



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

Meeting agenda at <http://www2.oaklandnet.com/oak050729>

Meeting called to order at 6:06pm by BPAC Chair, Christopher Kidd.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with all Commissioners present. Introductions were made.

- Other attendees (who signed in): Angela Gennino, President of Golden Gate Community Association. Cathy Leonard Co-Chair of Santa Fe Community Association & Neighbors, Scott Amundson, Dianne Yee, Phoenix Mamgrum, Will Roscoe, Jame Ervin
- Staff: Jennifer Stanley, Jason Patton, Bruce Williams, Christina Blackston, Gus Amirzehni, Nader Rabahat

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from October 15, 2015** was made (Tabata), seconded (McWilliams), and passed with one abstention (Hwang). Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment—> see attached letter to BPAC.

Ian MacDonald, Bike East Bay, reported that there is often debris on Grizzly Peak Blvd posing a potential hazard to bicyclists, but there is no regular sweeping on that street. He said that past attempts to get OPW to sweep have not been very successful: the street was once partially swept, but it occurred “after an amazing amount of effort.” Ian reported that Council Member Dan Kalb's office requested that the street be added to the regular schedule during months with a fifth weekday, but that doesn't seem to have occurred. Ian asked for the BPAC help getting the street swept.

Item 4. Report on the Laurel Access to Mills, Maxwell Park & Seminary Avenue (LAMMPS) Project —> see attached Powerpoint presentation.

Gus Amirzehni and Nader Rabahat with Public Work's Engineering Design and Right-Of-Way Division presented the conceptual design for bike/ped improvements along MacArthur Blvd, High St to Richards Rd, one outcome of a prior community-based planning process known as LAMMPS. Last week, City Council approved award of a contract to BKF (engineering firm) to design the project. The scope includes bike lanes, two traffic signals, slurry seal, landscaping, trees, and a section of new sidewalk.

The City has nine months to complete the design and then the City will submit to Caltrans for approval.

[NOTE: The design is funded by Measure B Local Streets & Roads, a local match to a \$3.6 million ATP grant awarded to the City in 2015.] Comments/discussion:

- The conceptual design for the bikeway just east of High St (more or less the current condition) doesn't sufficiently address the speeding or geometric issues. As evidence, some bicyclists divert from the existing bikeway and take the underpass which, its current configuration, is uncomfortable/dangerous. The City should consider working with Caltrans to remove one of the two on-ramp lanes just east of High St (consistent with Caltrans' stated goals). Also, consider: adding a bus boarding island and routing cyclists through the tunnel instead of the bike plan proposal which is onto MacArthur Blvd.

- Follow City bike lane width allocations developed by bike/ped program.
- Consider a protected bike lane west of Enos Ave.
- The Commissioners were otherwise supportive of concept plans.

The Chair requested that staff bring the design back to the BPAC when BKF has 35% design to share. Gus explained that the project can't change a lot from what has already been funded (in terms of cost, timeline and scope), but will see what can be done to address the issues raised by the BPAC.

Item 5. Bicycle Master Plan (BMP) update, draft scope

Jason Patton, OPW Bicycle & Pedestrian Program Manager, explained that the agenda item would not be about the RFP scope as originally intended. Instead, the City was now seeking very general input on what BPAC would like to see in a new/updated BMP. The City must update its bike plan every 5 years, so this soon-to-be underway process must be completed by December 2017 (five years after latest Council reaffirmation in Dec 2012). Jason gave an overview of the City's BMP, BPAC past involvement, and state and county requirements. Comments/discussion:

- Contextualize the bikeway network. Jason explained that options include bikeway types/rankings vs network connections w/ performance measures.
- Cathy Leonard asked about public review and suggested that project managers be more familiar with the projects they manage, such as making site visits.
- Include mode share targets, prioritize gap closures, include vision zero type policies, and identify, prioritize, fund maintenance.
- Improve communications.
- Identify areas of the City where few of the proposed bikeways have been constructed and figure out how to build those.
- Get input on policies (e.g. signal timing along bike routes).
- Will Roscoe reported that in Teton County, WY, there is a policy that funds a mile of bike path for every new street mile paved.
- Include a policy that requires every bikeway street on the five-year paving plan to include the proposed bikeway.
- Conduct traffic counts.
- Reflect what has changed demographically since the 2007 plan.
- Cathy Leonard suggested that bike boulevards be included. (Jason said they will be.)
- Improve bike parking. Street plus residential. Add more bikestations.
- Jame Ervin suggested that bikestations be open after hours and on weekends.

Item 6. Strategic Plan & Policy Committee report

BPAC Chair Christopher Kidd reported that the draft report reflects consensus among committee members and was submitted to staff. It will be circulated to the commission before potential adoption at the December meeting.

Item 7. Discussion on City's timeline for funding application submittals—> *see attached handout.*

Bruce Williams, Senior Transportation Planner, shared a matrix of transportation grant fund sources that included likely application dates, approximate funding amounts, and other information. He noted that the schedule for the One Bay Area Grant (OBAG) grant program was a little uncertain and that the affordable housing grant program (AHSC) is funded by revenues from California's cap and trade program, which can fund bike/ped improvements within a ½ mile radius as well as bike/ped programs. He noted that the City recently learned that all four recently-submitted HSIP applications were funded, all of which are complete streets oriented. Comments/discussion:

- Bring the following grant applications/proposals back to BPAC for review: HSIP, OBAG, Measure BB discretionary.
- For AHSC, the Housing Department has identified likely projects; once OPW knows the proposed projects, work on the proposals may begin. Subsidized bike share (and other TDM elements) are eligible.
- The BPAC may wish to form a committee to review grants since grant deadlines don't always dovetail well with meeting schedules.
- Will Roscoe asked about the constraints that prevent Oakland from getting more grants. Staff resources to develop projects and deliver projects (a challenge after the end of Redevelopment, which had filled that role in the past).
- Staff should make the grants calendar, and information about other projects, more publicly accessible (on the web).

Item 8. BPAC Commissioner application review and recommendation

The BPAC committee assigned to review commissioner applications and make recommendations included Commissioners Ryan, Wheeler, and Tabata. The committee reviewed the nine applications received, felt that the two incumbents that applied were well qualified, and gave both the top rank (misprinted in the agenda). The next recommended candidate was Reggie Burnette (whose Council District is #6, also misprinted in the agenda). All applications have already been forwarded to the Mayor's office.

→ A motion to **forward the committee recommendation to the Mayor** was made (Hwang) and seconded (Prinz), and passed with two abstentions (Kidd, Villalobos).

Cathy Leonard recommended Yuri Jewett, one of the nine applicants.

Item 9. DOT update, three month look-ahead, suggestions for meeting topics, announcements

DOT update: no news.

Three-month look-ahead

Jennifer Stanley, Bicycle & Pedestrian Facilities Coordinator, explained that proposed agenda items have changed since the agenda packet was published. Comments/discussion:

- Add Strategic Plan to December.
- If BPAC wants to review AFSC, which will likely be required in January (to meet deadlines), another item will need to be moved to a different month or the meeting time extended. (There was no discussion of items to defer or delete.)
- Add commissioner officer elections to January.
- Downtown Circulation Study should be presented at the same meeting as the Downtown Specific Plan if possible.

Announcements

- Commissioner Tabata extended thanks to Dave Campbell of Bike East Bay for providing commissioner training and recommends it.
- Commissioner Tabata noted that, since opening, 35,000 people have used the East Bay Greenway, 60% of them pedestrians.
- Commissioner Tabata reported that the recent BRT presentation to the Mayor's Commission on Disabilities was really specific to the disability community. Presenters were unable to answer questions about lane widths, for example.

- Commissioner Prinz announced a “brown bag” on protected intersections at the Bike East Bay office tomorrow noon.
- In response to an inquiry about the completion of the Telegraph Ave bikeway project, Jason explained that the layout would probably be approved after Thanksgiving, and that the construction timeline could be up to 20 days, since time is needed for the painted islands to dry. Crosswalks and other elements may be installed first.

Meeting adjourned at 8:19p.

Attachments

- Letter to BPAC
- LAAMPS Powerpoint
- Discretionary Grants Calendar

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on November 24, 2015, with comments requested by 5pm, Tuesday, December 1, to jstanley@oaklandnet.com. Revised minutes were attached to the December 2015 meeting agenda and adopted at that meeting.

November 17, 2015

To the Bicycle and Pedestrian Commission of Oakland:

Grizzly peak desperately needs street sweeping and is not on any regular street sweeping route. I am writing in the hopes that you can take this matter up with the City Council or help brainstorm other ways to get regular sweeping on Grizzly Peak, since traditional channels have failed.

The situation on Grizzly Peak is extremely dangerous for cyclists and the occasional runners up there.¹ There is an incredible and ever growing amount of glass in the shoulders, as well as a truly disgusting assortment of beer cans, beer bottles, and other trash, which are eyesores although not directly threatening. There is also significant debris from land slides extending into the middle of the lane of traffic. Cars travel grizzly at high speed and there are many blind corners. I can't think of many roads where I would feel less safe being forced into the lane of traffic than grizzly (as an aside, all of that broken glass and garbage is from people drinking and doing drugs there, so the drivers have what we called "altered mental status" in the emergency room, and are even more of a threat). Because of the glass and debris, we have no choice but to ride our bikes in the lane of traffic. Someone is going to die- it is just a matter of time. And when it happens, I guarantee that the family will sue the city of Oakland for their negligence. So if the city is not motivated by safety, then it should see its own financial incentive to protect itself from costly personal injury suits.

The Click Fix system has been ineffective for getting Grizzly Peak swept. In the last 1.5 years, I managed to get it swept one time, and they did not even do both cited directions but closed the ticket anyway. They are ignoring multiple other tickets filed by multiple people other than me. I was in touch with Dan Kalb's office, and with considerable persistence, they were able to get through to the person in charge of street sweeping (they themselves did not have an easy time of this). The relevant person who they got through to is Frank Foster. He said that grizzly peak is not on a regular sweeping route (this is obvious to anyone who has been there), and therefore cannot be swept regularly, but could possibly worked in at certain times when they can do extra work. I can send this email exchange if helpful. He listed some particular dates as I guess they have a very tight schedule. He asked Kalb's office to weigh in and suggest a date or dates, and unfortunately, they then dropped the ball and refused to do so as they say it is against state law to advise on specific matters. Frank Foster hinted that it may be possible to get Grizzly worked in somewhat regularly, albeit in this when they have time slots kind of way, but I fear that now the ball has dropped and nothing will happen. Additionally, Monica Harris, my contact at Kalb's office, sent a petition that residents could sign to petition for street sweeping. This is not going to work. The petition must be signed by 67% of residents of the block, but the relevant section of grizzly peak has no residents! There is no one to sign the petition. Moreover, as someone who has signed a petition for street bumps on my own block, I know from my neighbors that the city 100% ignores these petitions, even when nearly 100% of residents sign them.

The one time I did manage to get the city to sweep, they only did a partial job of one direction and then closed the ticket without finishing the job. Moreover, 2 days later, the road was entirely covered in glass again. We need both an immediate solution, and a longer term solution involving regular sweeping.

I understand that grizzly is not currently on the schedule, and that the schedule determines which roads are swept, but there is no way for us to get it on the schedule since the petitions are ineffectual under the best of circumstances, and in this case there are no residents to even sign one. Grizzly Peak is a very high traffic road at all times of day on all days of the week. There must be some way to get it on a regular sweeping schedule.

¹ The relevant problem area is from Claremont/Fish Ranch to the Steam Trains northbound, and from Centennial to the Steam Trains southbound (the bad spots are in slightly different locations in the two directions).

I ask that you assist in this effort and bring this proposal to the City Council. If I can be of any further assistance or provide additional information, please let me know. I can be reached via email at faye.steiner@gmail.com or phone at 201 566 2269.

Many thanks for your attention to this matter. I am very sorry I cannot make the meeting to present this myself.

Sincerely,

Faye Steiner (6100 Chabot rd, apt B, Oakland CA 94618)

BPAC MEETING

(Bicycle and Pedestrian Advisory Commission)

LAMMPS PROJECT

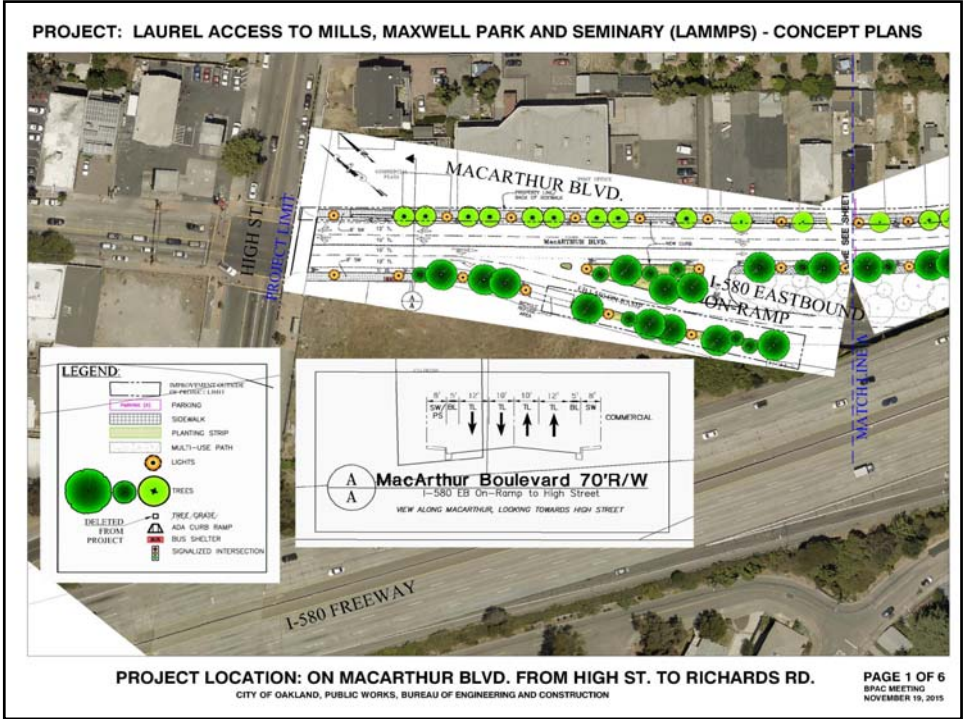
Laurel Access to Mills, Maxwell Park, and Seminary
(on MacArthur Boulevard from High Street to Richards Road)

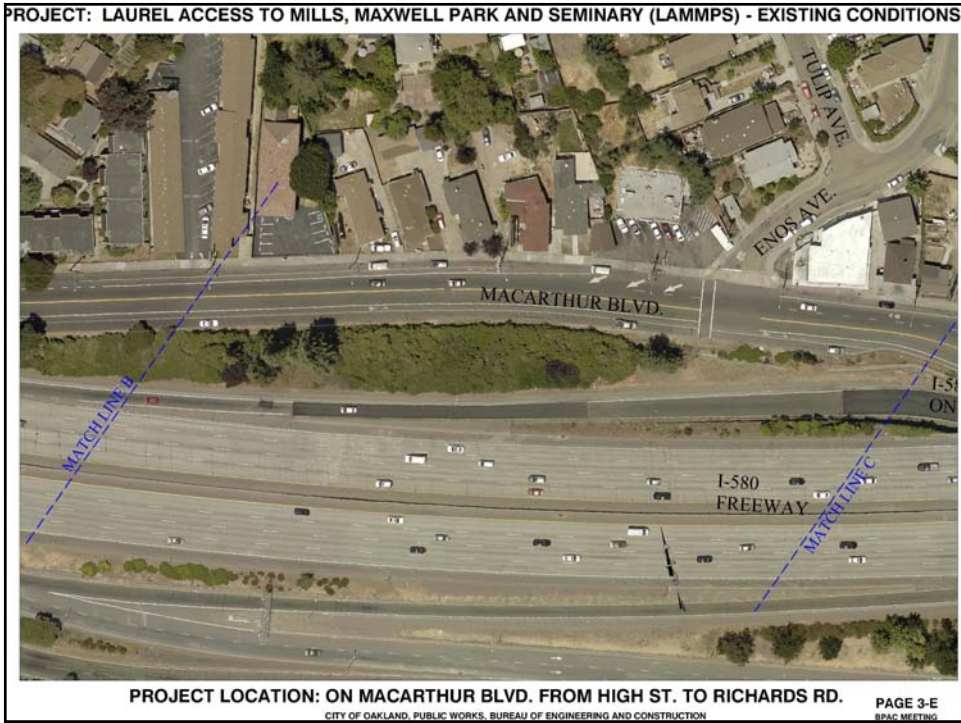
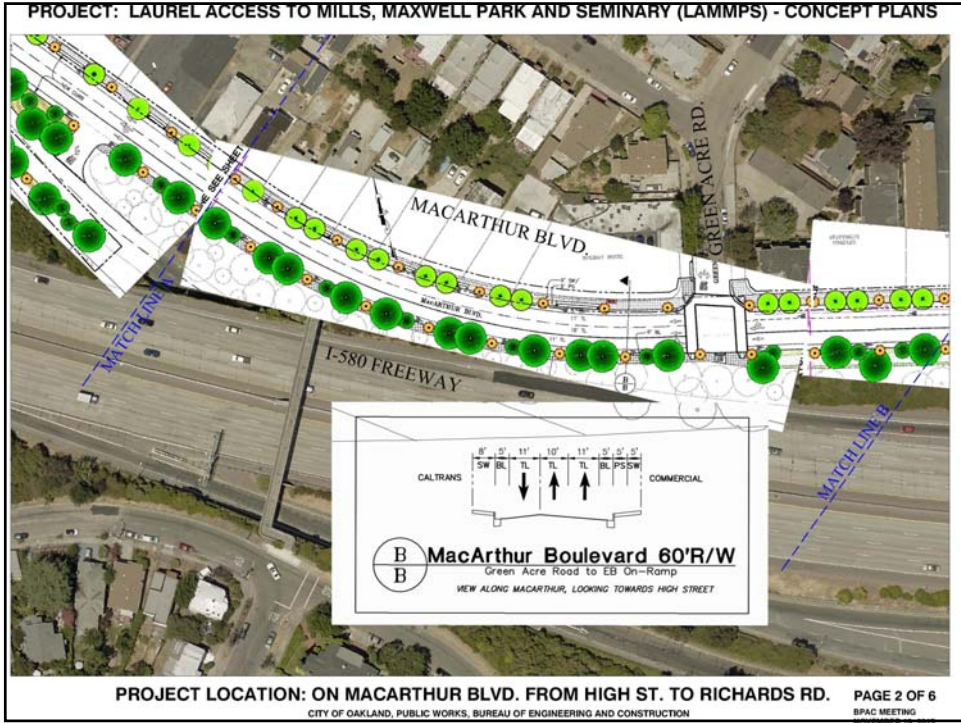
City of Oakland Public Works Department
Bureau of Engineering and Construction
November 19, 2015

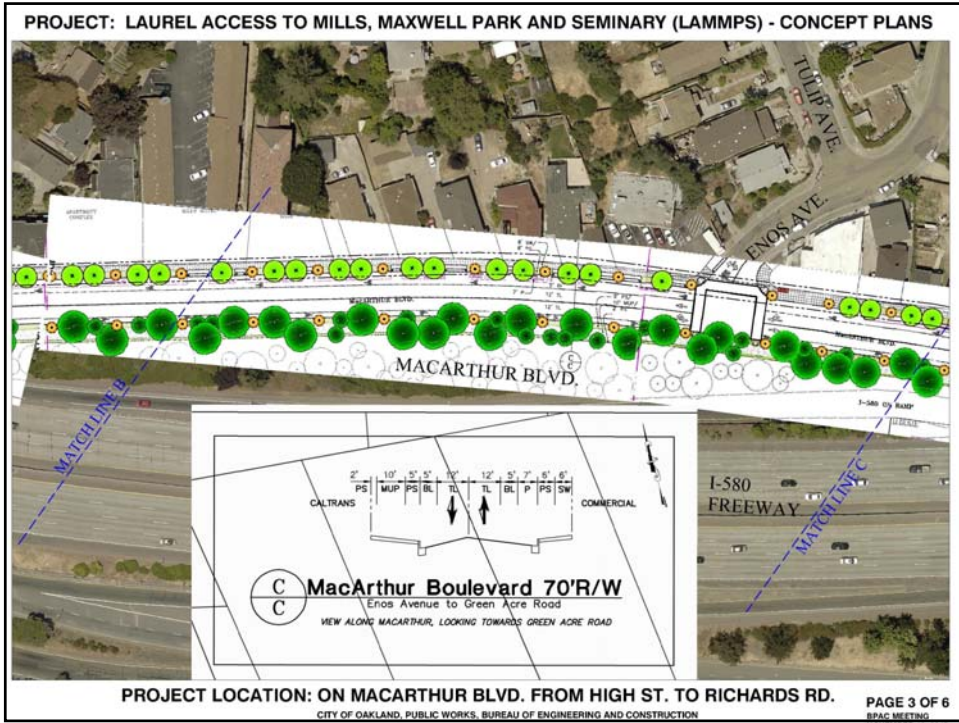
PROJECT: LAUREL ACCESS TO MILLS, MAXWELL PARK AND SEMINARY (LAMMPS) - EXISTING CONDITIONS

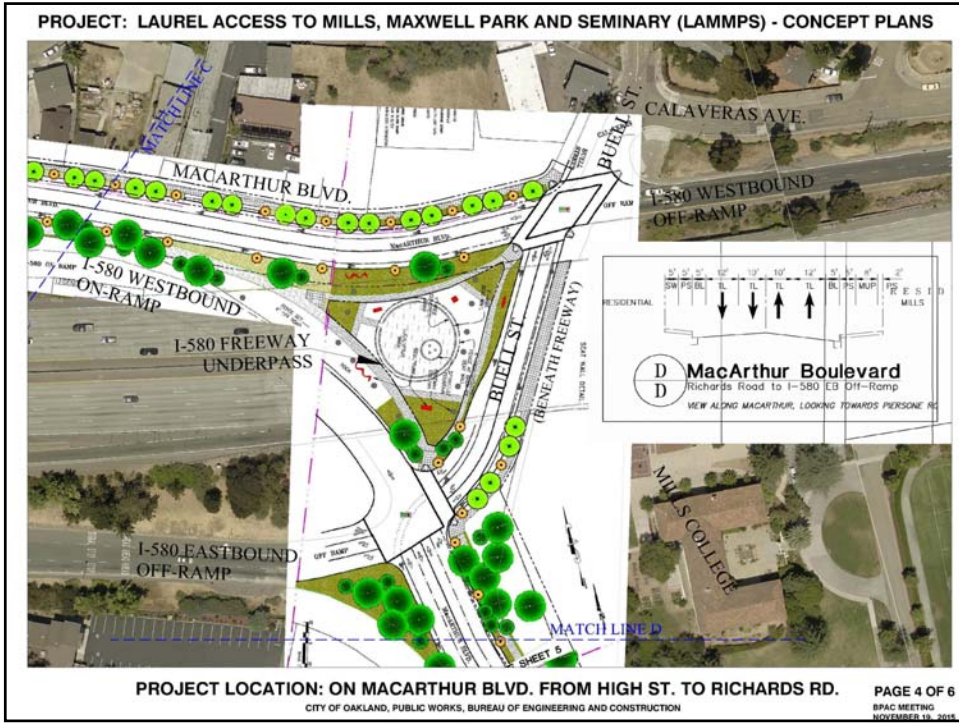


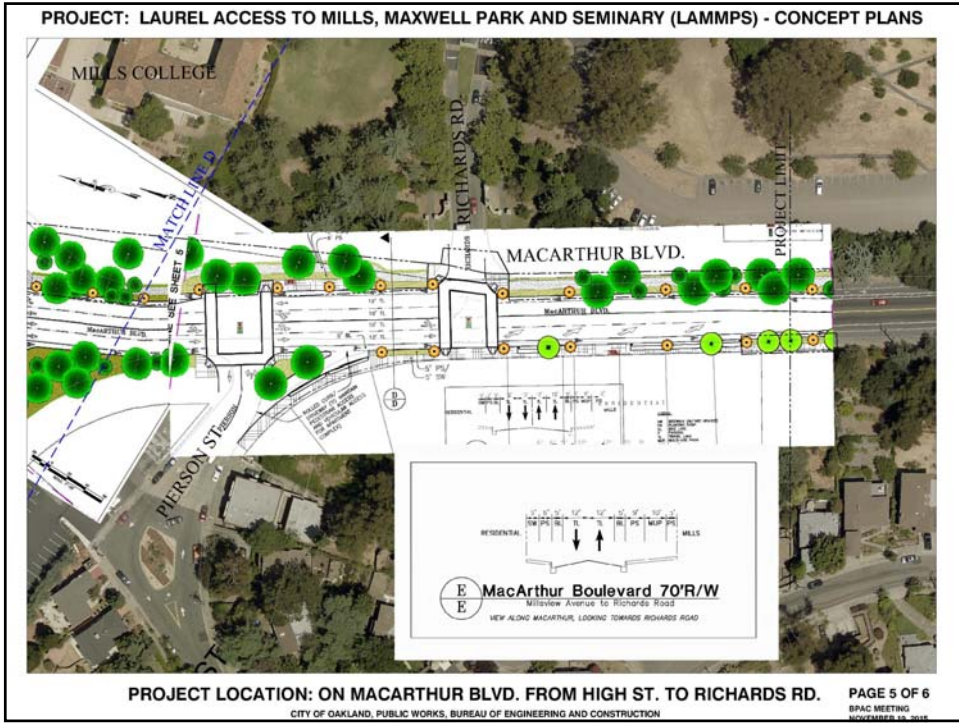
PROJECT LOCATION: ON MACARTHUR BLVD. FROM HIGH ST. TO RICHARDS RD.
CITY OF OAKLAND, PUBLIC WORKS, BUREAU OF ENGINEERING AND CONSTRUCTION











LAMMPS PROJECT SUMMARY

□ Project Scope:

- Multi-use path, ADA curb ramps, and crosswalks
- Pedestrian lights and landscaping improvements
- Class II bicycle lane
- Traffic Improvements:
 - New traffic signals at I-580 westbound off-ramp and at Pierson Street
 - Traffic lanes realignment between Green Acre Road and I-580 west bound off ramp
 - Traffic signal intersection reconfiguration at the I-580 eastbound off-ramp
 - Slip lanes removal at the I-580 westbound on-ramp and eastbound off-ramp
 - Pavement marking and striping
- Minor asphalt concrete pavement
- Future Improvements: Improvements on the north side sidewalk, the park beneath the I-580 freeway bridge, and AC bus Shelters. These improvements will be part of future phases.

BPAC MEETING
OAKLAND PUBLIC WORKS - BEC
NOVEMBER 19, 2015

LAMMPS PROJECT SUMMARY

□ Project Schedule:

- **Current Status:** City Council approved the award of consultant contract to BKF Engineers on November 17, 2015
- **Start Design:** December 2015
- **Complete Design:** September 2016
- **Grant Approval Process:**
 - City will submit the completed design plans and environmental documents to Caltrans for approval.
 - Upon approval, City will start the advertisement, bidding and award of the construction contract.
- **Start Construction:** Summer 2017
- **Complete Construction:** Summer 2018

BPAC MEETING
OAKLAND PUBLIC WORKS - BEC
NOVEMBER 19, 2015

**Discretionary Grants Calendar
Bike and Ped Projects
2015/16**

Due Date (if known)	Frequency	Agency	Grant	Purpose	Funding (max)	Recent Examples
12/31/2015	annual	Caltrans	Sustainable Transportation Planning Grants	Planning (through concept level only) for multimodal transportation planning	\$500,000	International Boulevard TOD Plan
early 2016	every 3 years	MTC/ ACTC	One Bay Area Grant	Capital funding for bike/ped/transit access projects in Priority Development Areas	up to ~ 10 million per project	Lake Merritt Green Streets Project, MLK/Peralta Streetscape Projects, Lake Merritt BART Bikeways Project
2/28/2016	yearly	CA Strategic Growth Council	Affordable Housing and Sustainable Communities Grant	Affordable Housing AND associated transportation infrastructure/programs	20 million (housing & transportation)	Camino 23 - 23rd/International (ped lighting and sidewalk repair)
5/1/2016	annual	ACTC	Transportation Fund for Clean Air - Local Program Manager Funds	bikeways and bicycle parking	~\$350,000 annually available to Oakland	CityRacks Bicycle Parking, Bicycle Sharing program
7/1/2016	app. yearly	Caltrans	Highway Safety Improvement Program	Projects that increase roadway safety for all users	\$2 million per project	Road diets/bikeway & crossing improvements on Telegraph, Market, Claremont. Downtown ped head improvements
Unknown Timeframe						
rolling	annual	BAAQMD	Transportation Fund for Clean Air - Bikeways and Bike Parking	New class 1, 2, 3, 4 bikeways	(\$3.8 million regionally)	none
?	periodic	MTC	Priority Development Planning Program	land use/transportation planning in Priority Development Areas	\$1,000,000	Downtown Specific Plan, Downtown Parking Plan
2017?	every 2-3 years	State/MTC	Active Transportation Program	bicycle/ped projects	up to ~ \$10 million per project	Telegraph Avenue Complete Streets, 19th Street BART to Lake Merritt Greenway
?	not schedule	ACTC	Measure B, BB, VRF Bike/Ped Discretionary Grants	bicycle/ped projects (planning, design, construction)	~ \$1 million	Fruitvale Alive Gap Closure Project