intersection improvements, and that streets with excess capacity would get lane reductions, and one-way to two-way conversions, intersection improvements particularly at Laney College and the freeway interchanges. Major access routes are on Madison and Oak to connect Lake Merritt with Jack London Square.

Department of Energy (DOE)-Funded Bikeway Striping Project Begins!

Jennifer Stanley shared the draft schedule for the DOE bikeway striping projects (some will begin next week) and asked for ideas and assistance in publicizing this work. Jennifer will follow up with updated schedule and discussion will continue next month. In the meantime, others will coordinate with their groups to combine efforts to develop and publicize an event(s). Rebecca Saltzman agreed to lead BPAC effort to publicize the project. Midori Tabata agreed to work with Rebecca.

Meeting was adjourned at 7:40pm

Minutes respectfully submitted by Carol Levine

Attachments (handouts at meeting):

Project description, Martin Luther King Jr Way / Peralta Streetscape Project
Lake Merritt Station Area Plan newsletter, June 2011
Bikeway striping contract C389410 map and tentative schedule
Public Works Agency Oakland Streets flyer

PROJECT DESCRIPTION

MARTIN LUTHER KING JR WAY / PERALTA STREET STREETScape PROJECT

OVERVIEW

Project Sponsor:	Oakland Redevelopment Agency
Project Boundaries:	Martin Luther King, Jr Way, from West Grand to 40 th Street Peralta Street, from 3 rd Street to I-580, approximately
Primary Funding:	Design Component - \$600,000 Redevelopment Agency funds Construction Component – <i>unfunded</i>
Deliverables:	(1) <i>MLK/Peralta Streetscape Master Plan</i> (2) 100% Construction Documents for a “Phase I”
Estimated Schedule:	Completion of <i>Master Plan</i> - October 2011 Completion of Phase I Design – Winter/Spring 2012 Grant Seeking – 2012 Bid & Construction – dependent of identification of construction funding
Consultant Team:	Gates + Associates, landscape architect (prime) Urban Design Consulting Engineers, civil (sub) Dowling Associates, traffic (sub) Zeiger Electrical Engineers, electrical (sub) PLS Surveys, survey (sub)

ORIGINS AND GOALS

Adopted in 2008, the *West Oakland Redevelopment Five-Year Implementation Plan* has set goals and priorities to improve streetscapes throughout the West Oakland Redevelopment Project Area. These goals grew out of a series of discussions by the West Oakland Project Area Committee (WOPAC) regarding streetscape improvements needed to improve public safety, functionality and aesthetics and to stimulate new development and redevelopment opportunities on adjacent properties that are presently vacant or underutilized. In 2008, WOPAC selected MLK Jr. Way and Peralta Street for the preparation of streetscape plans and design documents necessary to construct future improvements.

The *MLK/Peralta Streetscape Master Plan* is intended to be the road map which will guide streetscape development along these two avenues over the next decade or more. As part of this Master Plan, specific types of improvements and their locations will be prioritized and identified for phasing. The preparation of 100% construction documents for Phase I, with elements and boundaries still to be identified, will provide Agency staff with the necessary information to apply for various capital grants.

PROJECT DESCRIPTION

MLK Jr. Way is currently dominated by the elevated I-980 freeway on the north, east and south with overpasses at each end of the street. The neighborhood to the west is largely residential. The street is wide and is fronted by residential properties and corner shops from block-to-block. Four travel lanes and parallel parking are continuous.

Recommendations could involve slowing traffic by reducing lanes, providing for landscaped medians and even providing some diagonal parking. Additional landscaping and curb bulb-outs could be analyzed to provide a more pedestrian friendly environment.

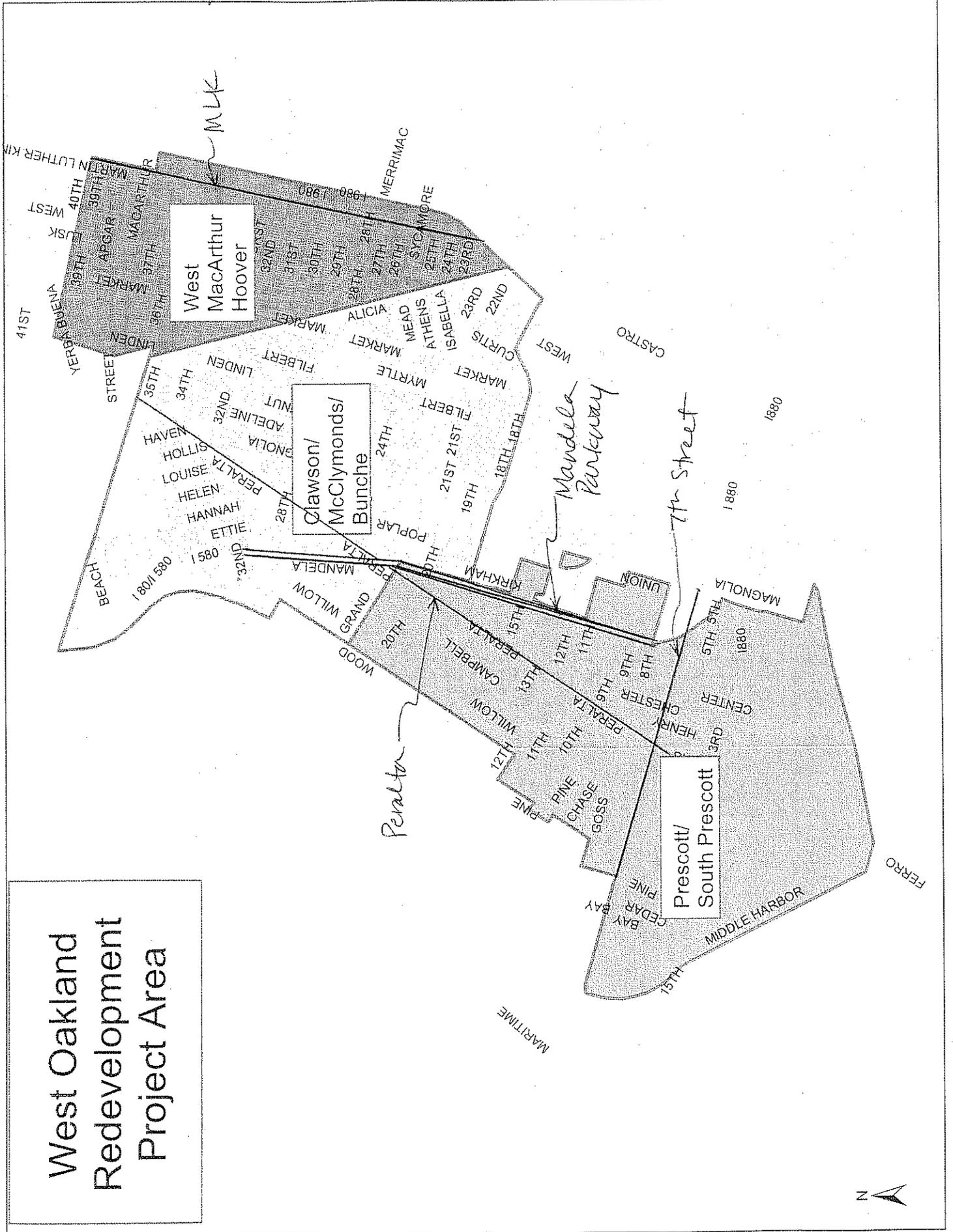
Peralta is a very long street stretching almost two miles from the West Oakland BART station on the south to I-580 Freeway on the north. The street appears to have three distinct segments that might require different design solutions. The southern segment, between the West Oakland BART station and 18th Street, is a residential neighborhood lined with houses, schools and shops. The street is quite walkable. The middle segment between 18th and 30th is a "working street" lined with warehouses, former industrial buildings and vacant lots. The nature of these uses plus the large amount of truck traffic discourages pedestrian activity. The third segment stretches from 30th Street to I-580 and is a mixture of auto shops, new lofts, older homes, light industrial uses and vacant properties.

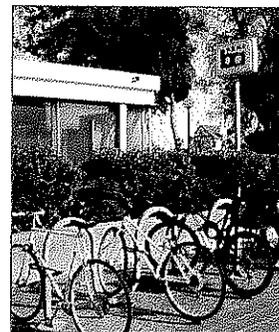
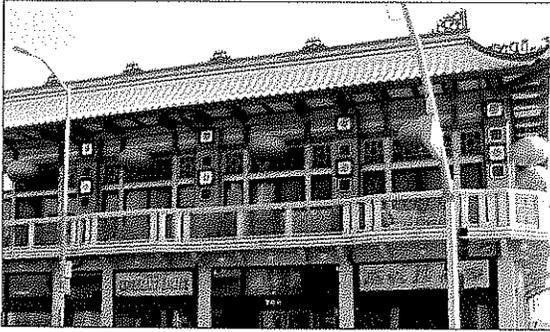
Working with the West Oakland community, bicycle interests, AC Transit, Councilmember Nadel, and City/Agency staff, the consultant team will develop a *Master Plan* and vision for the entire length of both MLK Jr. Way and Peralta within the West Oakland Project Area. In addition, they will prepare 100% construction drawings for selected blocks and or intersections on both streets that, upon completion, will be ready to bid for future construction. The planning and design effort will require two separate community workshops or charettes (one for each street, planned for late Spring 2011), in addition to a number of community advisory and technical team meetings.

The streetscape plans and construction drawings will focus on pedestrian safety, functionality, aesthetics and increasing the desirability of adjacent properties; using landscaping, street lighting, bulb outs, street furniture, paving, and lane and parking modifications to improve the quality of the street and the surrounding neighborhoods.

Workshop - identify issues in Spring 2010
Stek

West Oakland Redevelopment Project Area



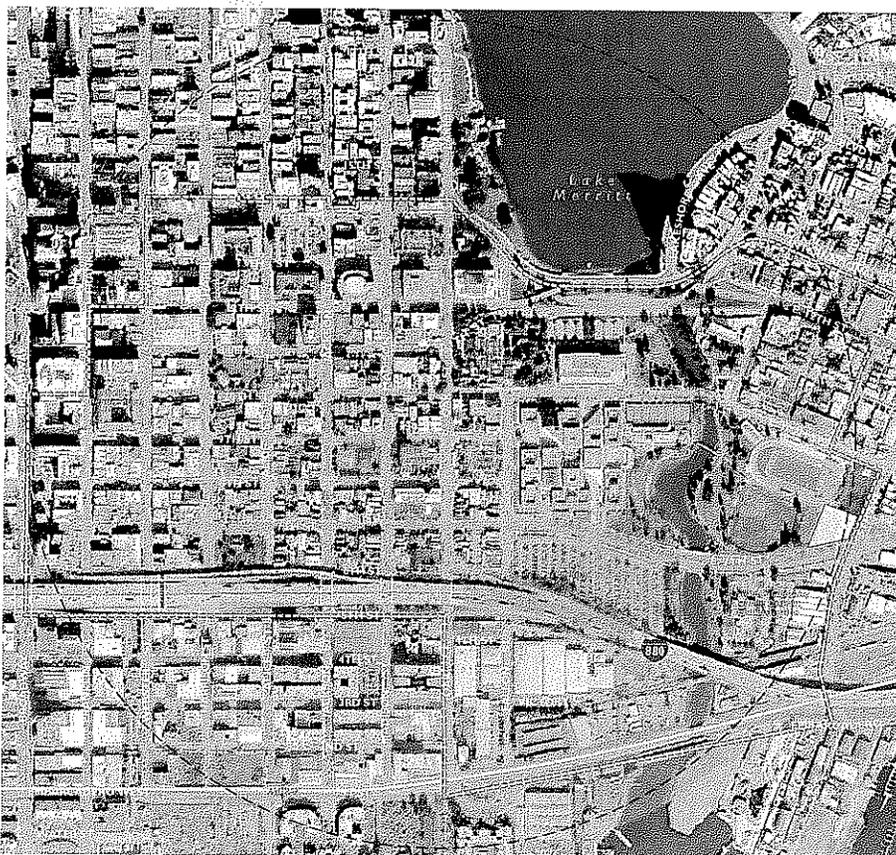


Shaping the Lake Merritt Station Area Plan

Community members, stakeholders, the City of Oakland, BART and the Peralta Community College District are in the process of planning for the future of the neighborhoods within a half mile of the Lake Merritt BART Station. This ongoing effort will result in the Lake Merritt Station Area Plan—a roadmap for development over the next twenty years. Please take a look at what we've done to date and join us this fall to provide feedback on the Emerging Plan!

The shared vision for the Lake Merritt Station Area Plan includes the following broad priorities:

- Create an active, vibrant and safe district;
- Encourage services and retail;
- Encourage equitable, sustainable and healthy development;
- Encourage non-automobile transportation;
- Increase and diversify housing;
- Encourage job creation and access;
- Identify additional open space and recreation opportunities;
- Celebrate and enhance Chinatown as an asset and a destination; and
- Model progressive innovations (i.e., economic, environmental, social).



Lake Merritt Station Area Plan

What Have We Learned?

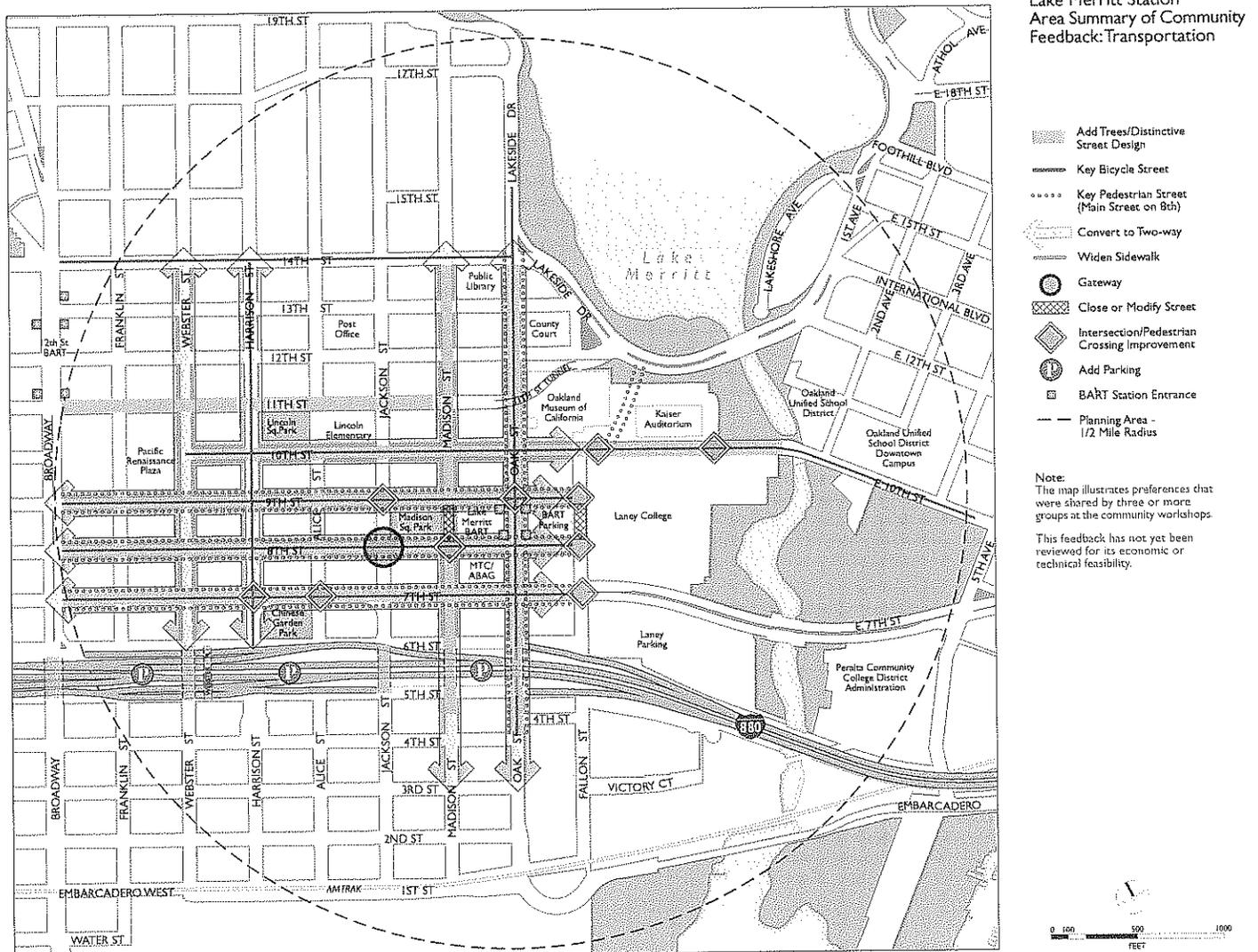
The Lake Merritt Station Area Plan process has been underway since 2008. The City of Oakland has been working alongside community-based organizations, the local business community, elected officials, area institutions and neighborhood property owners and residents through a variety of methods including surveys, interviews, focus groups and public workshops. To date, participants in the planning process have contributed a great deal of valuable feedback about the future of the area. The following are highlights from what the City has learned after three years and over a dozen workshops and meetings.

Community members identified the following changes to streets and pathways:

- Calm traffic and enhance street design by widening sidewalks, and adding street trees and bus shelters; and consider converting some one-way streets to two-way traffic;
- Improve pedestrian safety with better lighting and by reducing vehicular speeds;

- Provide better bike access around the BART station and on select streets throughout the area;
- Improve street crossings for people walking near the Lake Merritt BART station, Laney College, Madison Square and Chinese Garden Parks, and accessing Lake Merritt;
- Improve street design and connections for people walking under the I-880 freeway;
- Create a gateway at 8th St. and Jackson St.;
- Improve connections between BART, Laney College and Chinatown; and to the East Lake neighborhood.

See the map below, *Summary of Community Feedback: Transportation*, for a graphic illustration of the community's desired street improvements.



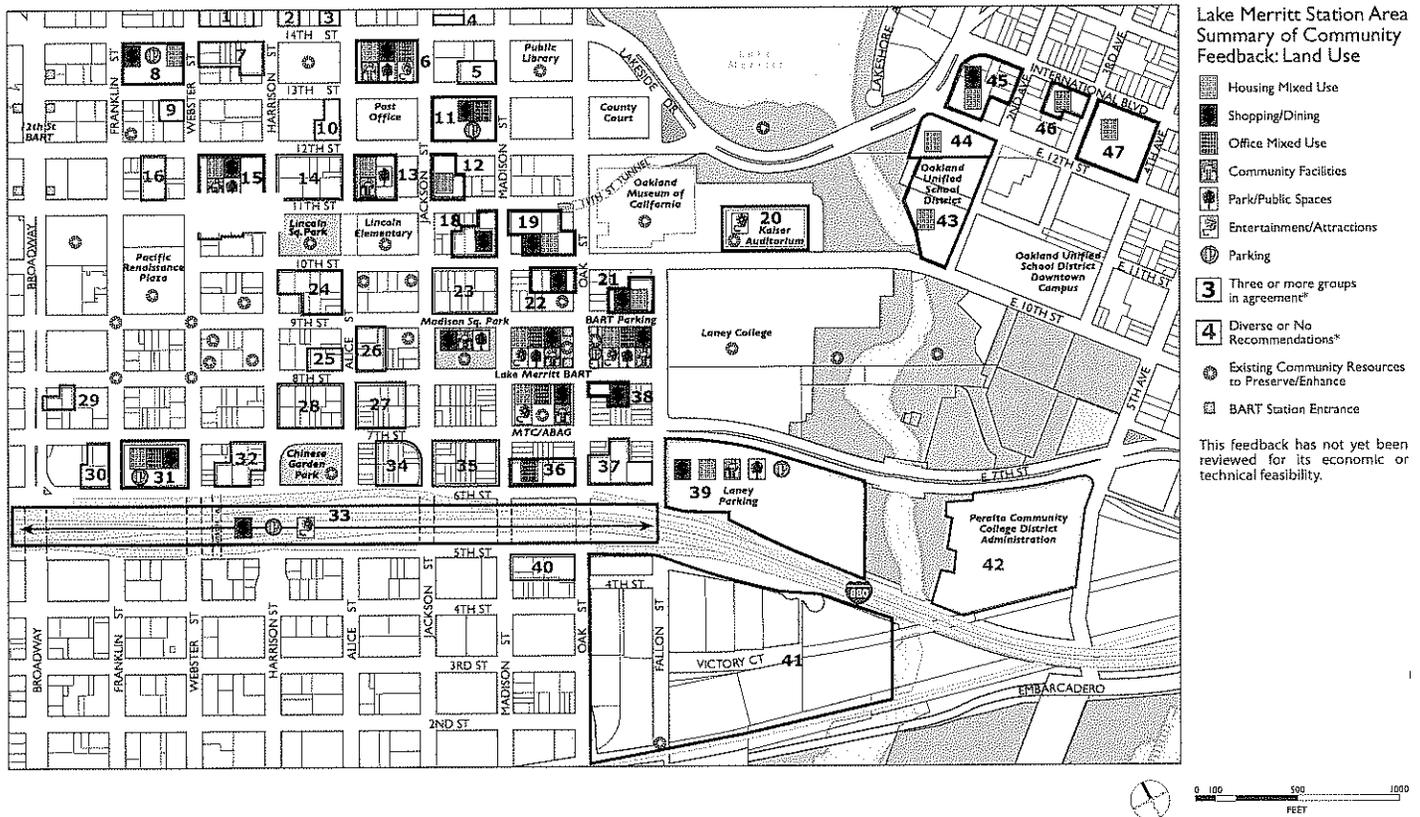
Additionally, the community provided feedback on the types of parks, services and buildings they would like to see in the area:

- Improve and expand the number and quality of parks and community facilities (i.e., community centers);
- Parks and community centers were identified as being important components of development on the BART blocks, in addition to office or residential development with ground-floor shopping and restaurants;
- Encourage a mix of shopping, restaurants, office, entertainment and residential uses throughout the area affordable to a wide range of incomes;
- Support new mid-rise and high-rise development;
- Permit housing, public uses and parks near Lincoln Square;
- Permit office and housing adjacent to the freeway;

- Create inviting uses under the freeway such as a “night market”;
- Many uses were identified for the Laney Parking Lot, such as retail, offices, college classrooms and a parking structure, among others; and
- Develop housing in the East Lake neighborhood with shopping and restaurants on the ground-floor.

See the map below, *Summary of Community Feedback: Land Use Map*, for a graphic illustration of the community’s desired land uses.

The *Summary of Community Feedback Report* that contains detailed feedback from public workshops, community stakeholder group meetings and focus groups is available on the project webpage <http://www.business2oakland.com/lakemerrittsap>.



Contact Us

Contact us at any time with questions or suggestions.

Webpage: <http://www.business2oakland.com/lakemerrittsap>

Email: Lake_merritt_plan@oaklandnet.com

Phone Message Line: 510.238.7904

This newsletter is also available in Chinese, please contact us for a copy.

NEXT STEPS: THE EMERGING PLAN

Help Shape the Emerging Plan

Now we must make the difficult decisions to narrow the list of community-desired improvements to create a feasible plan for the future of the area. Going forward, some of the tough questions and considerations include:

- Given limited City resources, what are the priority streets for traffic and streetscape improvements?
- How can the edges and underpasses of I-880 be improved to lessen the highway's negative impacts?
- How should parking be managed in the plan area?
- How can pedestrian connections be improved to Lake Merritt, the channel, and estuary?
- What are the key measures that can be implemented to help local businesses be more successful?
- What do you think could serve as a "catalyst project" to help jumpstart district improvements?

Contact the Lake Merritt Station Area Plan team to share your thoughts on these questions and considerations, Lake_merritt_plan@oaklandnet.com.

Stay Informed

There are many opportunities for you to participate throughout the planning process.

- Visit the project website: www.business2oakland.com/lakemerrittsap
- Sign up for the Lake Merritt Station Area Plan e-mail distribution list. To be notified of all public workshops and hearings, please email your contact information to lake_merritt_plan@oaklandnet.com.

Next Steps

Major milestones in the planning process are coming this fall and next spring.

OPEN HOUSE

Date: **Monday, September 12**

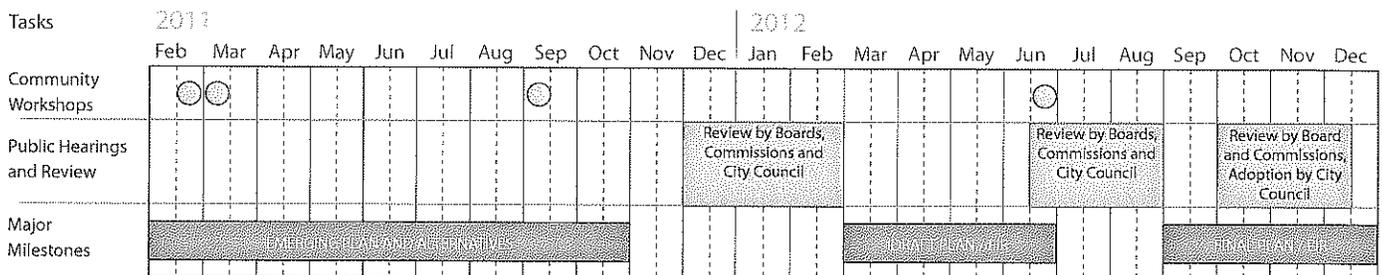
Location: **Laney College Student Center/Cafeteria
900 Fallon St. (@9th St.)**

Time: **4:30 - 7:30 pm***

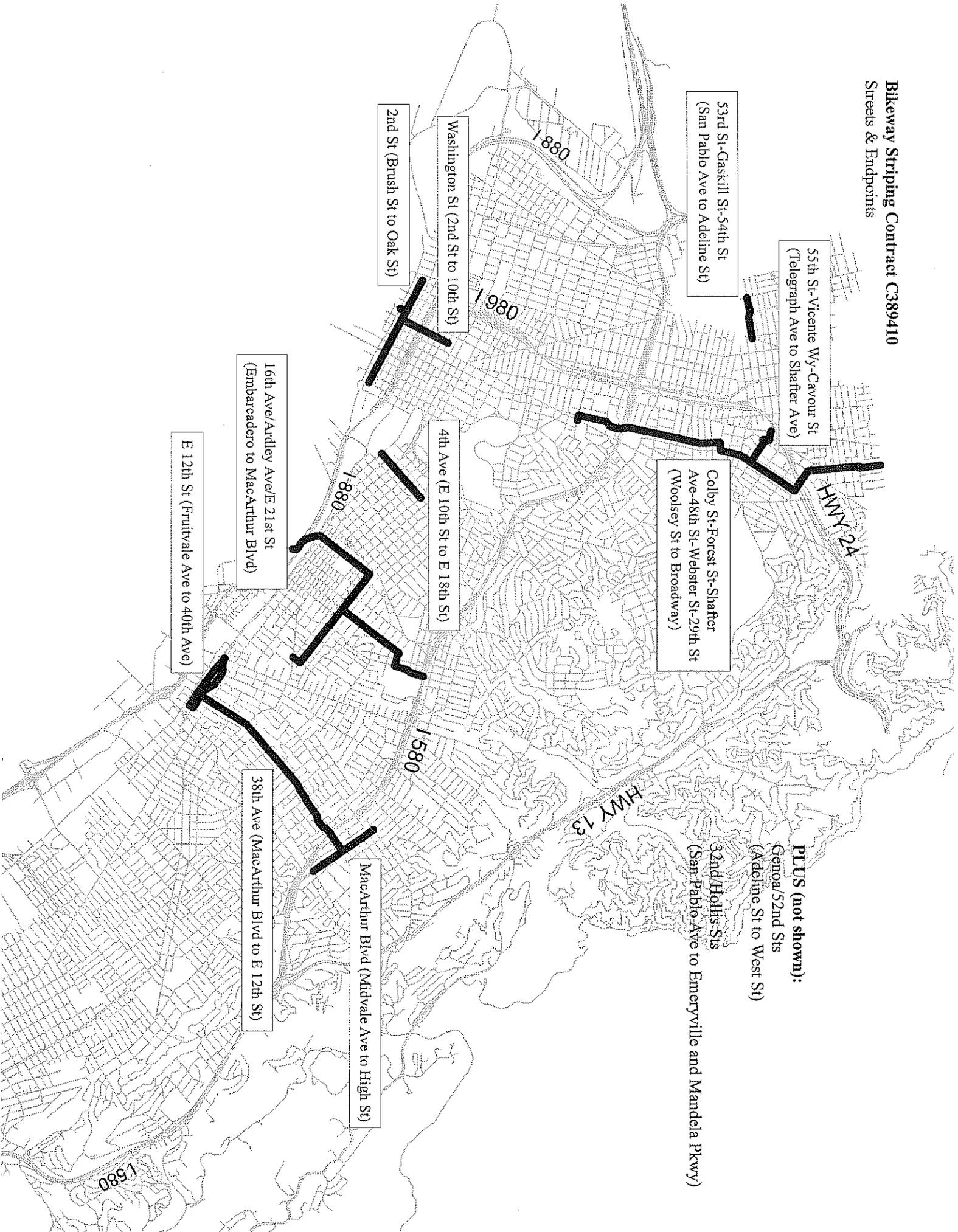
**The meeting is open house format, so you can arrive at any time. There will be various stations with information on the draft concepts. A staffer will be at each station to answer questions and you will be invited to make comments on the displays. Cantonese speakers will be available to assist with interpretation. Light refreshments will be served.*

Community and stakeholder review of the Emerging Plan will be reflected in the development of a Preferred Plan. The Preferred Plan will build on draft concepts in the Emerging Plan to create a more fully developed and vetted proposal. The Preferred Plan will be reviewed by stakeholder groups, advisory boards and elected officials. The resulting Draft Station Area Plan will then be studied for its environmental impacts.

- You can also review planning documents by visiting any of the following locations:
 - » **Oakland Asian Cultural Center**
388 9th Street
 - » **Lincoln Square Recreation Center**
250 10th Street
 - » **City of Oakland Planning Department**
250 Frank Ogawa Plaza, Suite 3315



Bikeway Striping Contract C389410
Streets & Endpoints



55th St-Vicente Wy-Cavour St
(Telegraph Ave to Shafter Ave)

53rd St-Gaskill St-54th St
(San Pablo Ave to Adeline St)

Colby St-Forest St-Shafter
Ave-48th St-Webster St-29th St
(Woolsey St to Broadway)

Washington St (2nd St to 10th St)

2nd St (Brush St to Oak St)

4th Ave (E 10th St to E 18th St)

16th Ave/Ardley Ave/E 21st St
(Embarcadero to MacArthur Blvd)

E 12th St (Fruitvale Ave to 40th Ave)

38th Ave (MacArthur Blvd to E 12th St)

MacArthur Blvd (Midvale Ave to High St)

PLUS (not shown):
Genoa/52nd Sts
(Adeline St to West St)

32nd/Hollis Sts
(San Pablo Ave to Emeryville and Mandela Pkwy)

DRAFT PRELIMINARY GOING TO CHANGE BET ON IT Bikeway Striping Schedule

funded by a Federal Stimulus, Dept of Energy, Energy Efficiency Conservation Block Grant, City Contract C389410

STREET(S)	FROM	TO	MILEAGE	Estimated striping completion date
E12th St	Fruitvale Ave	40th Ave	0.4	8/26/2011
2nd St	Brush St	Oak St	1.0	9/9/2011
53rd St-Gaskill St-54th St	San Pablo Ave	Adeline St	0.5	9/23/2011
MacArthur Blvd	Midvale Ave	High St	0.6	9/23/2011
55th St-Vicente Wy-Cavour St	Telegraph Ave	Shafter Ave	0.3	10/5/2011
Colby St (Woolsey St-Alcatraz Ave only)-Forest St-Shafter Ave-48th St-Webster St-29th St	Woolsey St	Broadway	2.3	10/11/2011
38th Ave	MacArthur Blvd	E 12th St	1.8	11/11/2011
4th Ave	E 10th St	E 18th St	0.5	
32nd St-Hollis St	San Pablo Ave	Emeryville	1.0	
E 30th St-21st Ave-16th Ave	23rd Ave	E 12th St	1.2	
E 21st St-Mitchell St	14th Ave	Foothill Blvd	1.1	
Genoa St-52nd St	Adeline St	West St	0.7	
Washington St	2nd St	10th St	0.4	
			11.8	



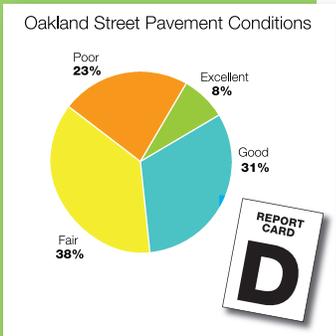
Public Works Agency

OAKLAND STREETS FACT SHEET



► **The City of Oakland has 806 miles of City-maintained streets.** Streets vary from two-lane (local) streets to six-lane arterials (major streets). Buses use 150 miles of streets; 80 miles of streets have designated bikeways. Oakland also maintains 225 pedestrian paths.

► **Oakland's street quality ranks 98th out of 109 Bay Area cities.** The Metropolitan Transportation Commission uses the Pavement Condition Index (PCI) to rate streets from Excellent (score of 90 – 100) to Poor (score of 0 – 49). **Based on a 2010 survey, Oakland's three-year average PCI is 56. The Bay Area average PCI is 66.**



► **If streets were maintained more often, the total cost of street maintenance would actually decrease.** The average cost of street work is:

- \$ 5 per square yard for **preventive maintenance**
- \$ 20 per square yard for **light resurfacing**
- \$ 40 per square yard for **heavy resurfacing**
- \$140 per square yard for **reconstruction**

The cost of deferred maintenance reinforces the adage “Pay me now, or pay me later.”



► **Oakland would need to spend \$28M per year just to maintain the existing pavement condition.** Unfortunately, the City's budget for street renovation is just a fraction of that:

FISCAL YEAR	RESURFACING NOTES
2010-2011	\$9.3M Includes \$7M of ARRA (federal economic stimulus) funding
2011-2012	\$6.3M Entire amount is County/State/Federal funds
2012-2013	\$4.3M Entire amount is County/State/Federal funds

► **The backlog of streets needing work is \$435M and growing.**



Public
Works Agency



TO REPORT POTHOLE

Please call the
**Oakland Public
Works Call Center
(510) 615-5566**
to report potholes and
other infrastructure
issues, or go to
www.oaklandpw.com
to report a problem
online.

OAKLAND STREETS

FREQUENTLY ASKED QUESTIONS

Q. What is a pothole?

A. A pothole is a defect in streets caused by lack of preventive maintenance. Potholes represent the early stages of a disintegrating and failing pavement. Potholes are created by lack of surface protection against moisture. As rain works its way under the surface and the sub-base of a street, cracks start developing and gradually grow larger and larger. With traffic pounding over the surface, segments begin to separate from pavement, leading to the creation of potholes. This is especially problematic on heavily traveled streets carrying trucks and buses. It is important to note that funds and efforts expended for pothole repairs provide stopgap measures and do not improve overall pavement condition. The same pavement, without resurfacing or reconstruction, will simply experience more potholes, disintegrate and fail.

Q. Why isn't there enough money for street maintenance?

A. In part, improvements in fuel efficiency have led to lower gas tax revenue for cities. For example, in 1993, cars averaged 10 miles per gallon and the Gas Tax was \$0.18 per gallon. Today, cars get 30 miles per gallon, yet the Gas Tax is still \$0.18 per gallon. As a result, we're driving more and paying less. The price of asphalt has also quadrupled in the last decade. Finally, the loss of sales tax and property tax revenue caused by the current recession has dramatically reduced the City's ability to pay for street maintenance.

Q. Is my street scheduled for paving?

A. The City's Five-Year Paving Prioritization Plan can be viewed online at www.oaklandpw.com. Oakland is on an 85-year repaving schedule, meaning that a street that is repaved today won't be repaved again for another 85 years.

Q. What will happen to the rest of the streets?

A. Federal economic stimulus funds and state bond funds will allow 20 miles of major streets to be paved in Spring 2011 (out of the approximately 450 miles that need paving). Passage of Alameda County's \$10 surcharge on vehicle registration will provide about \$1.5M per year (allowing for resurfacing of 4 miles) also starting in 2011. Beyond that, City streets will continue to deteriorate until additional paving money is provided.

Q. How do you determine which streets are going to be paved?

A. It's much cheaper to preserve a street by resurfacing it than it is to rebuild a damaged street (\$20 per square yard to resurface vs. \$140 per square yard to reconstruct). So for the same amount of money we can raise the condition of one city block from Poor to Excellent (pavement reconstruction), or we can improve seven city blocks from Fair to Excellent (pavement preservation). For this reason, we spend 80% of our scarce resources on Fair streets and only 20% on Poor streets. Preserving what we have must continue until additional paving money becomes available.