

CITY OF OAKLAND



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Bicyclist and Pedestrian Advisory Commission, Monthly Meeting
Thursday, March 19, 2015; 6:00-8:00 pm
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Commissioners

Ryan Chan (Vice-Chair), Chris Hwang, Christopher Kidd (Chair), Fred McWilliams, Robert Prinz,
Midori Tabata, Royston Taylor, Rosa Villalobos, Kenya Wheeler

AGENDA

Time	Item #	Topic
6:00	1	Roll Call/Determination of Quorum/Introductions (5 minutes)
6:05	2	Approval of meeting minutes Attachment (5 minutes)—Seek motion to adopt the February 2015 BPAC minutes.
6:10	3	Open Forum / Public Comment (10 minutes)—Members of the public may raise or comment on an issue within BPAC's subject matter jurisdiction (other than what is on the agenda).
6:20	4	Oakland Pedestrian Master Plan Update Attachment (25 minutes)—Victoria Eisen (Eisen Letunic) will update the Commission on the process and strategy for the required update to the City's Pedestrian Master Plan and gather input on the proposed scope of work.
6:45	5	Report from BPAC's Strategic Plan & Policy Goals Committee Attachment (20 minutes)—Commissioner Hwang will report on the process for developing a first draft of the BPAC Vision and Policy Goals statement by the Strategic Plan & Policy Goals Committee. The Committee is requesting feedback from BPAC and suggestions for stakeholders to contact for additional feedback.
7:05	6	Measure BB funding overview and the City's Budget (30 minutes)—Staff will describe new transportation funding coming to Oakland as a result of the passage of Measure BB, and the process by which the funding will be allocated through the City's two-year budget process. The Mayor is expected to release a draft budget on April 15, 2015, and the City Council needs to adopt the budget by June 30, 2015.
7:35	7	WOBO Bike to Work Day Update (10 minutes)—Commissioner Hwang will provide an update on the Frank Ogawa Plaza Bike to Work Day event, now coordinated by Walk Oakland Bike Oakland.
7:45	8	Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment (15 minutes)

Agenda online at: www2.oaklandnet.com/n/OAK050721



This meeting is wheelchair accessible. To request materials in alternative formats, or to request an ASL interpreter, captioning, or assistive listening device, please call Adriana Mitchell 238-5219 (V) or 238-2007 (TTY) at least three (3) business days before the meeting. Please refrain from wearing scented products to this meeting so persons who may experience chemical sensitivities can attend. Thank you.

This meeting will follow Robert's Rules of Order (see <http://www.robertsrules.org/rulesintro.htm>).
For more information, please call (510) 238-3983 or email bikeped@oaklandnet.com.



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the February 19, 2015 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting agenda at <http://www2.oaklandnet.com/oakca1/groups/pwa/documents/agenda/oak050720.pdf>

Meeting called to order at 6:04pm by Vice-Chair Ryan Chan.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, Commission members Chan, Hwang, Prinz, Tabata, and Villalobos were present (quorum established). Commission Chair Christopher Kidd's absence was excused (prior notification). Introductions were made. Commissioners McWilliams, Taylor, and Wheeler arrived later in the meeting.

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission minutes from January 15, 2015 meeting** was made, seconded, and passed by consensus. (Adopted minutes online at www.oaklandbikes.info/BPAC/index.htm#agenda)

Item 3. Open Forum / Public Comment

No public comments were made.

Item 4. W MacArthur Blvd Road Diet Project Review

City Transportation Engineer Si Lau gave an overview of the project history (*see Attachments/PowerPoint*), and described the general project cross section that will eliminate one lane in each direction, install left turn pockets, and install buffered bike lanes in each direction on W MacArthur Blvd, Market St to Telegraph Ave. The narrow median approaching three intersections will be removed to make room. Video detection for cars and bikes will be installed at all signals. The project area and scope is constrained by the federal funding. Construction ETA 2016.

General cross section, from Market St to the BART frontage road, is 11.5' turn pocket, two 10' travel lanes, 2' buffer, 5' bike lane, and a 9' parking lane that includes a 1' buffer. From Telegraph Ave westbound to the frontage road, there is no change to the configuration; eastbound to Telegraph Ave, a bike lane is included.

Summary of discussion:

- The signal modifications are bad for pedestrians. Transportation Services Manager Wladimir Wlassowsky responded that the left turn actuation was the purpose of the project to address a history of collisions at these intersections. A project to publish the City's signal policy is underway.
- Can the new bikeway be integrated with the work in Emeryville at W MacArthur Blvd/San Pablo Ave/Adeline St; approval of the 10' lanes; suggestion to notify AC Transit and the Emeryville BPAC, and if trees will be removed, neighbors; a request to begin the westbound bike lanes outside of the project area, approaching Telegraph Ave, replacing sharrows. Staff noted that the MacArthur Transit Village modifications could potentially include that, and will be removing slip lanes at Telegraph Ave and W MacArthur Blvd.

In addition to Commissioners, the following people commented: Eric Fischer.

Item 5. Telegraph Ave Bikeway Design Review

Jamie Parks, Senior Transportation Planner, gave an overview of existing conditions and the safety challenges the project seeks to address. The 5-to-3 lane road diet improves safety for peds and provides much better bike facility than a more typical 5-to-4 lane road diet. The configuration was approved by City Council in December 2014. The first phase includes only paint with a parking protected bikeway from 20th to 29th Sts, and buffered bike lanes from 29th to 40th Sts. The City will provide comments on the 65% design to the consultant next week.

Jamie discussed the design treatments that respond to bus loading, truck loading, and intersections. Buses still will need to merge to curb. The configuration for 20th to 29th Sts (cycle track) includes a 7' bike lane + 3' buffer; 10' is minimum width needed to allow street sweepers access. Jamie noted that, nationally, there is currently no consensus on right turn treatments with cycle tracks.

Discussion included: bus issues (merging, location of stops, length of buses); the choice of bikeway types (chance to test both buffered and protected designs); the project extent and scope (resources for Phase 1 and lack of consensus in Temescal); sufficiency of public notification for the 20-40 parking spaces to be removed (parking occupancy analysis, support of Koreatown Northgate BID, Council approval); the problems cyclists might have exiting the cycle track to make left turns; the addition of two-stage left turn queue boxes (to be included at all intersecting bikeways—requiring prohibition of right turns on red); suggestions to use innovative crosswalk treatments (design follows current City crosswalk markings policy) and innovative markings or signs for people existing driveways (chevron markings are under consideration); suggestions to use physical barriers, not just striping (under consideration, but delineators don't last, wheel stops are a possibility, and planters if the BID or other entity can install and maintain); design should address traffic congestion associated with Beebe Memorial Church.

In addition to Commissioners, the following people commented: Bob Fearman, Carol Levine.

Additional comments should be submitted directly to Jamie Parks at jparks@oaklandnet.com ASAP.

Item 6. Measure BB funding overview and the City's Budget

The presenter was not available so this item was cancelled.

→ A motion to ***have City staff provide an update on Measure BB funding and the City of Oakland budget prior to the March 2015 BPAC meeting*** was made (Wheeler), seconded (Tabata).

Discussion: Iris Starr, Transportation Planning & Funding Manager explained that the City won't have a clear vision until Mayor's Budget is released in mid-April, after which the City Administrator and Council have input before adoption at the end of June 2015.

Motion withdrawn as no new information would be available.

Item 7. TDA Article 3 funding: final recommended projects list

Jason Patton gave an overview of the TDA Article 3 funding process and noted that, in January, the BPAC was presented with a combined list for both TDA and Ped CIP (Measure B/BB funded) projects. Today's list separates those, and presents a final recommendation for four TDA projects only. The total amount of funding available is expected to be about \$325k. Applications are due mid-May, and requires a City Council resolution, a process that takes approximately two months.

Discussion included questions about the exact amount available (if the City gets more than \$325k, it can be saved for another year); support for better bike lanes and education, particularly in East Oakland; a question

about the Fruitvale Ave project previously discussed (alternate funding sources are available; at least part of the corridor is in design; the Transportation Services Division is responding to the traffic safety issues near Josie de la Cruz Park; the Fruitvale Alive! Community Based Transportation Plan had a vision for the entire corridor that may need to be renewed—and funded; Alameda County/City are studying removing travel lanes on the Miller Sweeney Bridge).

- **A motion to endorse the list of projects in the attachment** was made (Wheeler), seconded (Hwang). None opposed, Prinz abstained. Motion carried.

In addition to Commissioners, the following people commented: Reginald Burnett.

Item 8. Three-month agenda look-ahead, suggestions for meeting topics, announcements

Three-month look ahead/suggestions for meeting topics

Added items for March since the agenda was published include a report from the BPAC's Strategic Plan & Policy Goals Committee, and an update on the City's Pedestrian Master Plan. Group was in favor of signal policy presentation. The committee noted that the strategic goals item may be short in March. It was suggested that Bike to Work Day be added to an upcoming agenda.

Announcements:

- 19th St BikeStation grand opening is Wednesday, February 25 at 10:30 am with a "soft opening" on Monday, February 23 at 7am.
- WOBO is leading the Bike to Work Day event at Frank Ogawa Plaza this year. Christopher Ulrich, new WOBO fellow has been hired to coordinate. WOBO will continue to do Pedal Pools, with commissioners leading, and also will sponsor the annual Bike Happy Hour party at Half Orange @ Fruitvale BART from 5pm.
- Handout: training offered for commissioners by the Mayor's Commission on Disabilities.
- I bike Oakland newsletter released in January (see www.oaklandbikes.info).

Attachments [to be appended to adopted minutes]

- W MacArthur Blvd Road Diet Project (PowerPoint)
- Telegraph Ave Bikeway Design Review (PowerPoint)

Meeting adjourned 8:04pm

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on February 20, with comments requested by February 27, to jstanley@oaklandnet.com. Minutes will be considered for adoption at the March 19, 2015 meeting.



MEMORANDUM

To | City of Oakland, Bicyclist & Pedestrian Advisory Commission
From | Victoria Eisen
Date | March 11, 2015
Project | Oakland Pedestrian Master Plan
Subject | Overview of upcoming Pedestrian Master Plan development

The City of Oakland's Pedestrian Master Plan was adopted in 2002. In an effort to create a current document that can help improve walking conditions throughout Oakland in the near term, and to satisfy Alameda CTC's requirement that such plans be updated every five years, the City is embarking on the development of a new Pedestrian Master Plan.

The primary purpose of this effort is to create a 5-year project list and implementation plan to improve walking conditions throughout Oakland, recognizing that the Plan will require updates on a 5-year cycle going forward. The plan will also need to satisfy Alameda CTC guidelines and state Active Transportation Program requirements needed to obtain funding for the projects and programs prioritized in the plan. The intent is to create an approximately 30-page graphic plan, with background and other information presented in appendices.

Staff envisions that plan development will be advised by a Citizen's Advisory Committee whose role will be to advise how the plan can be as useful as possible to advocacy and civic organizations and others outside of the city bureaucracy working to improve conditions for pedestrians. Membership will draw from the BPAC, as well as representatives of organizations that advocate for better walking conditions in Oakland. A separate Technical Advisory Committee will advise how the plan can help relevant city staff and agency partners deliver pedestrian improvements.

At your March meeting, we will go through the following work scope outline and will welcome your comments on how it can be improved.

Draft Oakland Pedestrian Master Plan Work Scope Outline

1. Internal & community outreach
2. Document & analyze existing conditions
3. Establish vision & goals
4. Prioritize projects & programs
5. Integrate design guidelines (from separate Complete Streets DG effort)
6. Identify funding & implementation steps, including performance measures
7. Create plan document (and corresponding amendment to General Plan LUTE)

We look forward to working with you on this exciting planning process!

**DRAFT 3/9/2015 Vision and Policy Statement of the BPAC
Bicyclist and Pedestrian Advisory Commission Strategic Plan and Policy Goals
Committee**

Committee membership:

Commissioners - Christopher Kidd, Midori Tabata, Chris Hwang, Kenya Wheeler

Public - Sahar Shirazi, Karl Anderson, Jame Ervin

The Oakland BPAC envisions a City where

- Walking and bicycling, as transportation options, are safe, comfortable, and easily available to all residents of Oakland at all times.
- Traffic fatalities on city streets have been eliminated and collision injuries are rare for all modes of travel.
- Neighborhoods are fully engaged in improvements to their streets and have developed productive and trusting relationships with City staff.
- Comprehensive, Complete Streets projects facilitate safety, health, and economic revitalization throughout the City's roadways, pathways and walkways.
- Oakland has become nationally-recognized for complete networks of transportation options.
- At least 20% of transportation mode is by bicycling and walking.

Oakland can reach this vision by pursuing the following policies:

- Review all potential projects with a BPAC "scorecard," including conformance with the City of Oakland's Complete Streets policy, cost/benefit analysis, safety impacts, public health impacts, mode-shift impacts, economic benefits, etc.
- Develop outcome-based budgeting and planning for transportation (i.e. Vision Zero)
- Institute a data-driven decisionmaking process for transportation budgeting and project development
- Allocate a percentage of transportation budget to match bicycle & pedestrian mode share (i.e. 20% of funding for 20% mode share)
- Ensure all project work and contracting in Public Works (i.e. paving schedule) conforms to the City's Complete Streets policy
- Increase coordination, communication, and sharing of best practices with partner agencies (BART, AC Transit, MTC, ACTC, ABAG, PG&E, EBMUD, etc.)
- Train all project managers and design staff in best practices for Complete Streets design, including NACTO
- Institute a more equitable system for responding to citizen complaints, subjected to outcome-based measurements
- Establish a project pipeline that can:
 - Allow for successful community outreach and local ownership of projects
 - Provide a geographically equitable distribution of projects
 - Integrate with the paving schedule to maximize efforts/funding
 - Capture the maximum amount of discretionary funding available from outside source
 - Utilize Oakland's best staff in their best capacity
- Provide staffing levels for Complete Streets implementation that matches a properly-established project pipeline
- Expedite the replacement of City CEQA guidelines for traffic impacts with Vehicle Miles Traveled (VMT.)

- Revise City street standards to mandate bike lanes for certain roadway typologies??
Road diets, traffic calming, whether on network or not?
- Provide data, project information, and the decision-making process in a transparent, easily accessible manner.
 - Information provided on an ongoing basis, at regular intervals
 - Information is available regarding gaps and needs of bicycling and walking networks
- Establish and enforce universal guidelines for new development in-line with the Complete Streets policy

Next Steps: Develop action items for the next 12 months; note what we would like to see on a project scorecard; need to define our ideal bicycling and walking networks and hubs: reference pedestrian plan and bike master plan

BPAC agenda: three-month look-ahead (as of March 13, 2015)

4/16/2015	Bi-annual bike project status overview	Bike Month update from Main Library	ATP grants (June 1 grant deadline)	BikeShare	City Budget FY15-17	TOTAL MINUTES
# minutes	20	15	25	25	25	145
5/21/2015	Resurfacing overview	BTWD post mortem	Traffic signal policy (tentative)	Strategic Plan & Policy Goals Committee Report (tentative)	LAMMPs overview / primer	
# minutes	20	10	30	30	20	145
6/18/2015	AC Transit's Comprehensive Operational Analysis (COA)					
# minutes	30					65

Notes

- Two-hour meeting time includes 35 minutes for introductions, approval of minutes, open forum, agenda planning and announcements.
- Items in **bold** are regularly scheduled as per the BPAC agenda template.