

**Bicycle and Pedestrian Advisory Committee, Monthly Meeting**  
**Minutes of June 21, 2012**  
**Oakland City Hall: Hearing Room 4, Second Floor**

**Attendees:** Chris Hwang (chair), Rebecca Saltzman (vice chair), Gene Anderson, Dave Campbell, Mark Dieter, Kendahsi Haley, Chris Kidd, Ann Killebrew, Carol Levine, Sandra Padilla, Robert Prinz, Iris Starr, Midori Tabata, Brian Toy, Aaron Weinstein (Bart), Tom Willinging, Dianne Yee

**City Staff:** Jason Patton, Jennifer Stanley

<b>Topic</b>	<b>Discussion/Decisions/Action Items</b>
<p><b>1. 1. Introductions, Appointment of note taker</b></p>	<p>Meeting was called to order at 5:35 p.m. by Chair, Chris Hwang. Midori Tabata volunteered to take minutes for this meeting.</p>
<p><b>2. Approval of Meeting Minutes</b></p>	<p>Minutes of May meeting were approved on a motion by Midori Tabata and seconded by Carol Levine.</p>
<p><b>3. New Fleet of BART Cars</b></p>	<p>Aaron Weinstein of Bart made this presentation on the new fleet of Bart cars currently under design. First he made an announcement that Bart will have a bicycle contingent in the 4<sup>th</sup> of July event in Alameda. He is looking for volunteers. Anyone interested in participating should contact him (<i>I am assuming this is what Aaron wanted. Need a contact besides the one for the Bart cars</i>).</p> <p>Aaron informed us that the current cars were the original design from the '60s and so is more than 40 years old. It is a 5 to 10 year process for new car delivery. The final cars will be received in 2023 from Bombardier of Montreal. When the new cars begin service, there will be a mix of trains with new cars and trains with old cars. Trains will not have a mix.</p> <p>The new cars will feature energy saving features such as LED lighting and regenerative brakes. The cars will have information such as next stop, transfers. The cars will have some type of bike facility, still being negotiated. Cars will also have some type of poles for anchorage, but ADA issues need to be addressed. The new cars will be modular in design, so can be reconfigured. The new cars will have 3 doors for entry and exit to speed movement at stations. The end doors of the new cars will correspond to the doors on existing cars.</p> <p>Questions by the BPAC included:</p> <ul style="list-style-type: none"> <li>• Various suggestions for bikes, including hooks that could hold more than the 3 per car currently being proposed</li> <li>• Question about bike ban on 1<sup>st</sup> car</li> <li>• Multilingual signage</li> </ul>

**Bicycle and Pedestrian Advisory Committee, Monthly Meeting**  
**Minutes of June 21, 2012**  
**Oakland City Hall: Hearing Room 4, Second Floor**

	<ul style="list-style-type: none"> <li>Luggage storage—Aaron noted that in his travels, people preferred to keep their luggage close by. He noted that the seats are being raised by a couple inches allowing people to place luggage underneath.</li> </ul> <p>Bart will be taking comments for the next 6 months. Submit them to Aaron at fofdesign@bart.gov.</p>
<p><b>4. Oakland Complete Streets Policy</b></p>	<p>Iris Starr presented Oakland’s Complete Streets Policy. The definition of complete streets is facilities to allow for all travel modes. 2 changes will be needed: Oakland Municipal Code through an Ordinance and a network design. Iris said she works primarily on vehicle movement and is working with Jason and Jennifer on the non motorized modes. She sees this as a clear mandate for all departments. It will go to the Public Works Committee on July 10, the same day that bus rapid transit on the agenda. It will go to the full Council on July 13.</p> <p>Oakland has hired a new senior transportation manager to work on complete streets, Jamie Parks. He will begin in July. We would like to invite him to the BPAC.</p> <p>This complete streets policy will meet ACTC and MTC requirements. There will be enough specificity to take concrete steps while being flexible enough to meet county requirements as well as Oakland CEQA requirements.</p> <p>Questions:  Q. How will this improve on current process?  A. Tool to ensure those who need to know will comply. Didn’t change roadway section. Current code has minimums, like width, but no maximums. 2006 was the last time street/roadway was redesigned. It is old now.</p>
<p><b>5. 40th St. Safe Routes to Transit—funded bikeway design experiment</b></p>	<p>Jason Patton presented this proposal to the BPAC. After many designs, many community meetings, the Bicycle Pedestrian team is moving forward with a proposal to install a special color banded sharrows on 40<sup>th</sup> St, Adeline St. to MLK, Jr Way and Telegraph Ave. to Webster St.</p> <p>This is experimental with similar designs in Long Beach (1 mi) and Salt Lake City (1 block). The color band is defined by the Vehicle Code. It is non standard treatment</p>

**Bicycle and Pedestrian Advisory Committee, Monthly Meeting  
 Minutes of June 21, 2012  
 Oakland City Hall: Hearing Room 4, Second Floor**

	<p>and they will need to obtain CA and Federal Highway Administration approvals. The feds say it is okay. The CA Traffic Control Devices Committee is requiring a study involving data. They will install standard treatment with sharrows, parking stripes, and signs saying bikes may use full lane. After a data study, the green line with sharrows will be installed and more data collected. Jason anticipates 2013 to be the experiment phase. It is funded through a Safe Routes to Transit grant going back to 2008. AC Transit does not like it, but won't oppose it. CA is concerned about what the green means. Jason sees this as an additional treatment to the tool kit. It will be reserved for critical points. A member of the BPAC suggested it be used only as a last resort when other measures cannot be successful.</p> <p>The data collection for this experiment will cost somewhere between \$60 and 80K for consulting support. The neighbors support it. The Bicycle Pedestrian team will be conducting outreach to AC Transit drivers so they know what to expect and how to deal with the green lanes.</p>
<p><b>6. Resurfacing overview</b></p>	<p>Jennifer Stanley presented the resurfacing projects. She informed us that every intersection with video cameras will include a bike detector.</p>
<p><b>7. Announcements, suggestions for next meeting topics</b></p>	
<p><b>8. Adjournment</b></p>	<p>Meeting was adjourned at 7:27 p.m.</p>

Attachment: "Super sharrow" design experiment handout.

**“Super sharrow” design experiment planned for  
40<sup>th</sup> St, Adeline St to Martin Luther King Jr Way and Telegraph Ave to Webster St**

*two images of green strip from Long Beach, CA*



**Standard signage proposed for Oakland  
experiment, Phase 2**



*MUTCD, R4-11*