



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Final Minutes from the August 20, 2015 meeting**  
**City Hall, 2<sup>nd</sup> Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)**

Meeting agenda at <http://www2.oaklandnet.com/oakca1/groups/pwa/documents/agenda/oak050726.pdf>

Meeting called to order at 6:03pm by BPAC Chair, Christopher Kidd.

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

At roll call, all Commissioners were present: Ryan Chan, Chris Hwang, Christopher Kidd, Fred McWilliams, Robert Prinz, Midori Tabata, Royston Taylor, Rosa Villalobos, Kenya Wheeler. Introductions were made.

- Other attendees (that signed in): Angela Gennino, Cathy Leonard, Diane Dohm, Sarah Fine, Dave Campbell, Carole Levine, Jianhan Wang
- Staff: Mohamed Alaoui, Jason Patton, Jennifer Stanley, Iris Starr, Bruce Williams

**Item 2. Approval of meeting minutes**

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from July 16, 2015** was made (Tabata), seconded (Wheeler), and passed with two abstentions. (Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).)

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

Dave Murtha, a bike commuter from Hayward (and land surveyor for the Port of Oakland), shared concerns about the Embarcadero Bridge detour. He attended a recent project meeting at the Jack London Aquatic Center to share concerns and ideas for an improved detour along an abandoned railroad alignment, City-owned land previously leased to Caltrans for equipment staging from the now-completed 1-880 5<sup>th</sup> Ave seismic project. Jason Patton explained the detour was designed assuming that the Embarcadero Bridge and Caltrans projects would be under construction simultaneously. It is unclear whether it is feasible that the now-vacated staging area could be used for the detour. Commissioner Prinz noted other problems, particularly the turn from the two-way path onto NB 5th Ave. Jason explained that this part of the detour is part of the Brooklyn Basin project, the City has been notified, and a better plan is in the works.

Commissioner Tabata suggested that perhaps some of the commissioners could assist in the Embarcadero Bridge detour project and recruited Commissioners Prinz and Villalobos.

Cathy Leonard and Angela Gennino representing the Santa Fe Community Association & Neighbors, the Golden Gate Community Association, and Northwest Oakland Community Coalition, explained their organizations' successful efforts to reopen a neighborhood elementary school and related concerns about traffic safety. (See flyers.) In particular, they expressed concerns about the Market/Adeline Sts intersection. This intersection, as it turns out, is currently being redesigned with funding from the Highway Safety Improvement Program (HSIP), a grant source that pays for some, but not all, types of improvements. City Transportation Engineer, Mohamed Alaoui, explained that the timeline for HSIP project development and application is very tight and doesn't always allow for broad public involvement. While the project design is complete and approved by Caltrans, conservatively, it will likely be a year before construction begins. Jason noted that the original concept to redesign the intersection was in the Redevelopment Plan for this area, that the project will also remove the

Market St bike lane gap @ 53rd St, and that the BPAC has previously reviewed the project. Ms Leonard and Gennino were unhappy to hear that the project design was complete without local community input, but expressed appreciation that it's happening.

#### **Item 4. Stanford Ave/Lowell St Project Design Review**

Cancelled: The presenter for this item did not appear.

#### **Item 5. Review of the City's submitted Highway Safety Improvement Program (HSIP) applications**

Mohamed Alaoui gave an overview of the HSIP program. HSIP criteria for evaluating applications are objective, and solutions that are eligible for funds are limited. HSIP will fund only certain solutions, and applications are evaluated based on a cost-benefit ratio. Additional solutions make projects less competitive for funding. Due to the short time between the call for projects and the application due date, the City hired a consultant to develop concepts, and evaluate project feasibility (which includes likely community support or opposition). The four projects recently submitted for funding include Telegraph Ave bikeway, Claremont/Shattuck/Alcatraz, Market St, and Downtown Grid. (See PowerPoint for more details.)

Summary of discussion:

- Despite the time constraints, the City should have come to BPAC before submitting the applications.
  - Projects are considered based on a strict cost benefit ratio, so this fund source won't cover all good projects.
  - Avoiding public controversy may not be a good reason for omitting projects.
  - Eligible projects must be related to prior accidents (vs preventing future ones). However, projects can make improvements near the accident (e.g. installing high visibility crosswalks along a corridor, vs just at the location of the accident).
  - Commissioner Prinz requested that the drawings for the projects be included in meeting minutes.
- Motion (Kidd): ***Staff should provide project concepts for project applications, all projects considered under HSIP, and for BPAC review future cycles of HSIP applications.*** Seconded (Wheeler), and passed unanimously.

#### **Item 6. Submittals to Countywide Transportation Plan**

See PowerPoint for overview and description.

Senior Transportation Planner, Bruce Williams, explained that this year's planning effort was atypical, an experiment for the Alameda County Transportation Commission (ACTC) as well as a challenge for the City. The City applied for programs as well as projects. Paving is the biggest single ask (over \$600 million).

Summary of discussion:

- The applications for individual projects consist of those far along in development. Other projects will be eligible for funding under the applications for larger programs (e.g. Lowell St sidewalks would be covered by the Pedestrian Program application).
- Most transit projects were submitted in coordination with AC Transit.
- Street sweeping vehicles should be included (since this appears to be a barrier for protected bikeways).
- The next step is review by Council.

- Once the Plan is finalized, there will be an open “call for projects” in June 2016. Staff will present to BPAC before submitting applications.
- Though all City Council members were informed, there was some concern that the process wasn’t sufficiently open.

→ Motion (Kidd): **extend meeting time by 15 minutes**. Seconded (Chan). Passed unanimously.

#### **Item 7. Commissioner terms/appointments**

Three commissioners are currently serving in holdover capacity (Chan, Hwang, Prinz). The Mayor could recommend their reappointment for another two years. (They are willing to continue serving.)

→ Motion (Tabata): **support the reappointment of those commissioners whose terms expired at the end of 2015**. Seconded (Kidd). Passed with Chan, Hwang, and Prinz abstaining.

Summary of discussion:

- The terms of three additional Commissioners (Kidd, Taylor, Villalobos) expire in December 2015.
- The Mayor’s office hasn’t yet started a recruitment process. Iris Starr reported that the application process will be the same as last time, and that the Mayor’s office is asking for recommendations from the BPAC. Individual commissioners can also contact Mayor’s office to express interest.
- Staff could send an email to the BPAC agenda distribution list to let people know of upcoming vacancies.
- Chair Kidd suggested that this be added to the BPAC agenda in November.
- Jason Patton recommended that the group discuss filling the current and upcoming vacancies on same timeframe.

#### **Item 8. Report back from the Strategic Plan & Policy Goals Committee**

No report.

#### **Item 9. Three-month agenda look-ahead, suggestions for meeting topics, announcements**

- Carol Levine: Deb Hubsmith, Safe Routes to School Partnership founder, passed away. Carol shared some memories and noted that Deb will be sorely missed.
- Commissioner Tabata was able to get the City to commit to install extended parking Tees (better for bicyclists) on Foothill Blvd at Seminary Ave, replacing the substandard Tees originally installed.
- Commissioners Villalobos and Tabata attended a BRT meeting in Fruitvale and reported that there was no discussion of bike/ped concerns. AC Transit had previously said they would make a presentation to the BPAC on operations.
- A presentation to the Mayor’s Commission on Disabilities on BRT will be held on September 21, 1:00-3:30pm, and Commissioners are invited to attend. (It was established that less than a quorum will be able to do so.)

Meeting adjourned at 8:21pm.

#### **Attachments (to be appended to the adopted minutes)**

- Flyers from the Santa Fe Community Association & Neighbors

- Highway Safety Improvement Program (PowerPoint)
- HSIP Project Designs (*as requested, these were not shared at the meeting*)
- Countywide Transportation Plan Submissions (PowerPoint)

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on August 25, 2015, with comments requested by 5pm, Monday, August 31, to [jstanley@oaklandnet.com](mailto:jstanley@oaklandnet.com). Revised minutes emailed to attendees on September 1, 2015, and adopted at the September 17, 2015 meeting.

# Santa Fe CAN

Santa Fe Community Association & Neighbors

## WHO WE ARE

Santa Fe Community Association & Neighbors (Santa Fe CAN) is a volunteer driven community association located in the Santa Fe neighborhood of North Oakland.

Our mission is to enhance the livability of the Santa Fe neighborhood, create and support neighborhood improvement activities, and represent the interests and concerns of neighborhood residents and businesses.

Since our inception in 2013, we have supported numerous community projects:

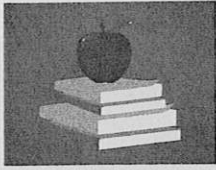
- Co-founder of the Northwest Oakland Community Coalition, a resident-led community planning pilot.
- Successfully obtained free residential parking permits for our community.
- Stakeholder, Helen MacGregor Plaza Task Force. Goal: the redesign of the Plaza.
- Fought to reopen Santa Fe Elementary School for our local community.
- Held CORE I and II trainings for City residents.
- Formed working relationships with elected officials and staff and local businesses.

Santa Fe CAN is a 501(c)(3) non-profit community organization and we greatly appreciate any contributions.

For more information:

- General Email: [santafe@santafecan.org](mailto:santafe@santafecan.org)
- Co-Chairs: Katherine Harris [katherine@santafecan.org](mailto:katherine@santafecan.org) and Cathy Leonard [cathy@santafecan.org](mailto:cathy@santafecan.org)
- Website: [www.santafecan.org](http://www.santafecan.org)

Mailing Address: 5661 Genoa Street, Oakland, CA 94608  
[www.santafecan.org](http://www.santafecan.org)



# Santa Fe CAN

Santa Fe Community Association & Neighbors

## Santa Fe Elementary School Site to Reopen in 2016



We believe Northwest Oakland children deserve the right to attend a local neighborhood public school.

***Santa Fe Elementary could be that school.***

**Starting next year, our local neighborhood elementary school site will reopen** as a temporary site for Glenview Elementary School during their construction. Thanks to the work of the Santa Fe CAN Education Committee, children from Northwest Oakland will be prioritized for enrollment in "Glenview at Santa Fe." *Read the full story at: [bit.ly/santafeschool02](http://bit.ly/santafeschool02)*

**Together, we can plant the seeds of a permanent community-based public school at the Santa Fe site. You can help:**

- **Sign our pledge of support at [BRINGBACKOURSCHOOL.ORG](http://BRINGBACKOURSCHOOL.ORG)**
- **Consider enrolling your elementary school-aged child** in Glenview at Santa Fe. See the other side of this flyer for enrollment information.
- **Get involved to bring a permanent community-based public school** to Northwest Oakland. Call (510) 646-0125 or email [megan@santafecan.org](mailto:megan@santafecan.org)

**Santa Fe CAN Education Committee**  
*Working together for a neighborhood school*  
in alliance with



and



## **PRIORITY ENROLLMENT INFO FOR GLENVIEW ELEMENTARY AT SANTA FE 2016-2018**

### **Why should I enroll my child in Glenview Elementary School at Santa Fe?**

Glenview is a high-performing public school that serves a diverse student body and has a highly active parent community. In many ways it represents the kind of school we want to see established permanently at Santa Fe. We want as many local families as possible to enroll at Glenview in order to start re-building our community around a strong central school program. A solid commitment to enrollment in a great local school highlights the demand for a permanent option.

To learn more about Glenview, visit: [glenviewelementary.org](http://glenviewelementary.org)

### **How will enrollment work?**

Glenview Elementary School is scheduled to occupy the Santa Fe school site for two academic school years starting in the fall of 2016. During those years, children who live in the Santa Fe, Golden Gate, and Longfellow neighborhoods will have elevated priority for enrollment (after current Glenview students and siblings, and Glenview neighborhood kids). It is predicted that as many as 100 seats (from 2016-2018) may be available for local children with most being at the lower grade levels. More detailed enrollment information is available at [bringbackourschool.org](http://bringbackourschool.org)

### **What happens to Northwest Oakland neighborhood kids when Glenview moves back to its own site?**

Any enrolled Glenview students would have the option to return to the Glenview site with that school when the temporary period is over (Summer 2018). However, our committee has been in discussion with OUSD about a proposal for a new school program to launch as early as Fall 2017 and stay at the Santa Fe site after Glenview leaves. Our goal is to see Santa Fe remain open as a community-driven Transitional Kindergarten-8<sup>th</sup> grade option so that local kids can continue to attend school in their own neighborhood.

### **How do I enroll my child in Glenview for Fall 2016?**

Around October 2015, OUSD schools will be hosting open houses and begin tours for interested families. Glenview will host at least one open house at the Santa Fe site. At this point you will also want to begin gathering all of the required documentation needed for OUSD enrollment. There will be a due date sometime in January 2016 for submission of the Options 2016-2017 Application form with all documentation. Visit: [ousd.k12.ca.us](http://ousd.k12.ca.us) for more details on the enrollment process.

### **How can I get more involved?**

- Sign our pledge! The pledge and more info can be found at [BRINGBACKOURSCHOOL.ORG](http://BRINGBACKOURSCHOOL.ORG)
- Contact the Education Committee to volunteer: (510) 646-0125 or [megan@santafecan.org](mailto:megan@santafecan.org)
- Spread the word! Tell your friends and neighbors about this movement.

**LOOK OUT FOR ANNOUNCEMENTS FROM  
YOUR LOCAL NEIGHBORHOOD ASSOCIATION**

[www.longfellowcommunityassociation.org](http://www.longfellowcommunityassociation.org)  
[www.goldengateca.org](http://www.goldengateca.org)  
[www.santafecan.org](http://www.santafecan.org)

Northwest Oakland Community Coalition



Santa Fe Community  
Association & Neighbors

blink!LAB  
architecture



# Northwest Oakland Community Plan

OUR VOICES, OUR VISION

## COMMUNITY

- Demographics (Race + Income)
- Housing + Housing Equity
- Education
- Social Justice + Remediation
- Elder Independence
- Technology Infrastructure
- Sustainable Community Design

## LIFE ENRICHMENT

- Art, Open Space + Recreation
- Historic Commercial Districts
- Street life + Pedestrian Safety
- Transportation, Circulation  
Parking

## ECONOMICS

- Land-Use Conservation
- Development + Local Hire  
requirements
- Priority Development Areas +  
Funding Resources





## HIGHWAY SAFETY IMPROVEMENT PROGRAM

Cycle 7

### HSIP PROGRAM OVERVIEW CONT.

- A dollar amount is assigned for the following types of accidents:
  - Severe Injury/Fatality Ped Bike Accident (Highest)
  - Severe Injury/Fatality Vehicle Accident
  - Minor Injury Ped Bike
  - Minor Injury Vehicle
  - Property Damage Only (Lowest)
- Counter measures from a predetermined list are selected to treat an accident “type” within the project area

### HSIP PROGRAM OVERVIEW

- Official call of projects issued in April 2015.
- \$150 million available in Federal Funds
- Approximately \$10 million available per agency.
- Based on a data driven objective methodology for risk reduction.
- Goal of maximum reduction in risk achieved per dollar spent.

### HSIP PROGRAM OVERVIEW CONT.

- Costs for the counter measures are developed
- A “Benefit /Cost” Ratio is calculated.
- Benefit/Cost ratios above 12 have a high probability of being funded.
- The Benefit/Cost ratio is the primary factor used to determine the merit of an application.
- There is room for additional measures not from the list provided your B/C stays competitive.

## HSIP PROGRAM PROCESS


- Plot GIS Maps:
  - Accidents by the previous category types listed before.
  - All current and planned City projects
  - Narrow Down Corridors/Areas without projects, and with sufficient accidents.
- Hire a consultant
- Develop Project Concepts
- Evaluate Feasibility
- Prepare Grant Applications

## HSIP 7 GRANT APPLICATIONS CONT.



- Market Street
  - Stripe and sign bike improvements on Market between 4th-7th Sts and 18th-19th Sts; install uncontrolled crosswalk enhancements, such as RRFBs, ladder striping, bulb-outs, and median refuges at multiple locations.
- Downtown Grid
  - Upgrade existing signal to mast arms, countdown signals, accessible pedestrian signals at high priority intersections in Downtown Oakland. Protected left-turn phase at 9th/Alice. Bulb-outs with curb and gutter at Alice/9th Sts.
  - Locations: Martin Luther King Jr Way at 11th and 12th Sts; Grand Ave at Telegraph; Broadway at 19th St; Webster at 17th St; Harrison at 7th, 8th, 12th Sts; Alice at 9th St; Jackson at 12th St; Oak St at 10 St; Clay St at 10th St
- Concepts were not solidified until mid July
- Application were due July 31<sup>st</sup>
- Project Layouts and Concepts
- Questions ?

## HSIP 7 GRANT APPLICATIONS

- Telegraph Avenue:
  - Removal of 5<sup>th</sup> lane at 45<sup>th</sup> Street
  - Bike Lanes from 29<sup>th</sup> to 40<sup>th</sup> Street
  - Systematic Improvement of Pedestrian Crossings (Striping, pedestrian refuges, bulbouts)
- Claremont and Shattuck Avenue
  - Claremont (Telegraph to Marin St): Sign and stripe road diet with bike lanes on Claremont; uncontrolled crosswalk enhancements with ladder crosswalk, and median refuges at multiple locations;
  - Shattuck (49<sup>th</sup> to Alcatraz): Protected left-turn at Shattuck/Alcatraz. At multiple locations, uncontrolled crosswalk enhancements with ladder crosswalk, bulbouts, and RRFB's





# Countywide Transportation Plan Submissions



## Countywide Transportation Plan

- CTP is the long range plan incorporating all major transportation projects and programs using DISCRETIONARY funding.
- Plan covers 25 years through 2040
- Plan will be financially constrained to likely funding available in the County
- Countywide Plan projects are ordinarily large projects that anticipate federal or other discretionary funding
- Programs often cover the bulk of smaller projects
- CTP is rolled up into the RTP


## CTP Call for Projects

- Alameda CTC released call in early June, due July 31st
- First step in process that wont be completed until June 2016.
- “Wish List” of priorities, not all of which may end up in CTP
- Unlike earlier calls, ACTC asked for much more information, particularly for projects that are short term priorities
- ACTC is using call NOT ONLY for CTP, but also to collect information for future funding rounds (OBAG, Measure BB, TFCA, etc) through their Comprehensive Investment Program (CIP)

## Oakland Strategy

- All major projects
- All major program areas that need discretionary funding
- Many short term projects that could use discretionary funding
- Some visionary plans/projects
- Make a strong case for substantial Measure BB investment in a variety of project areas, throughout the City
- Oakland submitted 36 projects
- \$2.7 billion total cost (\$2.4 billion unfunded)





## Oakland Bike and Ped Projects

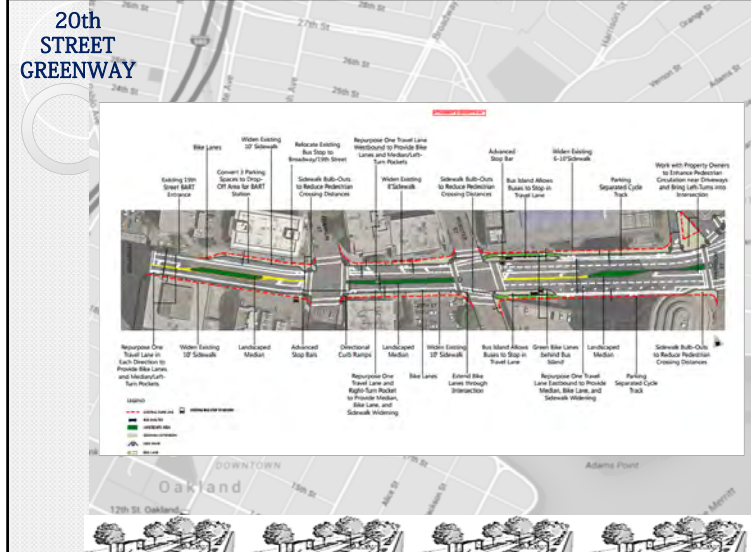
- 19 (more than half) of the projects submitted
- Nearly \$800 Million in total project costs (29% of total)
- Additional \$640 million for paving
- Included program funds for Bike Plan, Ped Plan, Complete Streets, and Safe Routes to Schools
- Included individual projects that are in some phase of design and will need funding in the short/medium term
- Do NOT expect each project to be named in CTP

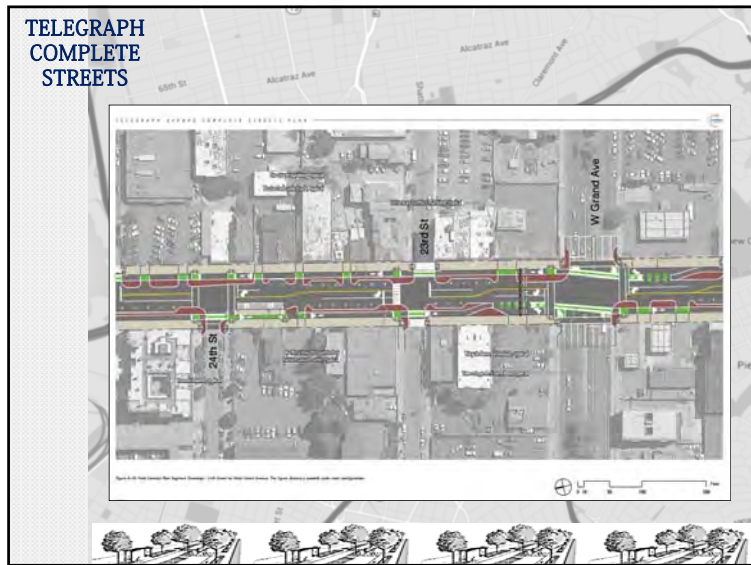
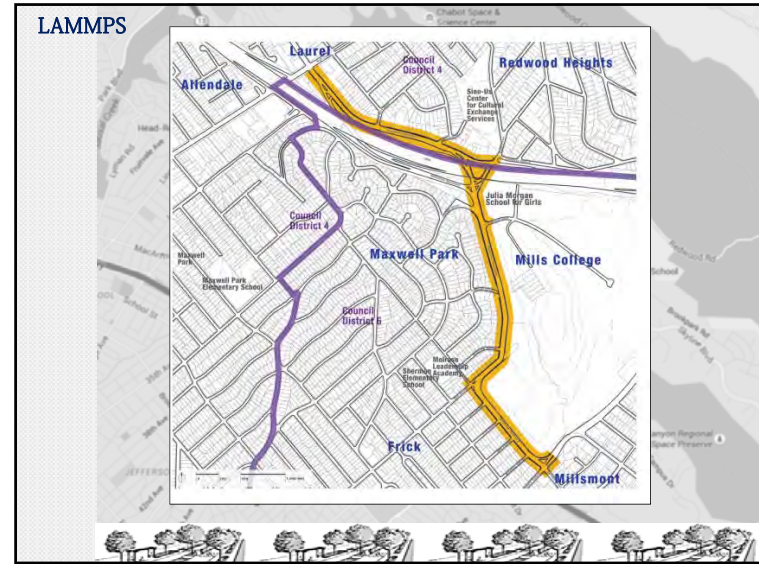


## Complete Street Projects



## Complete Street Projects







# Bicycle and Pedestrian Projects