



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the December 18, 2014 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/oak044964.pdf>

Meeting was called to order at 5:37 by BPAC Chair Chris Hwang.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, all Commission members were present except Royston Taylor and Rosa Villalobos. A quorum was established.

Attendees—Commissioners: Ryan Chan, Chris Hwang, Christopher Kidd, Fred McWilliams, Robert Prinz, Midori Tabata, Kenya Wheeler

Attendees—City staff: Carlos Hernandez, Jason Patton, Jennifer Stanley, Iris Starr, Diane Tannenwald

Attendees—Other: Diane Dohm, Scott Amundson, Bob Fearman, Steven Grover & Cristina Bejanano (Steven Grover & Associates), Eric Fischer, Rick Rickard

Item 2. Approval of meeting minutes

An error regarding the order of motions made to extend the meeting times was noted.

- ***A motion to adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from November 20, 2014 (edited to correct the order of the motions) and the minutes from the December 1, 2014 Special meeting*** made, seconded, and passed by consensus. (Adopted minutes online at <http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycledandPedestrianProgram/BPAC/index.htm#agenda>.)

Item 3. Open Forum / Public Comment

Eric Fischer seeks BPAC support for a change in City policy on the use of actuated traffic signals that require pedestrians to push buttons and may slow bicyclists. (Commissioner Hwang agreed to follow up with OPW, Transportation Services, to schedule a presentation on this topic.)

Item 4. Lake Merritt to Bay Trail Pedestrian/Bicycle Bridge

Steven Grover returned to BPAC for input on design of the Lake Merritt to Bay Trail Pedestrian/Bicycle Bridge, focusing on integration with the Embarcadero Bridge replacement project. Two alternatives were presented: A—mode separated two-way bike-ped path on the estuary side; B—standard bike lanes on the road. Steven led a group discussion on pros and cons of each alternative. Much of the conversation focused on the layout of lanes the Embarcadero Bridge (a different project). Overview of discussion (including comments by Commissioners and attendees Amundson and Fearman):

Alternative	Pros	Cons
A	<ul style="list-style-type: none"> Better access to bridge landing 	<ul style="list-style-type: none"> Wayfinding could be confusing Conflicts with pedestrians—7' isn't wide enough Bicyclists might choose to bike on the road anyway Bicyclists using the Lake Merritt Bridge have different habits than those biking along the Embarcadero. Alternative A favors the habits of the Lake Merritt bridge user group.
B	Better separation between commuter vs recreational users	<ul style="list-style-type: none"> Bicyclists might be tempted to haul their bikes over the rail onto the street instead of using the shared use path Wayfinding could be confusing The travel lane widths (Embarcadero Bridge) are too wide.

Other Comments

- Could the travel lanes on the bridge be narrowed to allocate more space for bike lanes and mitigate speeding?
- Prefer Alternative A if the width of proposed 7' wide sidewalk can be increased.
- It would be best to provide greater separation between bikes and peds.
- Consider moving all the bike alignment to the estuary side.
- Consider carrying the buffered bike lanes planned for each side of the bridge onto the bridge.
- The T-intersection (both alternatives) presents conflicts because bicyclists may not slow down. (Steven explained that the grade approaching the connection is as low as possible and other aspects will be designed to indicate the space as a mixing zone.)
- Will there be traffic signals at each end of the Embarcadero Bridge? How are the crossing treatments being designed?
- The project should anticipate the upcoming increase in traffic from the Brooklyn Basin project.

The Commissioners asked that the project return again when timely. Project Manager Diane Tannenwald agreed, and also noted that there will be additional opportunities such as through the environmental review process, which will include presentations to the Planning Commission.

She also noted that the Embarcadero Bridge project received bids last month (November 2014) and alternative B is what is included in the bid documents. Learn more about the project at www.lm2bt.com.

Item 5. Lake Merritt BART Bikeways design review

Jason Patton, Bicycle & Pedestrian Facilities Program Manager, presented striping plans for bikeways in the vicinity of the Lake Merritt BART station to be constructed as part of an OBAG-funded construction contract. The project will include paving (except for on 9th St, where the pavement is in good condition). After reviewing the five plan sheets in detail, the following comments were made:

- Is there demand for the additional parking proposed on Embarcadero southeast of Oak St? (Unknown, but the parking does the needed job of soaking up excess travel lane width.)
- 19' for buffered bike lanes (including parking) is a good cross section for bicyclists to ride side-by-side (vs 17').

- Fallon St/8th St needs a crosswalk. (Jason said that the upcoming Downtown Circulation Survey is the best way to address this issue, which is beyond the scope of the bikeways project.)
- Add sharrows to the right-most left turn lane on 9th St approaching Fallon St.
- Update City criteria for use of green in bike lane conflict zones to include freeway ramp conflicts.
- 15th St/Madison St needs a better crosswalk treatment.
- On Oak St at 14th St, prohibit right turns to avoid merge movement.
- The liberal use of 10' travel lanes is good.

Staff will bring draft guidance on bike lane layouts for different available widths to BPAC.

→ At 7:25 pm a ***motion to extend the meeting time by 15 minutes*** was made, and passed by consensus.

Item 6. Review and adopt draft by-laws

Commissioner Chan described changes to the draft minutes since the November meeting. Jennifer Stanley, Bicycle & Pedestrian Facilities Coordinator, offered to reformat the final minutes (with header, bullet points, etc.)

→ A ***motion to adopt the by-laws*** was made, seconded, and passed unanimously. (Commissioner Kidd had left early and didn't, therefore, vote on this.)

Item 7. Three-month agenda look-ahead, suggestions for meeting topics, announcements

Suggestions for additional agenda items:

- Officer nominations and elections in January 2015
- Measure BB / Budget presentation
- Traffic signal policy
- Bike lane design guidelines
- Bike share
- Telegraph Ave bikeway design review
- BPAC strategic plan/clarification of vision and priorities (maybe a retreat)

Announcements:

- The Mayor's BPAC appointments, scheduled for the December 9 Council meeting, were pulled from the consent calendar. Therefore, Commissioners Chan, Hwang, and Prinz can continue until new Commissioners are appointed (per Ordinance for up to one year).

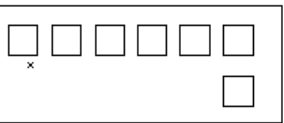
Meeting adjourned at 7:45 pm.

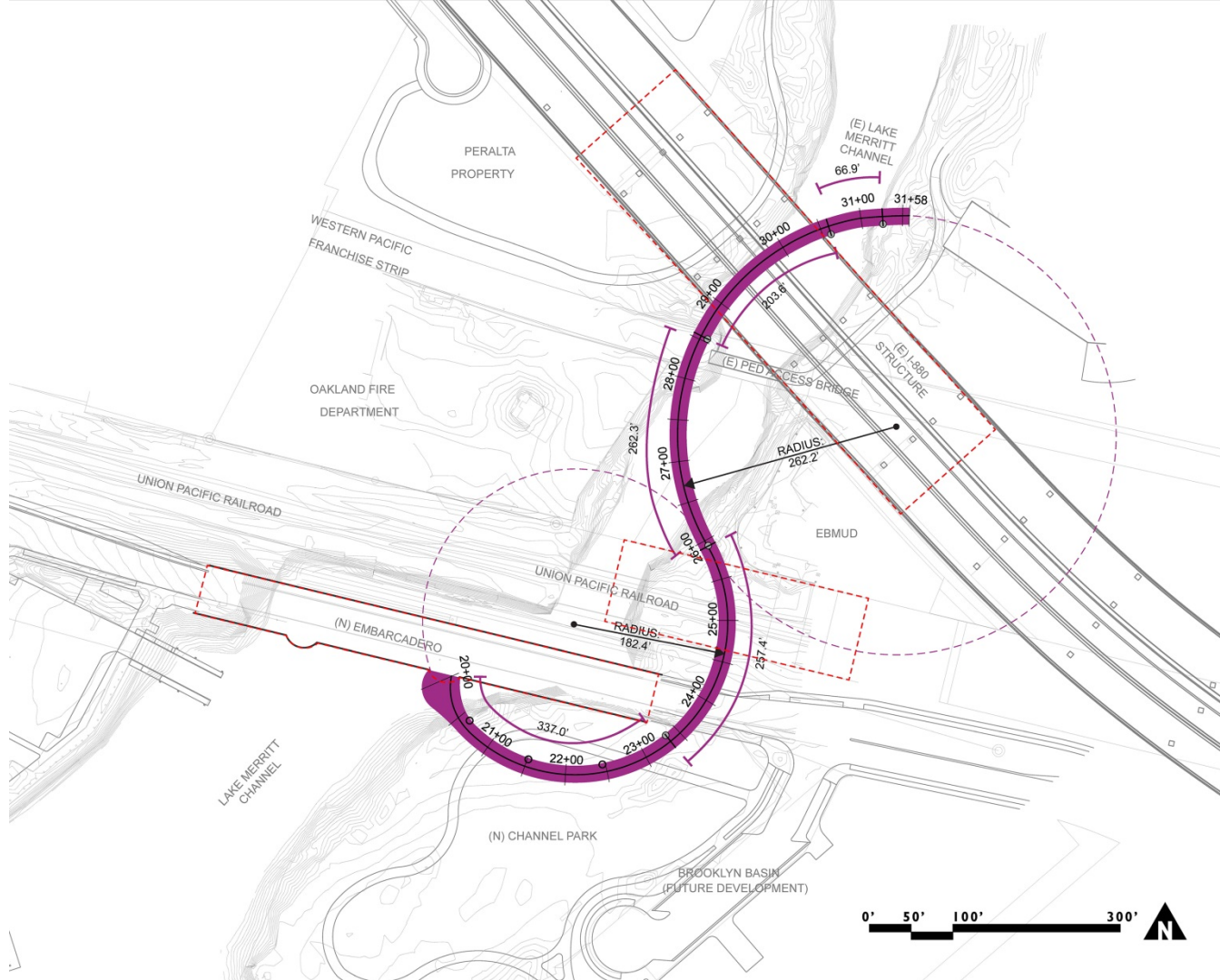
Attachments

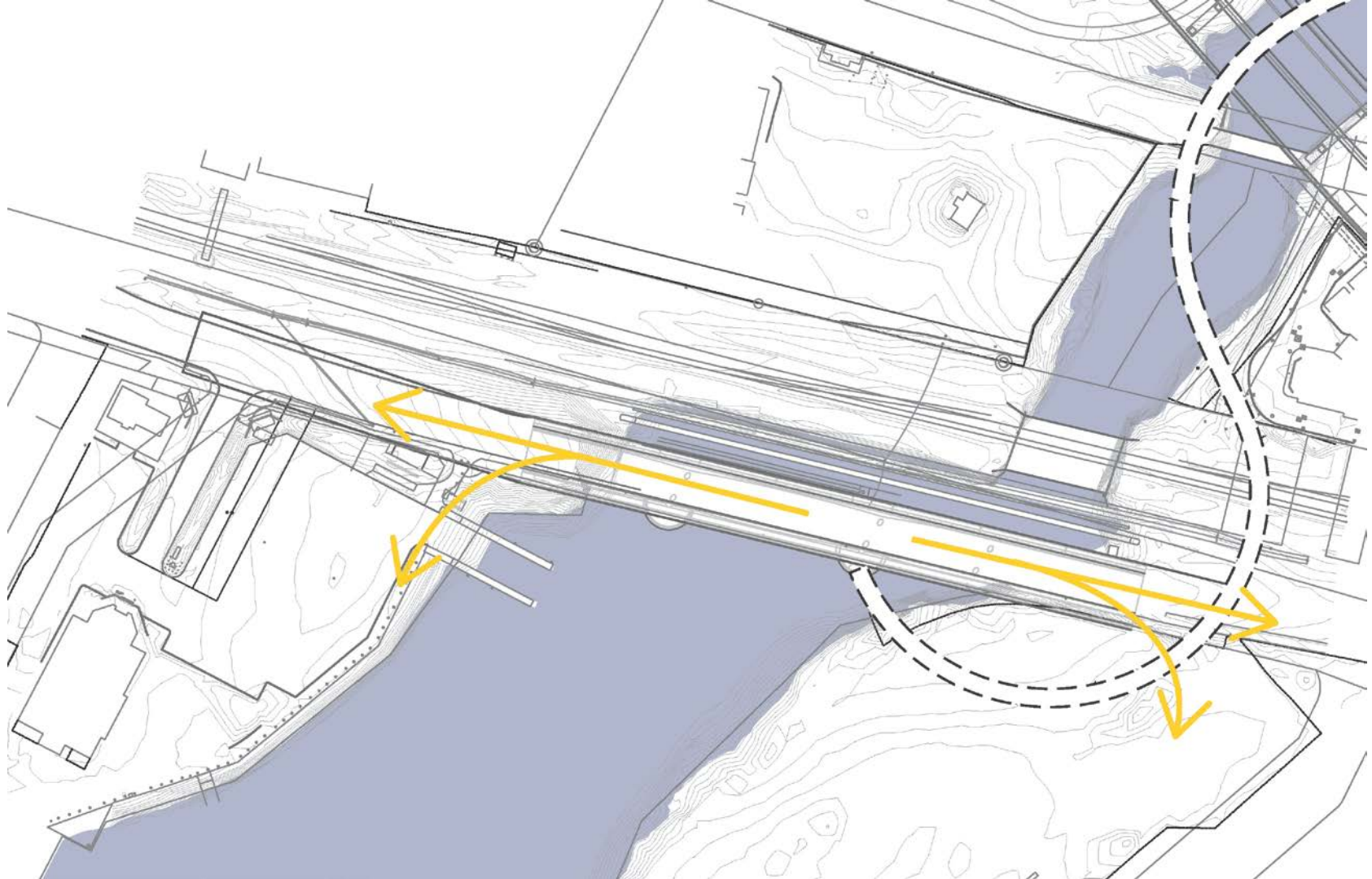
- Lake Merritt to Bay Trail Pedestrian/Bicycle Bridge presentation

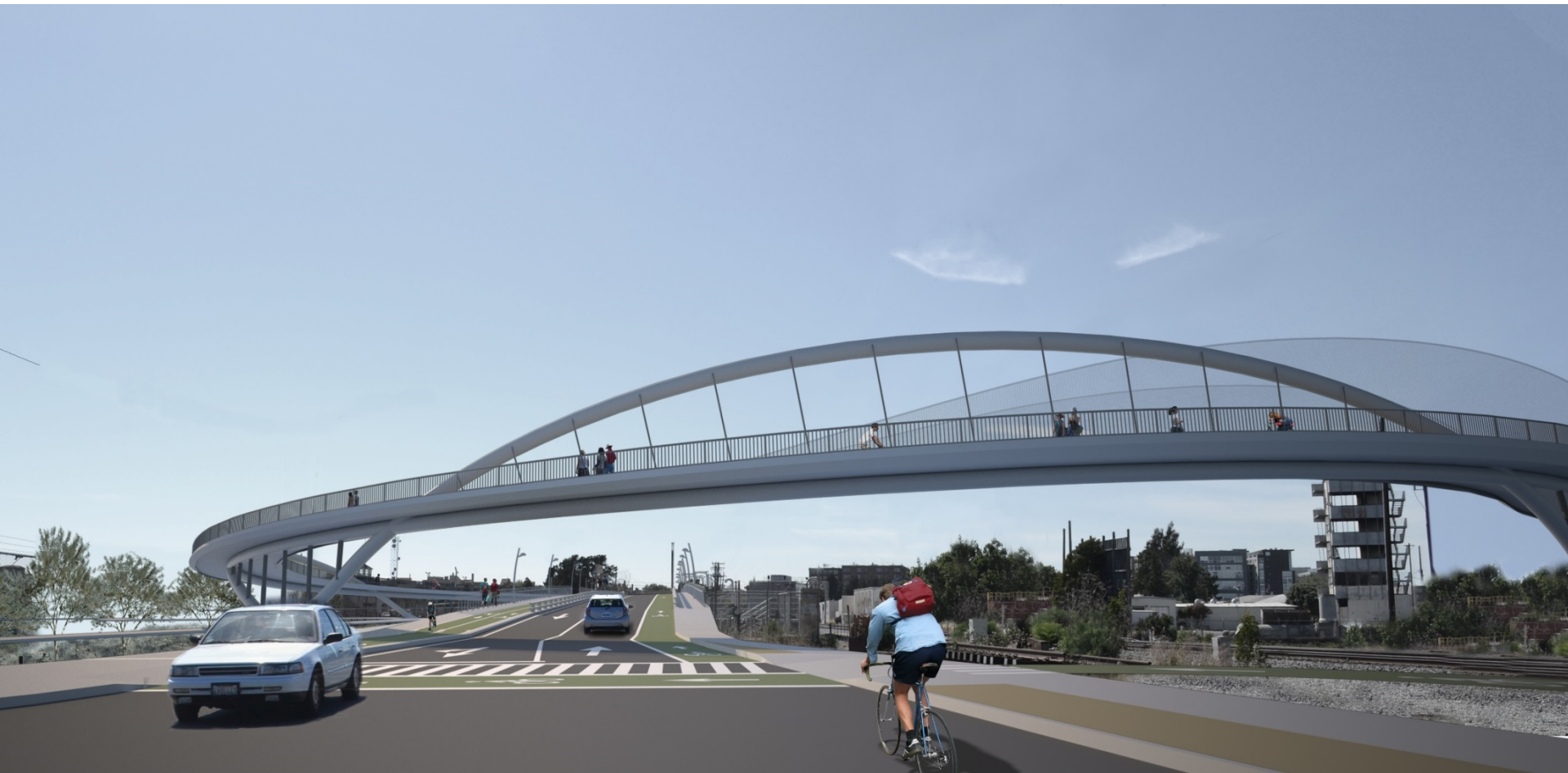
Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on December 19 2014, with comments requested by December 29, 2014 to jstanley@oaklandnet.com. Adopted at the January 15, 2015 meeting.

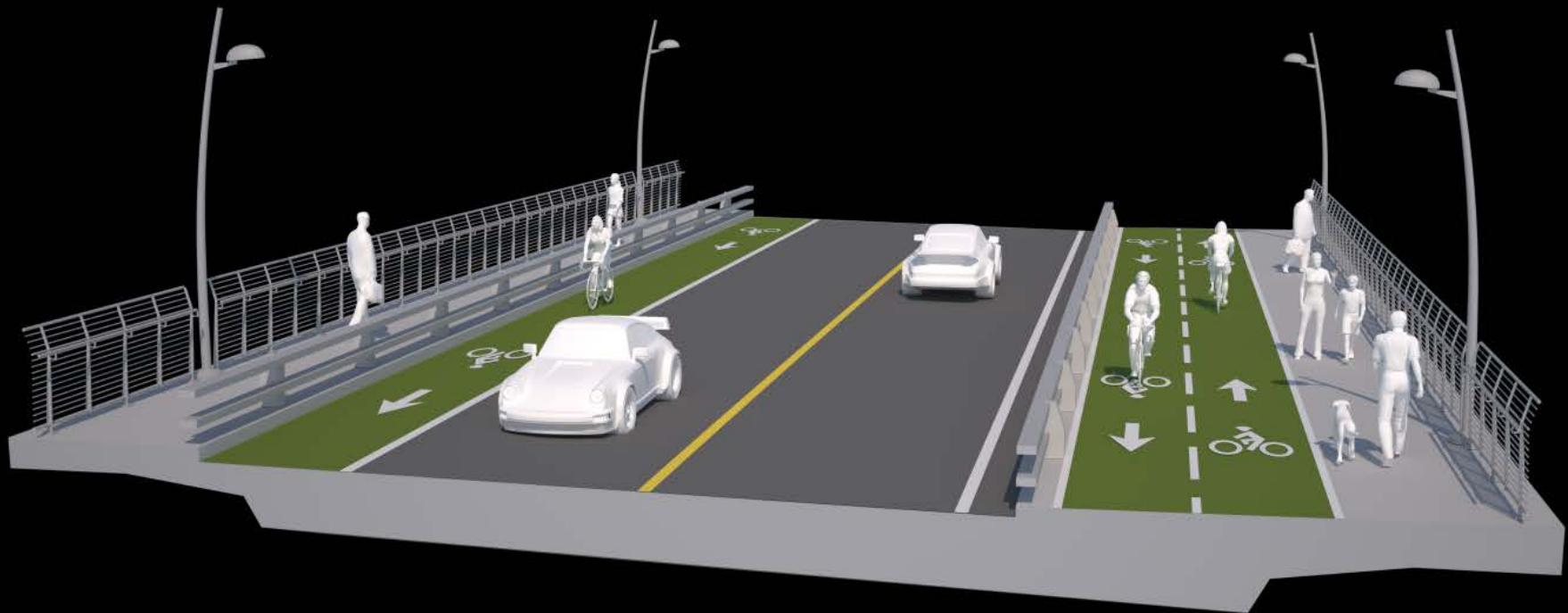




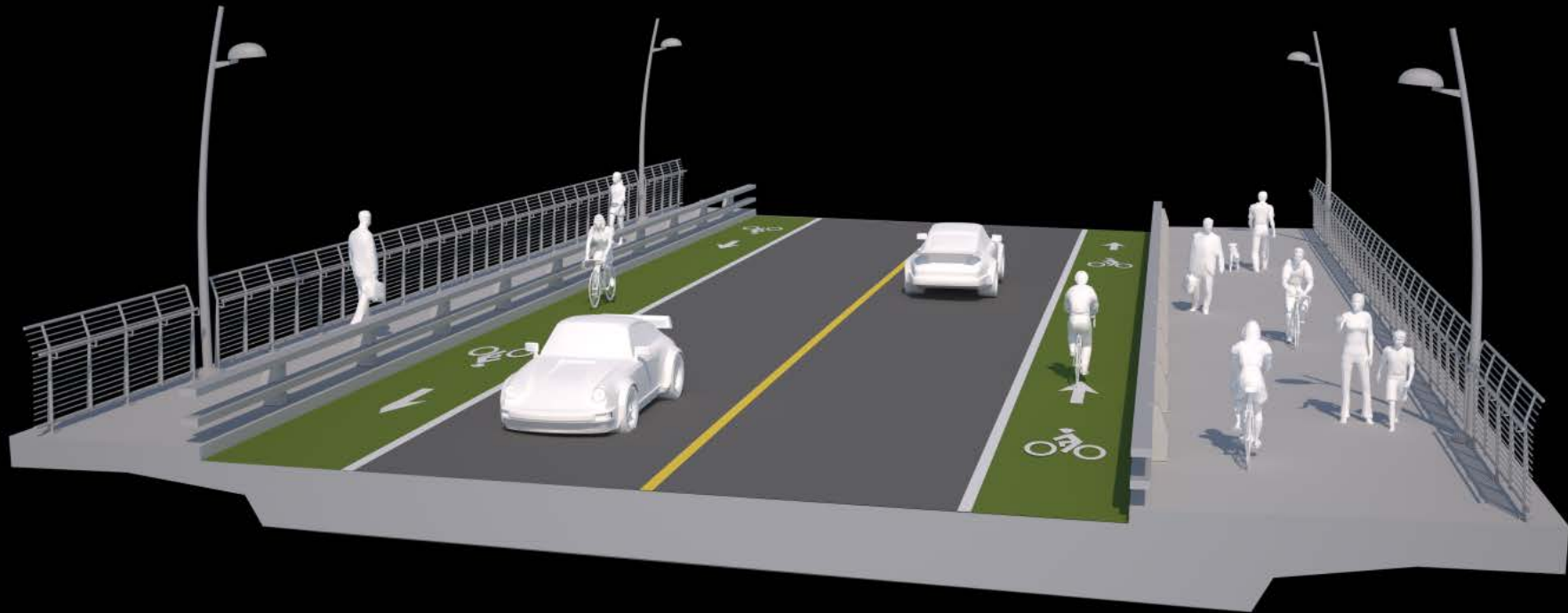








Option A
two 5' bike lanes and 7' sidewalk



Option B
5' bike lane and 12' shared use path



A. two 5' bike lanes and 7' sidewalk



B. 5' bike lane and 12' shared use path





Option A
two 5' bike lanes and
7' sidewalk

Option B
5' bike lane and
12' shared use path





Option A at JLAC
two 5' bike lanes and
7' sidewalk



Option B at JLAC
5' bike lane and
12' shared use path



Option A at Connector Bridge Touchdown



Option A at Connector Bridge Touchdown (two 5' bike lanes and 7' sidewalk)



Option A: two 5' bike lanes and 7' sidewalk



Option A at Channel Park
two 5' bike lanes and 7' sidewalk



Option B: 5' bike lane and 12' shared use pathway



5' bike lane and 12' shared use path

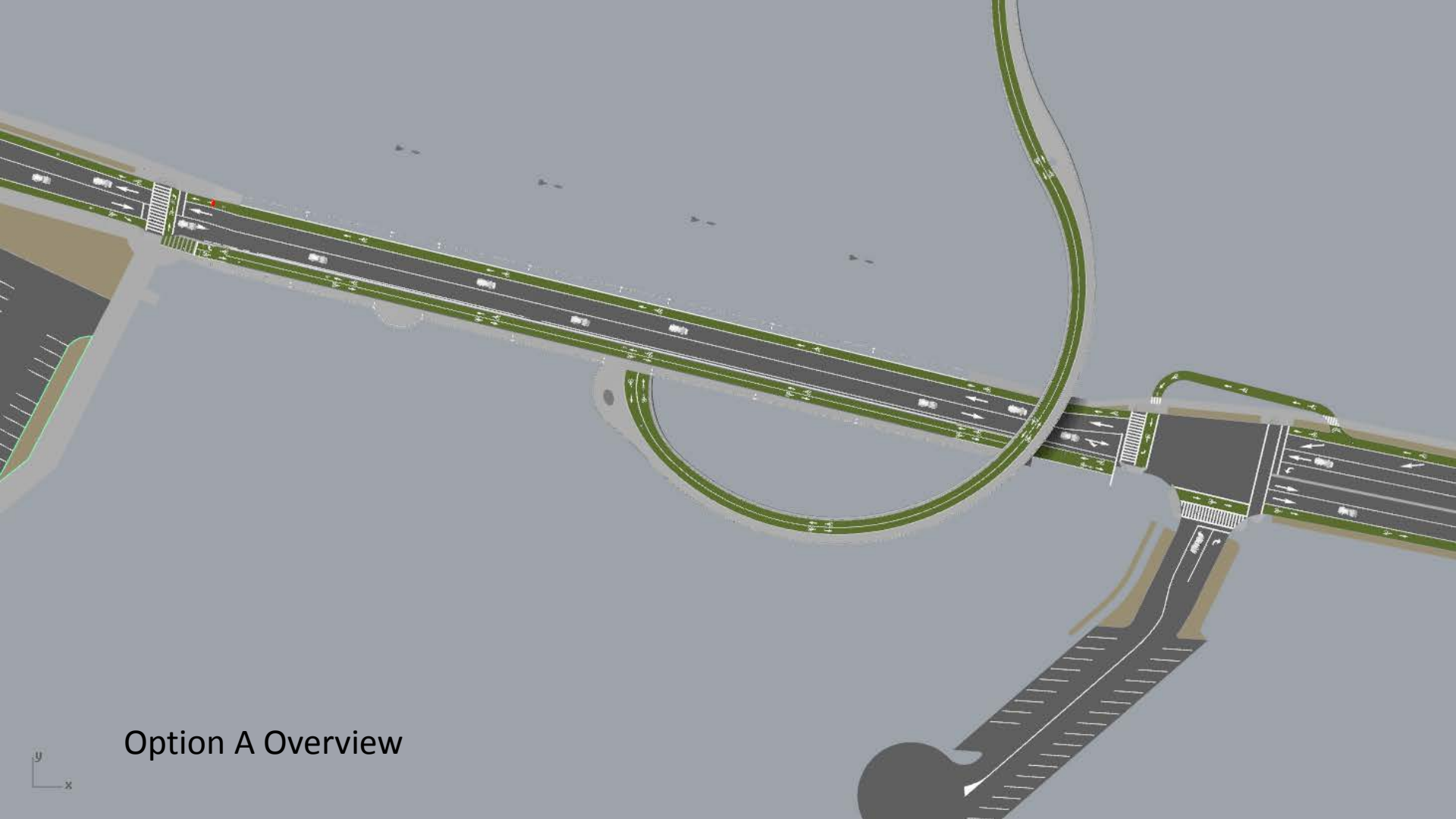


Option B at JLAC

5' bike lane and 12' shared use path

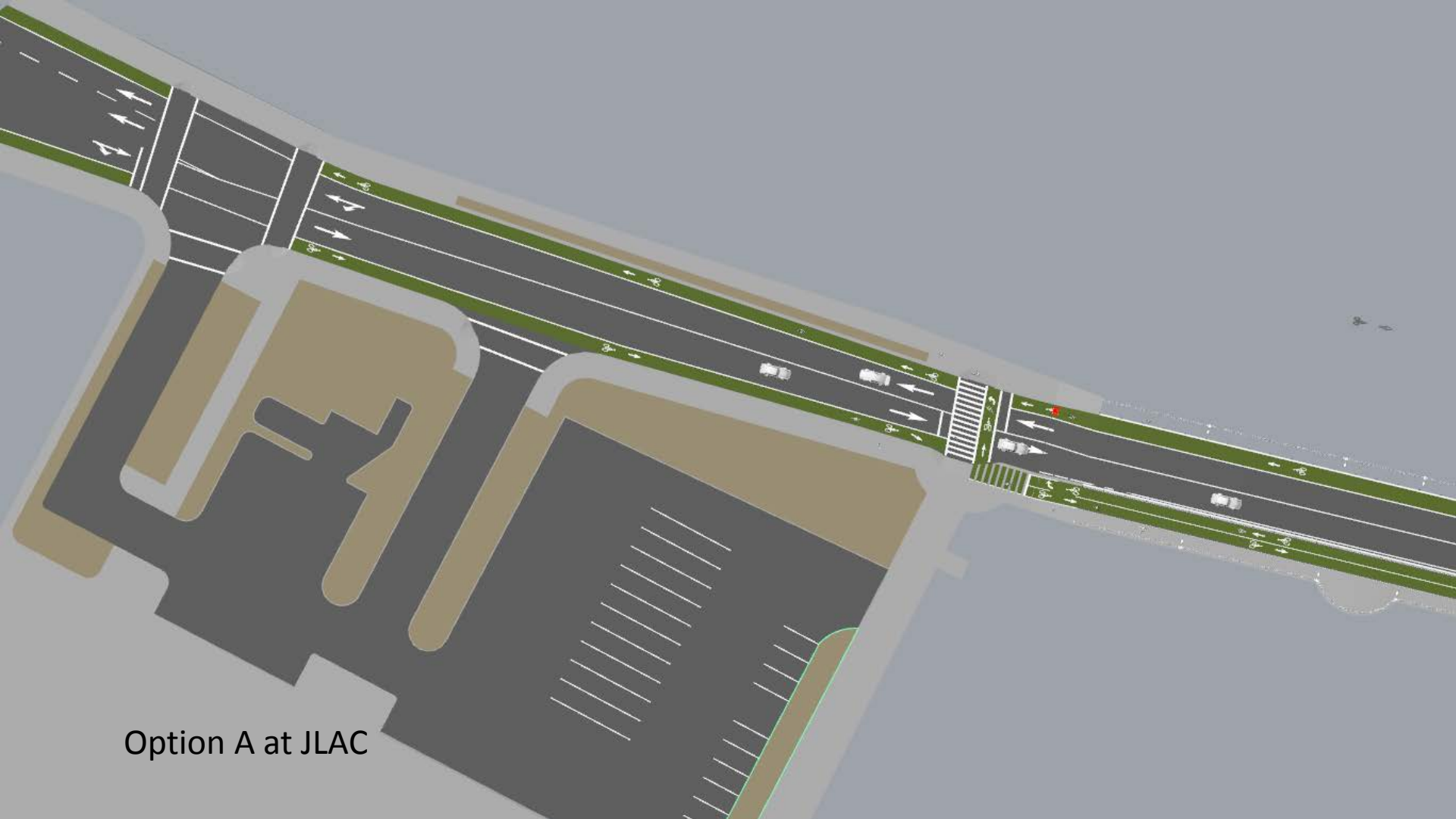


Option B at Channel Park
5' bike lane
12' shared use path



Option A Overview





Option A at JLAC



Option A at New Channel Park