

Oakland Bicycle and Pedestrian Advisory Committee, September 19, 2013 Meeting

Attendees:

Brian Toy, Chris Hwang, Chris Kidd, Daniel Schulman, Dave Campbell, Jason Patton, Jennifer Stanley, Midori Tabata, Mike Jones, Robert Prinz, Ryan Chan, Tom Willging, Tony Dang, Jennifer Anderson, David Ralston, Barry Bergman, Robin Freeman, Matthew Bomberg, Ann Killebrew, Christina Ferracane, Bruce Williams, Wlad Wlassowsky, Ryan Price

San Leandro Creek Greenway Project

The San Leandro Creek Alliance, a coalition of community groups, Rails 2 Trails, and Merritt College, gave a presentation on the San Leandro Creek Greenway Project. They hope to connect Lake Chabot to San Leandro Bay with a continuous multi-use path following the path of the San Leandro Creek. The coalition has been working on this concept for a number of years already. The presentation they gave had the following highlights:

- A robust system of trails exists in the upper watershed of the San Leandro Creek, which could be connected to the urban east bay through this project
- Some pathways and bridges exist along San Leandro Creek in San Leandro, but they are often fenced off from the creek and are not connected. The notable exception is the park downtown that has creek access.
- A large barrier exists where the railroad line crosses the creek in Oakland, currently forcing a detour of over a mile.
- Much of the creek (about 80%) has access or maintenance roads along them which are officially closed to the public, but could be converted to multi-use trails with a suitable easement.
- There are many concurrent restoration efforts taking place along the creek.
- There are great Safe Route to School opportunities along the creek, especially in Oakland
- The current Oakland Bicycle Master Plan only has a proposed trail along the creek from Hegenberger Rd to 98th Ave, with nothing between 98th St and the Oakland border.

The alliance asked that the BPAC endorse adding a proposed pathway to both the Oakland Bicycle Master Plan and the Oakland Pedestrian Master Plan along the entire length of the creek within the City of Oakland. They also asked the BPAC endorse a statement urging City staff to work with the San Leandro Creek Alliance.

This proposed trail would either be incorporated into the next update of each respective plan or would need a General Plan amendment. As the Oakland Bicycle Master Plan was updated this past winter, another update is not required for 5 years.

A motion was introduced to add a proposed trail to the maps for the Bicycle Master Plan and Pedestrian Master Plan. It was pointed out by staff that, due to the legal requirement for consistency in plans, such a change would need to be run up to the General Plan level if it were to be done before the next Bicycle Master Plan update.

After much discussion, an amendment was offered to the motion. The amended motion expressed support for the San Leandro Creek Alliance and supported the idea of adding a proposed trail to the City's Master Plans along the creek within Oakland, but only in a general sense and without specific requests for staff. **The motion passed unanimously.**

Safe Routes to Transit Grant Applications

Staff provided updates on two Safe Routes to Transit grant applications, and asked for the endorsement of BPAC to include in the application. One project is on College Avenue adjacent to the Rockridge BART station, and the other project is around the Lake Merritt BART station.

The Rockridge BART projects will leverage funding from the Caldecott Tunnel mitigation settlement. Due to cost-overruns, the settlement funding will not pay for all identified projects. This Safe Routes to Transit grant will help complete two of the projects identified in the settlement that received lower priority, and would otherwise might not get funded. For the purposes of Safe Routes to Transit, however, these are very high-priority projects. The funding would pay for the re-design of the two intersections on College Avenue on either side of the Rockridge BART station. The preliminary designs are for curb extensions and the closure of a slip-lane right turn lane. BPAC members expressed interest in the designs incorporating robust bicycle infrastructure in addition to the pedestrian infrastructure shown in the preliminary designs. Staff reassured BPAC that, if the grant is won, the community input process on the project will be robust when refining the design.

The Lake Merritt BART projects will identify key intersections within half a mile of the station for pedestrian improvements, with an eye towards connecting the station area to the Jack London area across Interstate 880. The hope is to get these intersections to 35% plans, which would make them eligible for future funding for implementation. The intersections have not yet been identified. BPAC members also noted that upcoming lane reductions for bicycle infrastructure will further improve the area and these should be taken into consideration in the grant applications.

A motion was introduced to issue a letter of support for the projects. **The motion was passed unanimously, except for Dave Campbell who abstained due to a conflict of interest for EBBC on the project area.**

Sustainable Communities Technical Assistance

The Alameda County Transportation Commission (ACTC) is providing technical assistance grants to cities in helping them implement complete streets policies to meet the requirements of the One Bay Area Plan within designated Priority Development Areas. The City of Oakland is submitting 6 applications for assistance: implementing advanced bikeways treatments, streamlining the City CEQA process, developing a downtown parking plan, developing equity criteria for projects, conducting a downtown circulation study, and developing guidelines for a transit impact fee for development.

This was an information item on their plans for applications. BPAC members pointed out that the City is applying for \$2 million worth of projects in a \$4 million pool provided by ACTC. As Oakland won the lion's share of OBAG grants in the previous round, it is unlikely all their applications will be funded. Therefore, the BPAC expressed interest in bringing back this as an action item at a later meeting in order to vote on prioritizing the applications.

19th Street Bike Station Update

The City is still working out the details of the bikestation, though they have a Memorandum of Understanding (MOU) signed between BART and the City and have secured City Council support of the project. The City is prepared to seek funding for project. The space originally identified for the station, however, has been rented out to another business. The City is currently looking at alternative options for the bikestation.

California sidewalk bicycling laws

This item was deferred to a future meeting due to lack of time.

Announcements

CalBike looking for local host committee

The California Bicycle Coalition is hosting in Oakland their “California By Bike” summit from November 7-10. CalBike is still looking for people to join the local host committee. The requirements for the committee are low, and are centered around making introductions to local businesses and organizations who would be willing to donate to the summit. The committee would also help organize a local bike ride during the summit and assist in finding housing for summit attendees who are here on scholarship and cannot afford a hotel stay.

If you are interested in participating in the local host committee, contact Ryan Price at Ryan@calbike.org

Other Announcements

Robert Raburn announces the groundbreaking ceremony for the East Bay Greenway at Coliseum BART on October 4, 10am, including a Bay Trail Ride;

Completion of the 40th St green super sharrows this coming Saturday;

Upgraded bike lane striping around Lakeshore Ave (including green bike lane segments) is forthcoming;

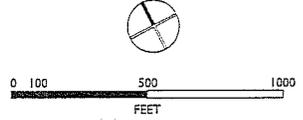
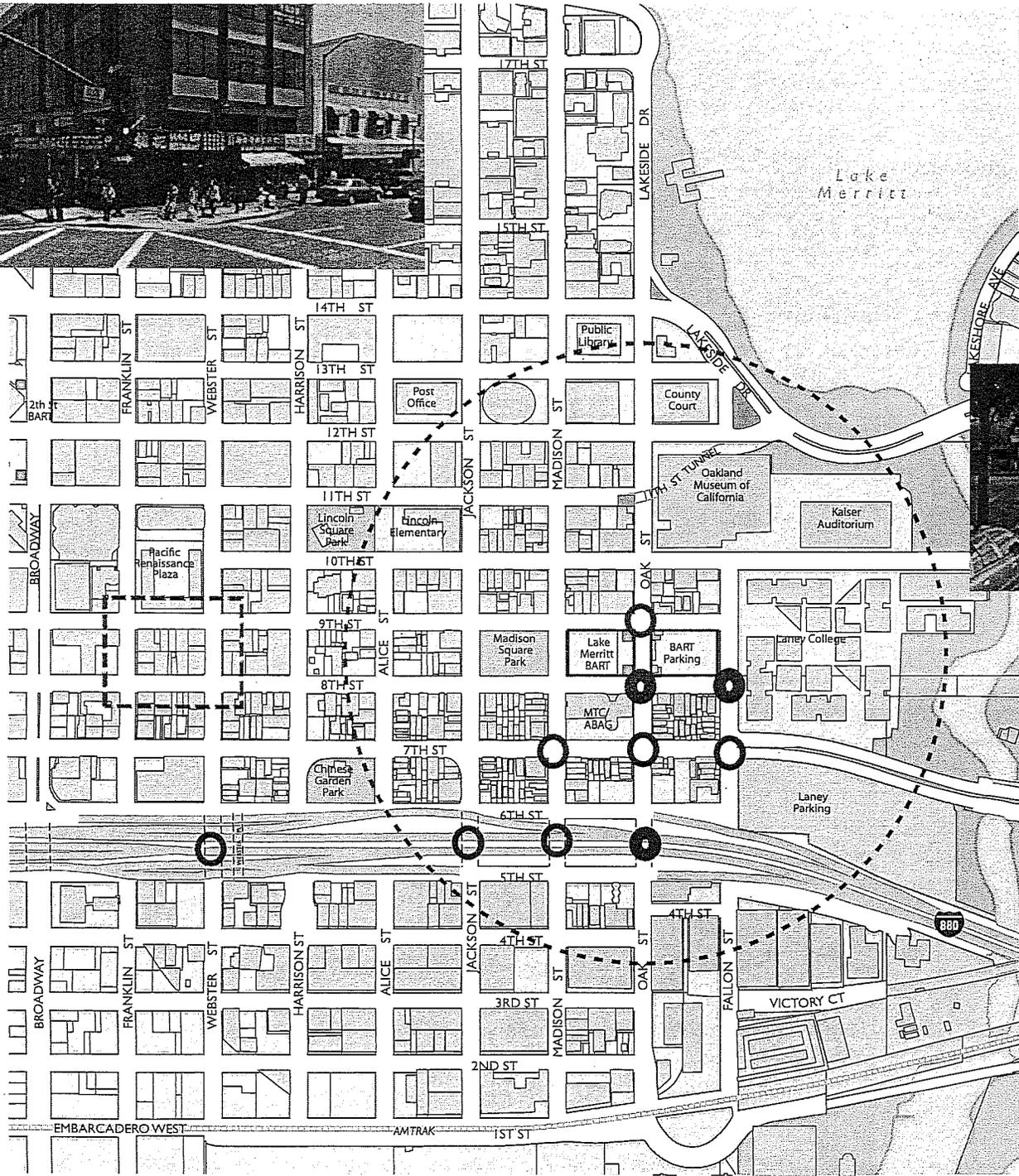
EBBC's fall members party Wednesday 9/25; and

WOBO at the Oakland Music Festival on 9/21.

Attachments:

Safe Routes to Transit grant handouts

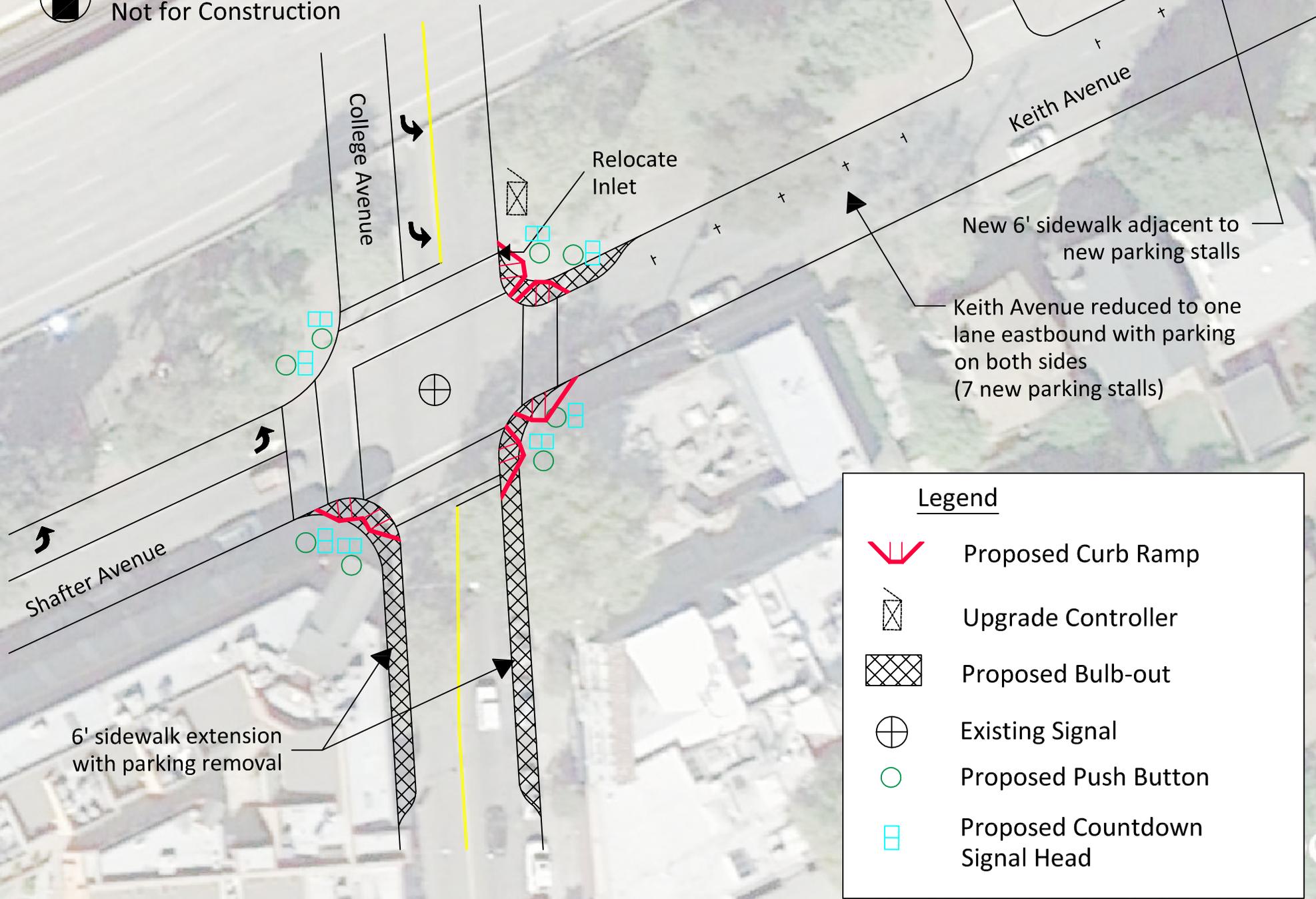
Sustainable Communities grant handout



10. College Avenue/Keith Avenue Intersection Improvements



Not to Scale
Not for Construction



Legend

-  Proposed Curb Ramp
-  Upgrade Controller
-  Proposed Bulb-out
-  Existing Signal
-  Proposed Push Button
-  Proposed Countdown Signal Head

20. College Avenue and Miles Avenue



Not to Scale
Not for Construction

Legend

-  Proposed Curb Ramp
-  Upgrade Controller
-  Proposed Bulb-out
-  Existing Signal
-  Proposed Push Button

Proposed Landscape Area

Relocated Bus Stop

College Avenue

Miles Avenue

Miles Avenue

Sustainable Communities Technical Assistance Project - Summary

Technical (Consultant) Assistance funded by Alameda County Transportation Commission (with federal funds via MTC). Four million dollars of consulting assistance is available through the program, total value of Oakland's ask was approximately \$2 million. Projects are intended to help Priority Development Area (PDA) planning and implementation, complete streets policy implementation and bicycle and pedestrian planning and engineering technical support.

Oakland applied for:

1. Oakland Bikeway Network 2.0

The project includes improvements on seven total corridors. The project addresses major network gaps in four bikeway corridors that extend across Oakland:

- E 12th St/International Blvd/East Bay Greenway from Lake Merritt to East Oakland
- E 18th St/Park Blvd from Lake Merritt to Montclair
- 14th St/Lakeshore Ave from West Oakland to Piedmont
- Foothill Blvd/Bancroft Ave from Lake Merritt to San Leandro

The project also addresses minor gaps in three additional citywide bikeways:

- Bay Trail (on-street) from Emeryville to the Martin Luther King Jr. Shoreline
- Broadway/College Ave from North Oakland to downtown
- Genoa St/West St/San Pablo Ave/Clay St/Washington St from Berkeley to Jack London Square

These seven citywide corridors comprise 36.8 miles of Oakland's bikeway network. While seeking to improve continuity along the entirety of these corridors, the scope of work focuses on key gaps along 5.8 miles of these roadways and at seven additional intersections.

2. CEQA Streamlining for PDA and Infill Development

The CEQA streamlining program developed through this project will apply to projects Citywide. However, the focus of the streamlining efforts will be to increase opportunities for infill development, particularly in Oakland's Priority Development Areas (PDAs) The attached map shows the locations of the planned and potential PDAs within Oakland.

3. Downtown Oakland PDA Parking Plan

The project seeks to propose changes to the management of downtown parking in order to allow infill development to proceed while maintaining the availability of parking for those who need it. The goal is to take increase the efficient use of the existing parking supply, encourage "park-once" behavior, and incent walking, biking, and transit use in truly multi-modal system for getting to and around downtown Oakland.

4. Equitable Transportation Infrastructure investment Tool

The project intent is to build upon our existing transportation project prioritization tool (funded by ACTC in 2012/13) to develop equity criteria that can be used to recommend City investments and Capital Improvement Program activities of all kinds into Oakland PDAs that show the greatest social need and greatest neglect. These areas are located throughout the Potential and Priority Development Areas of Oakland.

5. Downtown Oakland Circulation Study/CEQA

The project seeks to evaluate the feasibility of converting one-way streets in downtown Oakland to two-way operation. Previous circulation studies, including the *Revive Chinatown Community Transportation Plan (2002)* and the *Chinatown One-Way Street Conversion Study (2009)* have recommended that many of the one-way streets in the Chinatown area of Downtown Oakland be considered for conversion to two-way streets. This study, on the other hand, will examine nearly all of the downtown street system.

6. Develop a Request for Proposals for a Transportation Impact Fee Program and Complete Streets Capital Projects List

The RFP and Complete Streets Capital Projects list developed through this project will apply Citywide, but especially to development within the PDAs. The focus of the effort will be to increase infill development by addressing transportation impacts without discouraging development. This project works hand-in-hand with the proposed CEQA streamlining program (separate application).