



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the November 16, 2017 meeting
City Hall, 2nd Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)

Meeting agenda at www2.oaklandnet.com/062356.

Meeting called to order at 6:01 pm by BPAC Chair, Ryan Chan.

Item 1. Roll Call/Determination of Quorum/Introductions (5 minutes)

At roll call, quorum was established with seven commissioners present (X). Two arrived shortly after roll call (x).

Commissioners	Present
Reginald K Burnette Jr	X
Ryan Chan (Chair)	X
Chris Hwang	x
Christopher Kidd	X
Fred McWilliams	X
Robert Prinz (Vice-Chair)	X
Midori Tabata	X
Rosa Villalobos	x
Kenya Wheeler	X

Introductions were made.

- Other attendees: Sinadar Boardman, Casey Hildreth, Tom Holub, Chris Kintner, Phoenix Mangrum
- Staff: Sarah Fine, Matt Jones, Jason Patton, Ed Manasse, David Pené, Noel Pond-Danchik, Jennifer Stanley, Bruce Williams, Joanna Winter

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from October 19, 2017** was made (Chan), seconded (Wheeler), and approved by consent, with Commissioner Kidd abstaining. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- Casey Hildreth lives on Park Boulevard and requested an update on the proposed bicycle and pedestrian project on his street. He mentioned that the neighborhood hasn't heard anything from the City staff since meetings were conducted in November 2016. Jason Patton said that two meetings, in the Glenview and Lake Merritt Parkway neighborhoods, are in the process of being scheduled for January 2018. Stakeholder follow up meetings are proposed in spring 2018. The lack of an in-house project manager or an assigned budget, with a department vacancy rate of 20-25%, could partially explain the reasons for the delay.
- Chris Kintner asked about the construction project at 3093 Broadway (near Sprouts). The southbound bike lane has been converted to a temporary pedestrian area though it also appears to look like a protected bikeway. He wants to ensure consistency with the adopted guidelines for

construction projects—the guidelines also state that the Bicycle & Pedestrian Program Manager should review projects. Jason Patton stated that this project predates the guidelines. Commissioner Prinz suggested that the BPAC consider revisiting the guidelines as a future agenda item.

- Sinadar Boardman, who lives near Children’s Fairyland, reported that the project in this area increased the crossing distance on the west side of the intersection at Grand Ave, making it harder for pedestrians to cross the street.

Item 4. Downtown Oakland Specific Plan

Joanna Winter, project manager for the Downtown Oakland Specific Plan, introduced herself. She introduced other collaborators on the project—Ed Manasse, Strategic Planning Manager, and Sarah Fine, Senior Transportation Planner with DOT—and provided an update of the project (*see presentation, attached*):

- The project has been rebranded as “Equity in Downtown Oakland,” in response to public comments that the project needed to reach a larger, more diverse audience
- City staff held a design charrette in late 2015. The team developed a Plan Alternatives document, which received 1,000 comments. They have now drafted an existing conditions document.
- The City hired equity consultants, led by I-SEED, to lead an expanded engagement process.
- Based on public feedback, City staff have expanded the plan boundaries to include both sides of 980, Laney College area and Jack London/Ferry waterfront area. Chinatown will be addressed but is not included in the plan area as it is zoned differently.
- Various working groups were involved, with four meetings held. The majority of comments were related to access and connectivity.
- In early 2018, the City will present updated findings to the public for additional feedback.
- The public is invited to continue conversations around streets connectivity and mobility, with an equity and access lens.
- The City will host neighborhood design sessions at four locations.
- 20+ year plan—will consider a second transbay tube, conduct 980 analysis, and consider the potential for redevelopment of a site near Laney College for a new Oakland Athletics ballpark.

Sarah Fine said that there will be a focus on development of a low stress network, prioritizing transit, and creating a connected network for transit and biking. Discussion about two to one lane conversions, though the cost has increased to \$500k per intersection and tradeoffs will be required.

Summary of Discussion:

- The City is using a Technical Advisory Committee (TAC) to assist with the existing conditions, which are ongoing. Staff encourages the public to participate in the TAC meetings.
- There was discussion about the equity metrics and analysis that the City will be using. The City is working with newly hired equity consultants and soliciting input from its TAC on this process, which will include looking at disabilities, immigrant populations, and other historically underrepresented groups in East and West Oakland. Commissioner Hwang expressed interest in joining the TAC.
- The City will take a closer look at curb management best practices and at better linking the land use and transportation components of the Plan, factoring in gentrification and displacement concerns.
- The City is moving away from the idea of streetcars on Broadway due to uncertainty around federal funding and a renewed focus on bus improvements. Broadway property owners could serve as a funding source for continued operation of the free shuttle.

- The City's focus areas for the transportation component include efficient, sustainable, affordable options.

Speakers other than Commissioners: None.

Item 5. Bi-Annual Report from Strategic Planning

Ed Manasse, Strategic Planning Manager for the City's Planning Department, provided an update on the status of the City's Strategic Planning efforts, which will include the following initiatives in 2018-19:

- Oakland Downtown Specific Plan
- Mobile food vendor regulations
- Housing working group
- Including occupants for neighborhood noticing for housing development applications
- "Missing middle" housing regulations
- Removing barriers to increase the production of housing
- Revise bike parking and automobile parking regulations

Summary of Discussion:

- The Department plans to redesign the website to make it more transparent and user-friendly.
- Ed discussed the need for a public communications position.
- The City will prioritize equitable transportation and housing.

Speakers other than Commissioners: None.

Item 6. Affordable Housing and Sustainable Communities Grant Applications

Bruce Williams, Senior Transportation Planner, presented on candidate projects being considered for AHSC grant funds; *see presentation, attached:*

- Grant funds are from the State Cap and Trade Program; the aim is to reduce greenhouse gas emissions.
- The funding amount is dependent on the success of auctions, which have varied year to year. \$225 million is available this year.
- Applications need to include affordable housing along with other components, including transportation.
- The main goal for Oakland is the affordable housing component of the project

Summary of Discussion:

- Committee members emphasized the need to combine affordable housing funding with transportation funding.
- The developer would propose transportation programs associated with the project, which could include bikeshare, transit passes, transportation and bicycle education workshops (with 3 year commitment). The City is supportive of expanding the bikeshare network, but has reservations about street trees due to maintenance costs.
- AHSC will fund the purchase of new AC Transit buses.
- A developer could include bike paths and trails, though there is a balance between cost and points earned.
- The City could include bikeways in their grant proposal.

- Commissioner Hwang noted that there was a meeting on Sunday, December 9, 12-5pm, pertinent to the two proposed project applications on San Pablo Ave, and that crime prevention is a big concern for the community there.

Speakers other than Commissioners: None.

Item 7. Report from the Open Forum Committee

Commissioner Tabata presented the review of the Open Forum Committee and the tracking log included in the agenda packet, and explained that there were many requests for pedestrian intersection improvements and traffic enforcement issues. The Committee reviewed the role of See Click Fix and design guidelines. There was a recommendation that construction projects include a sign with information and project contacts.

Summary of Discussion:

- Should the BPAC address these one by one or group them into similar categories? The categories could be forwarded to the Public Works Committee or City Council.
- Revisiting the list is a way to keep track of what we've accomplished and what still needs to be addressed.
- BPAC on its own is not completely equipped to deal with the issues brought up during Open Forum.

Speakers other than Commissioners: None.

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

The agenda items planned for December, January, and February were printed in the agenda.

There were no suggestions for new agenda items.

Announcements:

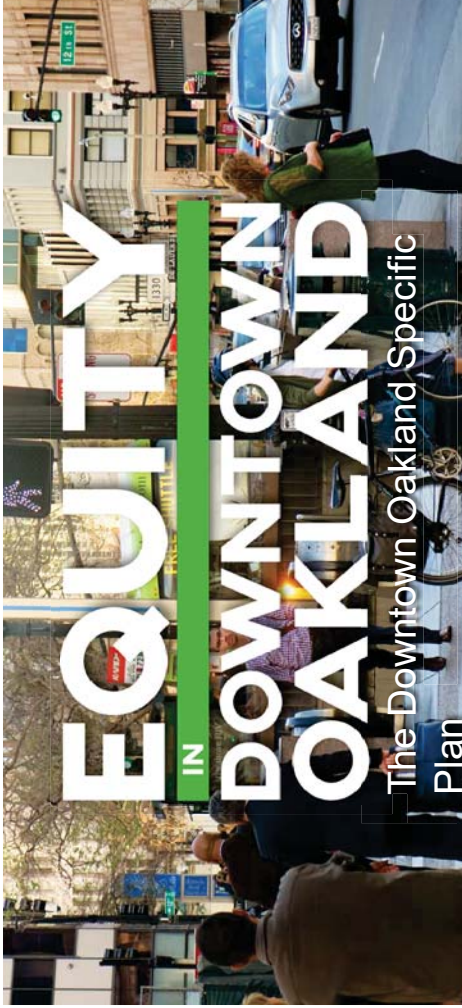
- Commissioner Chan mentioned that Brian Harrington from the Mayor's Commission on Persons with Disabilities' was appointed as the liaison to the BPAC. Perhaps the BPAC could consider designating a representative to reciprocate.

The meeting was adjourned at 8:05pm.

Attachments

- Powerpoint: Downtown Oakland Specific Plan
- Powerpoint: AHSC Program and Candidate Projects

Minutes recorded by Matt Jones, Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on Tuesday, November 28, 2017 with comments requested by 5pm, Monday, December 4, 2017 to mbjones@oaklandnet.com. Revised minutes were attached to the December 2017 meeting agenda and adopted at that meeting.



**Bicycle Pedestrian Advisory Commission (BPAC) Meeting
November 16, 2017**

Downtown Oakland Specific Plan

- Project Update
- Transportation Existing Conditions Report
- Initial Network Ideas

Project Update: Work to Date

Last BPAC update: March 2016 Plan Alternatives Report



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Item	Alt/Action	Start	End	Notes	Comments	
14	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
15	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
16	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
17	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
18	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
19	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
20	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
21	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
22	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
23	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
24	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
25	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
26	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
27	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
28	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
29	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
30	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
31	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
32	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
33	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
34	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
35	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
36	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
37	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
38	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
39	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
40	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
41	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
42	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
43	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
44	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01
45	Major Street (MST)	2016-01-01	2016-01-01	2016-01-01	2016-01-01	2016-01-01

Project Update: Work to Date

- Since March 2016:
- Social equity consultant
 - Expanded community outreach
 - Expanded plan boundaries
 - Social Equity Working Group Meetings
 - Enhanced existing conditions analysis



Project Update: Planning Team

Specific Plan

Lead:
DOVER, KOHL & PARTNERS
town planning

Sub-Consultants:

- Strategic Economics
- Opticos Design
- Urban Planning Partners
- Toole Design Group
- Fehr & Peers
- William Self Associates
- Panorama Environmental
- TOWN
- Architecture + History LLC
- Urban Advantage

Equity Lead:

I-SEED

Sub-Consultants:

- PolicyLink
- Center for Social Inclusion
- Khepera Consulting
- Asian Health Services
- Popuphood
- Mesu Strategies
- Oakculture



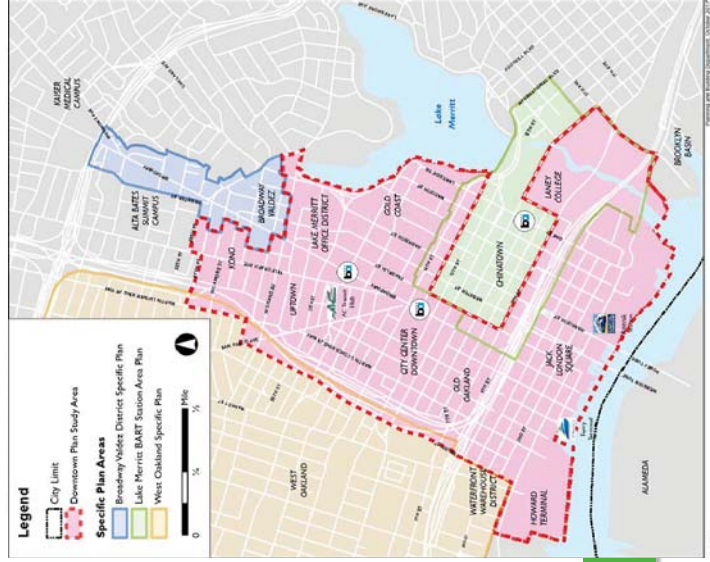
Project Update: Social Equity Working Groups

Community Input:

- Goal changes
- Barriers
- Solutions

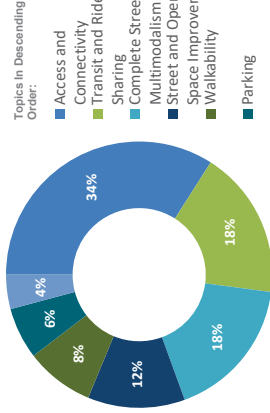


Project Update: Social Equity Working Groups



Project Update: Social Equity Working Groups

Feedback on Streets, Connectivity & Mobility

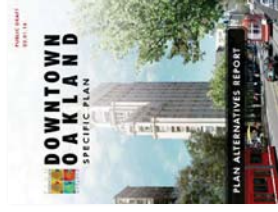


- Topics in Descending Order:
- Access and Connectivity
 - Displacement
 - Complete Streets & Multimodalism
 - Coordination, Transparency & Accountability
 - Density and Growth
 - Engagement, Equity and Inclusion
 - Food and Community Agriculture
 - Street and Open Space Improvements
 - Homelessness
 - Jobs and Training
 - Leverage Private Development and Big Business
 - Local Merchants, Small Businesses, and Nonprofits
 - Parking
 - Parks and Rec Improvements
 - Preservation and Context-Sensitive Development
 - Public Art, Performances, and Festivals
 - Safety
 - Street and Open Space Improvements
 - Sustainability & Green Initiatives
 - TOD
 - Transit and Ride Sharing
 - Upgraded Services and Facilities
 - Walkability

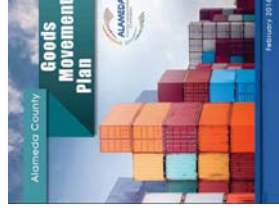
Project Update: Upcoming Meetings (Early 2018)

- Creative Ideas Labs (technical meetings)
 - Streets, Connectivity & Mobility
 - Sustainability, Health & Built Environment
 - Arts & Culture
 - Housing, Jobs & Economic Opportunity
- Neighborhood Design Sessions
 - Old Oakland
 - Chinatown
 - Uptown/KONO
 - Central Core

Existing Conditions Report



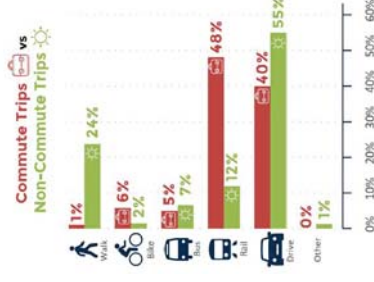
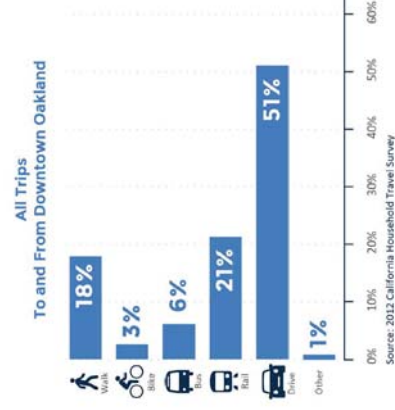
Baseline conditions drawn from



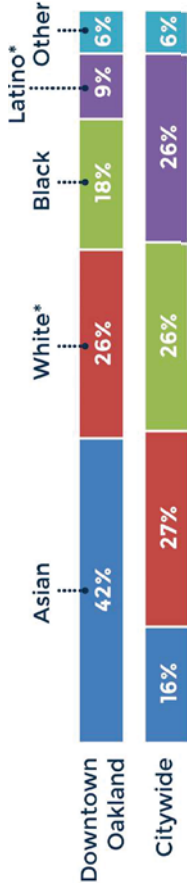
Downtown Oakland Specific Plan

- Project Update
- Transportation Existing Conditions Report
- Initial Network Ideas

Trips in Downtown



Who lives in Downtown Oakland?



Source: American Community Survey 2015 5-year estimates, as compiled by Oakland Walks! 2017 Draft Pedestrian Master Plan Update.

*The Latino category includes Hispanic or Latino people of any race.

Created by Toole Design Group



Where are people walking?



Source: Pedestrian Intersection Counts (2012-2015)

Who lives in Downtown Oakland?

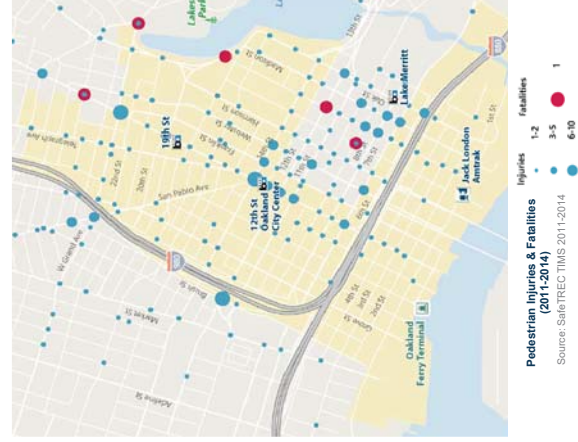


Source: American Community Survey 2015 5-year estimates, as compiled by Oakland Walks! 2017 Draft Pedestrian Master Plan Update.

Created by Toole Design Group

The
EGT
 Downtown
 Oakland
 Specific Plan

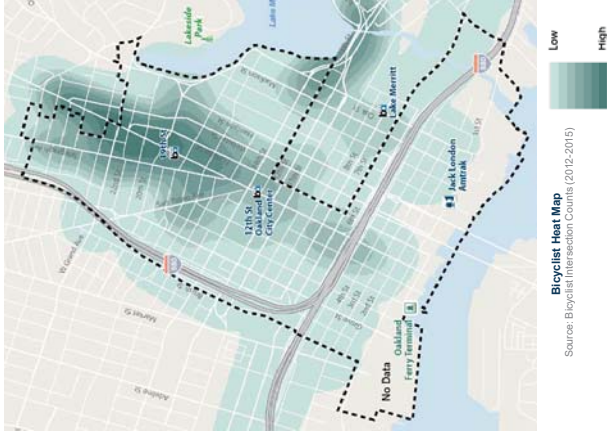
Issues and Opportunities for Walking



Public Realm in Downtown



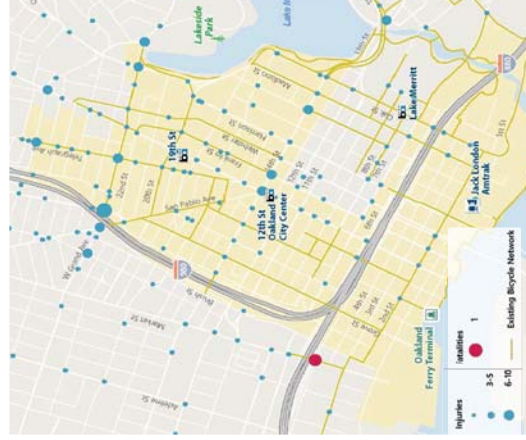
Where are people biking?



Where are people biking?



Issues and Opportunities for Biking



Transit in Downtown



BART in Downtown

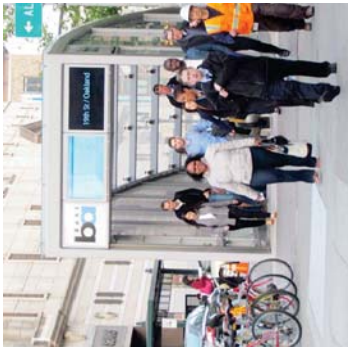
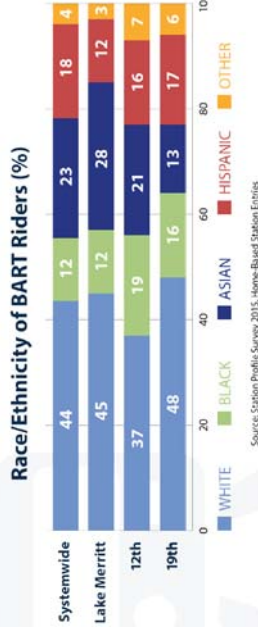
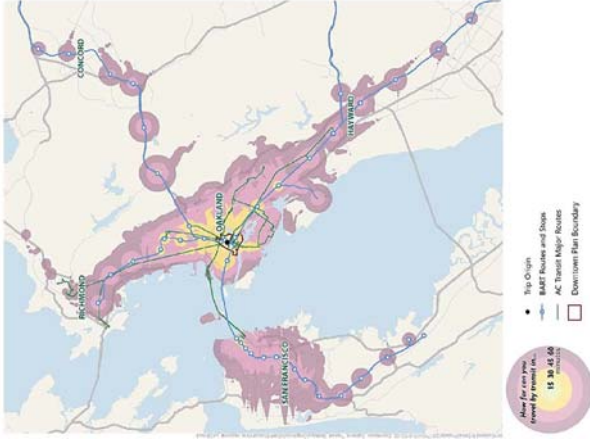


Photo credit: Melanie Curry, Streetsblog.org

AC Transit in Downtown



Total Average
Weekday AC Transit
Boardings Downtown
17,161



Driving in Downtown

Percent of Households by Race Without a Vehicle



Downtown Oakland Specific Plan

- Project Update
- Transportation Existing Conditions Report
- **Initial Network Ideas**

INITIAL NETWORK IDEAS

Pedestrian Network and Public Realm

<https://drive.google.com/open?id=1xcoFXbNR3LHyh1C6pfQ-dRPE8Dc&usp=sharing>

Bicycle and Transit Networks

<https://drive.google.com/open?id=1WFa2VEoJ2O4LjZD9b8UCka561CA&usp=sharing>

Affordable Housing and Sustainable Communities Program Grants

Bruce Williams

What is the Affordable Housing and Sustainable Communities (AHSC) Program?

AHSC

- Funded by Greenhouse Gas Reduction Fund (Cap and Trade)
- Primary Goal is to reduce greenhouse gas emissions
- Primarily a Housing Program but also supports bicycle, pedestrian and transit projects that:
 - Reduce air pollution
 - Improve condition of disadvantaged communities
 - Support public health
 - Improve connectivity to jobs, housing, services
 - Increase options for mobility
 - Increase transit ridership

AHSC Program Details

- Annual Program
- Dependent on success of Cap and Trade Auctions – has swung widely in previous 2 rounds
- \$255 Million Statewide this year
- NOFA released in October for Cycle 3
- due January 16th
- Affordable Housing developer is generally the lead applicant in a multi-partner application (city, BART, AC Transit)

What kinds of projects does AHSC support

Affordable Housing with:

- Housing Related Infrastructure
- Sustainable Transportation Infrastructure
- Transportation Related Amenities
- Programs

OR Sustainable Transportation Infrastructure with:

- Housing
- Transportation Related Amenities
- Programs

Multi-faceted application

- Complicated scoring system based on:
 - Amount of housing
 - Amount of leverage (funding)
 - Amount of “new” facilities (for instance length of bikeway)
 - Disadvantaged community location
 - Collaboration between agencies
 - GHG reductions of specific activities

Sustainable Transportation Infrastructure

- Projects that promote mode shift like:
 - New transit vehicles or other infrastructure
 - Bike lanes
 - Bike Sharing
 - Pedestrian improvements like new sidewalks
 - Can also “complete” a ped path by installing curb ramps, or lighting.

Transportation Related Amenities

- Projects that provide supportive amenities to cyclists, peds and transit riders but don't directly increase mode shift.
 - Bike parking
 - Bus shelters
 - Benches
 - Street trees
 - Signage

Programs

- Projects that provide supportive amenities to cyclists, peds and transit riders but don't directly increase mode shift.
 - Education & outreach
 - Transit passes
 - Bike Share memberships
 - Up to 500K per application

Where are potential AHSC Grants this year

Five current locations:

- Coliseum BART (Coliseum Place)
- West Oakland BART (Oakland and the World)
- Fruitvale BART (Fruitvale Transit Village)
- San Pablo & 34th (EBALDC)
- San Pablo & 32nd (SAHA)

Coliseum Station Area

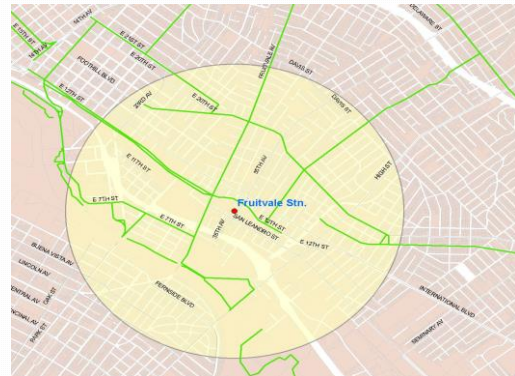


Coliseum Place

Projects we are considering:

- East Bay Greenway (54th to 69th Ave)
- Havenscourt Blvd (International to Bancroft) Bikeway
- Sidewalk Repair (complete all curb ramps)
- Urban Greening

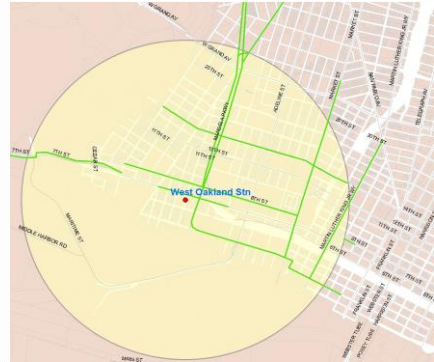
Fruitvale Station Area



Fruitvale Transit Village

- Additional Bike Share stations (up to 4)
- Funding local shares of existing grant funded projects:
 - E. 12th Street Bikeway
 - Fruitvale Alive Gap Closure Project
 - Fruitvale Avenue Road diet
- Sidewalk Improvements (curb ramps)

West Oakland Station Area



West Oakland and the World

- Sidewalk Gap Closure Project
- Bike lane - 18th Street - Mandela to Brush
- Bike lane - 12th Street - Union to West
- Bike Lane - Adeline - 3rd to 10th
- Bike Share Stations (up to 3)
- Urban Greening

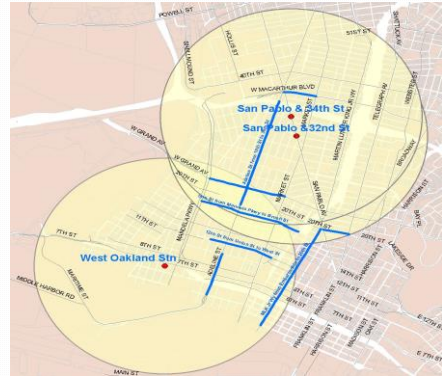
San Pablo



San Pablo (2 project sites)

- Sidewalk – curb ramp completion
- Crossing Improvements – 34th Street @ San Pablo
- Bike Lane – Adeline – 19th to 36th
- Bike Lane – W. Grand from Mandela to Market
- Bike Share Stations (up to 2)
- Under freeway lighting improvements (continuous path to BART)
- Urban Greening

San Pablo and West Oakland



Issues

- City of Oakland wants to do everything possible to support new affordable housing
- City doesn't really need transportation funding RIGHT NOW – increasing capacity to deliver existing projects.=
- Want to do ENOUGH to assure grant success

Issues (Part 2)

- Future of AHSC Program?
- MTC is recommending changes that would separate housing from transportation
- Oakland has no current position
- Current program is very complicated because housing projects and transportation projects must be in same vicinity
- Arguably better results to request the best of each in separate applications



Questions?

- Comments on structure of our responses?
- Transportation Amenities you'd like to see?
- Thoughts about future of AHSC program?
- Other Questions?