

CITY OF OAKLAND



DALZIEL BUILDING . 250 FRANK H. OGAWA PLAZA . SUITE 4344 . OAKLAND . CALIFORNIA . 94612
Public Works Department TEL: (510) 238-3466
Transportation Planning & Funding Division FAX: (510) 238-7415

Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Thursday, July 16, 2015; 6:00-8:00 pm

NOTE MEETING ROOM: City Hall Hearing Room 2 (First Floor)

Commissioners

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

AGENDA (www2.oaklandnet.com/n/OAK050725)

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 motions to adopt the July 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	Fruitvale Gap Closure Project Attachment (15 minutes)—Nick Cartagena, Civil Engineer with Oakland’s Transportation Planning & Funding Division will provide information on this project.
6:35	5	Results of Budget Adoption (20 minutes)—Iris Starr, Transportation Planning & Funding Manager, will provide information and lead a discussion of the new budget and the new Department of Transportation.
6:55	6	Project Development Overview (10 minutes)—Iris Starr, Transportation Planning & Funding Manager, will provide information and lead a discussion.
7:05	7	Countywide Plan Submittals (20 minutes)—The process and submittals for projects to be included in the Alameda County Transportation Commission’s Countywide Plan will be discussed.
7:25	8	Update from BPAC Strategic Planning Committee (10 minutes)
7:35	9	Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment (10 minutes)

To make agenda item requests, please go to <http://tinyurl.com/BPAC-agenda-requests> (link to the Google form). Requests will be reviewed by the BPAC Chair and staff for placement on future agendas.



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
Draft Minutes from the June 18, 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/oak050724.pdf>

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

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, Commissioners Chan, Hwang, Kidd, Prinz, Tabata, Villalobos, and Wheeler were present (quorum established). Commissioner McWilliams was excused. Commissioner Taylor was absent.

Item 2. Approval of meeting minutes

- A motion to *adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from May 21, 2015* was made (Tabata), seconded (Wheeler), and passed unanimously. (Adopted minutes online at www.oaklandbikes.info/BPAC.)

Item 3. Open Forum / Public Comment

- No speakers.

Item 4. AC Transit's Comprehensive Operational Analysis (COA)

Steven Newhouse, a planner with AC Transit, gave an overview of their Comprehensive Operational Analysis (COA) following the handout on pages 32-28 of the agenda packet (www2.oaklandnet.com/OAK050724). A primary goal of the COA is to improve efficiency and optimize expenditure of new Measure BB funding. The proposal is to make the biggest investments in routes that with 20-30 minute headways, improving them to 15 minute headways. There will be another public hearing in November. If approved, the first changes to be implemented in March 2016. Steven gave some examples of the changes to particular lines.

Summary of comments/discussion:

- The specific proposals will soon be available online, replacing an older version.
- AC Transit is seeking grant funding to address Transbay service, which is not in this version of COA. The need for improvements to the Dumbarton Express was noted. The labor associated with Transbay service is expensive.
- Most lines don't reach the threshold for boarding/alighting to justify all-door boarding service. AC Transit is hoping to reduce cash fare boardings and promote use of the Clipper card.
- AC Transit is trying to use the existing bus fleet, rather than purchasing more/different buses for particular lines.
- The COA doesn't include plans to improve ped/bike access to bus stops that will now be spaced further apart from each other. The analysis indicated that such amenities are 10% of people's decision on whether to ride, whereas reliability and frequency are the highest rated criteria.
- There is no specific plan to install bike parking at bus stops where the stops are further apart.
- Density is the main criteria for the highest frequency service.
- The fare structure hasn't yet been evaluated for changes based on overall change to routing philosophy.

To submit comments and get more project details, see <http://www.actransit.org/coa/>.

Public speakers on this item: Eric Fischer, Brian Toy

Item 5. Pedestrian Safety Guidance for Signalized Intersections

Meghan Mitman and Teresa Peterson from Fehr & Peers (transportation consulting firm) provided an overview of Oakland's newly developed guidance on accommodating pedestrians at signalized intersections. AC Transit's Bus Rapid Transit (BRT) project lent this effort momentum, as BRT requires a lot of signal modifications. Nationwide research on best practices revealed that no City had a written policy on this topic. According to research by Fehr & Peers, this guidance is the first of its kind in the nation.

A set of flow charts will guide decision making based on site-specific circumstances and pre-established thresholds for pedestrian volumes, motor vehicle delay, and other factors, and will help highlight trade-offs. Regarding pedestrian push buttons (especially in downtown), the policy will result in "recall" at some locations, e.g. pre-set signal timing that is not actuated by the presence of pedestrians or vehicles. The push buttons will remain to comply with ADA.

At locations with very low pedestrian volumes, actuated signals will remain. There is an allowance for adjacent signals: if a particular intersection doesn't meet a threshold but the next one does, the City may configure them the same.

The next step is to test the policy.

Summary of comments/discussion:

- People were quite pleased that there is a new policy.
- The work included looking at signal timing and pedestrian countdown timing; countdown is the new de facto standard. No maximum time to wait standards were established.
- Regarding signal changes associated with the Line 51 project, it was suggested that information signs be installed when timing has changed.
- Transit volumes are included as a threshold, but not bike volumes.
- The policy doesn't include bike signal heads (though the City is getting ready to install the first as part of the projects funded by the Caldecott 4th Bore settlement-funded projects).
- The policy didn't look at pedestrian detection technologies, and research indicated that no other cities had yet implemented projects with such technologies.
- Consistency of experience is important; for example, after the countdown is complete sometimes there is an additional red phase while the light is still green—but sometimes it goes straight to red.
- The City should look at late-night pedestrian wait times and complicated multi-leg intersections.
- What about signalized slip turn lanes? Signalization/signal timing may not be the right way to fix geometric problems.
- What is the timeframe for upgrades? The current City budget requests more resources for signal upgrades, timing, etc., but Council is considering redirecting funds to paving.
- Eric Fischer asked about the process for nominating streets to be fixed, and noted that many streets are not compliant with the policy, including projects currently in construction. The Line 51 project, for example, is worsening conditions for pedestrians. Transportation Services Manager Wladimir Wlassowsky stated that the Line 51 project was meant to optimize transit, which outweighs other modes along transit corridors. Yet, transit corridors are the places that are the most challenging for pedestrians.
- Wladimir encouraged people to report any signal timing problems to Public Works Call Center [email: opwccallcenter@oaklandnet.com; phone (510) 615-5566; online

<http://gismaps.oaklandnet.com/srwebsite/ServiceType.aspx>; mobile
<http://www.seeclickfix.com/oakland>].

- The policy memo will be attached to the minutes.

Public speakers on this item: Tony Dang, Eric Fischer, others (who did not self-identify)

Item 6. Grand Avenue Road Diet Project

Grand Ave was recently repaved from El Embarcadero to the Piedmont city limit. The bike plan called for sharrows in this area, but, after hearing some complaints, the Transportation Services Division, agreed to explore other designs. In addition to this presentation, there is a community meeting to be held (Wednesday July 28, rescheduled from July 22).

Aaron Elias, from Kittelson & Associates, explained the proposal (see attachment), for the segment from Elwood to Jean. The goal is to reduce collision rates. Improve bike facilities, and improve the pedestrian environment and crossings. Three options were considered, each involving a 4- to 3-lane road diet: (1) back in angle parking + bike lane; (2) front in angle parking + bike lane; and (3) curbside parking protected bikeway with front in angle parking. The analysis showed that all options would result in safety improvements. After weighing pros and cons of each, Option #2 was selected. Cons included parking loss, cost, and project delay. The project is scheduled for construction in September.

Summary of comments/discussion:

- A change to parallel parking wasn't studied..
- Other pedestrian-oriented changes (e.g. restoring the prohibited crossing leg @ Mandana, adding mid-block refuges, flashing beacons, colored curb extensions) aren't included. Painted median refuges are included. This is a striping-only project.

→ A motion to **extend the meeting time by 20 minutes** was made, seconded, and passed with one abstention.

- The 3' space behind the parking is included instead of a travel lane side striped buffer to keep bikes further away from parked cars.
- Commissioners Prinz and Wheeler questioned whether the improvement was going to serve anyone new, and favored the other two designs. Kittelson staff asked Commissioners to consider whether it would be worth the delay, and also noted that having back in diagonal parking on part of Grand Ave, and front in on another part would be confusing.
- Commissioner Hwang suggests that business community is very much in support of projects that would benefit local businesses. WOBO can help to do outreach. Better to get the project right the first time.
- There was discussion on delivery loading/unloading.
- The City has met with the City of Piedmont, in part to help design the striping transition along the border.

For the future, this project would help determine any changes for Grand Ave to the west that might be included in the bicycle master plan (BMP) update. Jason Patton noted that the BMP update will include a gap analysis that would include this section. Of the gaps, the BMP will establish implementation prioritization.

- A motion to **extend the meeting time by 20 minutes** was made, seconded, and passed with one abstention.

Public speakers on this item: Carol Levine, Tony Dang,

Item 7. Proposed Department of Transportation

Christopher Kidd explained that the City Council president's budget allocated funding to paving and away from the Department of Transportation (DOT) proposed by the Mayor. He prepared a statement (see attached) and asked for Commission approval to present it to the Council prior to their next meeting.

- Commissioner Chan made a motion to **empower Christopher Kidd and one or two other Commissioners to revise the draft and submit it**. Commissioner Hwang suggests that the letter be used with reference to the BPAC's mission, and seconded the motion. All in favor, motion passes.

Commissioner Chan volunteered to help draft the statement.

Item 8. Recruitment for Mayor's Commission on Persons with Disabilities

Jennifer Stanley announced the recruitment for the Mayor's Commission on Persons with Disabilities. The application is available at tinyurl.com/ohkruv9.

Item 9. Suggestions for Meeting Topics, Announcements

- Commissioner Kidd: Google bike vision plan now available.
- Commissioner Chan: requests a presentation on the City's crosswalk policy
- Commissioner Wheeler: Bay Area Bike Share is taking suggestions for station locations.
- Commissioner Prinz: Thanks for buffered bike lanes on various streets.
- Commissioner Tabata: Community meeting for Fruitvale project July 9 ACTC review.
- Commissioner Hwang: WOBO is sponsoring an art mural bike ride July 19th, meet at Alice and 14th Sts, 10 am.

Meeting adjourned at 8:40 pm.

Attachments [to be appended to approved minutes]

- Oakland Pedestrian Signal Timing Policy
- Grand Ave road diet
- BPAC DOT draft statement

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on June 23, 2015, with comments requested by 5pm, Monday June 29, to jstanley@oaklandnet.com. Revised minutes were emailed to attendees, and considered for adoption at the July 16, 2015 meeting.

CITY OF OAKLAND'S FRUITVALE AVENUE GAP CLOSURE PROJECT

EXISTING CONDITIONS

A critical gap in bike and pedestrian facilities exists along Fruitvale Avenue. This gap extends from Alameda Avenue to East 12th Street where bike and pedestrian connections are substandard and need improvement. This half mile of roadway encompasses approximately eight intersections, one underpass, two railroad track crossings, and numerous driveways and other bike and pedestrian challenges. A lack of connectivity, high collision rates at intersections and an overall poor pedestrian environment characterizes the Fruitvale corridor in this gap area.

PURPOSE OF PROJECT

The Project's purpose is to increase the utility of this corridor for bike and pedestrian access while simultaneously improving traffic operations. Key components include improved and/or widened sidewalks, underpass improvements and artwork, bike lanes, bike detectors at signalized intersections, high visibility crosswalks, traffic striping and lane modifications, bulb-outs, corner radius reductions, improved pavement, landscaping, pedestrian lighting, improving the freeway undercrossing, traffic and pedestrian signal and timing upgrades, wayfinding signs, speed detectors and red-light cameras.

The project builds on past planning efforts for the area, including the Central Estuary Area Plan (2013) and the Fruitvale Alive! Community Transportation Plan (2005). The project is currently funded for conceptual design and 35% engineering design through Measure B. At the conclusion of this phase, the City Of Oakland will seek funding to complete the design and construct the improvements. The project is therefore being submitted for inclusion in the Countywide Plan. A rough estimate for the entire project is \$2.25M.

CURRENT STATUS

The project was presented at a community meeting held at the Fruitvale – San Antonio Senior Center on May 12, 2015. Comments received included strong support of both design concepts with a preference for the cycle track option; a request for a northbound turn pocket at 7th Street; and a request for analysis of future traffic conditions and nearby developments. The next steps are to present the project to the City BPAC, ACTC BPAC, and City of Alameda Transportation Commission for review and comment. Staff will revise the conceptual designs to respond to comments and then try to hold a second community meeting in late September.

BPAC agenda: three-month look-ahead (as of July 10, 2015)

8/20/2015	HSIP Market/Adeline 65% plans	Debrief on 2015 ATP awards (tentative; after awards are announced)	Rockridge BART SR2T project
9/17/2015	Annual Chair's report to PW Committee	Review of crash analysis (2008 - 2012)	LAMMPs overview / primer (tentative)
10/15/2015	Bi-annual bike project status overview with BMP priorities	Oakland Street Typology and Design Guidelines (tentative)	