

Bicycle and Pedestrian Advisory Committee, Monthly Meeting

Minutes of January 19th 5:30 to 7:30 p.m.

Oakland City Hall: Hearing Room 4, Second Floor

Attendees: Brian Toy, Carol Levine, Chris Hwang, Chris Kidd, Daniel Schulman, Dave Campbell, Jason Patton, Jennifer Stanley, Kendahsi Haley, Midori Tabata, Robert Prinz, Huy Nguyen (OPD), Anthony Banks (OPD), Peter Schultze-Allen, Robert Raburn, Rebecca Saltzman

Topic	Discussion/Decisions/Action Items
1. Introductions, Appointment of note taker	Meeting was called to order at 5:35 p.m. by Chair, Chris Hwang. Rebecca Saltzman agreed to take notes.
2. Approval of Meeting Minutes	Minutes of the December meeting approved by consensus.
3. OPD Bike Patrol Unit	<p>Oakland Police Officer Huy Nguyen presented to the BPAC about the work of the bike patrol unit assigned to Downtown and Uptown. There are 5 officers in the bike/foot patrol unit. Two are in west Oakland, two downtown and one in north Oakland. They all spend time in the businesses districts. Thirty officers total in OPD are trained on bikes. Because of the loss of redevelopment, three foot patrol officers and seventeen neighborhood officers will likely be lost.</p> <p>Training for bike officers entails a 40 hour course that includes classroom hours as well as hours on bikes. The bike patrol unit also trains the fire department on bike use. There is only funding to hold trainings once every two to three years.</p> <p>Every year the bike patrol unit participates in Bike the Bridges, a fundraiser for the Special Olympics. This year Bike the Bridges will be held on June 12. Officers also lead bike safety class at schools. Dave Campbell suggested that EBBC instructors paid by grants could supplement police officers at these trainings. There also could be an opportunity to partner and apply for grants together.</p> <p>Bike/foot patrol officers have some advantages because they are able to approach unnoticed. There is a trade off because bike patrol officers are taken off of regular patrol, where they can cover more ground. Bike officers are supplemental to beat officers.</p> <p>Bikes are repaired in house unless there's a major problem.</p>
4. E 12th St Bikeway, 14th to Fruitvale Aves, Draft Design Review	See draft striping plan. <p>This project started in 2006. The City was awarded a Measure B grant but soon after cancelled the agreement because the project was not sufficiently ready for construction within the grant deadlines. Now the project is being funded as part of a federal block grant for repaving. In this round of grants the funding was flexible between categories so it can be used for the bike</p>

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	<p>improvements. Every street on this \$3.6 million paving contract will have bike lanes or bike infrastructure added, including E 12th, Broadway, Lakeshore, Alcatraz and Skyline.</p> <p>Approval of the lane reduction is going to Council in May and the paving will begin in 2013. MTC is pushing for quick obligation of funds so they can't be taken away so there is an expedited design schedule. Designs were due January 20th but can be tweaked and optimized.</p> <p>The BRT project includes bike lanes on the adjacent section of E 12th Street, 2nd to 14th Aves..</p> <p>Going eastbound, turn pockets at small streets (which can't be removed due to a lawsuit) constrain bike lane width to 5' and parking lane to 7'. Dave Campbell suggested decreasing inside travel lane to increase the parking lane width.</p> <p>Because of LOS analysis, bike lanes have to be dropped at the intersection of 22nd Avenue. Bike lanes start up again immediately at far side of intersection. From 26th to 29th Avenue parking lanes increase to 8'. Approaching Fruitvale Avenue the bike lane stops and there is a hatched-off area where bicyclists proceeding straight on E 12th St can pause and wait for traffic before they cross two lanes to the left. Sharrows or warning signs will be added, as well as pavement legends and signage. Sharrows continue after Fruitvale (existing).</p> <p>Going westbound there are no turn pockets so there's more room. Past 29th there are 9' parking lanes, 6' bike lanes and a 3' buffer. The buffer will be light crosshatch of white stripes. The buffer will be phased out between 19th and 18th. At 16th widths go down to 8' parking lanes and 5' bike lanes.</p>
<p>5. Projects for FY 2012-13 TDA Article 3 Bike/Ped funding</p>	<p>See attachment.</p> <p>Time line: Brainstorm at January BPAC meeting, refine at February meeting and finalize at March meeting.</p> <p>There is about \$275,000 funding available from TDA. TDA funds tend to be spent more on bike projects because \$300K of Measure B is for pedestrian projects.</p> <p>ADA curb ramps are prioritized by major transit streets, civic buildings and business districts.</p> <p>For Measure DD projects there is a large shortfall but BPAC could designate specific use.</p>

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	<p>Robert Raburn: Restriping should be considered. Jason responded that there is a restriping effort and funds for it. Robert also recommended using funds for e-lockers at Grand/Lakeshore, near the ferry and Amtrak.</p> <p>Dave: Should prioritize 40th Street project and installing bike racks along pending bikeways as a way to create support for those bikeways.</p>
6. Review of Bicycle & Pedestrian Facilities Program's 2012 Work Plan	<p>See attachment.</p> <p>Striping projects for completion are divided into 100% plans (reading bikeways for construction) and 35% plans (design work needed before feasibility studies can be conducted). Staff is coordinating with TransForm to install bike racks at OUSD schools.</p>
7. Announcements, suggestions for next meeting topics	<p>Jennifer: CA MUTCD came out – now “[BIKE] MAY USE FULL LANE” signs can be used.</p> <p>Dave: ACTC meeting for Measure B happening on Thursday, January 26th at 3pm.</p> <p>Jason: City sent thank you letter to Kaiser for the pedestrian crossing they installed from Mosswood Park. Emeryville stripped Hollis to Oakland border.</p>
8. Adjournment	Meeting was adjourned at 7:35 p.m.