City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the April 17, 2016 meeting
City Hall, Hearing Room 3

Meeting agenda at http://www2.oaklandnet.com/oak056326

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

Item 1. Roll Call/Determination of Quorum/Introductions
At roll call, quorum was established with all Commissioners except Tabata and Villalobos present; they arrived later in the meeting. Introductions were made.

- Other attendees (who signed in): Diane Dohm, Carol Levine, Eric Fischer, Amanda Leahy, Dave Campbell, Dianne Yee, Kit Vaq
- Staff: Sarah Fine, Jennifer Stanley, Iris Starr, Bruce Williams

Item 2. Approval of meeting minutes
At the top of page 5, Chris Kidd was erroneously listed as a member of the paving committee; delete Kidd and add Chris Hwang.

→ A motion to ***adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from March 17, 2016 with the correction noted above*** was made (Chan), seconded (Kidd) and passed with all present in favor.

Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment
Eric Fischer reported that the timing/configuration of the traffic signal at 40th St and Telegraph Ave is not pedestrian-friendly. This is an issue he has reported previously. The delays are resulting in people crossing against the light. This issue will be added to the BPAC's Open Forum tracking committee document.

Item 4. Active Transportation Program (ATP) Cycle 3 grants
Bruce Williams, Senior Transportation Planner, Transportation Planning & Funding Division (TPFD), gave an overview of the third round of ATP funding. See PowerPoint presentation for details (and note that Cycle 1 funding also funded design of the bike/ped bridge from Lake Merritt to the Bay Trail). Oakland has done well in the past, securing about $10 million from each previous round. Bruce noted that the top two scoring criteria are Walking and Bicycling (35 points) and Safety (25 points). He summarized features of the proposed projects. The grant application is due in June. Staff, therefore, will need to return to BPAC in May to get a letter of support.

Summary of discussion/comments:

- The projects listed in the agenda were not listed in a particular order.
- Private developments receiving entitlements should be considered during grant planning/scoping. Public improvements funded by developers could strengthen the application.

- Design/outreach funds for the 73rd Ave/Hegenberger Rd project are not being considered because the ATP Cycle 3 funds will not be available until 2019; therefore the City will use local funds for design/outreach.
- Consider adding more spot locations to the scope for the proposed Safe Routes to School project.
- Make sure projects are ready.
- Make sure that the City coordinates with the Alameda County Transportation Commission (ACTC) on county projects proposed for ATP funding within Oakland (like the East Bay Greenway).
- Two current City ATP projects (Laurel Access to Mills, Maxwell Park & Seminary and International Blvd) are seeking one-year extensions.
- The City is evaluating whether the boundary of Fruitvale Ave project can be extended north of International Blvd. Bruce noted that Highway Safety Improvement Program (HSIP) grant applications are due in July, and the City will be evaluating the feasibility/competitiveness of including work on Fruitvale Ave.
- AC Transit has reviewed and doesn't object to the design proposed for Fruitvale Ave.
- Road diets on Park Blvd and Fruitvale Ave are under evaluation. These and other streets (including 14th St) are being used to establish a template to study traffic impacts without relying on the soon-to-be-defunct Level of Service analysis once mandated by the City's California Environmental Quality Act thresholds of significance.
- People that live on Park Blvd have been discussing the road diet proposal.
- The City should only apply for ATP funding for projects that include protected bikeways.
- The City will apply for 4-5 of the seven proposed projects.
- Extend the boundary of the 27th St Project north onto Webster St.
- Disadvantaged Community is based on four measures. Most schools in Oakland meet the disadvantaged criteria on the basis that they provide free lunch to a specified percentage of students.
- The presence of senior housing, though not one of the criteria, could make the grant proposal more competitive.

Speakers other than commissioners: Dave Campbell, Diane Dohm, Amanda Leahy, Carol Levine, Kit Vaq, Dianne Yee

Item 5. NACTO Transit Program Accelerator

Sarah Fine, Senior Planner, TPFD, explained that, in coordination with the National Association of City Transportation Officials (NACTO) and AC Transit, Oakland will host a NACTO transit-focused "road show" to educate city and AC staff about design and operations options. See agenda attachment. The MacArthur Blvd/Grand Ave corridor has been selected as the focus though the scope/agenda isn't yet set. The event will be scheduled this fall to coincide with appointment of Oakland's new DOT director.

Summary of discussion/comments:

- The focus along the AC Transit NL and 57 lines could be a catalyst for improvements to crossing streets.
- AC Transit's near-final Major Corridor Study (to be adopted in June) includes MacArthur Blvd and Grand Ave in its "BRT 2040" plan. Rapid Bus is the near-term recommendation.
- Funding from Measure BB has been allocated for the Rapid Bus project.
- Goals should specifically include getting people out of their cars. NACTO hasn't yet identified reducing VMT as a goal though it is appropriate as part of the Downtown Specific Plan.
- Caltrans will be involved.

- Make corridors more pleasant.
- Include the City's new Department on Equity & Race as a stakeholder.
- Consider a transit pass pilot.
- Consider how transit investments would help stimulate investments on MacArthur Blvd in East Oakland.
- Consider short-term, quick-build improvements.
- Some of the push back on the current BRT project is based on opposition to bus stop spacing and removal, which could happen also along these corridors. Though this particular issue won't be addressed by the road show, any project would need to address these concerns.
- Consider a bus/bike share pass.

Speakers other than commissioners: Dave Campbell, Amanda Leahy, Kit Vaq

Item 6. Update on SB743 Implementation

Sarah Fine explained that Senate Bill 743 deleted motor vehicle Level of Service (LOS) as the way to measure traffic impacts under CEQA and shared the plan for Oakland's response. (See PowerPoint.) The new statewide measure is Vehicle Miles Traveled (VMT) which calculates how many vehicle trips a particular project will induce. LOS was not capturing emissions or regional impacts and only described travel during peak commute hours. Now, projects that don't add vehicle lanes will be found to have "less than significant" impacts.

In Oakland, the Planning Department is Lead Agency for implementing state requirements. The table (pg 13 of PowerPoint) summarizes projects/types that trigger CEQA. The City is updating its Traffic Impact Study (TIS) guidelines (for developers) and is using this opportunity to update other measures and reflect larger City goals. Staff will seek stakeholder feedback including from BPAC in early summer.

Summary of discussion/comments:

- Mode split is one of the non-CEQA elements in the TIS guidelines.
- The City can no longer use LOS to measure traffic impacts under CEQA.
- The post-CEQA approach to traffic studies is being developed, in part, as part of the "Bikeways 2.0" project, currently underway.
- Traffic simulation software (such as SimTools) can be used for operational analysis. Data collection will still be required.
- The adoption of Travel Demand Management (TDM) plans by developers may be a mitigation for projects that exceed VMT thresholds.
- The new Impact Fees (passed by City Council on Tuesday) require tracking/monitoring. The City will need to allocate resources to follow up on required TDM plans.
- The main problem with using LOS was that projects were designed based on the outcome of a required projected future year scenario which predicted trips and impacts that might never materialize.
- Include stakeholders in framing Oakland's health and equity goals including Oakland's Department of Race and Equity. Please send suggestions for other stakeholders.

Speakers other than commissioners: Dave Campbell, Amanda Leahy, Carol Levine

Item 7. Chair and Vice Chair's Update on Committees and Communications

BPAC Chair, Ryan Chan, distributed a handout summarizing the item; see attached for details. Regarding the Uptown BART Bikestation, BPAC should reach out to members of the City Council's Public Works

Committee. It was suggested that the paving committee review whether the City is meeting the Measure BB requirement to use 15% of Local Streets and Roads funding on bicyclist/pedestrian improvements.

Item 8. Three-month agenda look-ahead / suggestions for meeting topics / DOT update / announcements

Three-month look-ahead / suggestions for meeting topics

- Final ATP projects
- HSIP project prior to application due date and status/design review of previously funded HSIP projects
- Report back on multi-jurisdictional projects proposed for ACTC discretionary grant funds (San Pablo $4M and Telegraph Phase 3 -$3M)
- Telegraph Ave Complete Streets, Phase 2 design (existing HSIP and ATP grants)
- Downtown Specific Plan ***[Note: The DSP has been combined with the Downtown Circulation Study and will not be brought back to the BPAC.]***
- Affordable Housing grants update

DOT update

Iris Starr, TFPD Manager summarized three efforts underway: (1) Strategic Transportation Plan (STP), internal to City, to set goals and benchmarks for the DOT; (2) Development of an organizational chart; (3) Hiring a Director. Bloomberg & Associates which is helping the City with the STP can take community comments. City staff doesn't know when or whether the City Administrator will come to BPAC. Last year, the City approved two new positions for TPFD, one focused on pedestrian planning, the other on development review; the positions will be advertised next month. Another position focused on the Bicycle Master Plan update is being requested during the mid-cycle budget.

Announcements (in addition to those included in the agenda packet)

- The "soft opening" for the Telegraph Ave protected bikeway is tomorrow, earlier than thought. Bike East Bay needs help handing out parking information; email dave@bikeeastbay.org.
- Chris Hwang said that the Bike to Work Day safety checks will be by The Spoke Cyclery (not Spokeland).
- It appears that the Grand Ave bike lane striping may be completed before BTWD. Chris will verify this rumor.
- The date of the Telegraph Ave Ribbon cutting was wrong in the agenda packet. It is May 10th, 2:30 pm, meet at Telegraph Ave and 20th St. ***[IMPORTANT: After the BPAC meeting, the time was changed to 9:00 am.]***
- A community meeting about the Fruitvale Gap Closure Project will be held on May 18 at the Fruitvale-San Antonio Senior Center.

Attachments (to be appended to adopted minutes)

- ATP Grant Cycle 3 (PowerPoint)
- SB743 Implementation (PowerPoint)
- Chair's Update on Communications and Actions

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on April 29, 2016, with comments requested by 5pm, Thursday, May 5, to jstanley@oaklandnet.com. Revised minutes were attached to the May 2016 meeting agenda and adopted at that meeting.

City of OAKLAND California

ATP Cycle 3 – Potential Projects

ATP Overview

- Active Transportation Program
  - State and federal funds for bike/ped projects
  - $240 million available
  - Funds available through statewide and regional competition
  - Third "cycle" of funding, for FY 19/20 and 20/21
  - Applications due June 15

Past Projects

- Cycle 1
  - Safe Routes to Schools (6 locations)
  - International Blvd Pedestrian Lighting
  - High/Courtauld Complete Street
  - LAMMPS
- Cycle 2
  - Telegraph Avenue Complete Streets
  - 20th Street Greenway (Broadway to Lake Merritt)

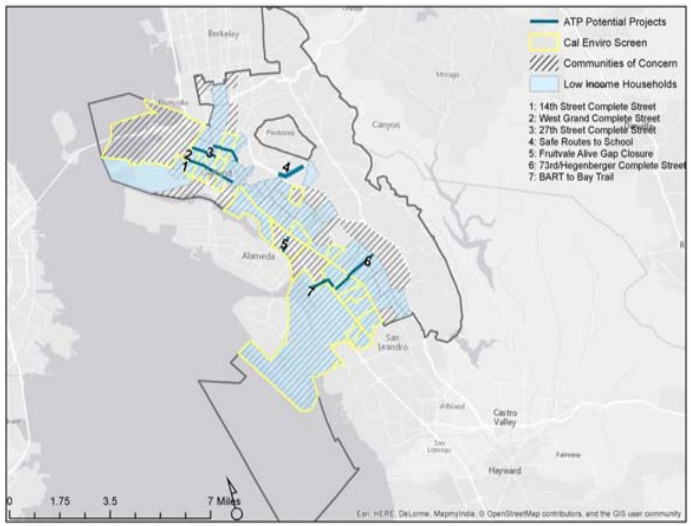
Cycle 3

- Identified projects for a short list that are:
  - Ready (or can be ready) for grant submission
  - Will be competitive under scoring criteria
  - Will be meaningful enhancing biking and walking for Oakland
  - Meet equity goals

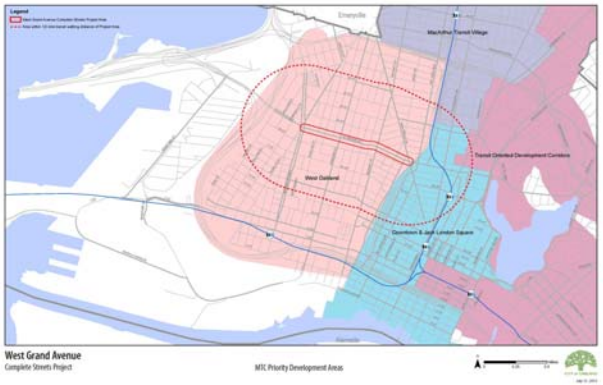
Scoring

- Disadvantaged Community – 10 points
- Walking and Bicycling – 35 points
- Safety – 25 points
- Public Participation – 10 points
- Public Health – 10 points
- Cost effectiveness – 5 points
- Leverage – 5 points

Potential Oakland ATP Projects and Disadvantaged Community Measures



2. West Grand Ave Complete Street



3. 27th Street Complete Street

4. Safe Routes to Schools

5. Fruitvale Ave Gap Closure

Update:
SB743 Implementation

City of Oakland Bicyclist and Pedestrian Commission
April 21, 2016

Sarah Fine, Senior Transportation Planner
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Today's Goals:

- Understand Senate Bill 743
- Discuss what it means for the future of Oakland

How things used to be:

Level of service was the metric that determined significant impact on the environment within CEQA analysis.

i.e., requiring mitigations

California Environmental Quality Act

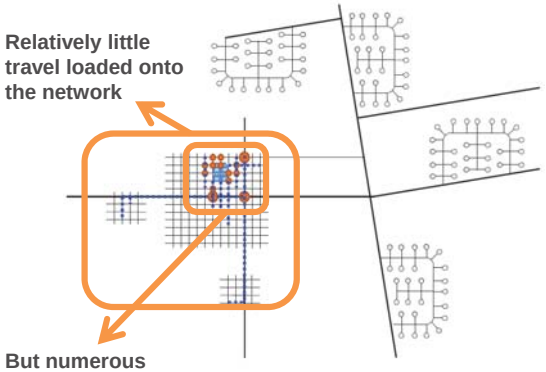
DEFINITION

Level of Service

LOS	Average delay per vehicle	Description of motorist perception
A	<10 seconds	Free-flow traffic; "Good" LOS
B	10.1 – 20	Reasonable free-flow
C	20.1 – 35	Delay begins to occur
D	35.1 – 55	Borderline "bad" LOS
E	55.1 – 80	"Bad" LOS: long queues
F	>80	Unacceptable; very high delay, congestion

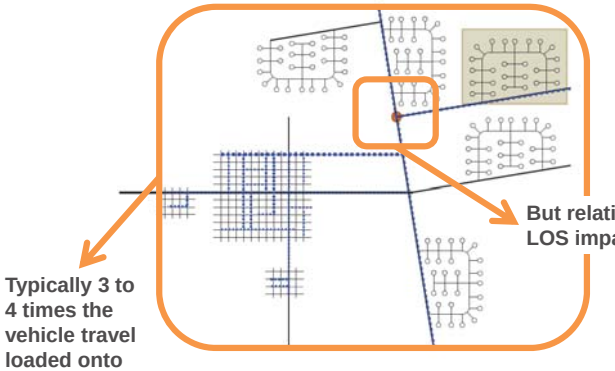
LEVEL OF SERVICE

Infill development



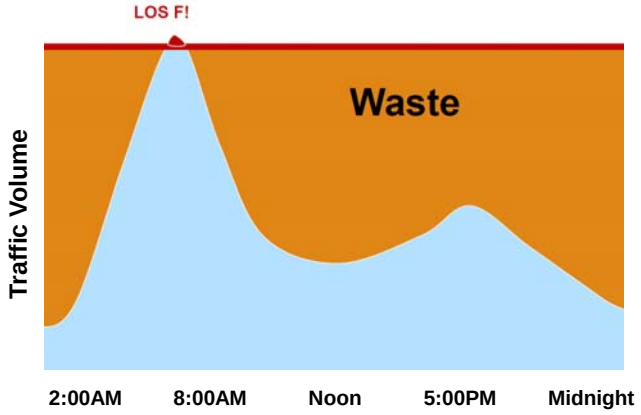
LEVEL OF SERVICE

Greenfield development



DEFINITION

Level of Service



DEFINITION

Level of Service

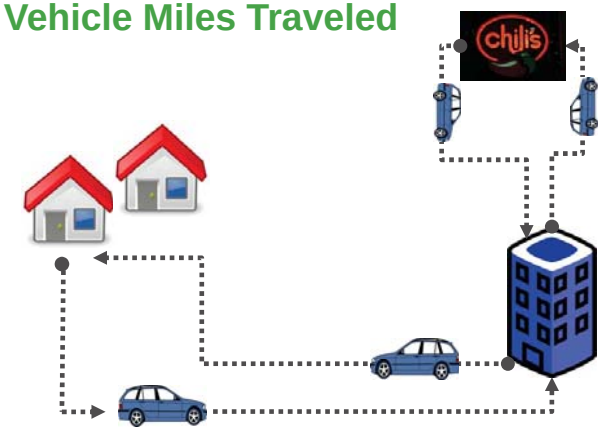
Traffic engineer	A	F
Economist	F	A

How things are now:

The Governor's Office of Planning & Research has proposed replacing LOS with vehicle miles traveled.

DEFINITION

Vehicle Miles Traveled



How things are now:

Transit, bicycle, and pedestrian projects should be presumed to have less than significant impacts.

Oakland's Current Effort:

1) **Revise local CEQA guidance to implement VMT**
2) **Revise local transportation impact review**

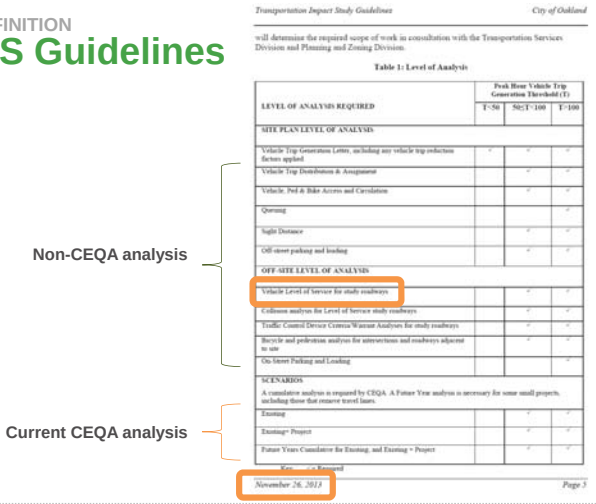
SB743 & BEYOND

Implementing in Oakland

Type of Project Subject to CEQA	Example
Land Use Development Projects	*Brooklyn Basin*
Land Use Plans	*Downtown Specific Plan*
Transportation Plans	*Pedestrian Master Plan*
Transportation Projects	*Telegraph Complete Streets*

DEFINITION

TIS Guidelines



SB743 & BEYOND

Potential TIS Goals

- Improve access to jobs, schools, healthcare
- Maintain livability of residential streets
- Support investment in Oakland's transportation system
- Improve bicyclist and pedestrian comfort
- Support health and equity
- Maintain and improve transit performance
- Prioritize sustainable transportation options

SB743 & BEYOND

Implementing in Oakland

SB743 Implementation

(Something else we needed to do)

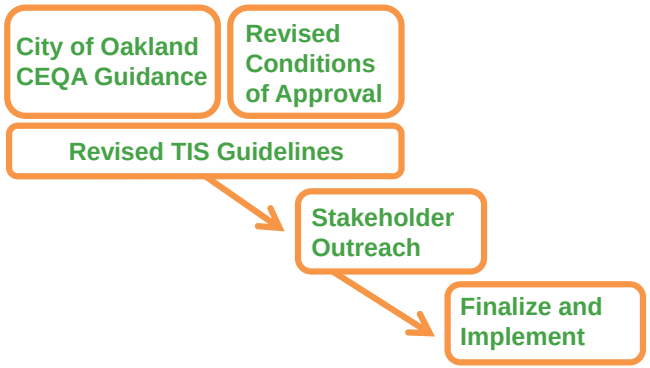
	CEQA	Non-CEQA
Land Use Development Projects	X	X
Land Use Plans	X	
Transportation Plans	X	
Transportation Projects	X	

City of Oakland CEQA Guidance

Revised TIS Guidelines and Conditions of Approval

SB743 & BEYOND

Next Steps



Thank you!

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Oakland BPAC Chair's Update on Communications and Actions

January to April, 2016

On January 28, outgoing Chair Kidd presented the 2015 BPAC annual report to the Oakland Public Works committee during Open Forum. The key recommendations:

- **Utilize the Strategic Plan & Policy Goals Committee Report** - the BPAC last year formed a committee to better formalize the functions of the BPAC and its role within the City's project development process. The finalized report will be submitted to the PWC later this month.
- **Take a More Proactive Approach to Funding Deadlines** - a key role for the BPAC is the review and endorsement of grant applications. More advance planning is needed to ensure projects & grant applications have an appropriate level of detail when coming to BPAC for review & endorsement.
- **BPAC Must be an Active Stakeholder in the formation of DOT** - the BPAC is meant to represent the citizen needs of Oakland's bicyclists & pedestrians within the project development process. Such collaboration and oversight must also be applied to the formation of a department of transportation.
- **BPAC as a Driver for Broader Policy Decisions** - the BPAC's responsibilities should not solely be to review the design specifics for individual project, but also include a higher-level screening of potential projects and workplans to ensure the City is meeting its stated policy goals.
- **Empower Transportation Staff & Proper Staffing at BPAC Meetings** - Not only do TPFD staff need greater empowerment within Oakland Public Works to fulfill requests from the BPAC, they also require a mechanism to fulfill BPAC request with other departments. BPAC meetings need to be attended at the appropriate staff level in order for the commission to function in its proper capacity, which has not always been the case in 2015.

After the January meeting, we received feedback about the length, visibility, and accessibility of presentations. We have been working with presenters to improve the quality of presentations, and will revise the presenter guidelines as well.

I have sent notes to the Mayor's office regarding the current vacancy on the BPAC. Iris is following up with their staff on BPAC's recommendations.

In order to keep our meetings running more smoothly and on-time, I have instituted a process for Commissioners and City Staff to submit printed announcements ahead of time in the agenda. Verbal announcements are still welcome from everyone attending the meeting.

I have sent a few notes to the City Administrator and Assistant City Administrator regarding the formation of the DOT and offering BPAC's involvement in the process; I have not received any response.

I sent a note to the Oakland Police Department thanking them for their participation in the National Distracted Driving Awareness Month, including enforcement actions taken against distracted drivers.

I sent a note to BART Board Member Robert Raburn regarding the Uptown BART Bike Station, which was presented to BPAC in March 2014. I noted that the Bike Station now fills up by 10AM, and additional funding to provide more parking in lieu of retail would reduce BART crowding and promote bicycling.

Update on Committees:

The **Repaving Committee** (Chan, Hwang, Prinz) has been in contact with City staff and is working on possible actions. The **Municipal Code Committee** has resolved the issue regarding bike registration, and continues to study the code relating to bicycling in City parks.