



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the May 19, 2016 meeting
City Hall, Hearing Room 3

Meeting agenda at <http://www2.oaklandnet.com/oak056327>

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 Wheeler present (he arrived 10 minutes later). New Commissioner Reginald K Burnette Jr, appointed by the Mayor and approved by City Council on May 17, 2016, was introduced and welcomed. Introductions were made.

- Other attendees (who signed in): Ann Killebrew, Jennifer Anderson, Dianne Yee, Dave Campbell, Ben Eversole, Amanda Leahy, Smadar Boardman, Tom Holub, Hall Williams, Kit Vaq, Liz Brisson
- Staff: Darian Avelino, Christine Daniel, Sarah Fine, Philip Ho, Ade Oluwasogo, Jason Patton, Jennifer Stanley, Bruce Williams, Wladimir Wlassowsky

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from April 21, 2016** was made (Tabata), seconded (Villalobos) and passed on voice vote.

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

Item 3. Open Forum / Public Comment

No comments.

Item 4. Introduction to the City's Government Ethics Act (GEA)

The laptop computer audio didn't work, so this item was postponed until next month. The order of agenda items was changed to allow for presenters to arrive.

Item 5 (#8 on agenda) Bike to Work Day wrap up

Chris Hwang, commissioner and President of Walk Oakland Bike Oakland, summarized the event at City Hall (708 bicyclists were tallied) and associated events (Grand Ave bike lanes ribbon cutting, Pedal Pools, after parties), and asked for comments, which included:

- Happiness that Eastmont Mall is back on the Pedal Pool start location list. Thanks to the Oakland Yellowjackets for supporting.
- City staff thanked WOBO for organizing the event.
- Bike East Bay reported that over 20,000 bicyclists participated in the East Bay (a record but comparable to last year) at a total of 130 energizer stations.

Item 6 (#9 on agenda) Three-month look ahead/Announcements

Three-month look ahead

- Add Highway Safety Improvement Program grant applications in June (due in July).

Announcements (other than those in the agenda)

- Transport Oakland event at Grand Tavern on Thursday, May 26, 6pm, to celebrate the recently installed bike lanes on Grand Ave.
- Saturday, June 4, 11am-4pm, Love Our Neighborhood Day, San Pablo Ave, Stanford Ave to Ashby Ave; Grand Opening of the recently renovated Golden Gate Recreation Center, 1pm.
- Posey Tube is now closed until August 10. An on-call, 24-hour shuttle is available, but this information is not well signed or advertised. The BPAC requested that this information be included in the meeting minutes *[see attached]*.
- The City is looking for volunteers to help conduct post-construction pedestrian and bicyclist intercept surveys on Telegraph Ave the week of May 23-28. If interested, contact Christina Blackston at cblackston@oaklandnet.com.
- This Saturday, May 21, 1-5 pm, Session Fest is being held at Jack London Sq with proceeds benefitting Bike East Bay.

[Break for photo op of new commission at 6:24pm.]



Item 7 (#5 on agenda) Department of Transportation (DOT)

Christine Daniel, Assistant City Administrator, discussed and took questions on the Oakland Department of Transportation (DOT) now under development. A report was published last week for the City Council’s Public Works Committee meeting on May 24, following an earlier report in January. Since January, a series of meetings, formal and informal, have been held. Bloomberg & Associates are helping develop a strategic plan for the DOT. The current proposal keeps stormwater, sewer, watershed, and street tree functions (among others) in OPW. The result will be 597 Full Time Equivalents (FTE) in OPW, and 270 FTE in the DOT. Director recruitment has been postponed until there is more structure in place. Starting in July, a consulting team from Nelson/Nygaard will help set up the department and help with director recruitment.

Summary of discussion:

- The current proposal reflects staff input; many, but not all staff are supportive of the change.

- The Public Works Call Center will remain in OPW; the Mayor wants Oakland to move to a “311” call center. Details/coordination to come.
- The contract with Nelson/Nygaard was executed quickly and is sole source due to the need to prepare for a proposed infrastructure bond.
- Coordination with other transportation funding sources, such as Measure DD, will continue.
- The proposal to keep transportation-related construction management in OPW is a concern long term, including the need for better outreach and communication during construction phase.
- Particular positions recommended are based on existing staff. The proposal does not fund many additional staff. Positions in the PW Committee report are examples based on available funding.
- Funding will come from recurring sources like Measure BB. More staff will be brought on first by filling vacancies, then by bringing in additional grants (though staff must be funded by recurring sources). Additional staff will be included in the infrastructure bond (if it passes). Temporary staff for grant writing and other tasks cannot be hired without additional resources.

Speakers other than staff and commissioners: Tom Holub, Liz Brisson, Dave Campbell, Kit Vaq

Item 8 (#6 on agenda) Safe Routes to School Project/Program Update

Carrie Modi with Fehr & Peers described the follow up to SR2S Cycle 10 grant-funded improvements at three sites constructed in 2015. (See agenda attachment.) The facilities were constructed based on walking audits that resulted in a larger list of interventions. Recent meetings were held with school principals to provide information on how to use the new facilities. Carrie noted that the Alameda County Safe Routes to School partnership is in place on some school sites. The feedback has been good.

Summary of discussion:

- No follow up surveys have been conducted to provide quantitative data.
- As-builts are available. No major changes were made between the conceptual design and construction (but there are always some changes between those phases).
- At 98th Ave/Cherry St, no signal was proposed.
- Policies and standards for short-term low-cost interventions (aka "community based tactical urbanism") are under development with the Planning Division.

Speakers other than staff and commissioners: Dave Campbell, Dianne Yee

Item 9 (#7 on agenda) Active Transportation Program (ATP) Cycle 3 grants

Commissioner Kidd recused himself from discussion because his firm is competing to work on some of the proposed projects. Bruce Williams and Sarah Fine with the Transportation Planning and Funding Division, and Wladimir Wlassowsky, Transportation Services Division Manager, provided details on the six grant applications the City intends to submit for ATP funding. (See attached PowerPoint for detailed information on 27th St, Fruitvale Ave, 14th St, W Grand Ave, and the Coliseum BART to Bay Trail Connector projects, and attached handouts for intersection diagrams about Safe Routes to Schools (SR2S) improvements at three sites) projects. In sum, the proposals include five miles of bikeways and three protected intersections.

→ A motion to **extend the meeting time by 10 minutes** was made (Villalobos), seconded (Chan) and passed on voice vote.

Wladimir provided more detail on the SR2S sites (98th Ave, Fruitvale Ave, and Park Blvd—see handouts):

- New traffic signal at 98th Ave/Sunnyside St: meets signal warrant (required for funding).

- Fruitvale Ave Road Diet, International Blvd to Foothill Ave. Currently two northbound and one southbound lane, with a relatively high incidence of collisions (two in 2015 involving pedestrians at E 17th St, caught on camera). The grant would fund bike lanes and a mast mounted rapid flashing beacon at E 17th st (to address driver failure to yield). There is a community meeting Thursday, May 26, 7-8:30pm, Miraculous Foundation Christian Church, 1642 Fruitvale Ave.
- Park Blvd, two multi-leg intersections: (1) at Excelsior Ave/Grosvenor Pl; and (2) at “the Octopus” near Edna Brewer Middle School, where the proposal is to shrink intersection and some type of signal device, either a full signal (if warrants are met) or a pedestrian activated hawk device. The design includes closing Excelsior Ave for one block, eastbound only to cars. Westbound, a new bike signal would facilitate bicyclists crossing Park Blvd.

Email Bruce Williams or Sarah Fine (bwilliams@oaklandnet.com or sfine@oaklandnet.com) with comments and questions. Summary of discussion:

- 27th St project was changed from previously submitted application—the segment is longer and bike improvements are included.
 - Adding the the block of 27th St to the west of San Pablo Ave could make the application more competitive.
 - As part of the 27th St project, add bike lanes on Harrison St, 27th St to Grand Ave (6-4 lane road diet).
 - Park Blvd was submitted in a prior cycle as a standalone SR2S project. This time, it is packaged with the two other sites, and is at 35% design.
 - Add improvements to bikeway on Park Blvd under the freeway.
 - Bike lanes on Park Blvd are not part of this application, but the proposed improvements are complementary to the bike lanes currently under study. Bike lanes from E 18th St to MacArthur Blvd will be constructed as part of a paving project.
 - Add more traffic calming on 98th Ave. The Amherst neighborhood wants traffic circles, or signal timing to slow cars. (The proposal is for a signal.)
 - A two-way cycle track on 14th St, one side, would require new signals at every corner; significantly more expensive than the proposed one-way cycle track in each direction.
 - Letters of support must be submitted by June 5 to be included in the grant application.
- A motion to **extend the meeting time by 15 minutes** was made (Villalobos), seconded (Prinz) and passed on voice vote. (*Note: Motion occurred in the middle of the discussion.*)
- A motion to **endorse all the ATP grant applications** was made (Wheeler) and seconded (Tabata). An amendment (Chan) was made to **encourage the City to pursue these projects**. Motion passed.

Speakers other than staff and commissioners: Ann Killebrew, Dave Campbell

Meeting adjourned at 8:25p.

Attachments

- ATP Grant Cycle 3 (PowerPoint)
- ATP Grant Cycle 3 Safe Routes Projects

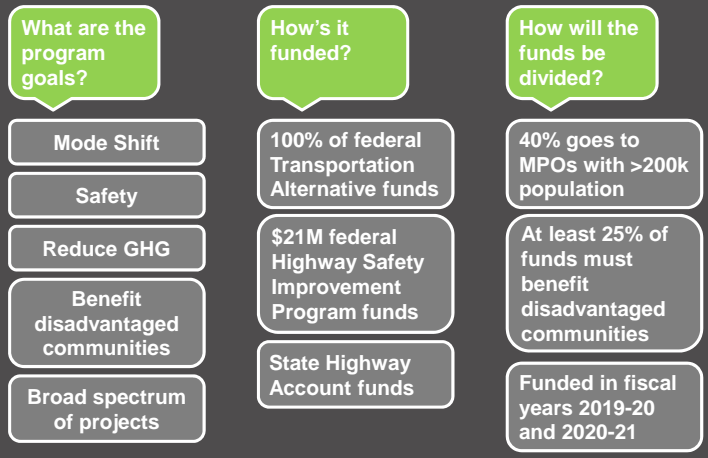
Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on May 26, 2016, with comments requested by 5pm, Thursday, June 2, to jstanley@oaklandnet.com. Revised minutes were attached to the June 2016 meeting agenda and approved at that meeting.

Caltrans Active Transportation Program Grant Program / Cycle 3

City of Oakland Bicyclist and Pedestrian Commission
May 19, 2016

Bruce Williams, Funding Program Manager
Sarah Fine, Senior Transportation Planner

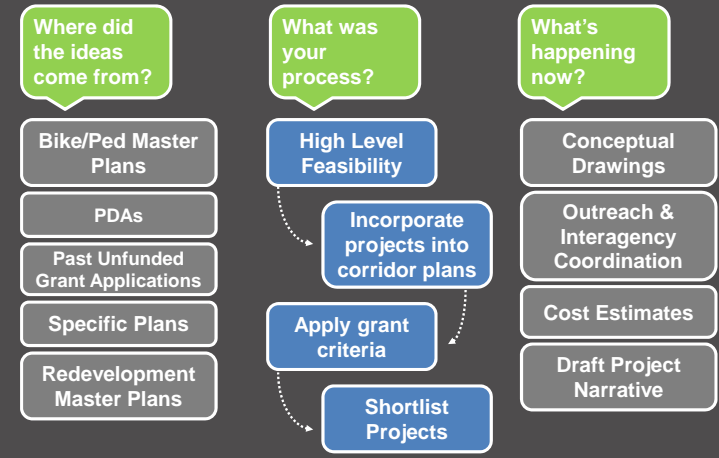
ATP Background, Goals, Process



Active Transportation Grant Cycle 3

Background | Projects | Next Steps

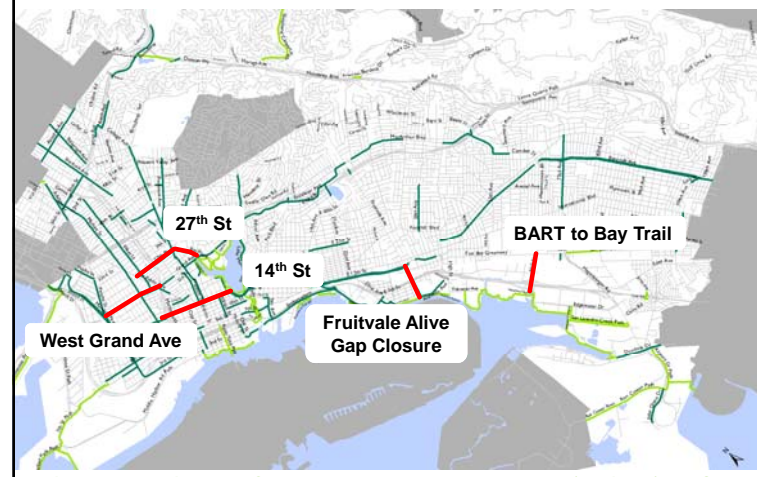
ATP Background, Goals, Process



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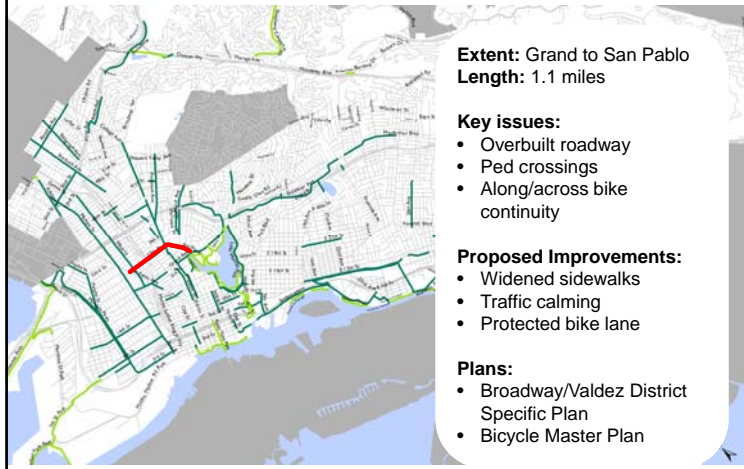
Oakland's Proposed ATP Projects



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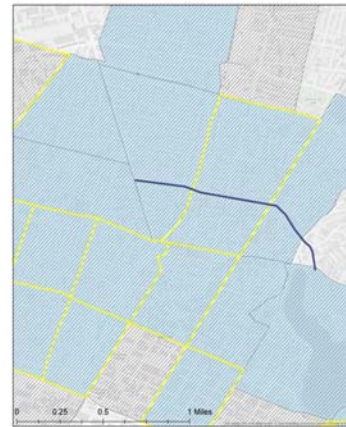
27th Street Complete Streets



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27th Street Complete Streets



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27th Street Complete Streets



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27th Street Complete Streets

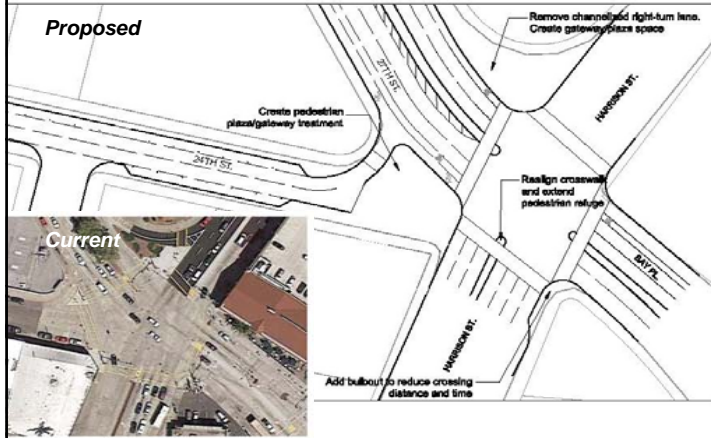


- A** Provide On-Street Bike Lanes through Interchange and Bike Ramps onto Sidewalk
- B** Remove channelized WB right-turn, install partially-protected intersection with protected RT phase. Install bike ramp and bike path on northwest corner connecting Webster Street and Broadway
- C** Remove channelized right-turn lanes through developer-funding
- D** Remove channelized SB right-turn. Do not provide SB dedicated right-turn lane. Retain bicycle access.
- E** Close WB right-turn slip lane on Grand and maintain driveway access to residential buildings.

Active Transportation Grant Cycle 3

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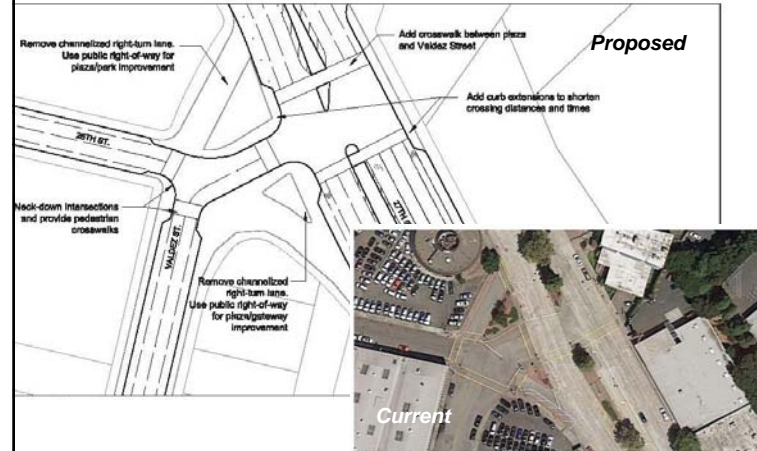
**27th Street Complete Streets
Intersection Focus: 27th/24th/Harrison/Bay**



Active Transportation Grant Cycle 3

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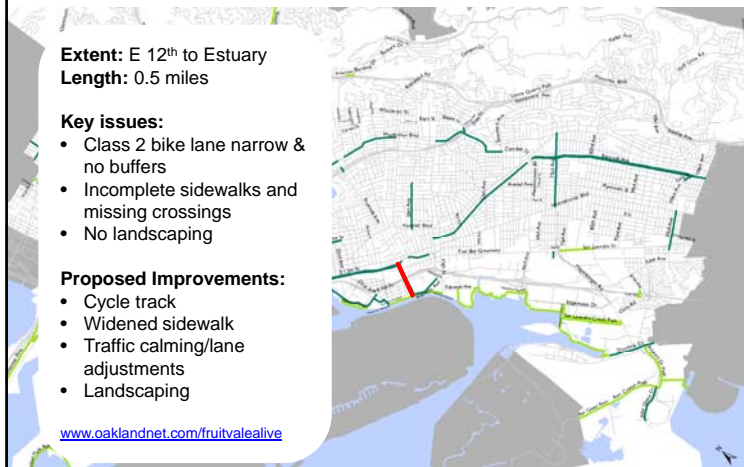
**27th Street Complete Streets
Intersection Focus: 26th/Valdez/27th**



Active Transportation Grant Cycle 3

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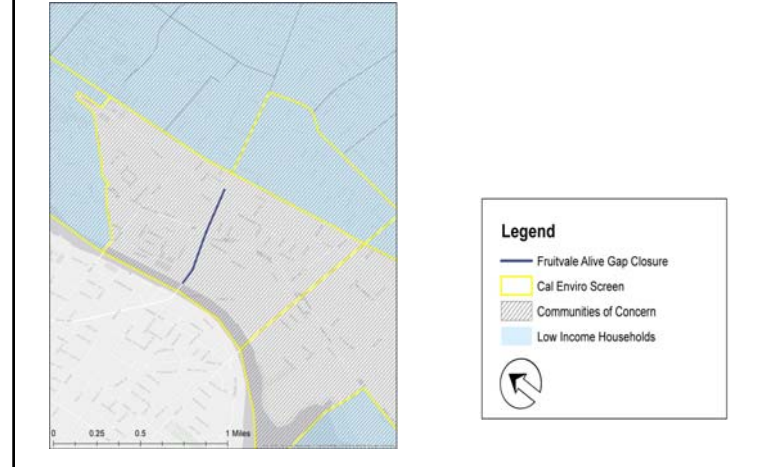
Fruitvale Alive Gap Closure



Active Transportation Grant Cycle 3

Background | Projects | Next Steps

Fruitvale Alive Gap Closure



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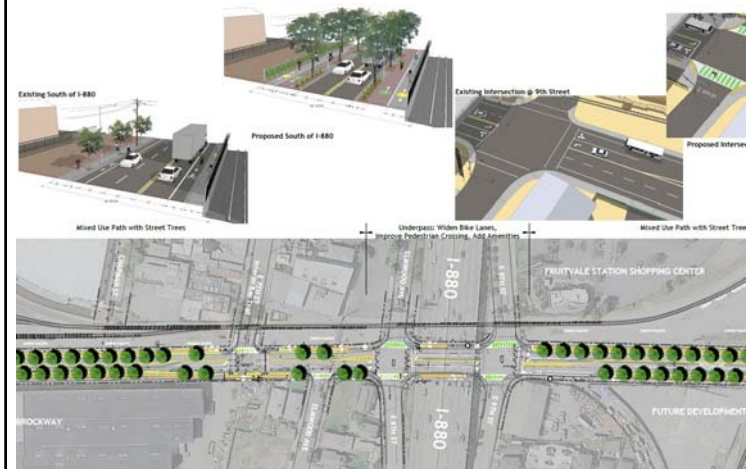
Fruitvale Alive Gap Closure



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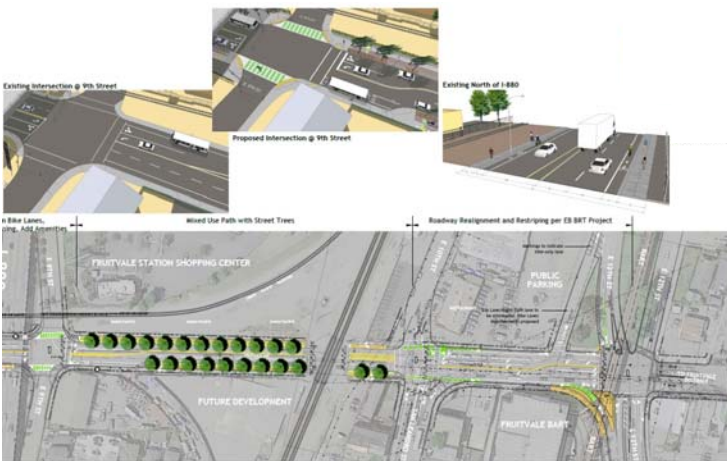
Fruitvale Alive Gap Closure



Active Transportation Grant Cycle 3

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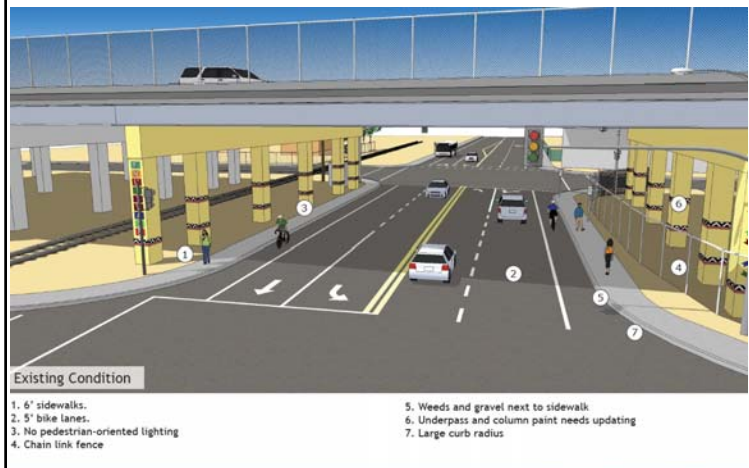
Fruitvale Alive Gap Closure



Active Transportation Grant Cycle 3

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Fruitvale Avenue Gap Closure



Existing Condition

1. 6' sidewalks.
2. 5' bike lanes.
3. No pedestrian-oriented lighting
4. Chain link fence

5. Weeds and gravel next to sidewalk
6. Underpass and column paint needs updating
7. Large curb radius

Active Transportation Grant Cycle 3

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Fruitvale Avenue Gap Closure



Raised Cycle Track Concept

1. Raised Cycle track
2. Bus stop moved to far-side (New bus shelter)
3. Highly visible striped bike crossings provided on three intersection legs
4. Pedestrian-oriented lights improve pedestrian safety and match Fruitvale Alive lights.
5. Chain link fence replaced with decorative green fencing and relocated to back of columns.
6. Cobble surfacing for low maintenance edge band.
7. Underpass paint improvements cleaned and refurbished.
8. Curb radius reduced to shorten pedestrian crossing distance.
9. Gateway signage added.
10. Decorative railings protect bikeways from adjacent vehicles

Active Transportation Grant Cycle 3

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Fruitvale Avenue Gap Closure



Existing Condition

1. Median narrow and concrete.
2. Roadway wider than needed.
3. Narrow sidewalk.
4. Large curb radius.
5. Bus stops with no amenities
6. City-owned area needs improvement.
7. Auto-Oriented Street lights.
8. On-Street bike lanes.

Active Transportation Grant Cycle 3

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Fruitvale Avenue Gap Closure



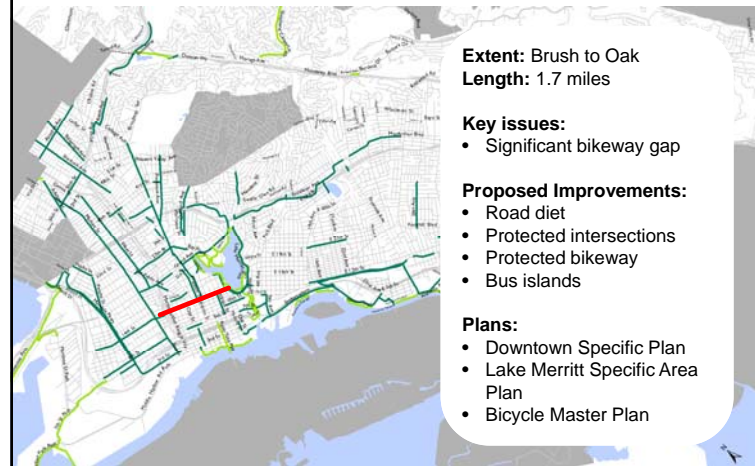
Raised Cycle Track Concept

1. Median widened for refuge and planted with street trees.
2. Roadway narrowed slightly to shorten pedestrian crossing distance.
3. Raised Cycle track with street trees.
4. Curb radius reduced to shorten pedestrian crossing distance.
5. Bus stops with shelter & seating.
6. City-owned area landscaped and improved.
7. Pedestrian-bikeway-oriented street lights.
8. Raised Cycle track/Pedestrian path buffered with planters.
9. City gateway sign
10. Street Trees on surplus property (later phases)

Active Transportation Grant Cycle 3

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14th Street Complete Streets



Extent: Brush to Oak
Length: 1.7 miles

Key issues:

- Significant bikeway gap

Proposed Improvements:

- Road diet
- Protected intersections
- Protected bikeway
- Bus islands

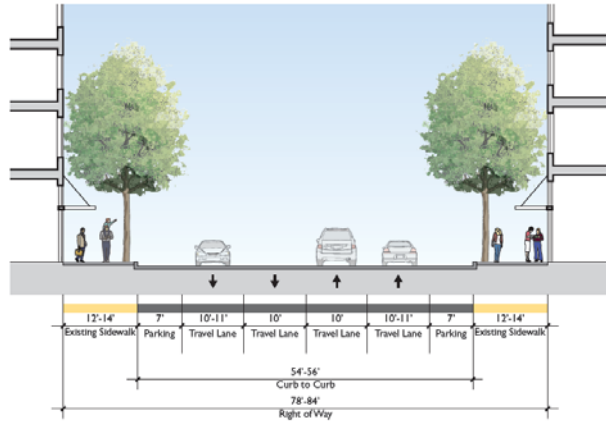
Plans:

- Downtown Specific Plan
- Lake Merritt Specific Area Plan
- Bicycle Master Plan

Active Transportation Grant Cycle 3

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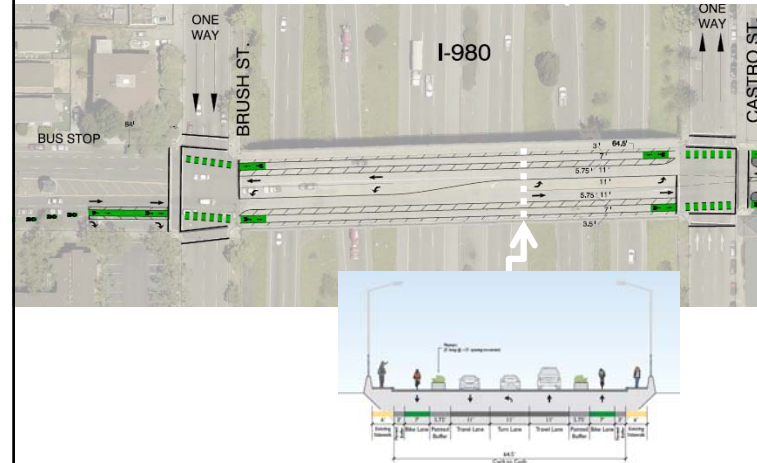
14th Street Complete Streets



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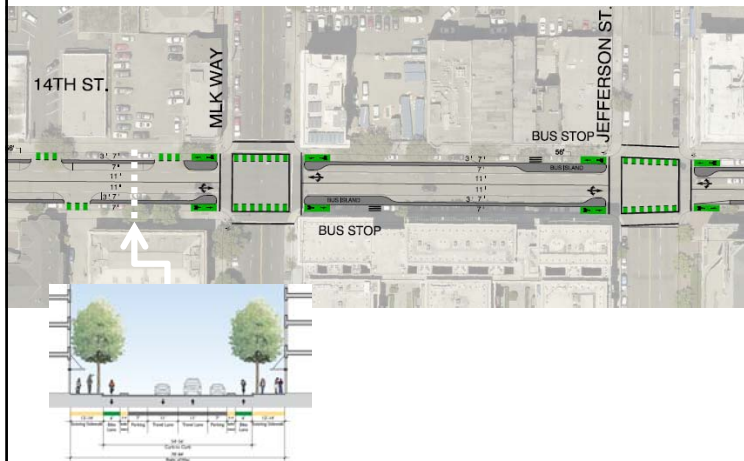
14th Street Complete Streets



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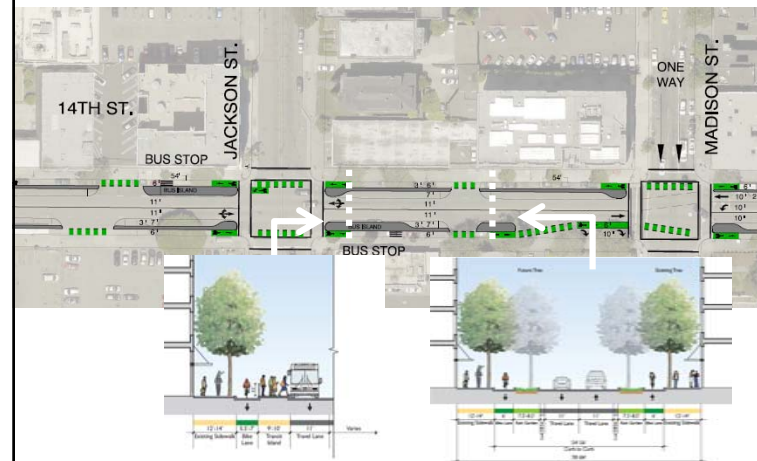
14th Street Complete Streets



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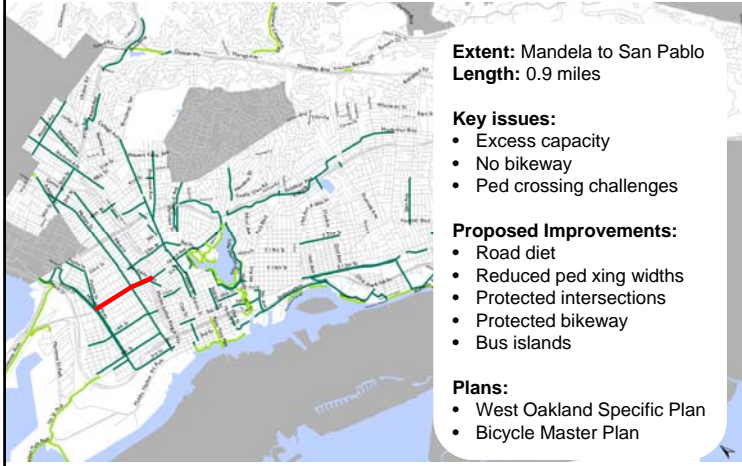
14th Street Complete Streets



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West Grand Avenue Complete Streets

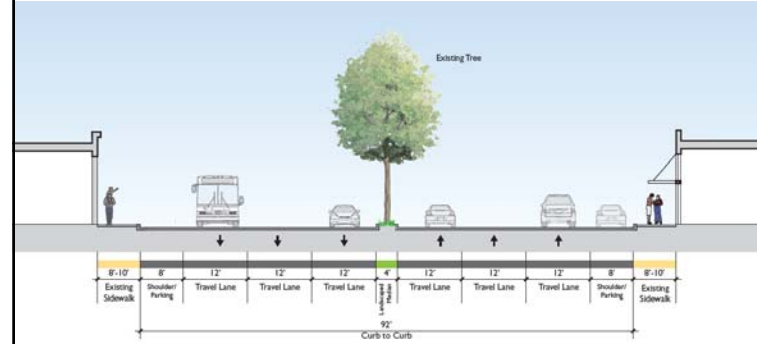


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West Grand Avenue Complete Streets

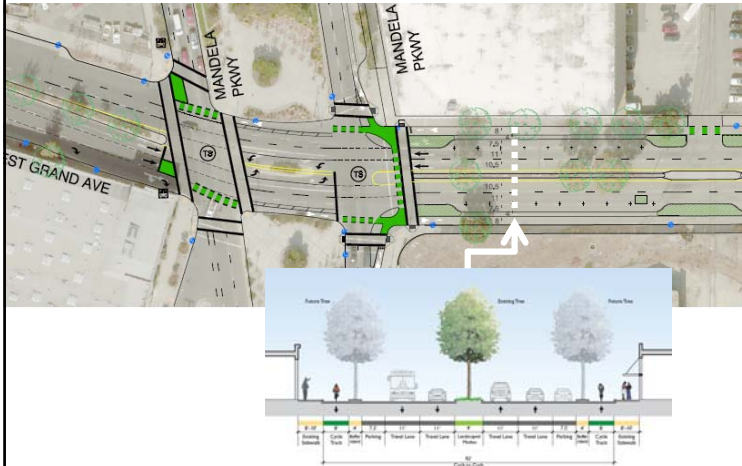
Existing



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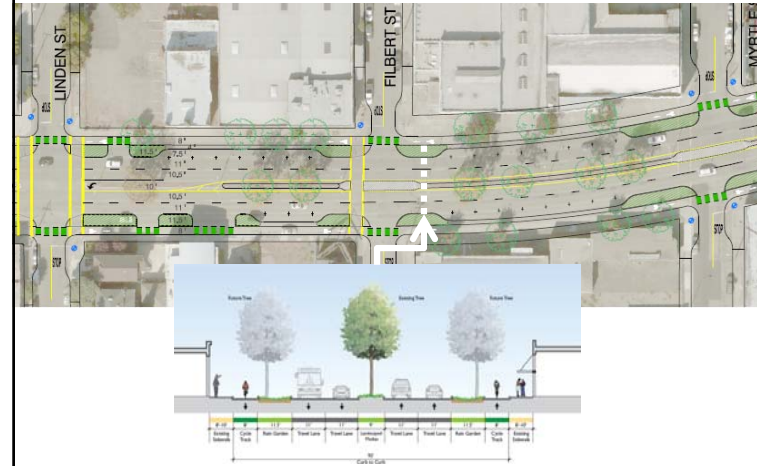
West Grand Complete Streets



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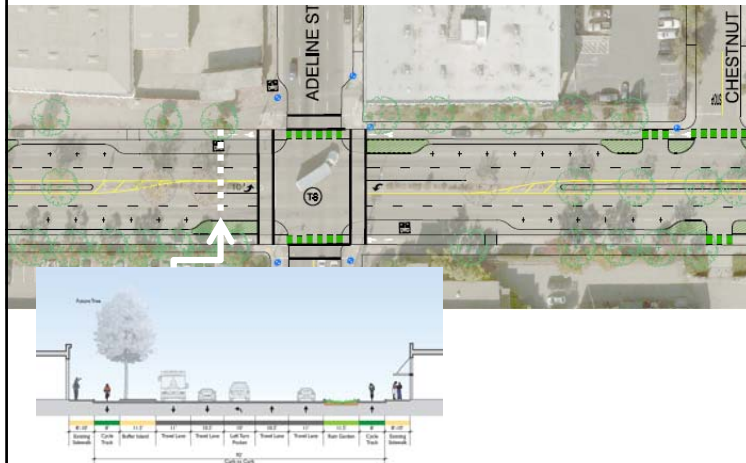
West Grand Complete Streets



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West Grand Complete Streets



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BART to Bay Trail Connector



Extent: San Leandro St to Bay Trail
Length: 0.6 miles

Key issues:

- Narrow sidewalk
- No bikeways
- Freeway on/off ramp
- High speed arterial

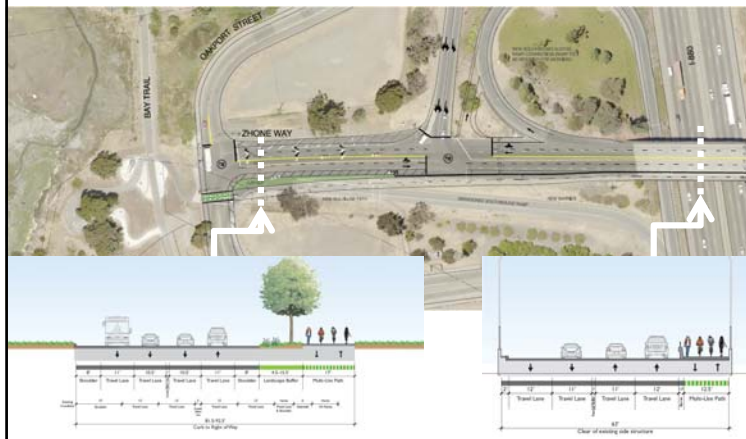
Proposed Improvements:

- Two-way pedestrian/bike path
- Ramp reconfiguration
- Traffic calming/lane adjustments

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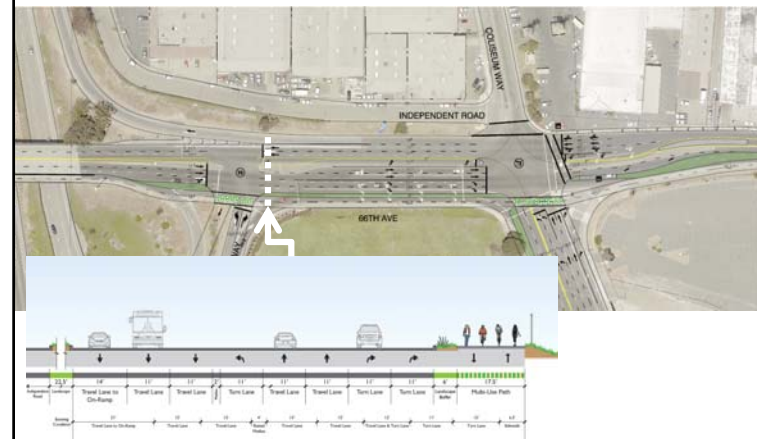
BART to Bay Trail Connector



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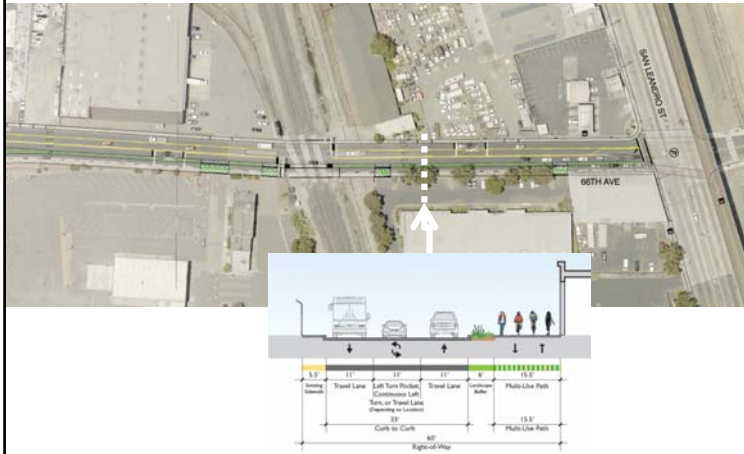
BART to Bay Trail Connector



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BART to Bay Trail Connector



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Next Steps

May 2016

City of Oakland refines applications

June 2016

City of Oakland submits applications

March 2017

Commission adopts MPO selected projects

Active Transportation Grant Cycle 3

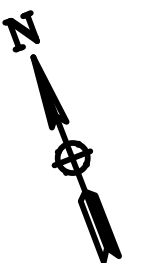
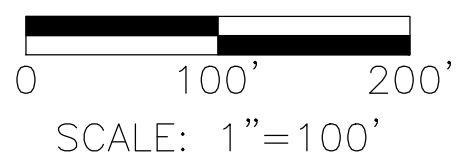
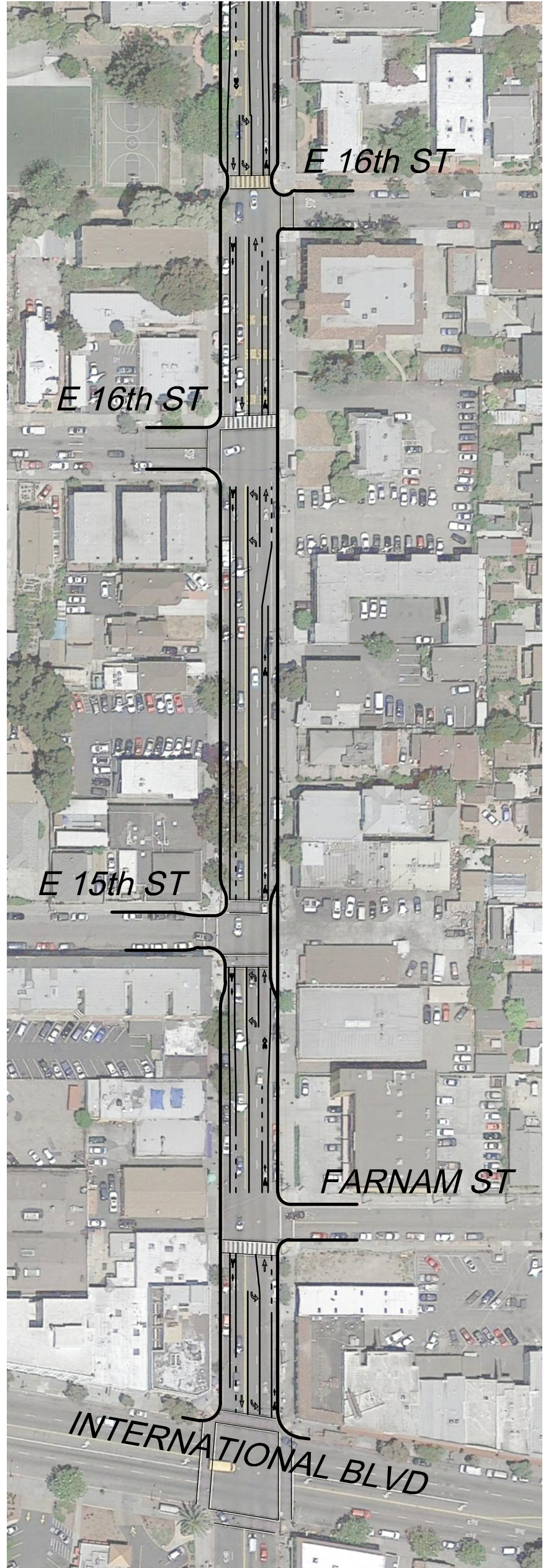
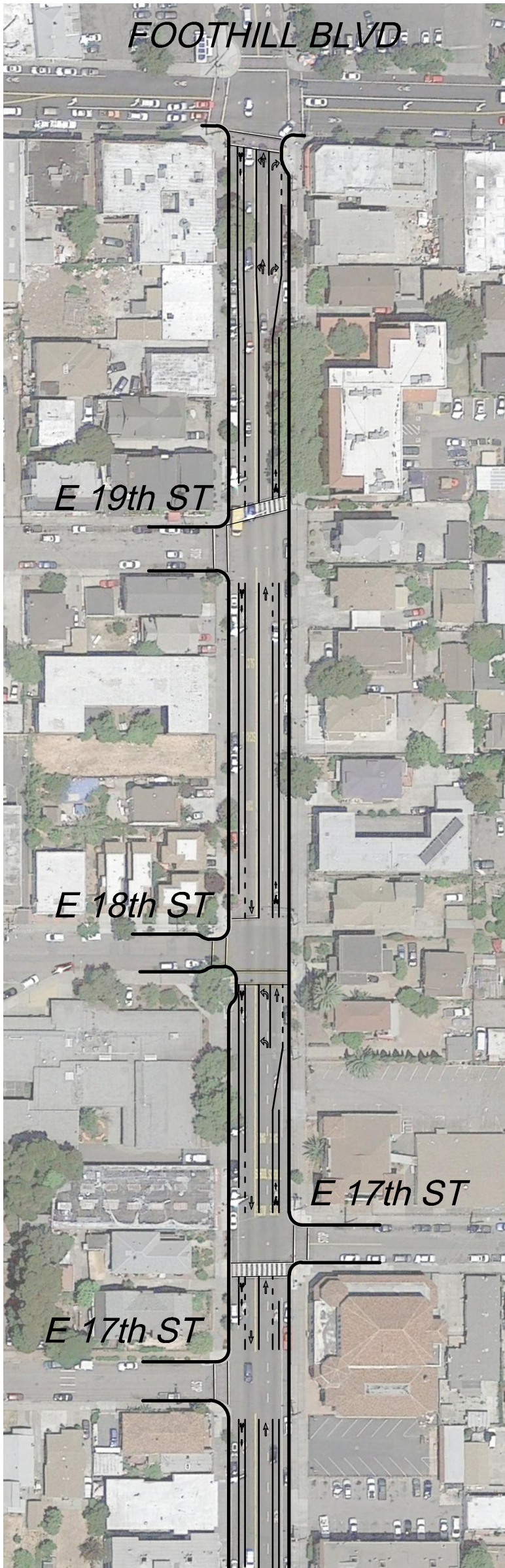
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98th Av at Sunnyside St



Fruitvale Road Diet 2016

Fruitvale Av between International Bl and Foothill Bl

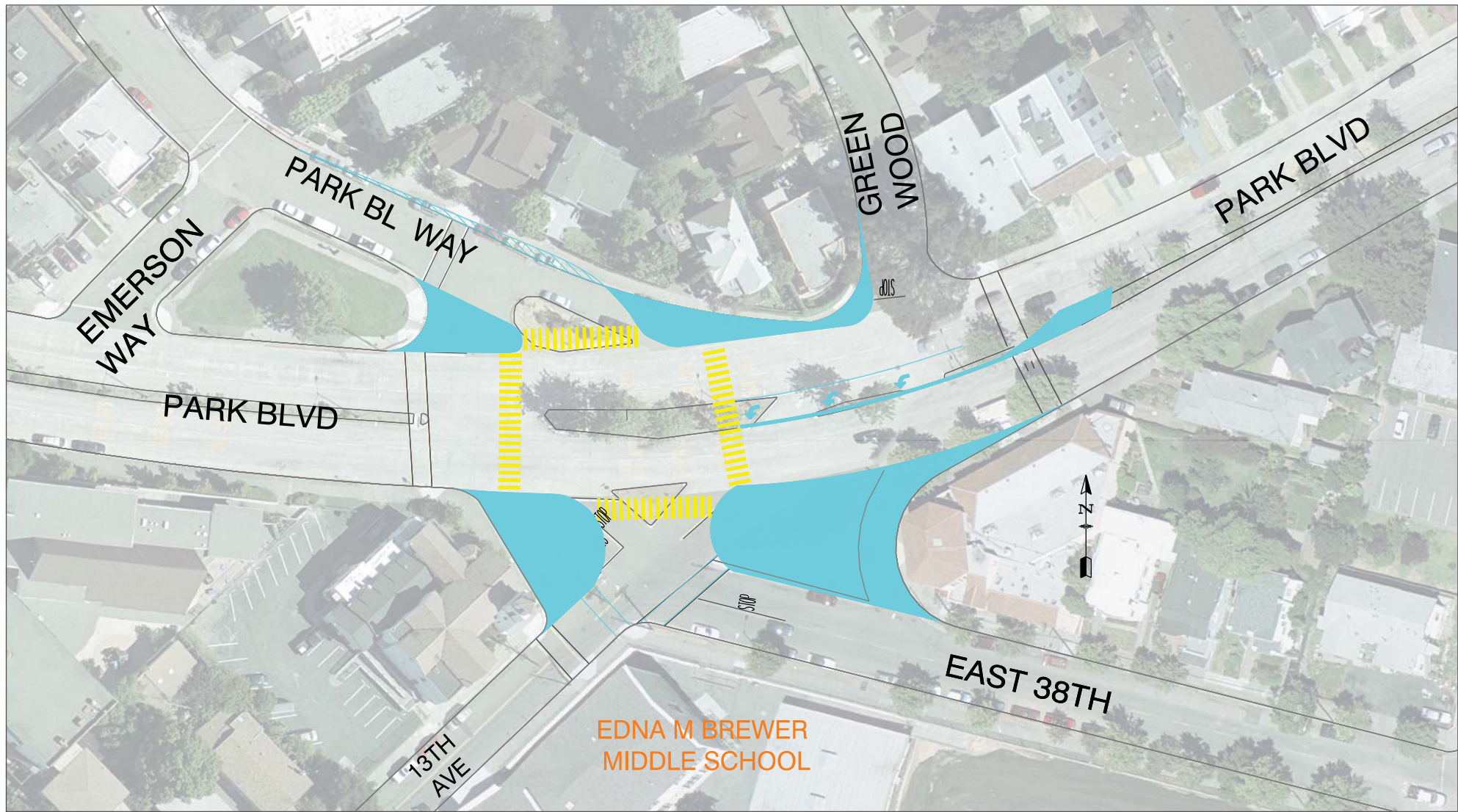


Oakland Fruitvale Community Meeting
to discuss
FRUITVALE AVENUE ROAD DIET 2016

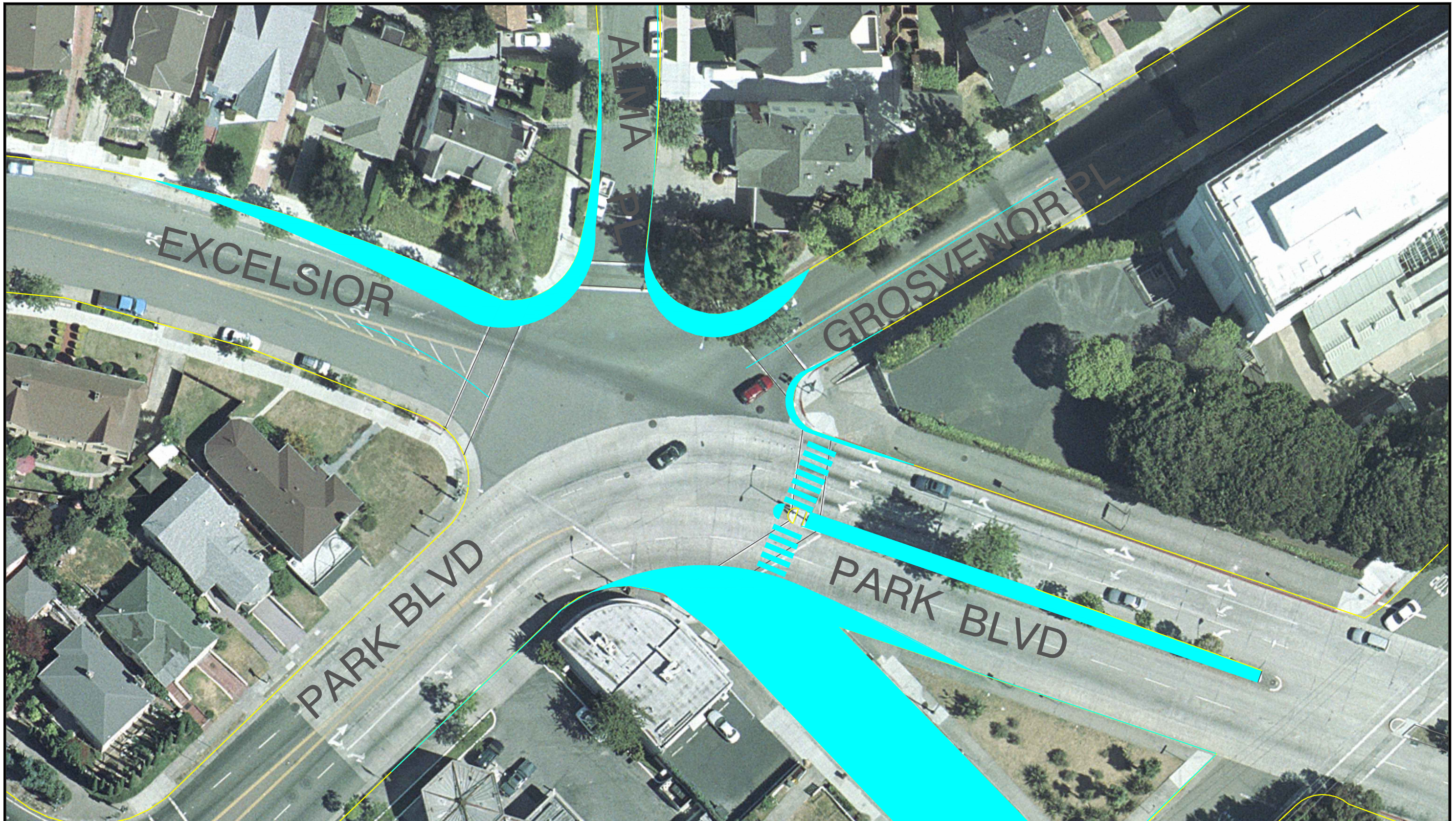
When: Thursday, May 26, 2016; 7:00 P.M.-8:30 P.M.

Where: MIRACULOUS FOUNDATION CHRISTIAN CHURCH
1642 FRUITVALE AVE OAKLAND, CA, 94609

The City of Oakland is pursuing modifications to Fruitvale Avenue between International Boulevard and Foothill Boulevard to address transportation safety. The *Fruitvale Complete Street Plan* is proposing a “Road Diet” which would restripe the road from the current three lane configuration (two through travel lanes in the northbound direction and one travel lane in the southbound direction) to one travel lane in each direction with turn pockets at key locations, new bike lanes and pedestrian crossing enhancements. The purpose of these modifications is to slow vehicle traffic, provide bicycle facilities, and improve pedestrian crossing safety conditions. The meeting will review the proposed changes, traffic analysis results, impacts to on-street parking supply, and other related benefits of the project. The City would like input on the plan as well as other traffic issues of concern from the public.



PROPOSED IMPROVEMENTS LAYOUT



CITY OF OAKLAND
 TRANSPORTATION SERVICES DIVISION
 250 FRANK H. OGAWA PLAZA, SUITE 4344
 OAKLAND CA, 94612

Park Boulevard

CHECKED BY			
DESIGNED BY			
DRAWN BY			

**DRAFT
 SITE A**

DATE: 2/27/15

SHEET

1 OF 1