



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the September 15, 2016 meeting
City Hall, Hearing Room 3

Meeting agenda at www2.oaklandnet.com/OAK056331

Meeting called to order at 6:03pm by BPAC Vice-Chair, Rosa Villalobos.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with all Commissioners present except Kidd (excused) and Wheeler (who arrived shortly thereafter).

Introductions were made.

- Other attendees (who signed in): Tom Holub, Carol Levine, Scott Amundson
- Oak Knoll developers and consultants: Michael Olsen, Daniel Bucko, Sam Velty, Sam Tabibnia, Francisco Martin, Crescentia Brown, Hal Williams, Scott Gregory
- Staff: Sarah Fine, Iris Starr, Jennifer Stanley

Item 2. Approval of meeting minutes (Action Item)

→ A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from August 18, 2016** was made (Tabata) and seconded (Prinz), and approved with all present commissioners voting in favor except Hwang who abstained (wasn't present at meeting).

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

Item 3. Open Forum / Public Comment

No comments.

Item 4. Public Hearing: Oak Knoll Mixed use Community Plan Project (City Case Number PLN15378, PLN15378-PUDF01, ER15-004), Draft Environmental Report

Scott Gregory, planning consultant to the City, gave an overview of the project (see agenda packet for details). He explained that the Draft Environmental Impact Report (DEIR) includes a substantial section on transportation which looks at all transportation modes and includes issues of regional significance. The purpose of this meeting, he stated, is to collect comments. Comments are also being solicited from the City's Landmarks Board, Planning Commission and the public at large, specifically as to whether the DEIR sufficient. But, all comments are welcome. [Note: this meeting was recorded by a Court Reporter.]

Scott gave an overview of the staff report and attachments included in the meeting agenda. He noted the steep site geography and that the project will construct public amenities including: rehabilitation of a section of Rifle Range Creek; a 14 ft ped/bike path along the creek from Mountain Blvd to Keller Ave; bike lanes on Mountain Blvd; improved sidewalks along the Mountain Blvd frontage; a Class 3 bike route with sharrows on Main St; 6' sidewalks separated from traffic by planters throughout the development;

and a ped/bike-only bridge across the creek. Written comments can be sent to Heather Klein (see staff report).

Summary of discussion/comments:

- The DEIR estimates that the transportation mode share of this development is predicted to be 96.9% car trips. This ratio is due to the current lack of existing transit service in the area. The City should strive to reduce auto trips resulting from the development.
- Consider including internal stairways (like Oakland's older street car neighborhoods) to facilitate walking throughout the development.
- Mountain Blvd bike lanes are minimum width—consider eliminating the proposed median to widen and buffer the bike lanes. Avoid making changes that would worsen conditions for cyclists. Scott noted that Jason Patton, Oakland's Bicyclist & Pedestrian Program Manager, has been providing guidance on bikeway design and that significant and unavoidable impacts to traffic delay are not recommended for mitigation.)
- The City should find safe connections to neighborhood schools despite the freeway barrier.
- Include traffic calming measures on the internal streets (e.g. speed humps and traffic circles) especially where the speed differential between modes is likely to be high.
- There are no transit options and vehicular traffic in the area is congested particularly on the weekends (Oakland Zoo traffic). Traffic on Golf Links Rd should be evaluated on a Saturday (no weekend evaluation was performed for the DEIR), due to long freeway backups.
- The proposed retail will be good for the area.
- The project is required to have a Transportation Demand Management (TDM) program. The goal is to increase the transit mode share to 20%, and includes a shuttle to the Fruitvale BART station which has the potential to increase mode share by 10%. The City is in discussion with AC Transit about increasing headways on an existing bus line that serves the area.
- Consider bike improvements along Keller Ave; such improvements have the potential to meet the mode split required by TDM plan.
- The draft TDM plan is in the DEIR appendix [online at www2.oaklandnet.com/oakca1/groups/ceda/documents/agenda/oak060438.pdf], and the goal is to release the final approved TDM plan with the final EIR. The TDM plan will be included in the Conditions of Approval (COA) for the development and will be approved by staff or the Planning Commission.
- There is a pinch point where Mountain Blvd crosses under I-580. On the west side of Mountain Blvd, the overcrossing is resting on piers. Consider a plan to widen the roadway under the overcrossing. If the plan could be cleared as part of DEIR, it could be funded either by the City or by the developer as part of the TDM.
- The ped/bike bridge width, shown in the plans at 8-10', is not completely set. Consider bikeways on Creekside Parkway and Loop since bikes will use bridge anyway.
- Sign and name paths as well as streets. Include signage directing travelers to other nearby park areas (like Leona Park).
- Include lighting on the ped/bike bridge and elsewhere.
- Make sure to provide bike parking per the pending updated City Bike Parking Ordinance requirements.

The next public meeting is October 5, a comprehensive review at the Planning Commission. October 12 is the end of the public comment period. The Final EIR will respond to all comments received. Depending on the number of comments, the Final EIR could take several months. The project can return to BPAC if desired. The Planning Commission will certify the FEIR. Zoning changes will be submitted as an

Ordinance to the City Council for approval. City staff working on project is interested in hearing and incorporating comments on the design, and will work with applicant to address comments received.

Almost all of the permits and infrastructure plans are available on the project website at www2.oaklandnet.com/Government/o/PBN/OurOrganization/PlanningZoning/OAK052335.

Speakers other than Commissioners and staff: Carol Levine, Hal Williams

Item 5. Proposed Implementation of Senate Bill 743: CEQA

Sarah Fine, Senior Transportation Planner explained the background of City of Oakland's proposed action to eliminate automobile delay from City of Oakland CEQA Thresholds, implementing the directive from Senate Bill 743 and applying proposed guidance from the Governor's Office of Planning & Research (OPR). See PowerPoint.

A presentation to BPAC on this topic was made at the April 2016 meeting. Staff will be asking the Planning Commission to approve these changes next week on Wednesday, September 21. See staff report at www2.oaklandnet.com/oakca1/groups/ceda/documents/agenda/oak060721.pdf. Sarah explained that OPR has engaged many stakeholders, including cities. For the purpose of project review under CEQA, OPR's proposal is to replace motor vehicle Level of Service (LOS) with a new metric, Vehicle Miles Traveled (VMT). This reflects that the current metric of LOS penalizes infill development and rewards greenfield development.

The City proposal will codify the OPR's new CEQA significance criteria and adopt thresholds of significance based on VMT rather than LOS. Sarah outlined how these requirements would affect different types of projects that require CEQA evaluation and how the thresholds would be calculated differently for residential, office, and retail projects. These changes are part of a more comprehensive set of changes that also include addressing development impacts outside of CEQA including: Transportation Demand Management (TDM) plans as part of the Conditions of Approval (COA) for development projects; the creation of a Complete Streets Evaluation Framework and design guidelines; and updating the City's Transportation Impact Studies guidelines/manual. The goal is to have projects align with the larger City goals of Equity, Safety, VMT Reduction, and Cost/Maintenance.

Summary of discussion/comments:

- A project that generates VMT in excess of the thresholds could still be approved. Just like when LOS was the metric used to evaluate transportation impacts, City Council can approve projects that have significant but unavoidable environmental impacts as measured by VMT.
- The proposal for the road diet on 40th St, for example, might have been found to have no CEQA impacts. However, it would still have been subject to the new framework which requires the City to consider larger multimodal goals. The City will be using the Alameda County Transportation Commission's priority networks for transit. Where modal conflicts arise, the City's evaluation framework would help guide the project.
- The deadline for cities to comply with the OPR rules will be two years after the rulemaking is final.
- The City's CEQA changes are scheduled to be approved next week. The Complete Streets Design Guidelines are hoped to be available this fall and the TDM guidelines sometime between those two.
- Road diets will be evaluated using a tool now under development as part of the Bicycle & Pedestrian Facilities Program's "Bikeways 2.0" project, currently underway.

→ A motion to **empower the BPAC Chair to write a letter in support of the proposed replacement of LOS with VMT** was made (Chan), seconded (Tabata), and passed with seven commissioners voting in favor. (One had departed the meeting.)

Item 6. Three-month agenda look-ahead, suggestions for meeting topics, announcements

Suggestions:

- Report back on the changes to parks rules proposed by Oakland Parks and Recreation (October).
- Strategic Plan for the new DOT, Organization Chart (Jeff Tumlin).

Announcements:

- The OBAG-funded Lake Merritt Bikeways paving project is underway with Oak St and Madison St paved and striping layout underway.
- The Latham Square project won First Prize in the Urban Place Development category from the American Society of Civil Engineers. The Transportation Planning & Funding Division Manager recognized City staff members Nick Cartagena, Diane Tannenwald, and Alan Chiang for their work on this project.

Meeting adjourned at 7:45p.

Attachments

- PowerPoint: Aligning CEQA in Oakland; SB743 Implementation

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on September 20, 2016, with comments requested by noon, Friday, September 23 to jstanley@oaklandnet.com. Revised minutes were attached to the October 2016 meeting agenda and adopted at that meeting.