City of Oakland, Bicycle and Pedestrian Advisory Committee, Monthly Meeting

Thursday October 17, 2013 meeting

Attendees:
Jennifer Anderson
Jenna Burton
Dave Campbell, East Bay Bicycle Coalition
Jeffrey Casl (?)
Tony Dang
Eric Fischer
Brian Geiser, Oakland citizen, city council district 3
Chris Hwang, chairperson, Bicycle and Pedestrian Advisory Committee
Mike Jones
Christopher Kidd, vice-chairperson, Bicycle and Pedestrian Advisory Committee
Anne Killebrew
Sean Diest Lorgion, AC Transit, Senior Transportation Planner
Jamie Parks, City of Oakland, Public Works Dept, IPPD Plans & Programming
Jason Patton, City of Oakland, Public Works Dept, IPPD Plans & Programming
Robert Prinz, East Bay Bicycle Coalition
Karen Smulevitz
Jennifer Stanley, City of Oakland, Public Works Dept, IPPD Plans & Programming
Kenya Wheeler
Tom Willging

5:35 pm - meeting begins

5:35 pm - **Item #1** - **Introductions, appointment of note taker** - BG volunteers

5:38 pm - **Item #2** - **Approval of Meeting Minutes**
[who?] moved to approve the September meeting minutes. [who?] seconded, and the motion passed by consensus.

5:40 pm - **Item #3** - **Biannual Bike Projects Status Update** - presented by Jason Patton, City of Oakland, Public Works Dept, IPPD Plans & Programming

- materials for this item are attached to the meeting agenda: *City of Oakland, Bicycle and Pedestrian Facilities Program, Bikeway Striping Projects Tracking*, 3 pages; *City of Oakland, Other Division's Bikeway Striping Projects*; *City of Oakland, Bicycle and Pedestrian Facilities Program, Bikeway Signage Projects Tracking*; *Design Status of Bikeway Projects*, 11 October 2013, 11" x 17" map
- stated the spreadsheet format is the same as the previous presentation to the committee earlier this year
- stated over 100 miles of "active" projects
- presented the map and answered a few quick clarifying questions
- *Bicycle and Pedestrian Facilities Program, Bikeway Striping Projects Tracking*. Page 1: represents projects considered 100% complete Design. The Implementation dates listed as either 2013 or 2014 may not be met for all projects. Typical reasons: approaching rainy season, coordination with utility work, and contract issues. Page 2 & 3: represents projects considered 90%-35% completed Design. Legend is provided to explain the percentage plateaus.
- *City of Oakland, Other Division's Bikeway Striping Projects*. Information provided is rather straight-forward.
- *City of Oakland, Bicycle and Pedestrian Facilities Program, Bikeway Signage Projects Tracking*. Stated no signage installed since December 2012. Signage projects are intern-driven. The Department has a new intern and this person is being trained to produce the necessary

documentation.

- States the department is approaching the end of the projects included in the 5 year Paving Plan. Clarifies the plan is somewhat open-ended and is probably in year 8 or 9.
- opens the floor to questions. DC asks about the striping of Golf Links Road. RP asks about possible penalties for delayed installation. – J Patton mentions the "liquidated damages" method included in increasing number of contracts. – Regarding backlog of installation and contract coordination, JS suggests it's important to remember that the Public Works Dept is understaffed. KW, a North Oakland resident, suggests concern over the lack of crosswalk striping in residential areas. CK asks about Alcatraz and continuing preliminary striping. – J Patton explains that part of that striping is from a past Safe Routes to School project and that completion is partially due to a conflict over jurisdiction. – JS suggests that Federal and other projects that are outside the jurisdiction of Oakland can cause problems regarding completion and coordination. MJ asks about a timeline for Telegraph Avenue striping. The committee has seen two iterations of bicycle and pedestrian accident maps and Telegraph Ave is an obvious linear stretch of collisions. Wouldn't this project be the most important? – J Parks responds that Telegraph Avenue has been a priority for 10-15 years. The new Complete Streets integration may add some additional time to Telegraph Avenue's planning and completion.
- recommends attendee's vote on Bikeway Striping Projects as attached to the agenda packet and posted on the wall in a larger format. The intention is to draw attention to projects needing further, more detailed review and discussion before the committee. Due to time constraints, CH & J Patton remind the attendees that further communication can occur via email & telephone.

6:20 pm - **Item #4** - **Line 51 Corridor Delay Reduction and Reliability Project** - Sean Diest Lorgion, Senior Transportation Planner, AC Transit, provides a slide show of images.

- Goal: Reduce transit passenger travel time, increase service reliability, Improve Air Quality, Enhance ADA Accessibility and Public Safety.
- Funding: MTC CMAQ Grant ($10.5M) – Implementation within 24 months (August 2012 to July 2014)
- Past Studies and Recent Coordination: Line 51 Service and Reliability Report 2008; Coordination with City of Oakland Public Works Dept.
- Project Improvements: Relocation of Bus Stops from nearside to farside of intersections. Elimination of Bus Stops to reduce travel time. Bus Bulbs to minimize dwell time (& possibly Bus Bulbs with Bikeway). Shared Bus/Queue Jump Lanes to get through congested intersections. Re-coordination of Traffic Signal Timing to improve movement of all traffic. Transit Signal Priority (TSP). Exclusive Traffic Signal Phase (3-5 seconds) to allow buses to proceed ahead of adjacent traffic from a near side bus stop.
- many images provided by agency consultant URS Corporation
- Project Benefits: Reduces bus travel time and increase bus reliability. Reduces traveler delay for ALL modes along corridor (transit riders, pedestrians, cyclists as well as vehicular traffic). Enhances pedestrian and vehicle safety at intersections by improving visibility at intersections. Improves overall air quality by increasing transit use and reducing overall trip time. Shorter crossing distances at bus bulb locations. Accommodating existing and proposed bike facilities into design and exploring implementation of bikeway behind bus bulbs.
- Project Schedule: PE & Environmental March – June 2013; Public Outreach May – Dec 2013; Project Design July – Dec 2013; Construction Jan – Jul 2014
- Next Steps: Review 35% Design Plans along with City staff to refine project; Additional outreach with impacted stakeholders.
- End of slides. Opens floor to questions. J Parks states he has pushed to have Sean Diest Lorgion visit the BPAC for input on the bicycle & pedestrian issues. The public comment period ends October 25th. RP offers the following: suggests the operating signals need to be updated, at least those downtown; suggests bus travel/signal coordination should be based on typical bicycle travel speeds; appreciates the bus bulbs with the bike lanes to the right; wants vacated bus spots cleared due to moving the bus stop to remain clear of parking spaces. KW likes the bus bulbs and thinks the extra concrete sidewalk would be good at least in the area north of Oakland's civic center along Broadway where new businesses exist. Requests movement detectors for bicycles and autos at intersections. – J Parks states video actuators are the current standard for those intersections where such devices are planned. KS expresses her concern for seniors and their interaction in their travels with bicyclists

who may not be following the traffic rules. AK [I missed her first point.] Brings to our attention the use in other countries of a dedicated solid-color area painted on the pavement for certain zones essentially dedicated to buses (not necessarily like what might happen with the BRT planned for International Blvd). States she prefers better timed lights over the actuated lights. BG reminds the committee that RP and J Patton had previously discussed a unique solution to bike lanes on College approaching Broadway. Has AC Transit been coordinating URS's suggestion's so as to not interfere with that? – J Patton & J Parks suggest AC Transit would not be a problem. CH requests SDL provide links to the information.

- SDL provides 2 handouts to those who want them. The first is essentially a printout of the slides viewed and the second is a larger format print of the overall bus route and studies of certain intersections along the route.

7:00 pm - **Item #5** - **California sidewalk bicycling laws** - CH requests agenda change to move this to after Item #7. [who?] seconded, and the motion passed by consensus.

7:00 pm - **Item #6** - **Results of annual collision analysis** - Jamie Parks, City of Oakland, Public Works Dept, Senior Transportation Planner presents a summary of the most recent annual collision analysis results. A similar presentation was had at the May 2013 meeting of the BPAC.

- Handouts provided: 2 letter-size, double-sided sheets with the following information: Summary of High-Incident Crash Locations - Pedestrians; Summary of High-Incident Crash Locations - Bicycles; Summary of High-Incident Crash Locations - All Modes; Complete Street Safety Improvements? 6 large-scale, city-wide maps showing the following information: Oakland Pedestrian Crashes (2007-2011); Oakland Pedestrian Safety Priority Intersections and Corridors; Oakland Bicycle Crashes (2007-2011); Oakland Bicycle Safety Priority Intersections and Corridors; Oakland Severe Injury and Fatal Crashes (2007-2011); Oakland Safety Priority Intersections and Corridors - Weighted by Crash Severity
- states most of the information provided on the maps is GIS-derived data that is then hand-cleaned for presentation purposes.
- draws attention to the accident densities on Telegraph Ave and International Blvd. Suggests the upcoming Bus Rapid Transit (BRT) work on International should help to reduce accidents along that route.
- opens the floor to questions: KS asks if maybe at least certain portions of International are so dense with accidents because of language or cultural issues? MJ asks for a clarification of how BRT on International will help to reduce accidents. – J Parks suggests the new lanes on International will slow auto traffic and lower pedestrian accidents. CH asks for clarification of "weighted" issues regarding the "Summary of High-Incident Crash Locations - All Modes" on the letter-sized sheet handout. – J Parks provides a response [note-taker was missed this]. KW asks if its possible to provide a map documenting bicycle volume. – J Parks states there is some data for Telegraph Ave. The volume of travel does correlate with the higher number of accidents on Telegraph Ave. J Parks also suggests that the maps tell some stories but are limited, as in, a lack of crashes in the far east of Oakland is not necessarily due to a "perfect" bicycle/pedestrian system in that area but rather may have to do with a lower amount of such use.

7:20 pm - **Item #7** - **Strategy for getting the City to make a presentation to BPAC on signal timing and actuation policy** - this is jointly introduced by Kenya Wheeler and Mike Jones on behalf of many past attendees.

- CH summarizes past attendees communications in expressing frustration in not receiving any response from the City. CH directs the following general question to the attending City staff: "Are we (BPAC) not asking or demanding the right questions?"
- MJ wonders what are the powers of the BPAC? Do we vote on resolutions? etc.
- Multiple attendees suggest various people within the hierarchy of the Public Works Dept that could possibly be contacted. J Patton suggests a letter to Wladimir Wlassowsky of the Public Works Dept, Transportation Services. – JS suggests passing a motion and include that in the letter.
- TD suggests the City needs a policy for signal timing and actuation policy if none currently exists.

- MJ provides a motion ... [Someone please provide the motion.]. AK seconds the motion. All vote YEA except for RP who Abstains and the note-taker who didn't vote for being too busy to catch the whole motion.

[links to BPAC **Charter** - http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak025021.pdf and BPAC **Bylaws** - http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak025022.pdf]

7:30 pm - **Item #8 - Announcements, suggestions for next meeting topics**

- EF ? - Biketopia, Friday Nov 8, 2013, 5:30-9:30 pm at The Venue, 420 14th St. Oakland
- CH - mentions a planned-route, group bicycle ride [title & date?]
- J Patton - mentions the City of Oakland Council may vote for an ordinance which will require a council-appointed BPAC due to MTC requirements regarding the review of upcoming TDA3 projects. BPAC typically approves these in March of the appropriate year so maybe the council will need to appoint voting members by then, or JS suggests the project approval might be pushed back if the appropriate legal mechanism is not in place.
- CK - 1. [note-taker missed the announcement] 2. State Active Transportation Program - BPAC members would meet the requirement for being considered a "stakeholder" for that program. TD clarifies by stating the program is far along in it's process though two meetings remain: one in Santa Rosa and one in Los Angeles. Stakeholders can call in to participate.
- AK - mentions the previous evening's Planning Commission meeting regarding the Broadway/Valdez Specific Area Plan. The comment period will be closed before the next BPAC meeting assuming this issue might be discussed before the attendees. Among other issues, concern is expressed over the possibility this specific area plan might be based on economic data from 2005-2007. KW mentions this project is in the Environmental Impact Report stage and the BPAC attendees might want to direct their comments regarding bicycle & pedestrian elements of the report.

7:40 pm - **Item #5 - California sidewalk bicycling laws** - due to lack of time, this item has been held for a future meeting.

Line 51 (A&B) - Overview

- Lines 51A & 51B operate within Cities of Alameda, Berkeley, and Oakland. Weekday ridership is over 19,000.
- Corridor Length is approximately 15 miles, with approximately 5 miles within City of Oakland
- Corridor includes College Ave, Broadway, 7th & 8th streets and Harrison and Webster streets within City of Oakland- **heavily congested areas of Oakland**
- Over 11,000 passenger trips either begin or end in Oakland

URS

Project Purpose & Background

- **Goal:** Reduce transit passenger travel time, increase service reliability, Improve Air Quality, Enhance ADA Accessibility and Public Safety
- **Funding:** MTC CMAQ Grant ($10.5M)
  - Implementation within 24 months (August 2012 to July 2014)
- **Past Studies and Recent Coordination:** Line 51 Service and Reliability Report 2008; Coordination with City of Oakland Public Works Dept.

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Project Improvements

- **Relocation of Bus Stops** from nearside to farside
- **Elimination of Bus Stops** to reduce travel time
- **Bus Bulbs** to minimize dwell time
- **Shared Bus/Queue Jump Lanes** to get through congested intersections
- **Re-coordination of Traffic Signal Timing** to improve movement of all traffic
- **Transit Signal Priority** (TSP)
- **Exclusive Traffic Signal Phase** (3-5 seconds) to allow buses to proceed ahead of adjacent traffic from a near side bus stop.

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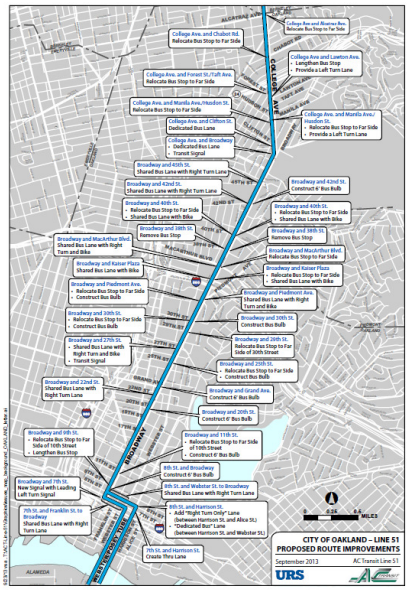
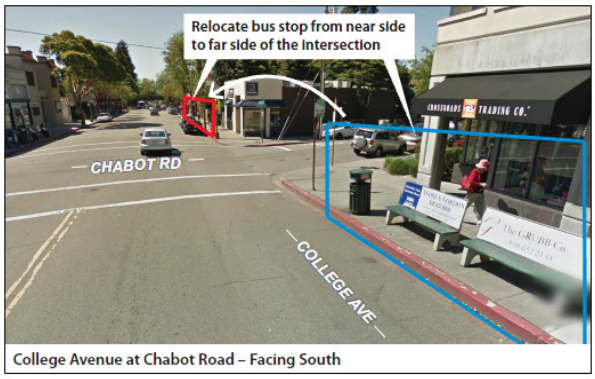
Proposed Oakland Project Improvements



Relocation of stops to far side



College Avenue at Chabot Road – Facing South

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Signal Modifications /TSP

Broadway at 7th Street – Facing Southwest

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Transit Signals

College Avenue at Broadway – Facing South

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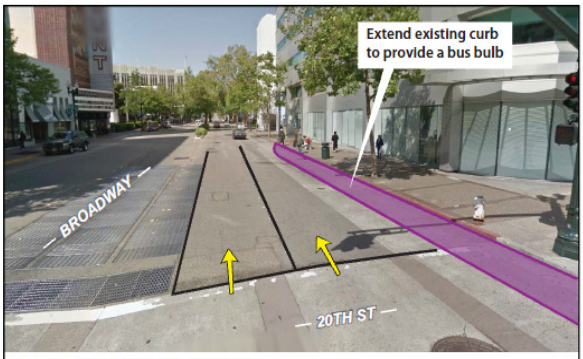
Bus Bulbs



Broadway at 20th Street – Facing Northeast

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Bus Bulb with Bikeway

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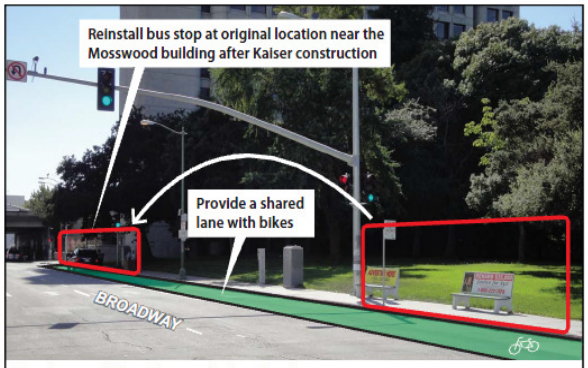
Shared Bus/Bike Lanes



Broadway at Kaiser Center – Facing Southwest

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Project Benefits

- Reduces bus travel time and increases bus reliability
- Reduces traveler delay for ALL modes along corridor (transit riders, pedestrians, cyclists as well as vehicular traffic)
- Enhances pedestrian and vehicle safety at intersections by improving visibility at intersections
- Improves overall air quality by increasing transit use and reducing overall trip time
- Shorter crossing distances at bus bulb locations
- Accommodating existing and proposed bike facilities into design and exploring implementation of bikeway behind bus bulbs

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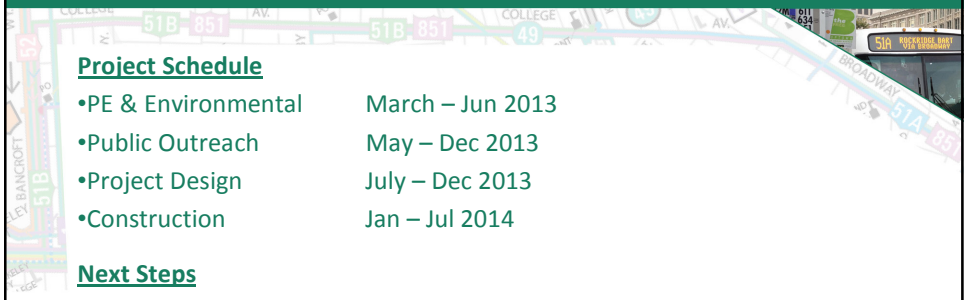
Project Schedule / Next Steps



Project Schedule

•PE & Environmental	March – Jun 2013
•Public Outreach	May – Dec 2013
•Project Design	July – Dec 2013
•Construction	Jan – Jul 2014

Next Steps

- Review 35% Design Plans along with City staff to refine project
- Additional outreach with impacted stakeholders

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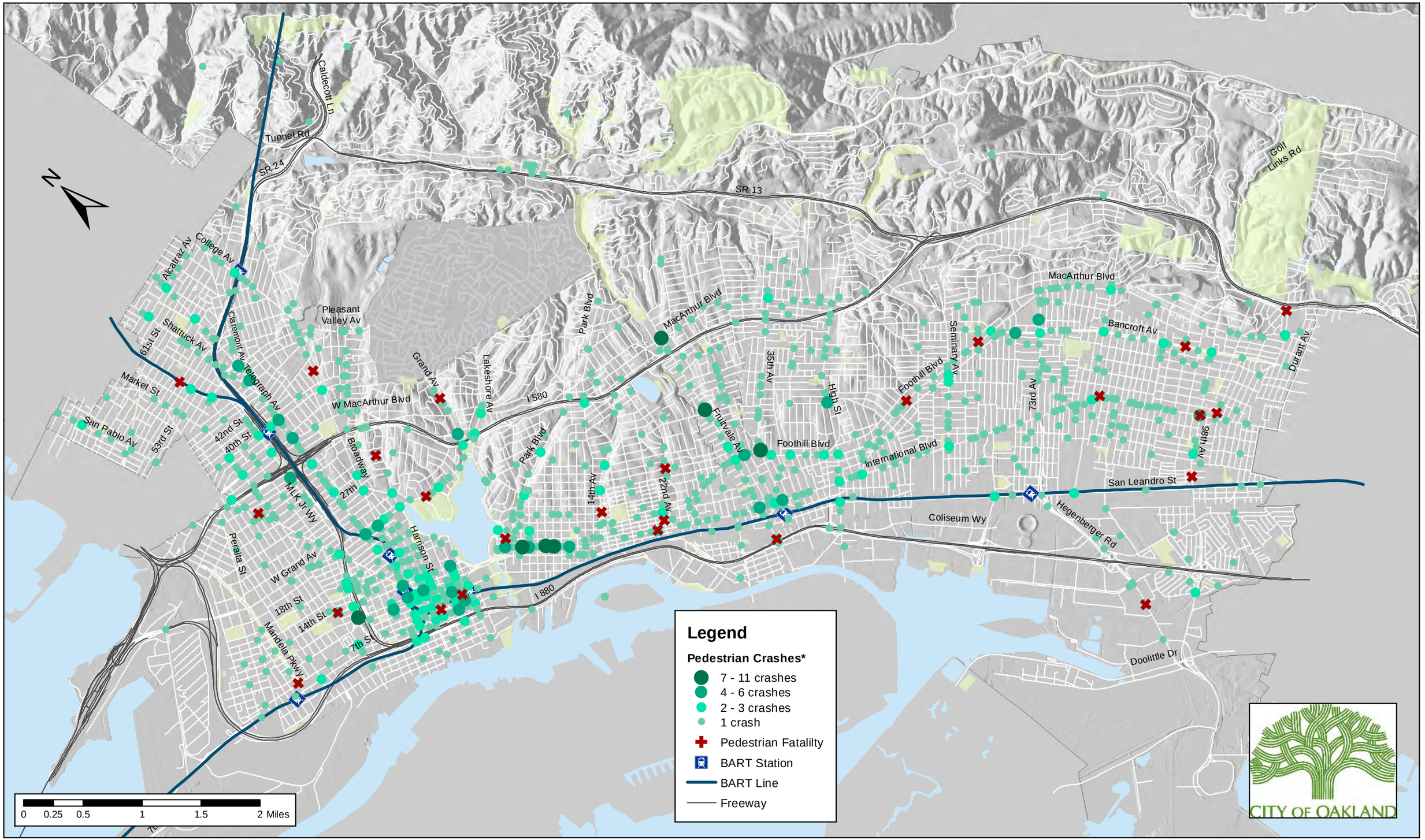
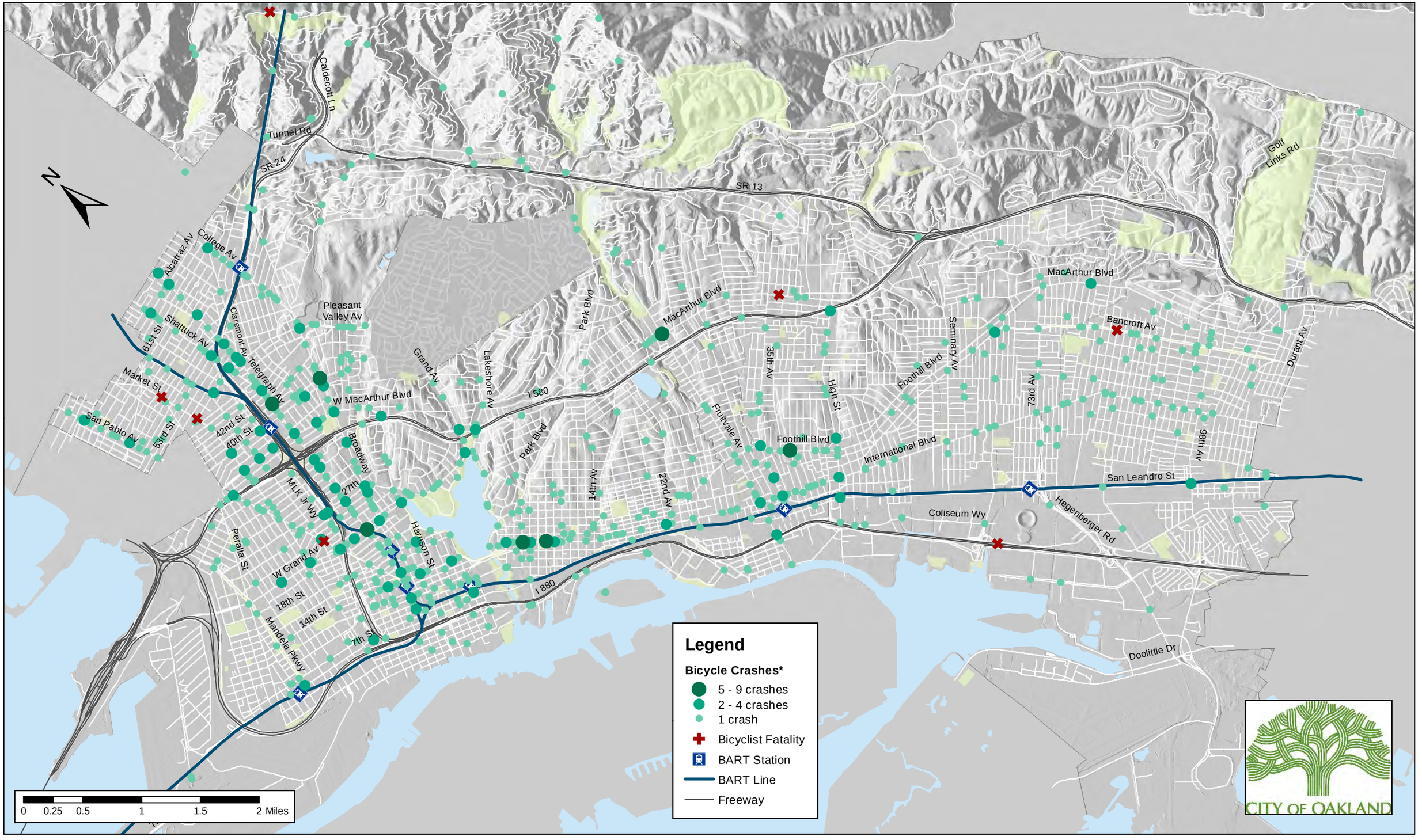
Oakland Pedestrian Crashes (2007-2011)



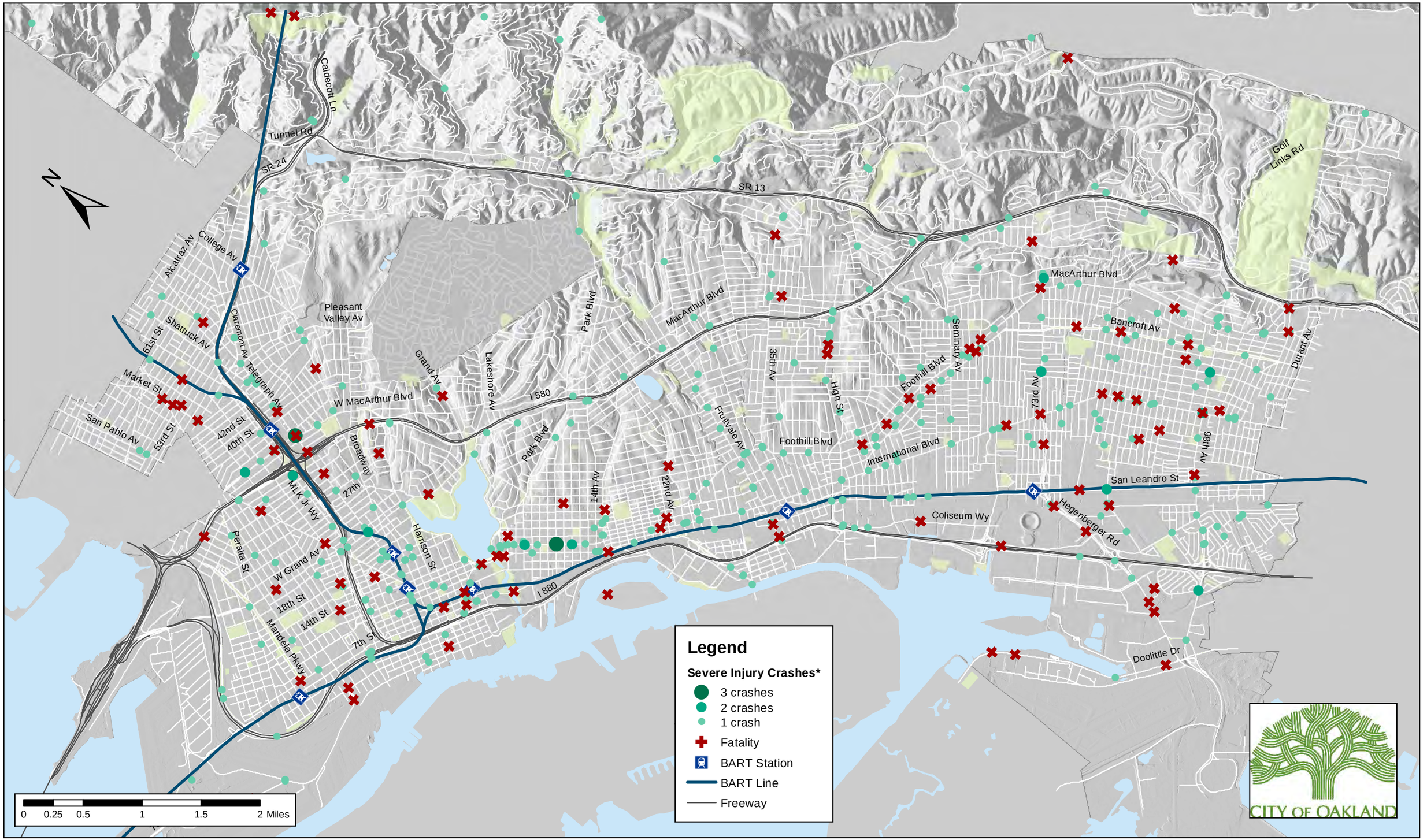
Analysis based on 2007-2011 crash data retrieved from the Transportation Injury Mapping System (TIMS) on May 21, 2013

Oakland Bicycle Crashes (2007-2011)



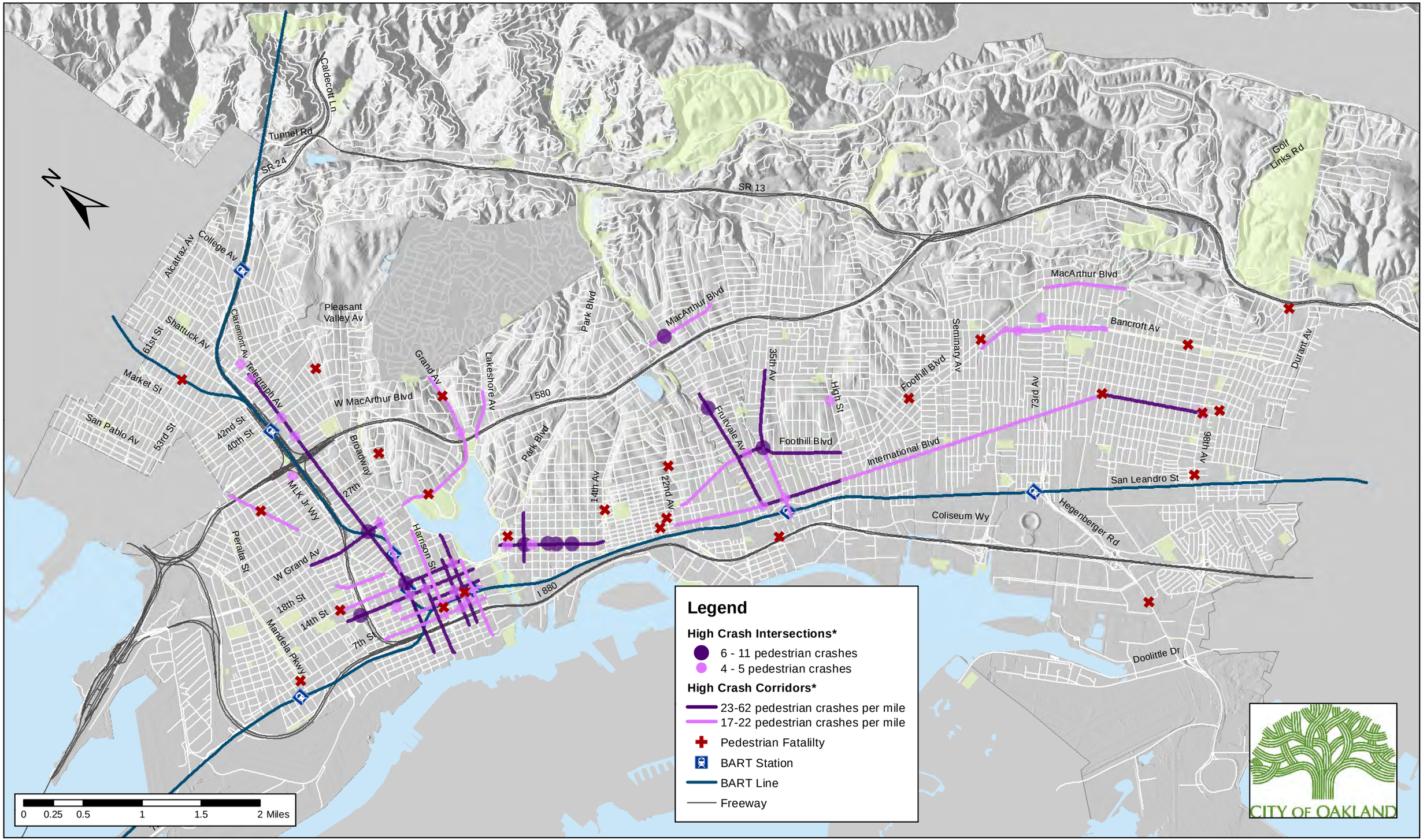
Analysis based on 2007-2011 crash data retrieved from the Transportation Injury Mapping System (TIMS) on May 21, 2013

Oakland Severe Injury and Fatal Crashes (2007-2011)



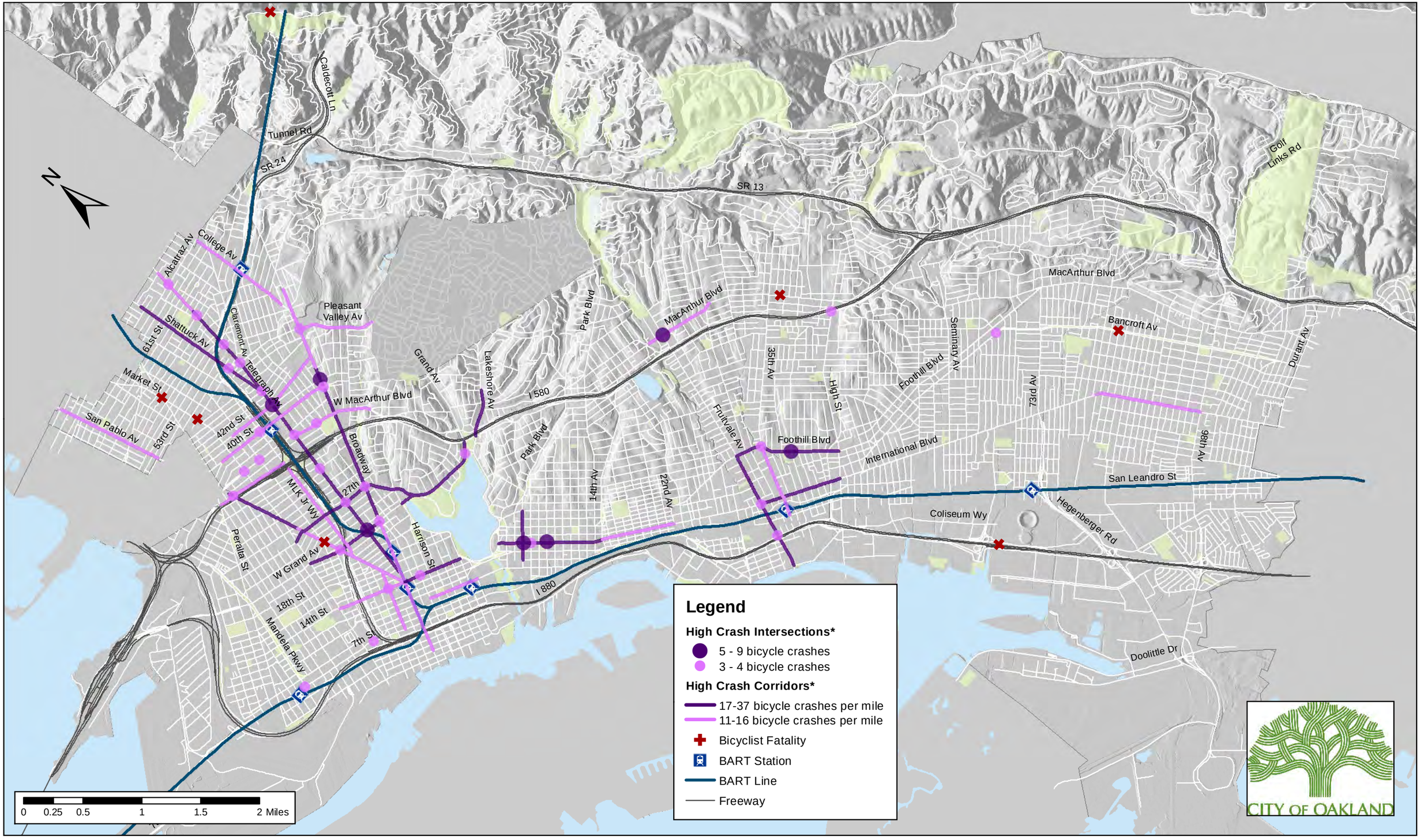
Analysis based on 2007-2011 crash data retrieved from the Transportation Injury Mapping System (TIMS) on May 21, 2013

Oakland Pedestrian Safety Priority Intersections and Corridors



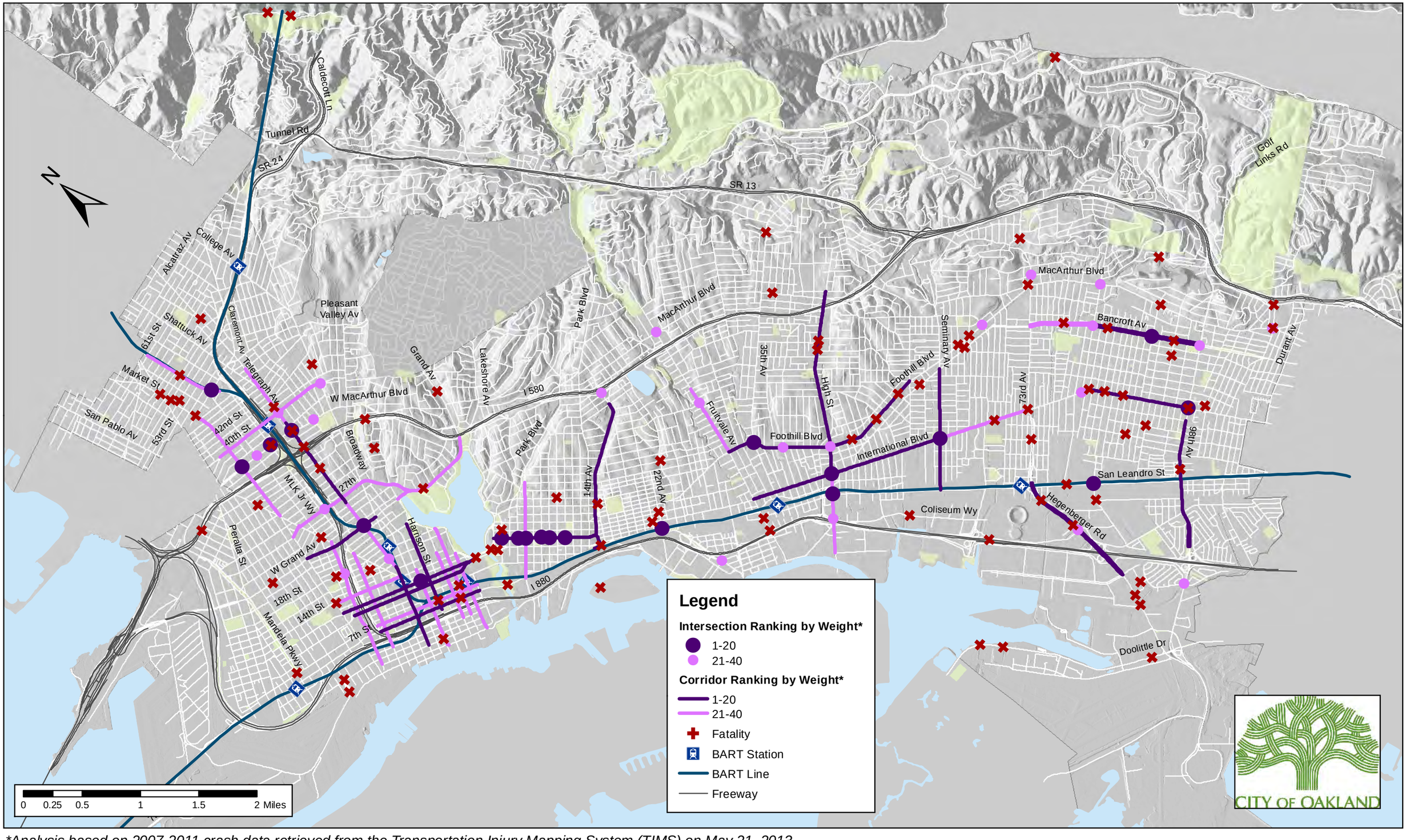
**Analysis based on 2007-2011 crash data retrieved from the Transportation Injury Mapping System (TIMS) on May 21, 2013*

Oakland Bicycle Safety Priority Intersections and Corridors



Analysis based on 2007-2011 crash data retrieved from the Transportation Injury Mapping System (TIMS) on May 21, 2013

Oakland Safety Priority Intersections and Corridors - Weighted by Crash Severity



*Analysis based on 2007-2011 crash data retrieved from the Transportation Injury Mapping System (TIMS) on May 21, 2013
Weights for crash severity: Fatal = 9; Injury (Severe) = 6; Injury (Other Visible) = 3; Injury (Complaint of Pain) = 2

Summary of High-Incident Crash Locations - Pedestrians

Highest Crash Intersections

Rank	Intersection	Crashes
1	International Blvd & 4th Ave	11
2	Macarthur Blvd & Fruitvale Ave	8
2	Fruitvale Ave & E. 27th St	8
2	International Blvd & 7th Ave	8
5	Foothill Blvd & 35th Ave	7
5	International Blvd & 8th Ave	7
5	Brush & 12th St	7
8	International Blvd & 10th Ave	6
8	Telegraph Ave & W. Grand Ave	6
8	Broadway & 14th St	6

*5.6% of total pedestrian crashes from 2007-2011.

Highest Crash Corridors

Rank	Street Name	Start	End	Crashes Per Mile
1	International Blvd	1st Av	14th Av	62.3
2	Fruitvale Av	Foothill Blvd	International Blvd	37.4
3	International Blvd	Fruitvale Av	High St	37.0
4	Foothill Blvd	Fruitvale Av	High St	34.7
5	Jackson St	15th St	4th St	31.7
6	Broadway	Telegraph Av	2nd St	31.5
7	10th St	Webster St	Fallon St	30.0
8	4th Av	E 18th St	E 11th St	29.1
9	International Blvd	82nd Av	98th Av	28.9
10	Telegraph Av	49th St	Apgar St	27.4

* 16% of total pedestrian crashes from 2007-2011, 0.7% of total Oakland street network

Summary of High-Incident Crash Locations - Bicycles

Highest Crash Intersections

Rank	Intersection	Crashes
1	Telegraph Ave & 42nd St	9
2	International Blvd & 4th Ave	8
3	MacArthur Blvd & Fruitvale Ave	5
3	Foothill Blvd & 38th Ave	5
3	International Blvd & 7th Ave	5
3	Broadway & 41St St	5
3	Telegraph Ave & W. Grand Ave	5
8	Broadway & 27th St	4
8	MacArthur Blvd & Telegraph Ave	4
8	MacArthur Blvd & West St	4
8	San Pablo Ave & W. Grand Ave	4
8	San Pablo Ave & 36th St	4

*7.1% of total bicycle crashes from 2007-2011.

Highest Crash Corridors

Rank	Name	Start	End	Crashes Per Mile
1	Telegraph Av	49th St	Apgar St	37.6
2	W Grand Av	Market St	Broadway	33.4
3	International Blvd	1st Av	14th Av	27.2
4	Telegraph Av	Apgar St	26th St	25.9
5	Broadway	Ridgeway Av	34th St	23.8
6	Fruitvale Av	Foothill Blvd	International Blvd	22.0
7	Grand Av	Harrison St	MacArthur Blvd	21.9
8	4th Av	E 18th St	E 11th St	21.8
9	Broadway	34th St	23rd St	21.8
10	Telegraph Av	26th St	Broadway	20.1
10	Telegraph Av	McAuley St	49th St	20.1

*21.3% of total bicycle crashes from 2007-2011, 0.7% of total Oakland street network

Summary of High-Incident Crash Locations - All Modes

Highest Crash Intersections - Weighted by Crash Severity

Rank	Intersection	Weight	Fatal	Severe injury	Other visible injury	Complaint of injury
1	International Blvd & 4th Ave	90	0	2	6	30
2	International Blvd & 5th Ave	73	0	0	7	26
3	MacArthur Blvd & Telegraph Ave	69	1	3	4	15
4	International Blvd & High St	63	0	1	5	21
5	Webster & 12th St	56	0	0	4	22
6	International Blvd & 2nd Ave	54	0	1	4	18
7	International Blvd & 7th Ave	52	0	0	4	20
8	San Leandro St & 85th Ave	51	0	2	1	18
8	Telegraph Ave & W. Grand Ave	51	0	2	3	15
10	San Leandro St & High St	49	0	1	3	17

* 3.4% of total injury crashes from 2007-2011.

Highest Crash Corridors - Weighted by Crash Severity

Rank	Name	Start	End	Weight	Fatal	Severe injury	Other visible injury	Complaint of pain
1	International Blvd	1st Av	14th Av	537	0	12	35	180
2	Bancroft Av	82nd Av	98th Av	293	2	6	17	94
3	International Blvd	82nd Av	98th Av	258	4	7	20	60
4	Foothill Blvd	Fruitvale Av	High St	254	0	4	20	85
5	High St	Brookdale	Intl Blvd	248	0	2	16	94
6	International Blvd	High St	Seminary Av	240	0	5	16	81
7	International Blvd	Fruitvale Av	High St	236	0	2	14	91
8	W Grand Av	Market St	Broadway	224	0	5	10	82
9	12th St	Market St	Fallon St	223	0	3	13	83
10	98th Av	A St	NB On-Ramp	222	1	6	9	75

*15.2% of total injury crashes from 2007-2011, 0.9% of total Oakland street network

Complete Street Safety Improvements?

The following corridors ranked high in crash frequency or severity for multiple modes.

Name	Start	End	Pedestrian	Bicycle	All Modes
10th St	Webster St	Fallon St	X	X	X
12th St	Market St	Fallon St	X		X
14th St	Broadway	Lakeside Dr	X	X	X
14th St	Market St	Broadway	X	X	X
17th St	18th St	San Pablo Av	X		X
35th Ave	Foothill Ave	San Leandro St	X	X	
4th Av	E 18th St	E 11th St	X	X	X
7th St	EB 11th	Fallon St	X		X
Bancroft Av	64th St	73rd Av	X		X
Bancroft Av	73rd Av	82nd Av	X		X
Broadway	23rd St	Telegraph Ave	X	X	
Broadway	Telegraph Av	2nd St	X	X	X
Clay St	San Pablo Av	7th St		X	X
Foothill Blvd	Fruitvale Av	High St	X	X	X
Fruitvale Av	Foothill Blvd	International Blvd	X	X	X
Fruitvale Ave	Bona St	Foothill Blvd	X		X
Grand Ave	Harrison St	MacArthur Blvd	X	X	
Harrison St	20th St	6th St	X		X
International Blvd	14th Av	23rd Ave		X	X
International Blvd	1st Av	14th Av	X	X	X
International Blvd	73rd Av	82nd Av	X		X
International Blvd	82nd Av	98th Av	X	X	X
International Blvd	Fruitvale Av	High St	X	X	X
International Blvd	High St	Seminary Av	X		X
Jackson St	15th St	4th St	X		X
Lakeshore Av	Prince St	MacArthur Blvd	X	X	
MacArthur Blvd	73rd Av	84th Av	X		X
MacArthur Blvd	Canaon Av	Hopkins Pl	X	X	
Madison St	19th St	4th St	X		X
Oak St	14th St	Embarcadero West	X		X
San Pablo Av	37th St	28th St	X	X	
Telegraph Av	26th St	Broadway	X	X	X
Telegraph Av	49th St	Apgar St	X	X	X
Telegraph Av	Apgar St	26th St	X	X	X
W Grand Av	Market St	Broadway	X	X	X
Webster St	14th St	Embarcadero West	X		X