



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the February 18, 2016 meeting**  
**City Hall, Hearing Room 3**

Meeting agenda at <http://www2.oaklandnet.com/oak050732>

Meeting called to order at 6:03pm by BPAC Chair, Ryan Chan.

**Item 1. Roll Call/Determination of Quorum/Introductions**

At roll call, quorum was established with all Commissioners present except Taylor and Villalobos who arrived shortly thereafter. Introductions were made.

- Other attendees (who signed in): Kit Vaq, Wes Nelson, Melissa Nelson, Robert Fearman, Carol Levine, Phoenix Mangrum, Amanda Leahy, Barry Bergman, Michael Gregory, Verónica Martinez, Nate Williams, Scott Admunson, Carrie Modi, Thomas Kronemeyer, Melissa Nelson, Wes Nelson, Reh-Lin Chen, Jennifer Anderson
- Staff: Jennifer Stanley, Iris Starr, Sarah Fine, Christina Blackston, Joe Wang

**Item 2. Approval of meeting minutes**

Under Item #9, last bullet, Commissioner Tabata should be added to the Open Forum committee.

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from January 21, 2016 with the aforementioned correction** was made (Chan), seconded (Kidd), and passed unanimously. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

**Item 3. Open Forum / Public Comment**

- Melissa Nelson would like a crosswalk striped on Shattuck between 51st and 55th St and has submitted the request via SeeClickFix. Iris Starr said she will forward the request to traffic engineering. Jennifer Stanley also recommended logging the request by calling the Public Works Call Center at (510) 615-5566.
- Kit Vaq with ACCE Action shared information about the continuing campaign to restore bus stop at Broadway and 30th St.
- Verónica Martinez with the Santa Fe Neighborhood group asked BPAC to support trial installations of painted curb extensions and development of design guidelines (see handout). Christina Blackston, City Pedestrian Planner, noted that the pedestrian master plan update in progress will respond to this topic and the first trial of painted safety zones is likely to be installed around the Lake Merritt BART Station as part of a Safe Routes to Transit Grant.
- Ms. Martinez suggested that community feedback be part of trials.
- Bob Fearman requested that draft BPAC minutes be distributed to others than those who attended the meeting. (Draft minutes are included in meeting agendas.)
- Will Roscoe with Open Oakland offers his time as a data analyst for bike stuff; email [wroscoe@gmail.com](mailto:wroscoe@gmail.com).

**Item 4. San Leandro Creek Trail Master Plan project update —> see attached PowerPoint presentation.**

Barry Bergman, Rails to Trails Conservancy, described the project including funding (\$200k from the Caltrans Partnership Planning for Sustainable Transportation grant program) and partners (cities of San

Leandro and Oakland, and RTT). The project team is requesting community member(/s) from Oakland to serve on the Community Advisory Committee (CAC). Other attendees speaking on behalf of the project were Michael Gregory with the Friends of San Leandro Creek (and former San Leandro city council member) and Robert Raburn, BART director. Both stressed how the trail would help underserved neighborhoods cut off by Hegenberger Rd and I-880. The project will include work to determine the feasibility of various trail alignments and outreach to various stakeholders including neighborhoods, homeowners associations, churches, community organizations, businesses, business groups, and affected agencies including the Alameda County Flood Control District and Caltrans that own property along the proposed route). More information at <https://www.sanleandro.org/depts/cd/projects/slccreek/>.

Comments:

- The south bay Stevens Creek Trail project experience may have lessons.
  - ATP funding may not be a good match for construction due to timing.
  - The CAC process for Oakland's pedestrian master plan update is a good example.
  - Commissioner McWilliams agreed to serve on the CAC with Commissioner Tabata as backup.
- A motion to **support Commissioner McWilliams role as BPAC representative on the CAC with Commissioner Tabata as backup** was made (Chan), seconded (Wheeler), and passed unanimously.

#### **Item 5. Accommodating bicyclists and pedestrians through construction zones**

Joe Wang, Supervising Transportation Engineer, gave an overview of the responsibilities of the unit he supervises: to respond to traffic issues in Oakland (except signals) including traffic signs and striping, speed bumps, on-street parking, review of Temporary Traffic Control (TTC) plans, feasibility studies, and consultation for other divisions and the Oakland Police Department. There are six people on his team, four of them engineers.

Last year, the City received 345 Traffic Control Plan (TCP) applications from utility companies, contractors, and city-initiated streetscape projects. Guidance on preparing a TCP is in the Manual on Traffic Control Devices and some of it is not very detailed. The draft supplemental guidance for bikes is attached to the agenda.

Comments on the memo:

- Include more guidance on how to design bikeway detours.
- Clarify whether bicyclist detours are required for all streets, or just established bikeways.
- Clarify whether the Bicycle & Pedestrian Program Manager is required to review all bikeway detours, or just those that last longer than a week.
- Never use the Share the Road sign. Instead use "Bicyclists May Use Full Lane."
- Include diagrams of typical treatments for contractors (and they would've also been useful in the presentation to BPAC).
- State that lanes other than the adjoining one can be narrowed to 9' to preserve a bike lane.
- The Oakland Option where there are multiple auto approach lanes to convert an auto lane to a bike lane should be the default. Specific conditions should be provided where this would not be done.
- Include more "shalls" and fewer "shoulds."
- Include bike-specific TTC signage. Jennifer Stanley noted that the memo references an attachment on sign layouts. This document is available on the City's Bike Program web page Design Guidelines section; see [www.oaklandbikes.info](http://www.oaklandbikes.info) and go to Design Guidelines.

Other comments:

- More detailed guidance is also needed for pedestrian and ADA facilities; Christina noted that the pedestrian master plan update will include a recommendation to develop further guidance.
- Look to other jurisdictions for ideas (San Francisco, Portland).
- Enforcement/compliance is an issue. There is a fine for non-compliance but only two inspectors citywide. Would this issue be handled by the new Dept of Transportation? (As yet unknown.)
- Require construction signs that give a phone number of the Contractor and City representative so people can directly register their complaints. Problems can also be reported to Call Center.
- BPAC requests another presentation on guidance for TTC specific to pedestrian facilities.

### Item 6. Complete Streets

Iris Starr explained that the term “Complete Streets” has different definitions. See pages 3-8 of the agenda addendum. Generally, the emphasis is on pedestrians, transit, and bikes, but it doesn’t mean prioritizing every mode on every street.

The Complete Streets (CS) Plan is related to the Land Use and Transportation Element (LUTE) of Oakland’s General Plan. The strategy is to write a CS policy that could override what’s in the LUTE. CS design guidelines are being developed, but they won’t be adopted so they can be more easily included and updated. Plan consultants from Fehr & Peers (Carrie Modi) and CD+A (Thomas Kronemeyer) were introduced and helped answer questions.

Summary of discussion:

- Modal conflicts on Oakland's street network would be addressed via public process.
- Under design guidelines #4, Intersections is blank because it refers to typologies from the National Association of City Transportation Officials (NACTO) that we don’t currently have.
- Design guidelines would not be adopted by City Council to allow for flexibility to update them when needed. Guidelines enshrined in the Municipal Code are difficult to remove or change as needed.
- The Transit Streets section should be broader than bus stops.
- Bus stop relocation process should be moved from the Curb Management section to the Transit Streets section.
- Build on/reference existing efforts (like AC Transit studies).
- Allow for street cars or other future transportation options.
- Include metrics to measure when certain treatments are provided.
- Note that in SF, Vision Zero enforcement clause may be, or is perceived to being, used to ticket bikes.
- CS can reinforce structural inequities. Include things like street vending to be inclusive. Early community engagement will ensure our streets are built for a broad range of constituents.

→ A motion to ***extend the meeting by 15 minutes*** was made (Chan), seconded (Kidd), and passed unanimously.

The pedestrian master plan will reference Vision Zero to guide enforcement of traffic violations. For example, SF identified the top five causes of pedestrian-vehicle collisions and is asking their police department prioritize enforcement of the most dangerous traffic behaviors.

Send comments directly to [istarr@oaklandnet.com](mailto:istarr@oaklandnet.com).

## Item 7. Proposed BPAC by-laws revision

The by-laws revision proposed in the agenda was changed, and

- A motion to **revise the BPAC by-laws to assign the duties of tracking and sharing the ongoing creation, work, and dissolution of committees to the Chair, Vice-Chair, or designee** was made (Chan), seconded (Hwang), and passed unanimously.
  
- A motion to **form a committee to address Oakland's paving plan and its alignment with bicyclist and pedestrians concerns to report back in March or April** was made (Chan), seconded (Prinz), and passed unanimously.

Committee members are Prinz, Hwang, and Chan. Members of public are welcome to participate.

- A motion to **extend the meeting to 8:20 pm** was made (Chan), seconded, and passed unanimously.

## Item 8. Three month look-ahead, suggestions for meeting topics, announcements

### *Suggestions for meeting topics*

- Detailed update on the Telegraph Ave bikeway project.
- In-person City Administrator update on plan for DOT director recruitment.
- Presentation of Transportation Impact Fee.
- City Administrator update on proposed DOT reorganization.
- Review of projects proposed for next ATP grant cycle.

### *Announcements*

- The "I (bike) Oakland" newsletter was just published and is available at [www.oaklandbikes.info](http://www.oaklandbikes.info).
- Upcoming Bike East Bay leadership summit in San Lorenzo (see Bike East Bay newsletter)
- Walk Oakland, Bike Oakland and Motivate are leading a bike ride on March 13, 11am (check WOBO website for details)
- Commissioner Kidd will be making a presentation on the Google bike plan at the San Francisco Bay Institute of Transportation Engineers at AC Transit HQ, 1600 Franklin St, March 17, 11:30am.
- The next meeting on Bike Share is on Feb. 29

Meeting adjourned at 8:20 pm.

## Attachments

- Santa Fe Neighbors handout
- San Leandro Creek Trail Master Plan Powerpoint
- Complete Streets handout

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on February 22, 2016, with comments requested by 5pm, Tuesday, March 1 to [jstanley@oaklandnet.com](mailto:jstanley@oaklandnet.com). Revised minutes were attached to the March 2016 meeting agenda and adopted at that meeting.

**Meeting of the Bicyclist & Pedestrian Advisory Commission (BPAC)**

**2/18/16**

**City Hall Hearing Room 3**

Santa Fe neighbors requests to the Commission:

1. A trial installation of painted bulb-outs (sidewalk extensions) at intersections/crosswalks along one or more streets slated for paving in 2016. This year's paving plan is not yet finalized, but is likely to include most of Market Street, as well as the Webster/Shafter bike boulevard. These would both be great for painted bulb-out treatments.
2. Ask the city to stripe just the edge lines of the bulb-out, then allow local community/neighborhood groups to paint their own artwork inside (perhaps provide some guidance regarding design visibility).
3. Development of a design guideline document that can be used to more easily implement painted bulb-outs as part of all future street paving or striping projects around the city, both in terms of layout as well as site selection.
4. Consideration of the following intersections to be part of the trial even if the intersections are not included in the 2016 pavement plan:
  1. 53st and Market,
  2. 55th and Genoa,
  3. 57th, Market, and Adeline,
  4. MLK the entire length, and
  5. Adeline between Aileen and 54

Pedestrian Safety | Bicycling | Muni | Parking | Peninsula | California

Monday, March 9, 2015

5 Comments

# Painted Bulb-Outs Arrive at Howard Street — Are More Coming Soon?

by Aaron Bialick

This post supported by **GJEL ACCIDENT ATTORNEYS**



Photo: [Eric Fischer/Twitter](#)

One year and four months after SF's [first painted curb extensions came to Sixth Street](#), the SFMTA has implemented its second set at three intersections on Howard Street, in tandem with a [wider and greener bike lane](#).

But for such a seemingly simple safety measure — using low-cost gravel and epoxy to expand sidewalk corners and slow drivers' turns — the question remains: Why does it take SF so long to implement?

Expectations were raised when deadly Sixth Street received the city's first six painted bulb-outs at the intersection of Market, Mission, and Howard, even if SF's extensions were much smaller in size and number than [painted curb extensions in NYC](#).

D6 Supervisor Jane Kim, who grew up in Manhattan, said at the time that "it's been amazing to see the difference they've been making for the quality of life of pedestrians and cyclists."



A painted bulb-out in New York City. Photo: Clarence Eckerson Jr.

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### WORD ON THE STREET

*We just need a car club Lifetime Member*

NYC's big public space expansions mostly happened under the administration of former Mayor Michael Bloomberg and Transportation Commissioner Jannette Sadik-Khan. After [a speech from Sadik-Khan in SF](#) in June 2013, where she credited her mayor's political courage, we asked SFMTA Director Ed Reiskin what's holding SF back from painting its streets red. He told us at the time that he's "not sure that there are that many great candidates" for more public space expansions.

SFMTA Livable Streets spokesperson Ben Jose said that a similar level of planning goes into painted bulb-outs as concrete bulb-outs, so they can easily be upgraded when the funding becomes available.

"While a near-term improvement, painted safety zones have to go through planning, design and legislation, all of which we try to expedite to improve safety as fast as possible," said Jose. "Technical work varies by location and the SFMTA coordinates the proposed improvements with other city agencies as well as with the surrounding community."

Walk SF Executive Director Nicole Schneider said the organization "worked with SFMTA to ensure that pedestrian safety improvements were" part of the Howard bike lane upgrades, "and we're excited that they're included."

After SF voters [approved transportation funding](#) in Propositions A and B in November, Schneider said she expects "San Francisco will see more and more of these quick, effective improvements, with many treatments being installed this year."

The only known painted bulb-outs expected this year are on [Polk Street](#), as part of [a package of interim safety improvements](#) announced after the redesign was delayed by a year. Jose said the agency has also focused on upgrading crosswalks to more visible zebra-style striping, and is implementing 80 [daylighting zones](#) in the Tenderloin to improve visibility at corners.

The improvements made on Howard last week, which were originally promised to go in last fall, included five bulb-outs at three intersections. But each one only extends one side of the sidewalk, rather than wrapping around corners. And some of them seem to be placed at corners where no drivers actually turn — where bulb-outs are needed the most.

For example, the bulb-out below is located at the northeast corner of Howard and Tenth, which are both one-way streets (south and east), so no drivers will be turning around that corner.



Photo: [Eric Fischer/Twitter](#)

Here are each of the bulb-out locations, according to an SFMTA report [\[PDF\]](#):

- Two on the east side of Howard and Sixth (a two-way street)
- One at the SW corner of Howard and Ninth (one-way south and west)
- Two at the east side of Howard and 10th (one-way south and east)

Last year, SFMTA tapped [NYC's Tom Maquire](#) as the new head of the Sustainable Streets Division, who has [promised to streamline street safety fixes](#) at the agency.

*This post is made possible by a grant from [GJEL Accident Attorneys](#), a Bay Area law firm committed to representing pedestrians and cyclists. The content is Streetsblog's own, and GJEL neither endorses nor exercises any editorial control.*

“ to come say that we can't lower speeds because that's unfair when the streets are built so wide, and the circle would be complete. ”

– roymeo

In response to "Today's Headlines"

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jonobate

Yeah, that's kinda the problem. There were two main reasons the route you describe was rejected...

[BART Struggles to Balance Current Needs with Vision for Future](#) · 16 minutes ago



Jamison Wieser

My apologies, I left out something important: speed. Besides the unexpected stops, trains often...

[BART Struggles to Balance Current Needs with Vision for Future](#) · 37 minutes ago



p\_chazz

Trackage in the East Bay is largely through semi-abandoned post industrial wastelands, not...

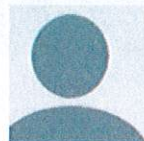
[BART Struggles to Balance Current Needs with Vision for Future](#) · 1 hour ago



farazs

Not liking something is not the same as being affected by it. Behaviour that negatively impacts...

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Jeffrey Baker

Hmm. I'm not sure I follow. The way to increase capacity is to run more trains per hour. No...

[BART Struggles to Balance Current Needs with Vision for Future](#) · 1 hour ago

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21 comments · 5 minutes ago

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From The Atlantic

**CITYLAB**

## Polka Dots Help Pedestrians Reclaim Space in Austin

The colorful approach is part of a project to enhance safety for both people and cars.

LINDA POON | [@linpoonsays](#) | Jan 29, 2016 | [6 Comments](#)



[City of Austin](#)

One of the busiest intersections in Austin, Texas, has gotten a makeover. White stripes adorn the barren pavement that once made pedestrians hesitant to cross, poles separate pedestrian space from the roadways, and stop signs now sit at every corner. Then there are all the polka dots, painted in green and baby



blue.

They aren't there just for decoration, says Anna Martin, traffic engineer for the [Austin Transportation Department](#). The whimsical polka dots at the corner of East 6th and Waller Streets in East Austin are [curb extensions](#), or "bulb outs," designed to "give space back to the pedestrians." Evenings and on weekends, the area, known for its walkability and bustling night life, is teeming with people.

Yet residents have complained that the intersection there is anything but friendly to pedestrians due to a lack of crosswalks or measures to slow down traffic. This specific intersection has seen dozens of crashes in 2015, [according to](#) local news channel KXAN.



(City of Austin)

In response, the city council decided to install four-way stop signs and dedicate what Martin calls "wasted no-man's land" to pedestrians. But instead of

building out the curb with concrete, Martin says they opted for a low-cost option using what they already had handy. And instead of regular white paint, they took colorful inspiration from various parklet and pedestrian plaza projects in [New York City](#) and [Los Angeles](#).

The blue and green dots Austin is using, she adds, clearly define the pedestrian space, and they stand out just enough to make drivers slow down without causing a distraction. The upgrades debuted Wednesday, and so far the feedback has been positive:



**Dan Keshet**

@DanKeshet

27 Jan

[@ehsinatx](#) [@austinmobility](#) I like how they managed to do super-cheap bulb-outs with knock-down poles and creative paint.



**Emily Hunter Smith**

@ehsinatx

Follow

[@DanKeshet](#) [@austinmobility](#) Same. I've crossed this intersection on foot before, it was intimidating. Small things can make a big difference

5:47 PM - 27 Jan 2016

3

"It's a testament to the character and energy of Austin," says Marissa Monroy, public relations specialist for the city of Austin. "People are really excited to see a project that emphasizes safety but, at the same time, really shows that we like to have a little bit of fun."

## About the Author

Linda Poon is an editorial fellow at *CityLab*.

ALL POSTS | [@linpoonsays](#)

# San Leandro Creek Trail Master Plan

## *Project Overview*

Oakland Bicycle and Pedestrian  
Advisory Committee  
February 18, 2016

# San Leandro Creek Corridor



# Project Origin

- Friends of San Leandro Creek
- Merritt College Environmental Management Program
  - Student community outreach
  - Started in 2008
- Community presentations/workshops and targeted meetings
- Priority Conservation Area designation

# San Leandro Creek Alliance

- Started in 2012
- Brought together key partners
- Participants include:
  - City of San Leandro
  - City of Oakland
  - Friends of San Leandro Creek
  - Merritt College
  - East Bay Regional Parks District
  - Elected officials – EBRPD, BART board
  - Rails-to-Trails Conservancy
  - Other agencies – EBMUD and Alameda County Flood Control District

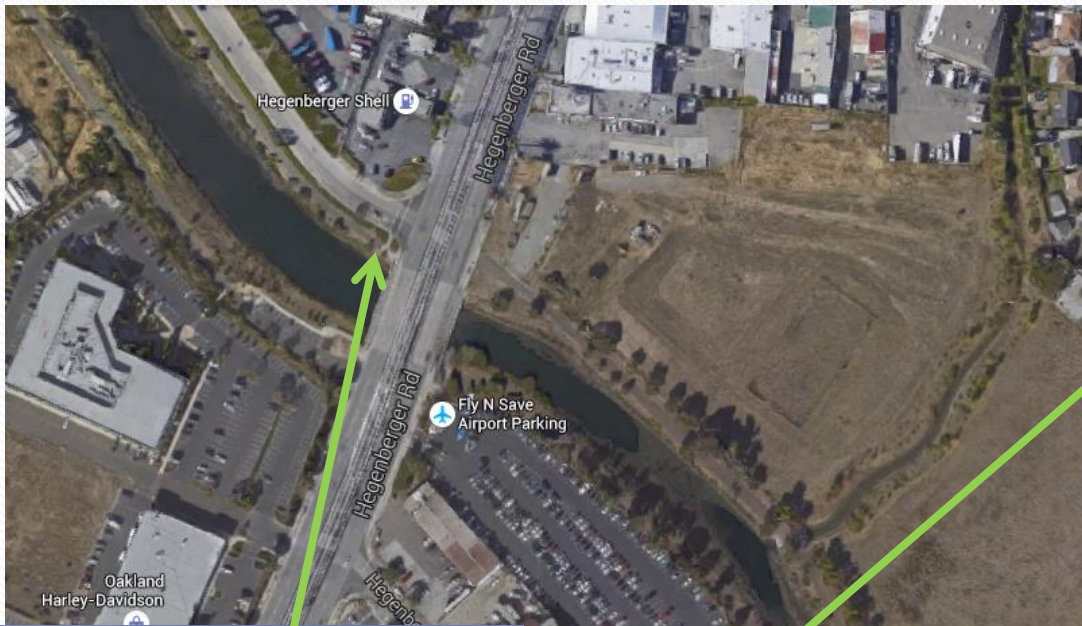


# Grant & Study

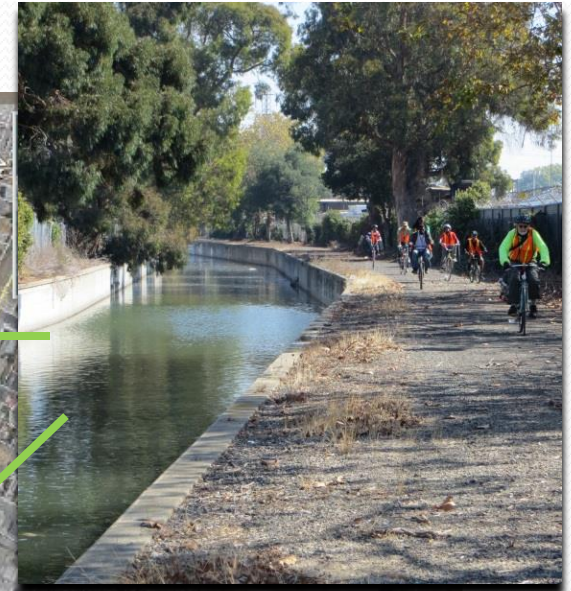
- Caltrans Partnership Planning for Sustainable Transportation Grant awarded July 2014 for approx. \$200,000
- Grant for Feasibility Study
  - To see where a trail/trail segments could be feasible
  - Study to include extensive community input and outreach
- Project partners
  - City of San Leandro (applicant)
  - City of Oakland (sub-applicant)
  - Rails-to-Trails Conservancy (sub-applicant)
  - Consultant – Stantec
  - Merritt College



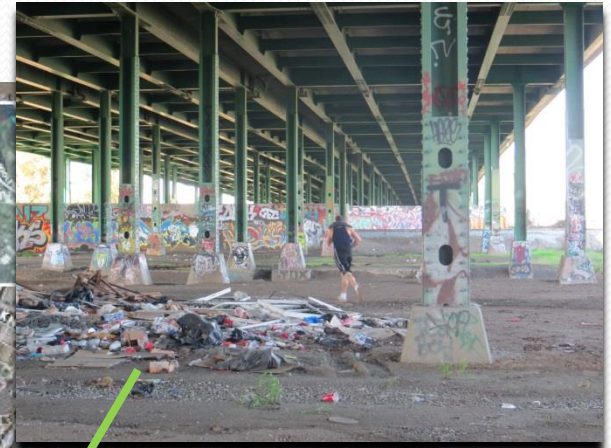
# 98<sup>th</sup> Avenue to Hegenberger Road



# Columbia Gardens



# I-880 and UPRR Crossing



MAP-1 San Leandro Creek Project  
Walk Through Map

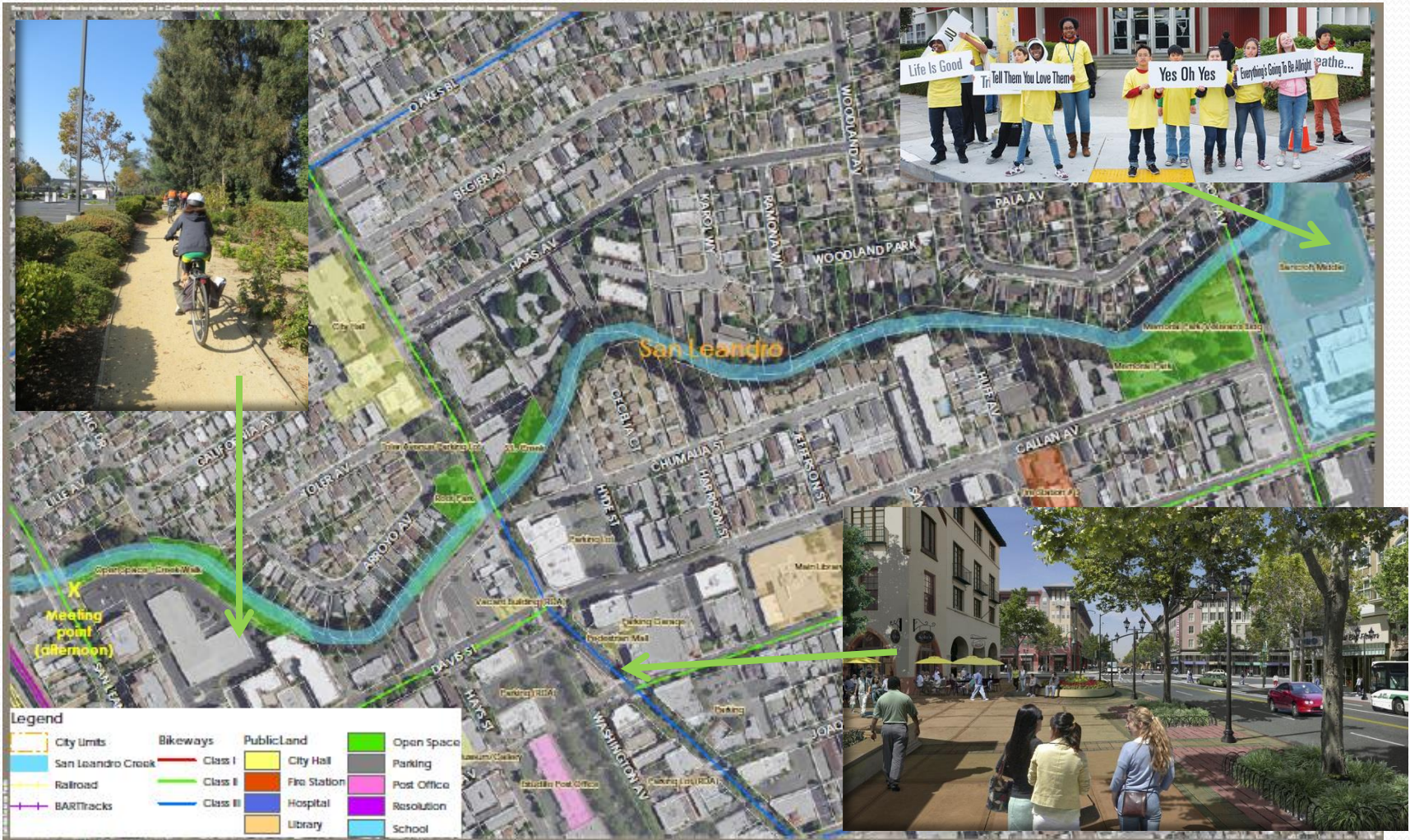
# Sobrante Park



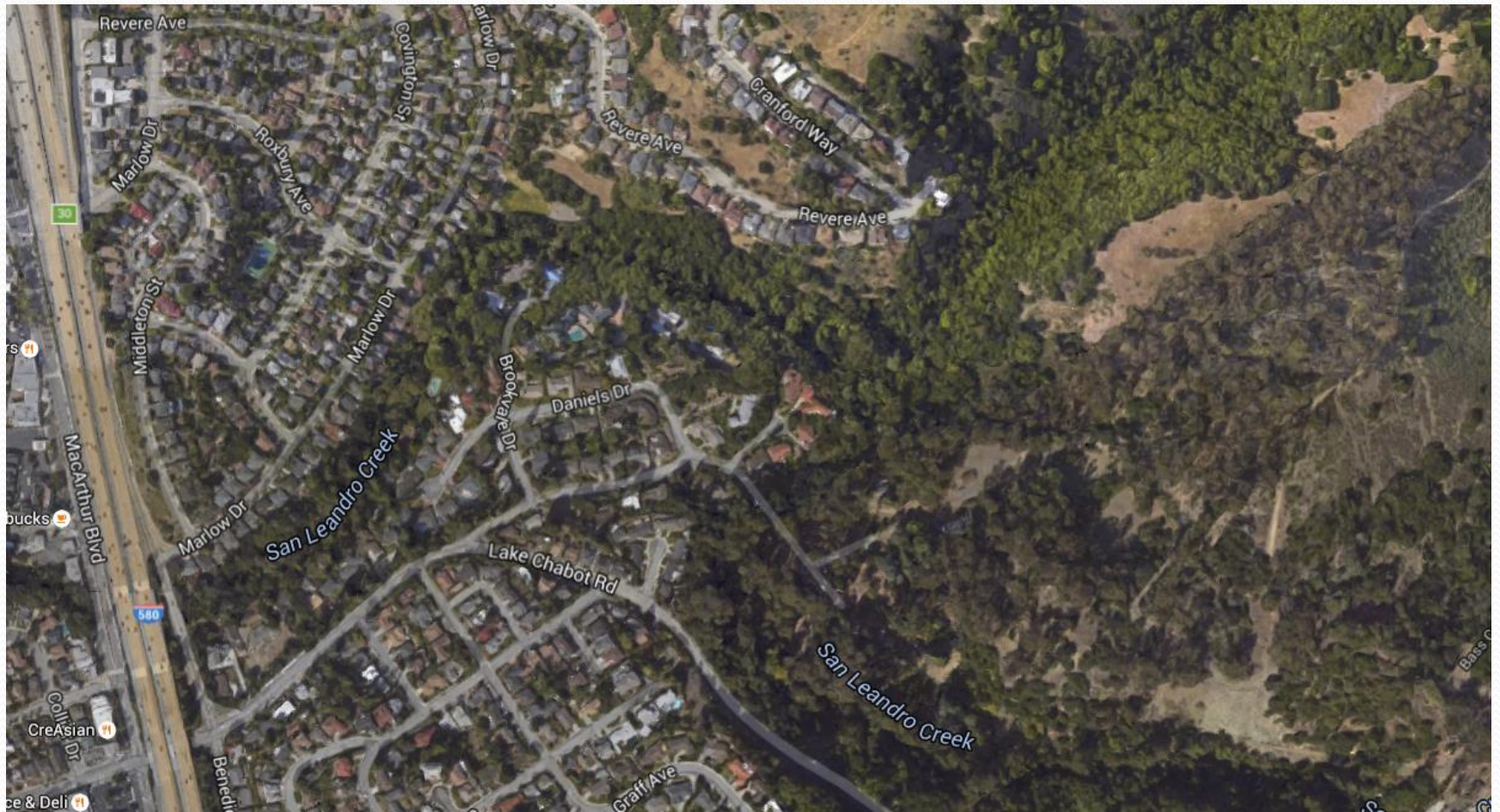
# San Leandro BART and UP Crossing



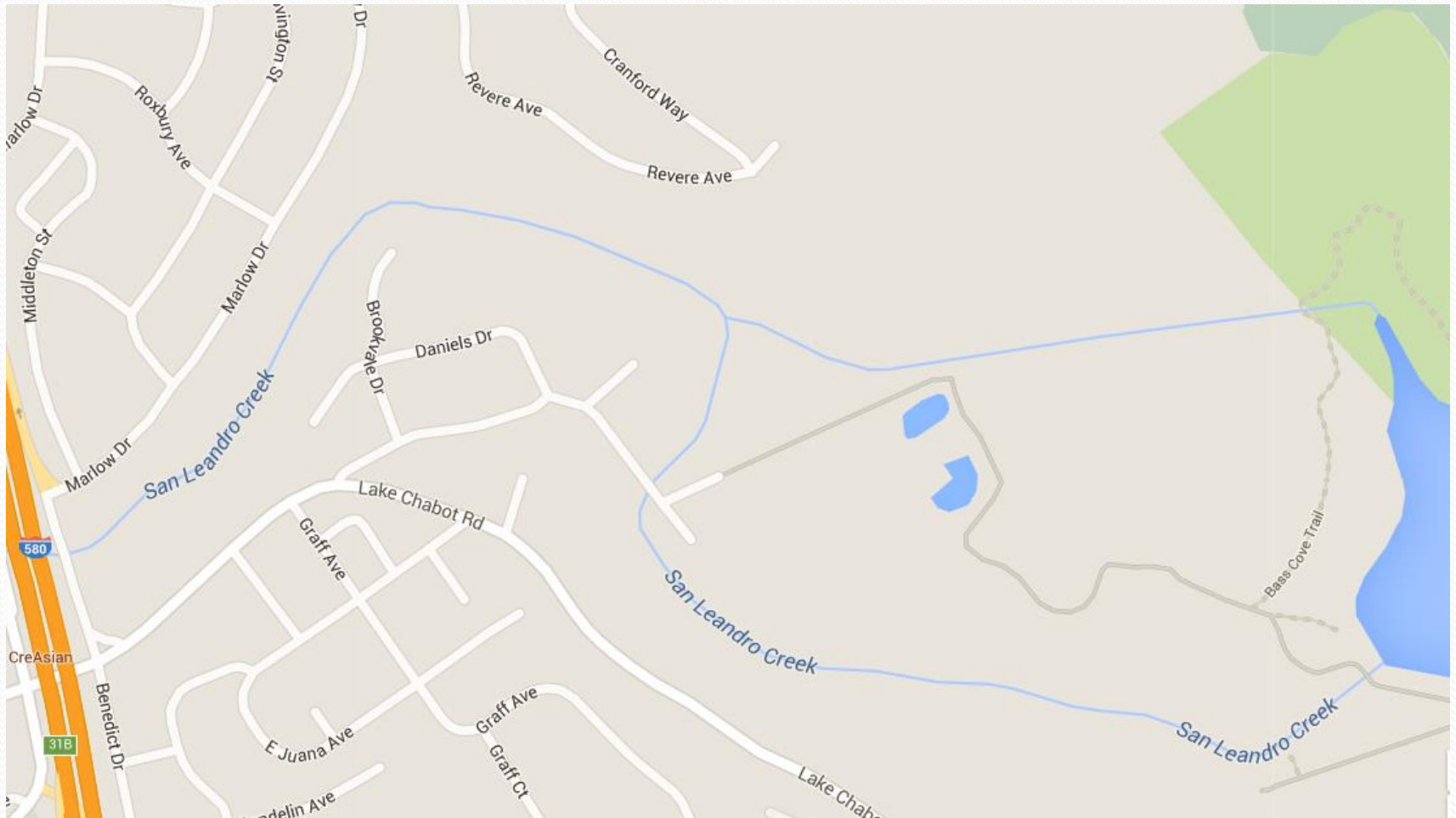
# Downtown San Leandro



# Connection to Lake Chabot



# Connection to Lake Chabot





# Community Outreach

- Input from previous outreach
- 4 public workshops – include creek tour
- 2 focus groups
- Online survey
- Possible virtual tour

# Key Milestones

- Convene Citizen Advisory Committee and Technical Advisory Committee – April 2016
- Workshops – April and June 2016
- Draft plan – July/August 2016
- Complete plan – December 2016

# Project Website:

[https://www.sanleandro.org/depts/  
cd/projects/slccreek/default.asp](https://www.sanleandro.org/depts/cd/projects/slccreek/default.asp)