Bicyclist and Pedestrian Advisory Commission, Monthly Meeting  
Thursday, June 18, 2015; 6:00-8:00 pm  
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Commissioners  
Ryan Chan, Chris Hwang, Christopher Kidd, Fred McWilliams, Robert Prinz,  
Midori Tabata, Royston Taylor, Rosa Villalobos, Kenya Wheeler

AGENDA

Time | Item # | Topic
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6:00 | 1 | Roll Call/Determination of Quorum/Introductions (5 minutes)
6:05 | 2 | Approval of meeting minutes Attachment (5 minutes)—Seek motions to adopt the May 2015 BPAC minutes.
6:15 | 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).
6:25 | 4 | AC Transit’s Comprehensive Operational Analysis (COA) Link / Attachment (20 minutes)—AC Transit staff will present an update on the Comprehensive Operations Analysis (COA) including service expansion plans funded by Measure BB.
6:45 | 5 | Pedestrian Safety Guidance for Signalized Intersections Attachment (30 minutes)—Staff will describe the City’s draft Pedestrian Safety Guidance for Signalized Intersections.
7:15 | 6 | Grand Avenue Road Diet Project Attachment (20 minutes) Staff will present information on the planned road diet on Grand Avenue from Jean Street to Elwood Avenue. A community meeting is scheduled for June 22 from 6:30 to 8:30 pm at Barnett Hall, behind the Lakeshore Avenue Baptist Church (3534 Lakeshore Avenue).
7:35 | 7 | Proposed Department of Transportation (15 minutes)—BPAC Chair, Christopher Kidd, will lead a discussion to make specific requests of the proposed Department of Transportation in the City budget (Action Item).
7:50 | 8 | Recruitment for Mayor’s Commission on Persons with Disabilities Link (1 minute) Recruitment is underway for at least five new Mayor’s Commission on Persons with Disabilities vacancies that are coming up in September.
7:51 | 9 | Suggestions for meeting topics, announcements (9 minutes)

Agenda online at: www2.oaklandnet.com/n/OAK050724

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.
Meeting agenda at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/agenda/oak050723.pdf

Meeting called to order at 6:05pm by Chair Christopher Kidd

**Item 1. Roll Call/Determination of Quorum/Introductions**

At roll call, Commissioners Chan, Kidd, McWilliams, Prinz, Tabata, and Hwang were present (quorum established).

Commissioners Taylor and Wheeler arrived shortly thereafter.

Commissioner Villalobos was excused.

**Item 2. Approval of meeting minutes**

→ A motion to adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from April 16, 2015 and the special meeting minutes from May 6, 2015 was made (Tabata), seconded (Hwang), and passed unanimously. (Adopted minutes online at www.oaklandbikes.info/BPAC.)

**Item 3. Open Forum / Public Comment**

- Eric Fischer expressed thanks to the City for reconfiguring the traffic signals at Piedmont Ave and Linda Ave to better serve pedestrians. Wlad Wlassowsky, Transportation Services Division Manager, explained this was done based on a new traffic signal policy to put signals in busy pedestrian areas on pedestrian “recall” so the walk signal comes up with every cycle during busy pedestrian times.

**Item 4. 20th St Bicycle/Pedestrian Project/ATP Grant Proposal**

Wlad Wlassowsky, Transportation Services Division Manager, introduced Carrie Nielson (Fehr & Peers) who presented the item. 20th St from Broadway to Harrison St is an important downtown corridor because it connects to 19th St BART, Lake Merritt, and a number of large office buildings. In its current form, most of the right-of-way is dedicated to motor vehicle use, even though traffic volumes are light. The proposed project converts underused travel lanes to widened sidewalks and bike lanes. The proposal includes bus islands to eliminate the cross-over conflict between bicyclists and buses at bus stops. The project cost estimate is on the order of $5 million. If the grant application is successful, there will be additional opportunities to refine and enhance the conceptual design.

**Comments**

- What changes are proposed at the Kaiser entrance? It does include some access modifications to simplify ingress/egress and reduce conflicts with pedestrians.
- Did the project consider having the bike lane at the bus stop being raised halfway between the roadbed and the sidewalk? Yes. The factors to consider include sweeping and drainage as well as ADA access between the sidewalk and the boarding island.
- In locations with loading (westbound 20th St west of Franklin St), can the bike lane be kept curbside with the loading in the street? The BART portal creates a geometric issue. At some point, bicyclists need to be brought out along the travel lane.
• Consider replacing the advance limit lines with bike boxes. Give design attention to the bicyclist turns between 20th St and both Franklin St and Webster St.
• All of the extra sidewalk space is very important because the pedestrian volumes are high and the existing condition is very constrained. Consider high visibility crosswalks (even with the traffic signals) due to the high pedestrian volumes.
• Give more attention to bicyclists at the right turn trap lane from westbound 20th St onto northbound Franklin St.
• Consider relocating the bike racks near the BART entrance to free up space for the pedestrian flows.

Item 5. Resurfacing Overview
Gus Amirzehni, Engineering Design Division Manager, introduced Jimmy Mach, Supervising Civil Engineer for the Pavement Management Program, who presented the item. The program is responsible for “capital paving projects”: the curb-to-curb rehabilitation of street pavement. (Another bureau is responsible for pothole repairs.) Mr. Mach’s presentation emphasized the following points. Like many older cities across the state, Oakland’s pavement is in poor condition (in comparison to the roughly 100 jurisdictions in the Bay Area). Cost-effective pavement maintenance addresses deterioration early in the pavement’s life cycle. Once a street deteriorates significantly, it is no longer cost-effective to repair. There is a large backlog in maintenance, and the recent investments are less than what is needed to keep the overall network in its current (at risk) state of repair. As a result, City policy directs 80% of funds to preservation (the cost-effective streets to repair) and 20% to reconstruction (the severely deteriorated streets). Based on information from the City’s proposed FY2015-2017 budget, funding for paving over the coming five years is anticipated to be less (by roughly 25%) than over the past five years. As a matter of course, paving projects include ADA improvements and bikeway implementation. The City now has a Complete Streets policy that will be implemented through the City’s paving projects.

Comments
• How are streets chosen to be paved? The condition of all streets is surveyed on a periodic basis. Arterial and collector streets are chosen over local streets. Within these classifications, the streets within certain ranges of deterioration are chosen because they are the most cost-effective to repair.
• Are additional grant funds available? Generally not. The City goes after everything that is available. Most of the external funds come by formula. There are very few competitive grants that allow for paving as a major project component.
• Is a map available showing the condition (PCI) of the City’s streets? Yes, the map is available on the web page of the Pavement Management Program: http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/STS/OAK030328.
• Will paving projects consider adding bike lanes to streets that aren’t on the Bicycle Master Plan? Yes, but it is a question of resources and priorities. We are trying to match the available resources to the highest priorities, and that may not realize all of the opportunities that present themselves.
• The City is working to take a stronger position with utility companies, in recognition that trenching does compromise the life of the pavement. The intent is to have utility companies do their part to maintain and preserve the life of the pavement that they affect.
• Can more coordination be done with the railroads? Yes, but the coordination is challenging. Two recent successes are Embarcadero (in Jack London Square) and 26th St (at Mandela Pkwy).
• Is it feasible to do paint-and-bollard bulbouts to get greater benefit in conjunction with curb ramp upgrades? The main mandate is satisfying ADA, but staff will follow up with the Transportation Services Division.
• What’s the best way to coordinate improvements with paving projects, given that some recent opportunities have been missed? The Five Year Paving Plan provides a good forward-looking time
horizon. But resources are needed to do that coordination (feasibility, design, community process) in advance of the paving projects.

- Do the paving funds include sidewalk improvement costs, in addition to curb ramps? Yes, sidewalk repair and curb ramp installations/upgrades are part of the paving projects. Note there is a separate City program that focuses exclusively on sidewalks and curb ramps. Work is directed by an inventory completed in 2006. Most damage is caused by trees, and roughly two-thirds of that damage is the responsibility of the fronting property owners.

**Item 6. Strategic Plan & Policy Goals Committee Update**

Commissioner Kidd provided an update on the committee’s work. The original impetus was to advocate for the creation of a department of transportation. Now that proposal is in the Mayor’s proposed City budget. The remaining work of the committee is to focus on the operations and effectiveness of the Commission.

→ A following motion was made (Kidd), seconded (Chan), and passed unanimously: **The Committee is to return to BPAC in two months with a draft strategic plan and policy goals statement.**

**Item 7. Bike to Work Day Reflections**

Commissioner Hwang (speaking on behalf of Walk Oakland Bike Oakland) provided a report back. The Bike to Work Day proclamation did not happen due to the City Council meeting being shut down by protesters. Four councilmembers plus the Mayor road in pedal pools. Two additional councilmembers participated in the Frank Ogawa Plaza event. The routes – particularly the East Oakland routes – were long but fun. Commissioner Tabata underscored the importance of the pedal pools. At Frank Ogawa Plaza there were 521 attendees, lower than last year and likely because of the rain. Fifteen organizations participated. The Bike Share demonstration was a success. Cross Burger did an admirable job cooking pancakes. The Happy Hour events were distributed in multiple locations – something new for this year. Across the East Bay the numbers were down around 10% from last year, likely due to weather. However there was growth in other parts of the county that have historically seen less participation. Robert Prinz asked for feedback on the pros/cons of the tote bag as an ongoing signature giveaway for Bike to Work Day. Please send comments directly to Robert Prinz (Robert@bikeeastbay.org).

**Item 8. Three-month Agenda Look-ahead, Suggestions for Meeting Topics, Announcements**

*Three-month look ahead/suggestions for meeting topics*

- The Chair and Vice-chair will discuss priorities for the June agenda. Given constraints on time, four major items may be too much for a regular agenda.
- Debrief on 2015 ATP awards (tentatively for August, or after Caltrans announces the awards)
- DOT proposal details, if it is adopted as part of the City Budget (August)
- Annual report that the Chair will submit to the Public Works Committee (July)
- Report back from the Strategic Plan & Policy Goals Committee (July)

*Announcements*

- Love Our Neighborhood Day: May 30 on San Pablo Ave from Ashby Ave to Stanford Ave (Berkeley + Oakland)
- The Pedestrian Master Plan update is now underway. Four commissioners (Chan, Hwang, Tabata, Villalobos) are participating in the Citizens Advisory Committee. People are welcome to discuss pedestrian planning issues with these commissioners.
- Chris Kidd was recently featured in a Streetsblog podcast
• Bike East Bay education classes are ongoing. Check the calendar here: https://bikeeastbay.org/education.
• The Main Library is accepting donations of bike parts through May 23 to support Cycles of Change.

Meeting adjourned at 8:00pm

Attachments [to be appended to approved minutes]

• 20th St ATP conceptual plan and renderings
• Resurfacing overview (presentation slides)

Minutes recorded by Jason Patton, City of Oakland Bicycle & Pedestrian Program Manager, emailed to meeting attendees for review on May 26, with comments requested by June 2, to jpatton@oaklandnet.com. Revised minutes will be emailed to attendees, and considered for adoption at the June 18, 2015 meeting.
Proposed Bicycle and Pedestrian Improvements on Thomas L. Berkeley Way (20th Street) between Broadway and Harrison Street

- Repurpose One Travel Lane in Each Direction to Provide Bike Lanes and Median/Left-Turn Pockets
- Widen Sidewalk
- Convert 3 Parking Spaces to Drop-Off Area for BART Station
- Sidewalk Bulb-Outs to Reduce Pedestrian Crossing Distances
- Landscaped Median
- Advanced Stop Bars
- Directional Curb Ramps
- Bike Lanes
- Extend Bike Lanes through Intersection
- Bus Island Allows Buses to Stop in Travel Lane
- Green Bike Lanes behind Bus Island
- Repurpose One Travel Lane Eastbound to Provide Median, Bike Lane, and Sidewalk Widening
- Parking Separated Cycle Track
- Work with Property Owners to Enhance Pedestrian Circulation near Driveways and Bring Left-Turns into Intersection

LEGEND
- Existing Curb Line
- Existing Bus Stop to Remain
- Landscaped Area
- Sidewalk Extension
- Green Bike Lane
- Bike Lane
- Separated Cycle Track
- Bus Island
- Parking

Thomas L. Berkeley Way Transit to Parks Gap Closure Project

City of Oakland
Fehr & Peers
Pavement Prioritization Plan

2015 Report
Oakland’s Pavement Program
BPAC
May 21, 2015
Highlights

- Pavement Prioritization Plan Success
- 80-20, Prioritized-Worst Streets
- Pavement Budget History and Forecast
- Pavement Treatment History
- Compliance Requirements
- Recommendation
- Questions / Discussion
Oakland ranks 89th among 109 Bay Area jurisdictions.

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<th>Jurisdiction</th>
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<th>2013</th>
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Grading the Pavement the “PCI”

- PCI = Pavement Condition Index
- Universal Standard
- Rating considers:
  - Distress type
  - Distress severity
  - Distress quantity

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<th>Rating</th>
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<tr>
<td>Poor</td>
<td>25-49</td>
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<tr>
<td>Failed</td>
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</table>
Pavement Life Cycle (Deterioration Curve)

- Excellent
- Good
- Fair
- Poor
- Very Poor

- 40% Drop in Quality
- 75% of Life
- 40% Drop in Quality
- 12% of Life

Spending $1 on pavement preservation before this point...

...eliminates or delays spending $6-$14 on rehabilitation or reconstruction here.
Oakland Pavement Facts

- At-Risk Category
- Over $440 million in Backlog
- $28 million is needed every year
- Past annual funding = $7.36 million
- Projected annual funding =$4.90 million
2007 Prioritization Plan Success

- Council Adopted Policy in 2007
  - Preservation rather than Reconstruction
  - 80-20
- As a Result, Oakland’s Pavement Condition Index (PCI) stabilized
  - (57 in 2011 and 59 currently)
- This number is a 3-year average to provide a good picture of how pavement condition is performing over time
80-20 is a Best Practice

- Optimizes available dollars
- Provides for cost-effective preventive treatments
- Allows to improve more streets
- Prevents further deterioration
- Reduces and prevents future liability
## Table 1 – Historic Street Pavement Rehabilitation Funding ($Millions)

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<tr>
<th>REVENUE SOURCE</th>
<th>FY 10/11</th>
<th>FY 11/12</th>
<th>FY 12/13</th>
<th>FY 13/14</th>
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<td><strong>TOTAL</strong></td>
<td><strong>8.5</strong></td>
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<td><strong>4.5</strong></td>
<td><strong>4.8</strong></td>
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* One-time Funding

$33 million over last 5 years
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<th>FY 17/18</th>
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<td><strong>8.79</strong></td>
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<td><strong>6.80</strong></td>
<td><strong>3.00</strong></td>
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* One-time Funding

$24.3 million over next 5 years
Backlog is $443 million.
Paved Streets over past 5 Years

Moratorium Streets with Bikeway Overlap

Complete Streets
Moratoriaum May 2015 (61.4 miles)
- Moratorium (27.7 miles)
- Moratorium w/Bikeway Overlap (33.7 miles)
- Bikeways
- Oakland City Limit
Chart 2 – Pavement Treatment History

- **Preventive Maintenance**: $5, 61,438'
- **Light Resurfacing**: $20, 38,794'
- **Heavy Resurfacing**: $40, 38,794'
- **Reconstruction**: $140, 0'

Length: 127,492'
Cost per square yard: $
Compliance Requirements

- ADA
- Bicycle Routes
- Green Color Pavement
- ‘Complete Streets’
Next 5-Year Pavement

5-Yr Plan
- 88 miles of roadways
- 57 miles of bike routes (over 64%)
- 465 blocks of “worst streets”
- 2,240 Curb Ramps

Projected
- 22 miles of roadways
- 14 miles of bike routes
- 97 blocks of “worst streets”
- 680 Curb Ramps
Upcoming Projects

Current Paving Projects with Bikeway Overlap
## Upcoming Projects

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<th>STREET</th>
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Recommendations

- More funding
- More funding
- More funding
Questions / Discussion
INTRODUCTION AND TIMELINE

What is Plan|ACT?

- Routes & Schedules
  - Where and when transit service is available
  - Comprehensive Operations Analysis (COA)

- Infrastructure
  - Transit Speed, Reliability, Amenities
  - Major Corridors Plan

- Policies & Vision
  - Recommended levels of service, like Span and Frequency
  - Short Range Transportation Plan (SRTP)

Plan|ACT

Comprehensive Operation Analysis (COA)
Public Outreach, Round 2
March 2015

Plan|ACT

- Introduction & Timeline
- Summary of Round 1 Workshops
- Draft Proposals for Feedback
- Next Steps
SUMMARY OF ROUND 1 OUTREACH

Public Input
- 11 Public Meetings
- 775 Surveys
- 120 Written Comments
- Small-group Exercise

Budget - Alameda County

Measure BB
15% Infrastructure
- Capital projects
- State-of-good-repair

85% Operations
- Up to $24 million/year
- 14% more service
- 2009 service levels
What do you value most about transit?

Survey Results

- Reliability
- Frequency
- Speed
- Span
- Location
- Coverage
- Simplicity

Survey Results

- Speed or Convenience?
  - "I prefer walking further to a bus stop and having a faster bus trip to my destination."

Survey Results

- Walking or Waiting?
  - "I prefer to wait less, but walk farther."
Survey Results
Connections or Complexity?

“I prefer a network of more frequent service that relies on transfers between routes.”

Survey Results
Coverage or Frequency?

“New resources should be used to add buses to routes with high ridership.”

Goals
Fill in the grid.

• Increasing frequency, especially midday, evenings, and weekends

Get you where you’re going.

• Extend lines to major destinations

Existing
Survey Results

Goals

- **Fill in the grid.**
  - Increasing frequency, especially midday, evenings, and weekends

- **Get you where you’re going.**
  - Extend lines to major destinations

- **Improve performance.**
  - Adjust routes to reduce delay
  - Maximize resources like Road Supervision and restroom facilities by terminating in common locations

OVERVIEW OF NETWORK IMPROVEMENTS
Part VI

NEXT STEPS

Next Steps

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- **COA**
  - Round 1
  - Round 2
  - Final
  - Implementation

- **SRTP**
  - Draft
  - Final

- **Major Corridors**
  - Draft
  - Final

- ✭ Public Outreach Meetings
- ○ Major Milestones

Plan ACT
Oakland Pedestrian Policy for Signalized Intersections

BPAC Meeting
June 18, 2015

Project Background – East Bay BRT
Policy Development Process

Urban
Street
Design
Guide

National Association of City Transportation Officials

Step 1: Universal Treatments
Step 2: Treatment Identification Flow Charts

Considerations for Development of Policy in Oakland
- Thresholds developed from extensive research
- Progressively more drastic treatment as conflicts increase
- Multimodal balance in treatment recommendations

Pedestrian Policy Chart A

Actuated Signals

Located Downtown
- > 500 pph on any pair of crosswalks
  - Provide 24 hour recall

Not Located Downtown
- < 500 pph on all pairs of crosswalks
  - Do not provide Ped Recall

---

* Downtown includes area bounded by MLK Jr. Way, Oak Street, 12th Street, and 3rd Street; excluding Broadway, San Pablo Avenue and Telegraph.

** Downtown includes area bounded by 14th Street, 15th Street, Broadway, and 13th Street.

*** 护照 for an pedestrian interaction for one hour on multiple days in a week. In neighborhood context, consider recall below this threshold for interactions within the same crosswalk group in the area or within the same level of pedestrian demand.

**** Recall service hours vary by period in one day, and ideally vary one. Provide a time buffer for the peak period.
Example Actuated Intersection - Piedmont and Linda

Oakland Pedestrian Policy for Signalized Intersections

Next Steps and Questions
Grand Avenue Road Diet Elwood Ave. to Jean St.

Description
The City of Oakland is planning a road diet on Grand Avenue from Elwood Avenue to Jean Street. The project will reallocate the paved area to improve safety for road users. The current two travel lanes per direction are proposed to change to one vehicle lane and a bicycle lane each way and a center two-way left turn lane. See proposed street cross-section on the other side of the flyer. Construction is anticipated in Fall 2015.

City staff is conducting outreach in the neighborhoods to present the proposed project and solicit feedback. Community members are invited to attend a meeting on June 22, 2015 at Barnett Hall behind Lakeshore Avenue Baptist Church (3534 Lakeshore Avenue) from 6:30 PM to 8:30 PM.

Project Benefits
The Grand Avenue Road Diet project improves safety and access for roadway users including motorists, pedestrians, bicyclists, and transit riders. Potential benefits of the Grand Avenue Road Diet Project include:

- Reduced number of travel lanes for pedestrians to cross when crossing Grand Avenue
- Enhanced visibility for pedestrians crossing Grand Avenue
- Reduced vehicle conflicts and collisions for vehicles turning onto and off of Grand Avenue
- Improved access and comfort for bicyclists
- Improved compliance with posted speed limits on Grand Avenue
- Improved safety for left turning vehicles

Additional information on the benefits of road diets can be found in the FHWA Road Diet Informational Guide (http://safety.fhwa.dot.gov/road_diets/info_guide/)

Submit Comments
Please provide your input by Monday, June 29, 2015. To use this form, write your comments below and your return address on the reverse, cut along the dotted line, stamp and mail. Or, you may e-mail: PHo@oaklandnet.com or fax (510-238-7415) your comments. Please include your name and street address and indicate you are commenting on the Grand Ave Road Diet.

Please check one of the following three boxes, and then provide supporting comments.

- I support the Road Diet.
- I do not support the Road Diet.
- I have no opinion.
- Undecided

__________________________________________
Signature
(Also write name and address on reverse before mailing.)
Grand Avenue Road Diet
Typical cross-section
Elwood Ave to Jean St.

Today's Cross-Section

Proposed Cross-Section

Community Meeting
Monday June 22, 2015
6:30 PM to 8:30 PM

Meeting Location:
Barnett Hall behind Lakeshore Avenue Baptist Church — 3534 Lakeshore Avenue