

Bicycle and Pedestrian Advisory Committee, Monthly Meeting

Thursday, February 20, 2014; 5:30-7:30 pm

Oakland City Hall, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4), Second Floor

1: Introductions

Attendees: Dave Campbell, Ryan Chan, Tony Dang, Bob Fearman, Eric Fischer, Brian Geiser, Chris Hwang, Chris Kidd, Ann Killebrew, Carol Levine, Ade Oluwasogo, Jason Patton, Robert Prinz, Robert Raburn, Ronnie Spitzer, Midori Tabata, Brian Toy, Kenya Wheeler, and Tom Willging, Presenters: Si Lau, Gene Oh, Bruce Williams, and Wlad Wlassowsky

2: Approval of meeting minutes

Minutes of the January meeting were approved. Staff noted that a draft of the November minutes will be circulated and considered at the March meeting.

3: Road Diet Design for Broadway between Broadway Terr and Keith Ave (Attachment). Si Lau of the Transportation Services Division (TSD) presented an overview of the proposed design and she discussed plans to coordinate the project with City's roadway resurfacing project and the Caldecott Settlement projects (#12 and #13). Wlad Wlassowsky, also of the TSD noted that the road diet project was identified as a priority in the 2007 Bicycle Master Plan. The Caldecott remediation projects intersect with the road diet project, and the City has plans to resurface upper Broadway roadway. The plan is to integrate all three approaches into one coordinated project.

The proposed design is to reduce traffic lanes from 4 to 3, one in each direction, with a two-way turn lane in center; add bike lanes on each side of the road; keep existing on-street parking; add high-visibility cross walks, pedestrian crossing signs, median refuges, and bulb outs. A pedestrian Hawk (**H**igh-Intensity **A**ctivated crosswalk**K**) beacon has been proposed for the pedestrian crossing at Lawton Ave and Rockridge Blvd.

The proposal is to prepare a construction plan and then incorporate the plan into the resurfacing project and execute them together.

The proposed schedule is to do outreach in April 2014; begin design in summer 2014; and begin construction in fall 2015. Resurfacing will proceed first, then full striping, and work on bulb outs.

Member comments:

- The parking and bike lanes are proposed as 8 and 6 feet. One member suggests changing that to 9 and 5 to discourage cyclists from riding in the door zone (assuming that motorists will park close to the curb).
- Shark's teeth (the triangular marking before crosswalks to indicate the yield location for motorists) need signage to educate drivers about their meaning.
- Will the speed limits be lowered? Staff replied that the plan anticipates lowering speed limits, but only after test data is collected and city council approves any proposed change.
- Parking too close to the crosswalk limits visibility.
- Bus stops may be too close to crosswalk. Both are school bus stops.

- Drawings are good and bike lanes are continuous.
- Where intersection is long, consider using green paint and extending the bike lane further into the intersection. Staff responded that this design was originally done as a stand-alone striping project. When detailed design drawings are made later in the consolidated project, staff will review these matters and can bring it back to group then.
- Timing of construction seems unnecessarily prolonged.
- Responding to a question about signage, staff indicated that will have to be timed to follow the construction. Signage cannot generally be posted before the work at the destination is complete. So, staff has to balance signage needs at an early stage with the inefficiency of redoing signage after construction is complete.

4: 19th St BART BikeStation update. Staff from Transportation Planning and Funding Division (Bruce Williams) and the bike station operator (Gene Oh) selected by BART provided an update on the development of an attended bicycle parking facility at 19th St BART, a project funded in part by a Safe Routes to Transit grant.

Two significant council actions set the stage: first, the Safe Routes to Transit grant a couple years ago; and second, an agreement with BART to build the station and contract with Alameda Cycles to operate such facilities. A location was recently found: 1775 Broadway (a small store front at the northwest corner of Broadway and 19th). BART is about to finalize a lease contract and then complete design work to park bikes and provide ancillary services. Subleasing a second space at 1771 Broadway will increase the parking capacity to about 145 spaces, provide enough space and revenue to support staffing the facility.

Gene Oh, owner of Alameda Bicycle and Project Manager of the BART bike stations, described the plan. They expect to sell some soft retail goods, such as t-shirts and hoodies. Bike rental services will be limited to 2-3 bikes. They will offer same-day repairs only, charging market rates. Hours of operation have not been fixed but will start on a Monday-Friday basis and possibly expand to include Saturday. Hours will be flexible to meet community needs, such as First Friday events, Paramount and Fox shows, and the like.

Negotiations with landlord should be completed next week. The architect who designed the Berkeley station will design this one as well. Contract with the city and BART requires local hiring (50%). He expects all construction workers to be Oakland residents. Oakland has approved the facility, and it is slated to open July 1 (if all goes smoothly).

BART Director Robert Raburn expressed concern about getting lease signed next week. He underscored the need for an automated station. In response to a question, he said the racks in 19th St station will remain.

5: BPAC Commission. Chris Hwang, chair, facilitated a discussion on procedures for soliciting and screening applications for the Bicyclist and Pedestrian Advisory Commission that was created by City Council in early February. The group also discussed how the current BPAC would make recommendations to the Mayor's Office regarding individuals seeking appointment to the Commission.

Applications for commission seats are on accelerated time line. The goal is to submit a final slate of recommendations for commissioners to the Mayor by April. The ordinance calls for filling three seats ending in Dec. 2014; three ending in Dec. 2015; and three ending in Dec. 2016. Staff noted that the commission would be called on to review MTC grant applications by May of this year and that the commission is not likely to be in operation by then. The expectation is that the current committee would likely continue its current process for reviewing MTC applications.

After discussion, the group agreed with a proposal to announce the commission positions by February 28 through the WOBO, Bike East Bay (EBBC), and BPAC listservs. All applications must be submitted to Hatzune Aquilar Sanchez, who is in charge of mayoral appointments, by March 21, 2014. Staff will screen the applications for minimal eligibility (e.g. Oakland residence) and will compile basic facts (e.g. BPAC attendance), and present its findings and the applications to the current BPAC members by Friday, April 11 at the latest. Current BPAC members will then vote, by secret ballot, to recommend applicants plus possible alternates, with the total number of recommendations to be determined at the April meeting.

6: Review of projects for TDA Article 3 and Pedestrian CIP (Measure B) funding. The committee reviewed a list of possible projects refined from the January 2014 BPAC meeting and provided input on priorities for these two annual fund sources. The committee identified the following projects as warranting further discussion and perhaps a brief presentation at the March BPAC meeting:

- Bay Trail to Lake Merritt
- East Bay Greenway (priority for March presentation)
- All Park Blvd projects (priority for March presentation)
- San Leandro Creek Greenway
- Waterfront Trails (four locations)
- Oakland Pedestrian Safety Strategy (priority for March presentation)

There was also discussion of the signage program, which is ongoing, and the stair path repairs.

7: Announcements, suggestions for next meeting topics

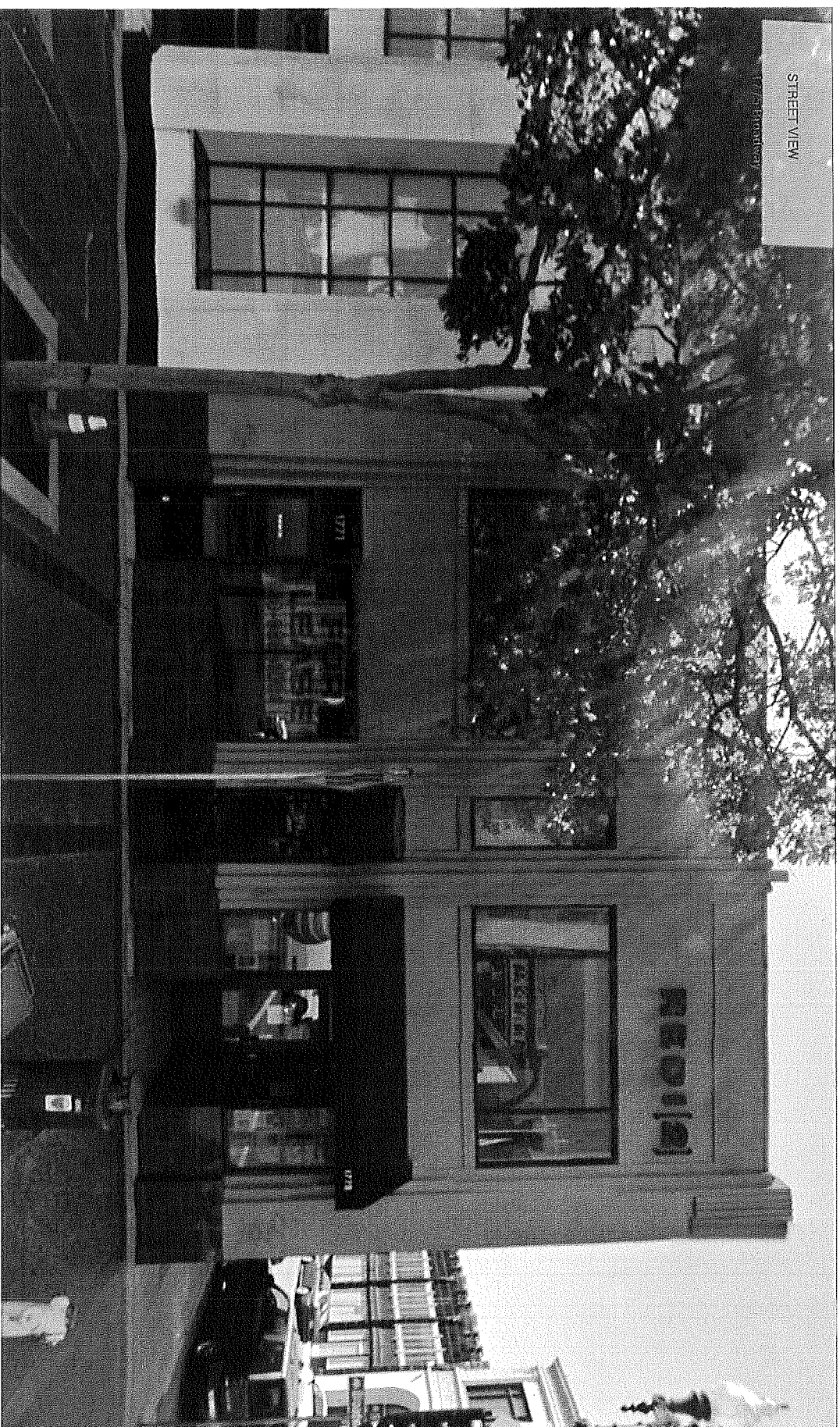
Vice-Chair Chris Kidd and WOBO are working with Council member Libby Shaaf to present an anti-harassment ordinance. He is also working on a database of sidewalk riding laws, including a map.

The state active transportation fund has about \$360 million.

Dave Campbell announced that there will be a meeting at Oasis Market on Telegraph on Sat, Feb. 22 at 10 to support the Telegraph bikeways. He also announced that planners for the City of Piedmont will meet on Monday, Feb. 24 to discuss a proposed bikeway network, including bike lanes along Grand Ave that will connect with Oakland bikeways.

Respectfully submitted,

Tom Willging,
Notetaker



1775 Broadway
Explore this area



Map data ©2014 Google 100 ft

About the City of Oakland Bicyclist and Pedestrian Advisory Commission

The Bicyclist and Pedestrian Advisory Commission (BPAC) is a body consisting of nine members, each member serving up to 2 consecutive three-year terms. The BPAC is to advise City Council and staff on bicyclist- and pedestrian-specific policies, projects and programs, and on the accommodation of bicyclists and pedestrians in all transportation plans, policies projects and programs. Appointments are made by the Mayor and confirmed by the City Council.

Per the ordinance approved by the City Council on February 4, 2014

The BPAC serves as a resource to City staff and a forum for the public's participation in and review of the City's efforts to improve the safety and access of walking and bicycling in Oakland. Specifically, members of the BPAC

1. Review and advise on proposed projects for Transportation Development Act Article 3 funding,
2. Provide input to staff on the expenditure of Measure B Bicycle and Pedestrian Pass-through funds,
3. Provide input to staff in implementation of the Bicycle Master Plan, the Pedestrian Master Plan, and other related Plans, and
4. Identify projects and plans that are pertinent to the Commission's purpose and prioritize those projects and plans for design review by the Commission.

Public meetings take place every third Thursdays of the month from 5:30 to 7:30pm at City Hall in Frank Ogawa Plaza. Commissioners must meet attendance requirements and be prepared to engage in agenda discussions with City staff and the public. Approximately 4 to 8 hours of commitment is required per month. An appointee may not serve more than 6 consecutive years.

Membership requirements:

- Must be an Oakland resident
- Demonstrated history of professional and or community involvement with bicyclist and or pedestrian issues

Desired qualifications:

- Demonstrated interest and participation in recent BPAC activities and meetings

Required Application Information:

Name

(Please attach resume, do not include information that should not be released to the public)

Home address:

Contact information: Email and phone

Applying for (select at least 1)

- ☐ 1 year term ending December 31, 2014
- ☐ 2 year term ending December 31, 2015
- ☐ 3 year term ending December 31, 2016

1. Statement of interest in serving on the Bicycle and Pedestrian Advisory Commission (brief statement, 200 words or less)
2. Please state your past and current professional experience and community involvement with bicyclist and or pedestrian issues. (brief statement, in 200 words or less)

Preferred (not required) Qualifications:

3. Are you a current voting member of the Bicycle and Pedestrian Advisory Committee? Yes, No, Unsure

Instructions:

Please submit a hard/electronic copy of your completed questionnaire AND your résumé to

The Office of the Mayor
Attn: Hatzune Aguilar Sanchez
Community Services Manager
Office of the Mayor
1 Frank H. Ogawa Plaza, 3rd Floor
Oakland, CA 94612
Phone: (510) 238-7072
Email: haguilar@oaklandnet.com

A formal review and vote will be conducted by the members of the current Bicycle and Pedestrian Advisory Committee at the April 17, 2014 meeting. A final slate of recommendations will be forwarded to the Mayor by April ##, 2014. You will be notified of the status of your application by May ##, 2014.

Thank you for your interest. You are invited to participate in ongoing BPAC meetings on the 3rd Thursdays of each month. Please send questions to

City of Oakland TDA Article 3 and Pedestrian CIP Funding (20-Feb-2014)
FY14-15 Possible Projects

		Proposed Funding				Notes
Project	Description	Project Staff	Funding Request	TDA Article 3 (2162)	Ped CIP (2212)	
14th St streetscape project	Create 35% construction diagrams for streetscape improvements, such as landscaping and lighting, to 14th Street between Oak Street and Broadway.	Ed Manasse, Christina Ferracane	\$ 175,000	\$ -	\$ -	Overlaps with two SC-TAP studies. Complete the studies first.
Antioch Court Pedestrian Improvements	Crossing improvements, bulbouts, street furniture, and regrading of one block (less than 200 feet) of Antioch Court to allow periodic closure of street for events, festivals, pedestrian access, etc.	Wlad Wiassowsky	\$ 90,000	\$ -	\$ 90,000	
Bay Trail to Lake Merritt Pedestrian Bicycle Bridge Design	Bicycle/pedestrian bridge design that will complete the gap between the Bay Trail and the Lake Merritt Trail systems.	Diane Tannenwald	\$ 200,000	\$ -	\$ -	Seeking to offset up to \$400K in DD funding for FY14-15. Unspent balances may be directed here.
Bicyclist Signage Program	Continue implementation of bicycle guide signs with complementary regulatory and warning signs. Priority projects include Lakeshore Ave, Foothill/Bancroft, and Skyline/Grizzly Peak.	Jason Patton	\$ 75,000	\$ 75,000	\$ -	
Bike Safe Storm Drain Inlet Program	Continue the replacement of storm drain inlet grates that are hazardous to cyclists.	Jason Patton	\$ 75,000	\$ 75,000		
East Bay Greenway	Extend the Greenway that is currently in construction along San Leandro St from 75th Ave to 85th Ave. The extension will continue the path towards the BART station on the north side of 75th Ave by 200 feet.	Wlad Wiassowsky	\$ 100,000		\$ 100,000	Unexpected opportunity outside of the original plans arising from coordination issues with the Oakland Airport connector
Lakeside Park Path Rehabilitation	Resurface degraded paths in Lakeside Park in the vicinity of Children's Fairland.	Ali Schwarz	\$ 150,000	\$ -	\$ 150,000	Project is imminent and cost estimating is underway. If funds are not needed, reassign to Bay Trail to Lake Merritt Bridge
Oakland Pedestrian Safety Strategy	Identify a targeted program of engineering improvements to enhance Oakland pedestrian safety	Jamie Parks	\$ 75,000	\$ -	\$ 75,000	
Park Blvd / E 38th St / 13th Ave Reconfiguration	Reconfigure the intersection so that the number of legs is reduced and/or restrict particular movements to improve overall intersection safety. Possibly add a signal if necessary.	Joe Wang	\$ 200,000	\$ -	\$ -	See Park Blvd Intersection Improvements.
Park Blvd / Everett & Park Blvd / El Centro Crossing	Install two rapid flashing beacons before two crossings on Park Blvd.	Joe Wang	\$ 120,000	\$ -	\$ -	To be coordinated with broader project to upgrade in-street flashers and overhead flashers to current and more effective technologies.

Project	Description	Project Staff	Funding Request	TDA Article 3 (2162)	Ped CIP (2212)	Notes
Park Blvd and Excelsior Ave Reconfiguration	Reduce legs and or traffic approaches onto Excelsior via medians/barricades as needed to improve safety for pedestrians, and improved bike access.	Joe Wang	\$ 170,000	\$ -	\$ -	To be coordinated with SC-TAP bike feasibility project. See Park Blvd Intersection Improvements.
Park Blvd Intersection Improvements	Develop concept plans for improving pedestrian safety by simplifying the intersections of Park / Excelsior / Grosvenor and Park / E 38th /13th.	Joe Wang	\$ -	\$ -	\$ 50,000	Combined response to the two requests for the two intersections
Repair stair path # 137 - Alvarado Road to the Claremont Hotel Parking lot	Repair stair path # 137 - Alvarado Road to the Claremont Hotel Parking lot. There are numerous trip and fall hazards on this Stair and Path located in the medium density North Oakland District. The stair is adjacent to the renovated Eucalyptus Stair and leads to a commercial District, transit and the John Muir Elementary School	Jeff Krohn	\$ 190,832	\$ 180,000	\$ -	- priority #1 stair path (top priority)
Repair stair path # 210 - Marden Lane to Thornhill Road	Repair stair path # 137 - Path 210 connects Montclair residences to Thornhill Elementary School. Wood Handrail shall be modified, or added to be ADA compliant.	Jeff Krohn	\$ 41,442	\$ -	\$ 41,442	priority #1 stair path (next priority)
Repair stair path # 229 - Longridge to Paramount	Repair stair path # 229. This path requires handrails and minor repairs and is located in the high density Trestle Glenn District.	Jeff Krohn	\$ 4,720	\$ -	\$ -	- priority #2 stair path
Repair stair path # 56 - Sunnyhills to Longridge	Repair stair path # 56 - There are numerous trip and fall hazards on this stair and path located in the high density Trestle Glenn District.	Jeff Krohn	\$ 39,130	\$ -	\$ -	- priority #2 stair path
Repair stair path #206- Holman Rd. to Barrows Rd.	Repair stair path # 206. There are numerous trip and fall hazards on this stair and path located in the high density Trestle Glenn District.	Jeff Krohn	\$ 79,000	\$ -	\$ -	- priority #2 stair path
Repair stair path #32 - Camden St. to dead end of Herriott Ave.	Repair stair path # 206. There are numerous trip and fall hazards on this stair and path located in the Maxwell Park neighborhood.	Jeff Krohn	\$ 88,559	\$ -	\$ -	- priority #3 stair path
San Leandro Creek Greenway	Planning and feasibility study for a proposed 2-mile multi-modal bike/ped trail and greenway along the San Leandro Creek.	David Ralston	\$ 50,000	\$ -	\$ 25,000	Seed money to get the project going in FY14-15
Waterfront Trails at Four Locations	Waterfront pedestrian/bicycle pathways at Crowley, Livingston Pier, Harbor Masters and Embarcadero Cove to link trails along Oakland Estuary.	WooJae Kim	\$ 70,000	\$ -	\$ 70,000	
TOTAL			\$ 1,993,683	\$ 330,000	\$ 601,442	
AVAILABLE (estimate)			\$ 932,150	\$ 330,000	\$ 631,650	