



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Final Minutes from the September 17, 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/oak050727.pdf>

Meeting called to order at 6:02pm by BPAC Vice-Chair, Ryan Chan.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with the following Commissioners were present: Ryan Chan, Chris Hwang, Fred McWilliams, Robert Prinz, Midori Tabata, and Rosa Villalobos. Commissioners Christopher Kidd, Royston Taylor, and Kenya Wheeler showed up later in the meeting. Introductions were made.

- Other attendees (who signed in): Diane Dohm, Robert Fearman, Sarah Fine, Dave Campbell, Ann Killebrew, Amanda Leahy, Carol Levine, Derek Saschorn, Ronnie Spitzer, Jianhan Wang, Tom Willging, Dianne Yee
- Staff: Jaime Heredia, Joan Kwong, Si Lau, Ade Oluwasogo, Jason Patton, Jennifer Stanley, Iris Starr, Wladimir Wlassowsky

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from August 20, 2015** was made (Tabata), seconded (Villalobos), and passed unanimously. (Adopted minutes online at www.oaklandbikes.info/BPAC.)

Item 3. Open Forum / Public Comment

- Amanda Leahy inquired about Oakland's participation in the national bicycle/pedestrian counts project. Jason Patton explained that annual counts are conducted using methodology consistent with the national project.
- Derek Saschorn recommended that the temporary bikeway on Embarcadero (two-way cycle track during Brooklyn Basin construction) be studied to gather data on this bikeway type.

Item 4. Rockridge BART Safe Routes to Transit Project

Si Lau, Transportation Engineer with the Transportation Services Division (TSD), presented a project and process overview (see handout/PowerPoint). The project includes intersection crossing improvements near the Rockridge BART Station and a bikeway the length of College Ave. The City has met with the merchants and there is a public meeting at the Rockridge Library on September 30, 7-9pm.

Summary of discussion:

- Q. What about paving? A. College Ave is on the City Council-adopted 5-year paving plan. TSD staff has asked Pavement Management Program staff to help coordinate the two projects.
- Temporary striping is requested to facilitate the northbound merge far side Miles Ave (north of the new bike lanes).
- A pedestrian scramble at the College/Shafter/Keith intersection was analyzed and found infeasible.

- Additional design treatments were suggested: bike boxes; right turn on red prohibitions; narrower travel lane widths.
- The 11' travel lanes are needed on this AC Transit bus corridor. It is true that on MacArthur Blvd through the Laurel there are 10' travel lanes, but College Ave isn't comparable since it has only one lane in each direction.
- The BPAC Chair expressed displeasure that not enough time had been allocated for this agenda item.

Speakers on this item (other than Commissioners): Robert Fearman, Amanda Leahy, Carol Levine, Dianne Yee.

Item 5. Update on the Oakland Department of Transportation

Matt Nichols, the Mayor's Policy Director for Infrastructure & Transportation, originally scheduled as the presenter, was not available. Iris Starr, OPW's Transportation Planning & Funding Manager, reported that Assistant City Administrator, Christine Daniel, has been meeting with the Mayor to work through concerns including staffing, funding, union issues. Janette Sadik-Khan (former NYC Transportation Commissioner) is visiting Oakland, and will chair search committee for DOT director. The goal is to select director by January 2016.

The BPAC Chair expressed dismay that Matt Nichols couldn't attend and asked that, in the future, advance notice of cancellations be provided to the Commission. He expressed concern that the City will get bogged down in the process. He asked that the City publish a schedule or timeline, and requested that Ms Daniel meet with BPAC to learn about their expectations.

Item 6. Stanford Ave/Lowell St Project

Supervising Civil Engineer Jaime Heredia presented the revised plan for this intersection crossing. Last month, Commissioner Prinz emailed staff suggestions on how the project could better accommodate bicycles. Based on these suggestions, staff revised the proposal and it now includes a median asphalt bike path (that avoids trees in the median).

Summary of discussion:

- There is no plan for lighting.
- Consider crossing marking for bicycles.
- Add bike warning signs.
- Consider grade separation, like a speed table, to mitigate potential bike/ped conflicts.
- Permeable pavement for the path was suggested, but would increase the project cost.

Speakers on this item (other than Commissioners): Amanda Leahy, Carol Levine, Dianne Yee.

Next steps: find additional funding for path. Five months to award contract after final design in October.

Item 7. Chair's report to the Public Works Committee

The Ordinance establishing the BPAC requires that the Chair report annually to the Public Works Committee (PWC) of the Oakland City Council. Commissioner Kidd asked for assistance/direction from staff and commissioners. Ideas:

- Refer to the Ordinance for items specifically included
- Introduce BPAC members

- Summary of appointment process to date
- Create goals for how the BPAC works with the PWC
- Consider what the BPAC wants from PWC and/or Council and/or support the BPAC needs from Council
- Consider sharing the Strategic Plan
- Get clarity on how BPAC should be involved in shaping the DOT
- Speak with the PWC Chair in advance; maybe the Chair could introduce the item.

Item 8. Recruitment for Commissioners—2016 terms—process

Commissioners Chan, Hwang, and Prinz were reappointed to new three year terms in January 2015. (They weren't notified, nor was staff.)

Three commissioners will term out in December. Jennifer Stanley summarized the recruitment process from last time: online form; Bicycle & Pedestrian Advisory *Committee* review of all applications; Committee recommendation of a slate of nine commissioners to the Mayor. The Mayor selected six of those nine, and recruited three additional people. Input on the upcoming recruitment process included:

- Recruitment notices should be sent out and advertised.
- BPAC Chair will contact the Mayor re: process.
- This item should be added to the October BPAC agenda.

Item 9. Report back from the Strategic Plan & Policy Goals Committee

Volunteer Sahar Shirazi is the chair of this committee. Attendees were asked to review the Action Items of the draft document distributed and email feedback to Commissioner Kidd. Comments included: interest in the suggested mapping project; support for Vision Zero; and that the Plan specifically explore and reference the process by which items are considered for the BPAC, and how items are reported back and responded to.

Speakers on this item (other than Commissioners): Amanda Leahy, Diane Dohm.

Item 10. Telegraph Ave project update

Iris Starr reported that the contractor hasn't yet submitted a bid for the extra work, which was supposed to happen on August 28. Telegraph Ave is the last street on an otherwise-complete paving contract, creating pressure to deliver it.

Item 11. Three-month agenda look-ahead, suggestions for meeting topics, announcements

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

- Oakland Street Typology is likely to be deleted, and Bike Share is likely to slip a month.
- Add BPAC appointments to the October agenda.
- Add presentations on the various Downtown Plans. (Information on scheduled charrettes will be emailed to attendees.)
- Add a Pedestrian Master Plan update presentation. (There is a plan to bring BPAC existing conditions and draft vision and goals. Commissioners Hwang, Kidd, Tabata, and Villalobos are serving on the Community Advisory Committee.)
- Add another presentation by the Strategic Plan & Policy Goals Committee.
- Add plans for upcoming Caltrans Sustainable Transportation Planning grants.

- Add Parking Master Plan.
- Add temporary traffic control through construction zones.

Announcements

- 20th St, Broadway to Harrison, statewide ATP grant was awarded to Oakland.
- Tomorrow is International Parking Day. There will be reclaimed parking spaces in nine Oakland locations (see www.wobo.org).
- Love Our Lake Day is on this Sunday, 11-4pm.
- The American Planner's Association (APA) Conference is being held in Oakland, October 3-6.
- The newly released American Communities Survey states that Oakland has the sixth highest bicycle mode share amongst big cities in the U.S.

Meeting adjourned at 7:59 p.m.

Attachments

- Rockridge BART Safe Routes to Transit Project (PowerPoint)
- Lowell St/Stanford Ave crossing designs
- Strategic Plan & Policy Goals Committee draft document

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on September 21, 2015, with comments requested by 5pm, Monday, September 28, to jstanley@oaklandnet.com. Revised minutes were approved at the October 15, 2015 BPAC meeting.

ROCKRIDGE BART SAFE ROUTES TO TRANSIT PROJECT

Presented by: Transportation Services Division, City of Oakland

September 17, 2015

Project Goal

- Improve pedestrian access at the intersections closest to Rockridge BART Station
- Provide better bicycle access
- Fill a current gap in Oakland's bicycle network
- Provide additional bicycle parking at the Rockridge BART Station (will be delivered as a separate project)

Project Background

- In 2008, improvements at College/Shafter/Keith and College/Miles intersections were identified and to be funded by the Caldecott settlements
- Oakland Bike Master Plan (2007) identified College Ave as one of streets with high bicyclist collisions and it is in the Plan to provide Arterial Bike Route (Class 3A) facility on College through shared use with motor vehicles
- In 2013, Oakland submitted an application for SR2T Grant (with support from BPAC, BART, and Fourth Bore Coalition) to supplement improvements at College/Shafter/Keith and College/Miles intersections and to fund bike lane on College
- In 2014, City received \$472,000 SR2T Grant for the project

Project Area



Existing Roadway Characteristics

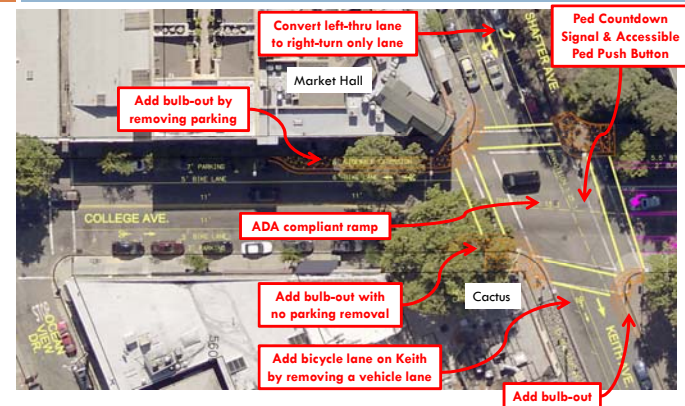
- Frequent pedestrian and bicycle activities
- Overcrowding sidewalk corners
- 2 vehicular lanes (except 1 SB block between Manila and Kales Ave)
- Major arterial
- ADT (Average Daily Traffic): 17,973 vehicles
- 46' curb-to-curb wide (mostly)

INTERSECTION IMPROVEMENTS

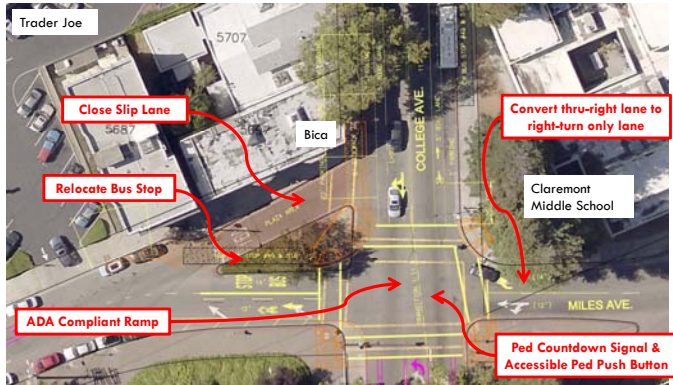
Proposed Design

- Add bulb-outs at College/Shafter/Keith intersection to improve pedestrian access
- Remove right turn lane from SB College to Miles to provide safer pedestrian access
- Add bicycle lane on both side of College Ave where possible
- Reduce the number of traffic lanes from 3 to 2 (1 lane each direction) between Manila and Kales Ave
- Add EB bicycle lane on Shafter Ave between Forest St and College Ave

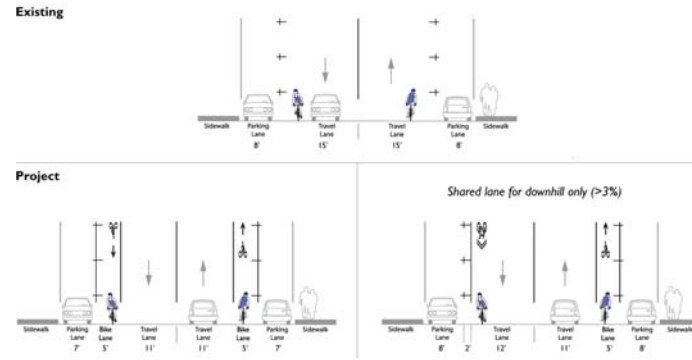
Concept Layout at Shafter/Keith/College



Concept Layout at Miles/College

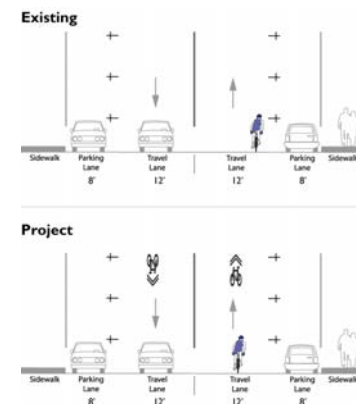


College with 46' Curb-to-Curb Width



BICYCLE IMPROVEMENTS

College with 40' Curb-to-Curb Width



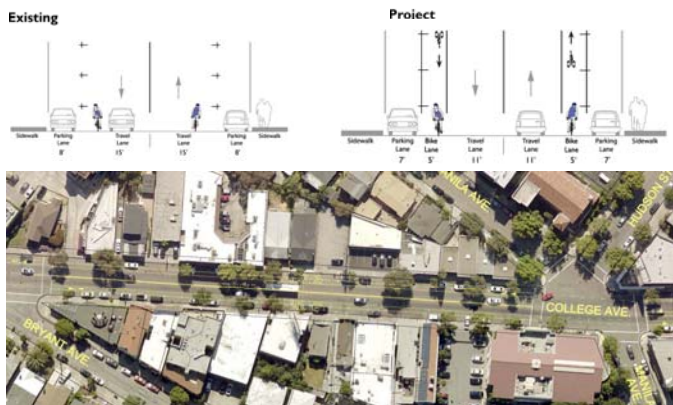
Broadway to Bryant Ave (46')



Manila/Hudson to Taft (46')



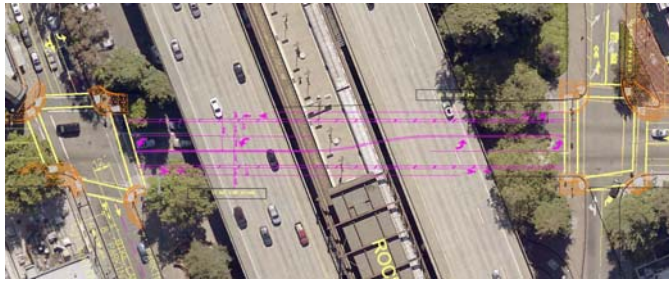
Bryant Ave to Manila/Hudson (46')



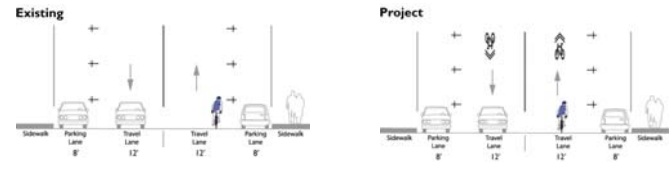
Taft Ave to Shafter/Keith Ave (46')



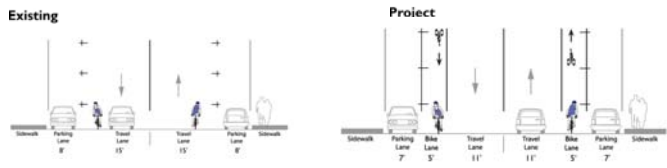
Shafter/Keith Ave to Miles Ave (Existing)



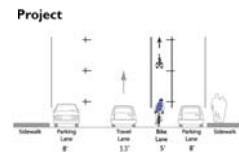
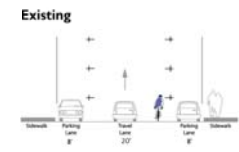
Claremont Ave to Alcatraz Ave (40')



Miles Ave to Claremont Ave (46')



Bike Lane on Shafter Ave



Project Milestones

Completed:

- June 2015 - Met with AC Transit
- Sept 2015 - Met with Rockridge Merchants
- Today – Present to BPAC

Coming:

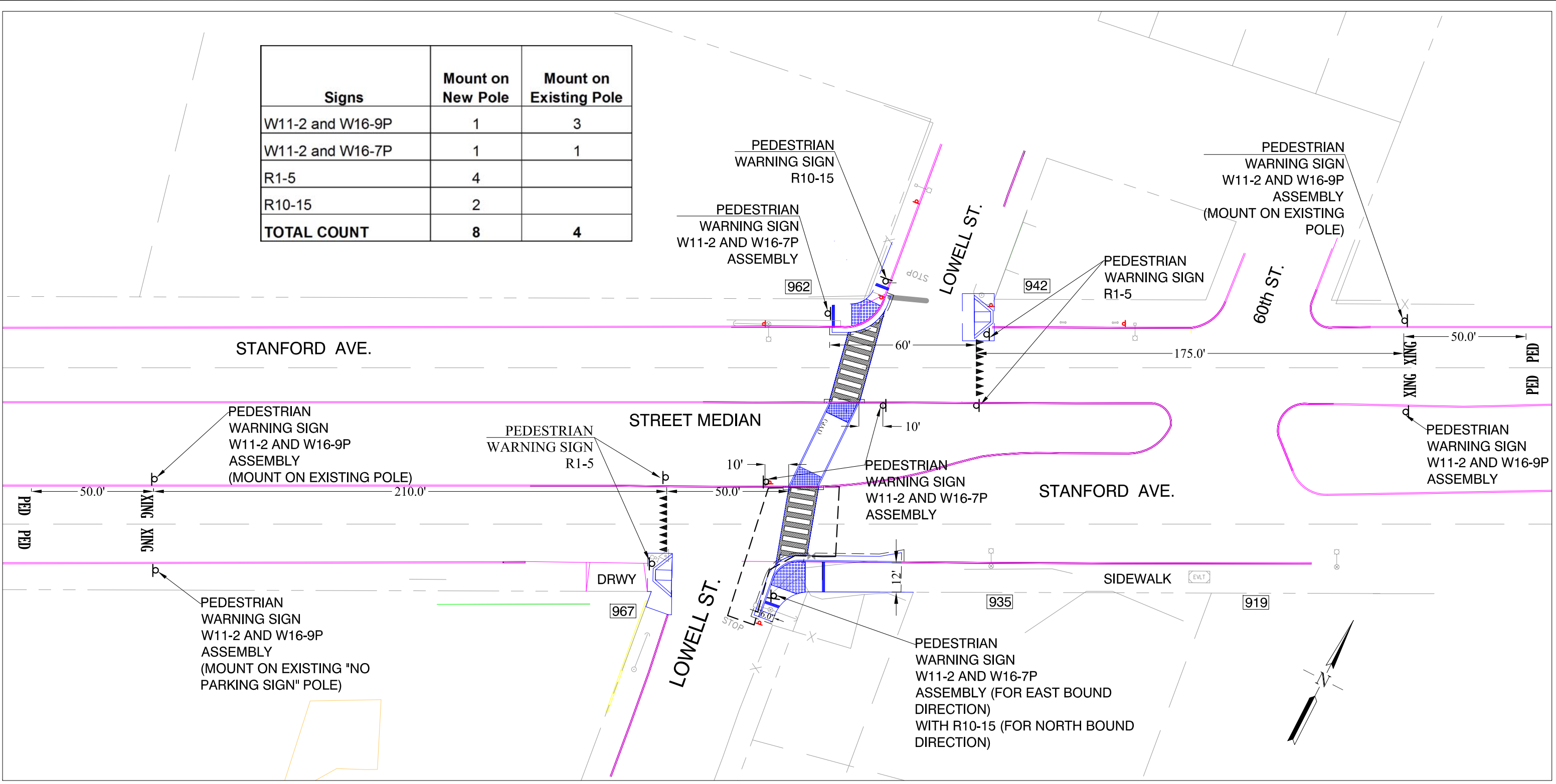
- Sept 30th, 2015 - Community Meeting
- Spring 2016 - Complete Design
- Fall 2016 – Start Construction



COMMENTS



Signs	Mount on New Pole	Mount on Existing Pole
W11-2 and W16-9P	1	3
W11-2 and W16-7P	1	1
R1-5	4	
R10-15	2	
TOTAL COUNT	8	4



PLANS FOR MEDIAN PATH, SIDEWALK, CURBRAMPS, AND CROSSWALKS IMPROVEMENT AT STANFORD AVENUE AND LOWELL STREET

CIVIL ENGINEER	No.	DATE	BY	REFERENCE
RCE NO. A00000 EXP. 00/00/00				
CHECKED BY J. Heredia				
DESIGNED BY J. Kwong				
DRAWN BY J. Kwong				

CONSTRUCTION PLANS:
LAYOUT, GRADING, SIGNAGE, AND PAVEMENT STRIPING AND MARKING

PROJECT NO. C470610	
FEDERAL AID PROJECT NO. N/A	SHEET NO. S-1
SCALE: 1"=40'	DATE: August 2015
4 OF 6	

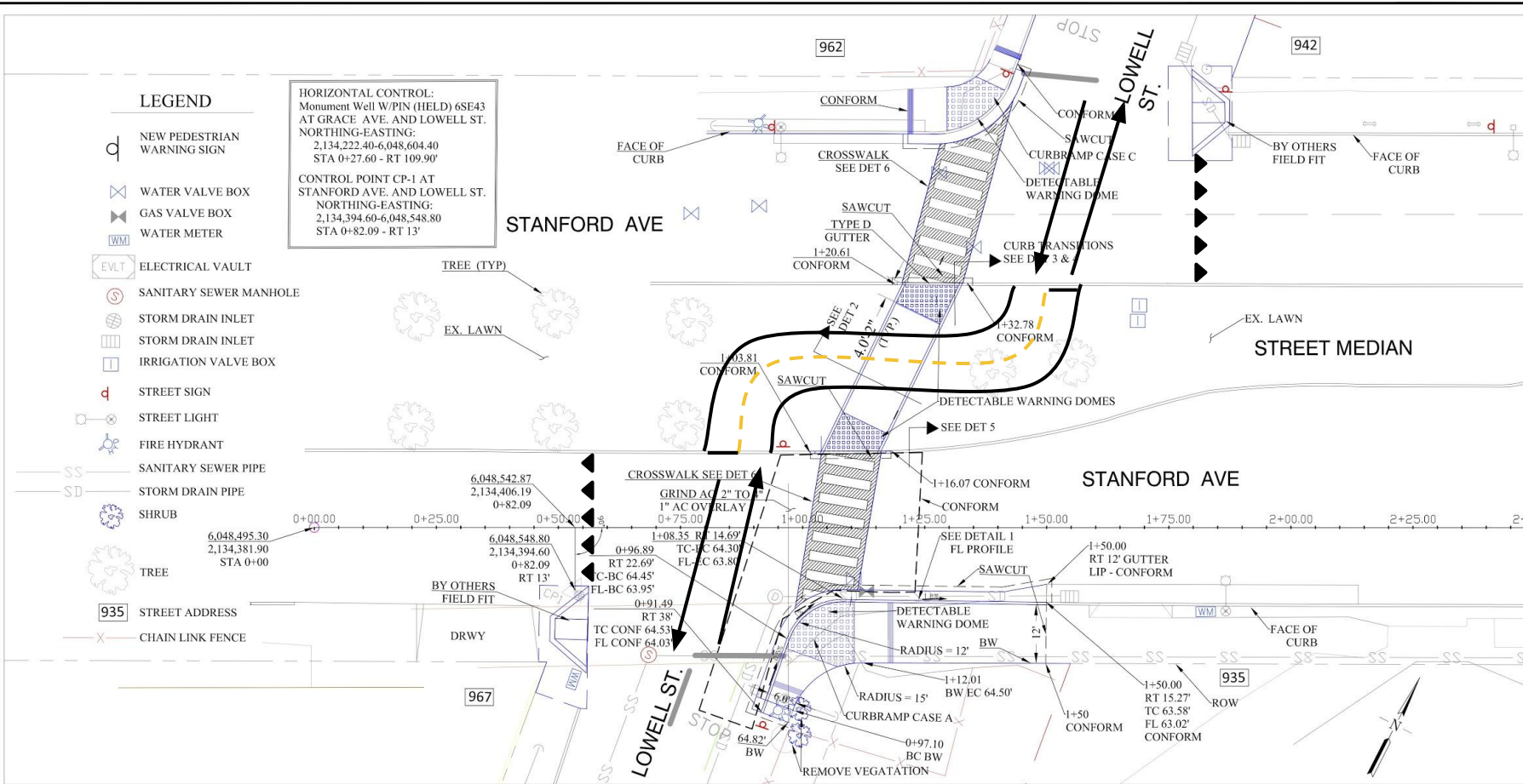
PROJECT TITLE: CIVIL ENGINEER
DRAWING NAME: P:\Projects\Street\C470610-Stanford Ave and Lowell St_Crosswalks\02Design\Plans\FINAL PLANS & SPECS\C470610_Final Design_Signing and Signs_Acd150817.dwg
PLOT DATE: 08-18-15
PLOTTED BY: kwongj

LEGEND

- NEW PEDESTRIAN WARNING SIGN
- WATER VALVE BOX
- GAS VALVE BOX
- WATER METER
- ELECTRICAL VAULT
- SANITARY SEWER MANHOLE
- STORM DRAIN INLET
- STORM DRAIN INLET
- IRRIGATION VALVE BOX
- STREET SIGN
- STREET LIGHT
- FIRE HYDRANT
- SANITARY SEWER PIPE
- STORM DRAIN PIPE
- SHRUB
- TREE
- STREET ADDRESS
- CHAIN LINK FENCE

HORIZONTAL CONTROL:
 Monument Well W/PIN (HELD) 6SE43
 AT GRACE AVE. AND LOWELL ST.
 NORTHING-EASTING:
 2,134,222.40-6,048,604.40
 STA 0+27.60 - RT 109.90'

CONTROL POINT CP-1 AT
 STANFORD AVE. AND LOWELL ST.
 NORTHING-EASTING:
 2,134,394.60-6,048,548.80
 STA 0+82.09 - RT 13'



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PLANS FOR MEDIAN PATH, SIDEWALK, CURBRAMPS, AND CROSSWALKS IMPROVEMENT AT STANFORD AVENUE AND LOWELL STREET

CIVIL ENGINEER	No.	DATE	BY	REFERENCE
RCR No. A00000 EXP. 00/00/00				
CHECKED BY: J. Heredia				
DESIGNED BY: J. Kwong				
DRAWN BY: J. Kwong				

CONSTRUCTION PLANS:
 LAYOUT, GRADING, SIGNAGE, AND PAVEMENT STRIPING AND MARKING

PROJECT NO. C470610	FEDERAL AID PROJECT NO. N/A
SCALE: 1"=20'	SHEET NO. C-1
DATE: August 2015	3 OF 6

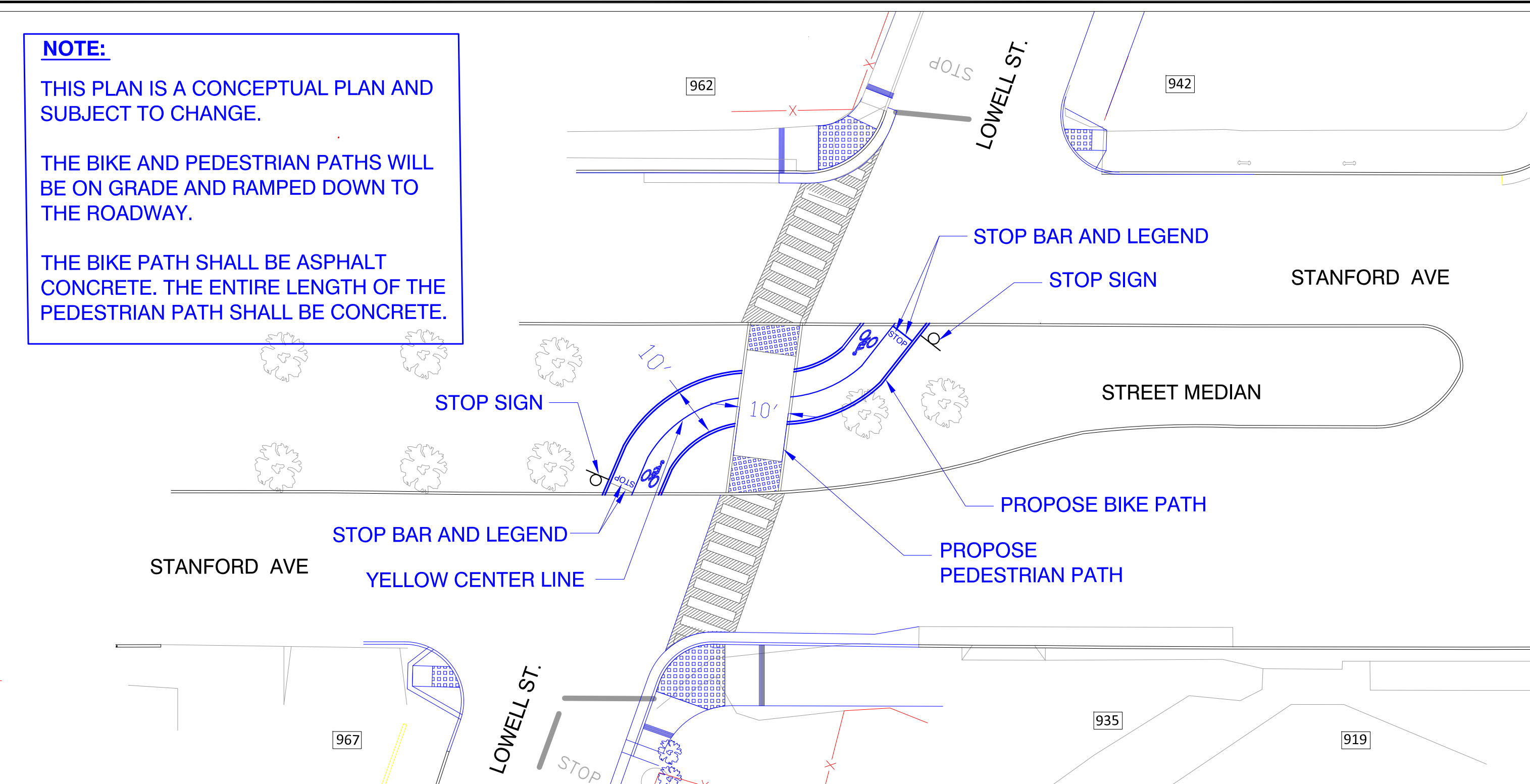
PROJECT TITLE: **PLANS FOR MEDIAN PATH, SIDEWALK, CURBRAMPS, AND CROSSWALKS IMPROVEMENT AT STANFORD AVENUE AND LOWELL STREET**
 DRAWING NAME: **PLANS FOR MEDIAN PATH, SIDEWALK, CURBRAMPS, AND CROSSWALKS IMPROVEMENT AT STANFORD AVENUE AND LOWELL STREET**
 PLOT DATE: 08/14/15
 PLOT TIME: 10:00 AM

NOTE:

THIS PLAN IS A CONCEPTUAL PLAN AND SUBJECT TO CHANGE.

THE BIKE AND PEDESTRIAN PATHS WILL BE ON GRADE AND RAMPED DOWN TO THE ROADWAY.

THE BIKE PATH SHALL BE ASPHALT CONCRETE. THE ENTIRE LENGTH OF THE PEDESTRIAN PATH SHALL BE CONCRETE.



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**PLANS FOR MEDIAN PATH, SIDEWALK, CURBRAMPS,
 AND CROSSWALKS IMPROVEMENT AT STANFORD
 AVENUE AND LOWELL STREET**

CIVIL ENGINEER	No.	DATE	BY	REFERENCE
RCE NO. A00000 EXP. 00/00/00				
CHECKED BY J. Heredia				
DESIGNED BY J. Kwong				
DRAWN BY J. Kwong				

CONCEPT PLAN

PROJECT NO. C470610	
FEDERAL AID PROJECT NO. HH-HH-C123456789	
SCALE: 1"=20'	SHEET NO.
HOR. VERT.	C-1
DATE: 9-17-15	00 OF 00

Vision Statement & Policy Goals

The Oakland BPAC envisions a City where:

Walking and bicycling are healthy transportation options that are safe, comfortable, and easily available to people of all ages, abilities, genders, and backgrounds in all neighborhoods of Oakland. Seamless, accessible transportation networks connect people to all destinations, including transit. 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. Complete streets projects facilitate safety, health, and vibrant economic revitalization throughout the City. Cross-agency cooperation is fully integrated to complete transformative projects for communities. Transportation projects are funded, planned, and constructed with full transparency and accountability. Oakland has become nationally-recognized for healthy transportation and Complete Streets.

Oakland can reach this vision by pursuing the following policies:

- Subject all potential transportation-related projects to a BPAC scorecard, including conformance with the Complete Streets policy, consistency with City plans & policies, cost/benefit analysis, safety impacts, public health impacts, mode-shift impacts, economic benefits, etc.
 - Utilize local students (UCB, Mills) to work with BPAC to draft scorecard and weighting criteria
- Develop outcome-based budgeting and planning for transportation (i.e. Vision Zero) and institute a data-driven decision-making process for transportation budgeting and project development.
 - Align benefits and costs with priorities, including complete streets, safety, public health, etc, as outlined in scorecard
- Institute an equitable system for responding to citizen complaints in underserved communities, subjected to outcome-based measurements.
- Provide data, project information, and the decision-making process in a transparent, easily accessible manner (openoakland)
 - Increase percentage of transportation budget allocated to bicycle & pedestrian projects to match the mode share desired by the City (i.e. 20% of funding for 20% mode share).
- Increase coordination, communication, and sharing of best practices with partner agencies and contractors for public works (BART, AC Transit, MTC, ACTC, ABAG, PG&E, EBMUD, Caltrans, etc).
- Train all project managers and design staff in best practices for Complete Streets design, including NACTO. Ensure all street construction in Oakland (including paving schedule) conforms to the City's Complete Streets policy.
- Establish a project pipeline that can:
 - Integrate with the paving schedule to maximize efforts/funding in Complete Streets projects.

- Capture the maximum amount of discretionary funding available from outside sources, get them motivated.
- Allow for successful community outreach and neighborhood ownership of projects
- Utilize Oakland's best staff in their best capacity
- Provide a geographically equitable distribution of projects
- Provide staffing levels for Complete Streets implementation that matches a properly-established project pipeline.
- Revise City CEQA guidelines to replace LOS analysis for traffic impacts with VMT, prioritizing safety improvements through SB 743.
- Revise City street standards to mandate bike lanes and transit priority for certain roadway typologies.
- Establish universal guidelines for new development in-line with the Complete Streets policy, which can only be overridden by the City Administrator. Include community benefits requirements in guidelines, utilizing opportunity to benefit from wealth generation to improve infrastructure

Action Items:

In order to achieve these goals and implement these policies, the BPAC, City Council, and City staff must coordinate with and assist each other. **BPAC can help achieve specific outcomes for the City, including assistance in:**

- Making projects more competitive for funding
- Ensuring that funded projects are more inclusive
- Aligning projects across groups
- Creating a “ready” project pipeline

To achieve these outcomes, however, **BPAC has the following asks for City Council and staff:**

- Share information early
 - Potential funding streams and proposals
 - ATP
 - HSIP
 - TDA
 - Measure BB funds
 - Other bike/ped/complete streets funding as available (such as TIGER)
- Allow BPAC to review at Project ID stage
- Allow BPAC to review again at project submission stage
- Share timeline of funding and projects, including repaving schedule, funding deadlines, upcoming projects, and priorities

Additionally, **BPAC would like to propose a mapping project for the City**, with the assistance of graduate student interns from local universities and local non-profit groups, to map citywide data as it relates to bike ped projects, VisionZero, and complete streets. This data would include, but not be limited to:

- Responsible staff
- Current and upcoming transportation projects
- project managers
- TIMS data
- development stages
- repaving schedule
- links to plans
 - specific plans
 - area plans
 - corridor plans
 - circulation plans
- Vision Zero proposal
 - map fatalities