



**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the May 18, 2017 meeting**  
**City Hall, 2<sup>nd</sup> Floor, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4)**

Meeting agenda at [www2.oaklandnet.com/oak062349](http://www2.oaklandnet.com/oak062349)

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.

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: Scott Amundson, Tom Willging, Tiff Mueller, Kit Vaq, Kent Lewandowski
- Staff: Jennifer Stanley, Jason Patton, Wladimir Wlassowsky, Ryan Russo, Sarah Fine

**Item 2. Approval of meeting minutes**

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from April 20, 2017** was made (Tabata), seconded (Prinz), and approved by consent. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

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

No comments.

**Item 4. City Budget, DOT, & staffing levels**

Transportation Services / Safe Streets Division Manager Wladimir Wlassowsky presented an overview of the draft City budget with a focus on the new DOT, staffing levels, and the Capital Improvement Program (CIP). See *Powerpoint*.

The two-year budget was presented for a second time to City Council on Tuesday, May 16. On Tuesday, May 30, 5pm, a special council meeting (5th Tuesday) will be devoted to discussion of the CIP, a draft of which is available on the City website [<https://beta.oaklandca.gov/documents/fiscal-year-2017-2019->

[proposed-capital-improvement-program](#)]. Subject matter areas pertinent to the BPAC are in the Great Streets and Safe Streets sections of the CIP budget.

#### *Summary of discussion*

- To determine appropriate staffing levels, staff used several tools, including the bi-annual City “zero-based budgeting” exercise that requires departments to demonstrate to the budget office that there's enough funding available for proposed positions. Staff also relied on historical staff costs as a percentage of total project costs (30% staff costs are typical), and on the Statewide benchmarking study that evaluated the other 10 largest cities in California [[http://eng.lacity.org/techdocs/cabm/Benchmarking\\_report\\_2016.pdf](http://eng.lacity.org/techdocs/cabm/Benchmarking_report_2016.pdf)]. Budget adjustments can be made mid-cycle. The 14 additional engineering staff proposed is conservative. The first bond issue of \$25 million for paving will require staffing up, so the draft budget requests an increase over the typical percentage.
- The Bike Plan Street Paving project includes a specific list of existing bikeway streets that are not on the five-year paving prioritization plan, and thus wouldn't otherwise be paved in the near future.
- Streets to be paved are selected from the five year paving prioritization plan. To respond to complaints about the pavement quality on other streets, Public Works maintenance crews perform crack sealing and fill potholes, etc. (Report specific issues to OPW Call Center.)
- Priorities and plans in the new Pedestrian Master Plan (pending adoption) and the new Bicycle Master Plan (under development) can be developed using current funding and projects may be ready for the next issue of bond funds and/or next two-year CIP.
- The recently passed State Gas Tax (Senate Bill 1) will bring approximately \$10 million to Oakland over the next two years. These funds will be used to backfill deficits accumulated over the last several years due to losses of other fund sources, and due to the fact that the gas tax was not indexed to inflation. SB1 funds will fund operations and maintenance.

Speakers other than commissioners: Kent Lewandowski

#### **Item 5. Draft BPAC Annual Report to Public Works Committee**

BPAC Chair Ryan Chan presented the draft report to the Public Works Committee (PWC) and asked for comments. The PWC Chair requested more detail and that the BPAC approve the report prior to presentation to the PWC. (Ryan noted that the report preparation should start earlier next year.)

#### *Comments*

- Correct the Council District for Commissioner Kidd (now District 4). (Also change this on the City website.)
- Move the Complete Streets checklist recommendation from Item 2 to Item 1.
- Discuss the challenges of responding to issues raised during Open Forum. Consider establishing a quarterly report to PWC from the BPAC Open Forum Committee. There should be a way for people's concerns to be acknowledged. Consider adding key committees to the report, including Open Forum Committee.

→ ***A motion to approve the report with the changes discussed and empower the BPAC Chair to take the report to the Public Works Committee at their meeting on June 13*** was made (Chan), and seconded (Kidd). The motion passed with all in favor and none abstaining.

All are welcome to attend the PWC meeting.

## **Item 6. Bi-Annual Paving and Bikeway Projects Status update**

Jason Patton, Bicycle & Pedestrian Program Manager, reported that this item combines two that had been presented to BPAC bi-annually: (1) bikeway projects status update; and (2) paving coordination update. The latter has been re-envisioned as a Complete Streets coordination map (CS map, in agenda packet). Jason asked for input on this way of presenting information, and for suggestions for projects to review at future BPAC meetings.

Bikeway projects managed by the Bicycle & Pedestrian Facilities Program not currently in design are not included on the list. This includes the streets in the CIP Bike Plan Street Paving project. (It was noted that not all of the candidate streets in the CIP project can be paved with the \$3 million CIP allocation.) Paving Program resources are available online including a map showing the current paving schedule ([https://oakbec.s3.amazonaws.com/MapLanding/maps/oakland\\_paving\\_schedule.html](https://oakbec.s3.amazonaws.com/MapLanding/maps/oakland_paving_schedule.html)) and a map showing pavement condition (PCI), the five-year pavement prioritization plan, and other details (<http://oakbec.s3.amazonaws.com/MapLanding/maps/pavingdashboard.html>).

The draft CS map shows the current pavement prioritization overlaid with project status (complete, underway, pending). The map is keyed to show Project Scoping (e.g. the level of effort and advance planning required to deliver paving projects that have a Complete Streets focus). Four draft scoping categories are shown on the map:

- No coordination: short segments or quiet residential streets with few transportation features;
- Routine: apply upgrades based on current design standards;
- Complex: road diets, street redesign that would involve trade-offs between users, community process, etc.; and
- Separate project: a street that is either already not being, or shouldn't be, delivered as part of a citywide paving contract because the issues are complex, and the project scope is bigger.

Jason noted that a Complete Streets checklist developed for paving program (prior to the formation of the DOT) was featured in a recent FHWA report, and now needs to be updated. Completed checklists could come to BPAC for review.

### *Summary of discussion*

- Moving a project to a more complex category would delay delivery. Thus, there is pressure to design simple projects.
- There is community effort underway for the short segment of Alcatraz Ave, and should be shown as routine (not no coordination).
- The CS map is a good way to communicate. An online interactive map with more details is desired.
- Oakland is responsible for paving San Pablo Ave, even though it is a Caltrans State highway.
- People who wish a particular project be reviewed by the BPAC Infrastructure Committee should email Robert Prinz.
- Two sections of Bancroft Ave, in redesign, feature reduced travel lane widths (from 12' to 10'), and added bike lane buffers and conflict zones.
- The connection from Bancroft Ave to Foothill Blvd needs improvement. This could be addressed during bike plan update. The current alignment is on Fremont and 50<sup>th</sup> Aves.

## **Item 7. Bike to Work Day Report Back**

Commissioner Chris Hwang (President of Walk Oakland~Bike Oakland) described highlights of this year's event at City Hall, coordinated by WOBO. She extended thanks to the staff and commissioners that participated, to Bike East Bay, and to the 34 volunteers (including six WOBO board members). She reported

that: a very large Pedal Pool, including Mayor Schaaf, biked in from Fruitvale Ave; several other Council members biked in; the Scraper Bike Team came from the from 81<sup>st</sup> Ave Library; new DOT Director Ryan Russo spoke at event; and the new Oakland Police Chief rode in on a classic road bike. The after party at Latham Square closed down the street and was very successful. Chris encouraged people to send her any ideas for next time. Commissioner Prinz (staff at Bike East Bay) reported that the total number of bicyclists in the East Bay was around 21,000, a 30% increase over the last five years, with record numbers in cities other than Oakland.

#### **Item 8. Move management of the San Leandro Creek Trail Project to the Department of Transportation**

- ***A motion requesting that management of the San Leandro Creek Trail project be moved from the Economic Development Division to the Department of Transportation*** was made (Tabata) and seconded (Burnette, Jr).

*Discussion:* Might flood control and/or watershed be a better place? Much of the alignment is on street, not in parklands, so there is a strong transportation nexus. All voted in favor of the motion with none abstaining. Commissioner Chan will write a letter to the City conveying this motion.

#### **Item 9. Three month look-ahead, suggestions for meeting topics, announcements**

*Three-month look-ahead*

As printed in the agenda.

*Suggestions for meeting topics*

- Kent Lewandowski: enforcement of the speed limit.
- Kent Lewandowski: curb cuts to facilitate bicycle crossings of blocked streets.
- Commissioner Villalobos: Sharing roads education for motorists, and poor treatment of cyclists in crashes.
- Commissioner Prinz: BART's multi-modal access guidelines (draft available on BART website).

*Announcements (other than those printed in the agenda)*

- Saturday, June 10, 10a-2p, a bike-ped safety training and walk audit is being conducted, sponsored by WOBO, EBALDC (East Bay Asian Local Development Corporation), and others. Meet at Sparklet Place, 3431 San Pablo Ave.
- See [www.oaklandbikemaps.info](http://www.oaklandbikemaps.info) for newly updated online maps on bikeways, bike parking, bike signs, and traffic counts.
- OPW installed a Dero bike-fix it station at the 81<sup>st</sup> Ave Library.

Meeting adjourned at 8:04p.

#### **Attachments**

- OakDOT Budget Presentation
- Oakland Pavement Management Program online resources

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on May 23, 2017, with comments requested by 5pm, Tuesday, May 30 to [jstanley@oaklandnet.com](mailto:jstanley@oaklandnet.com). Revised minutes were attached to the June 2017 meeting agenda and adopted at that meeting.

# OakDOT Budget Presentation – Part 2

Wlad Wlassowsky

# What funds Bike and Ped projects and programs in Oak DOT?

## Dedicated Bike and Pedestrian Funding (annual)

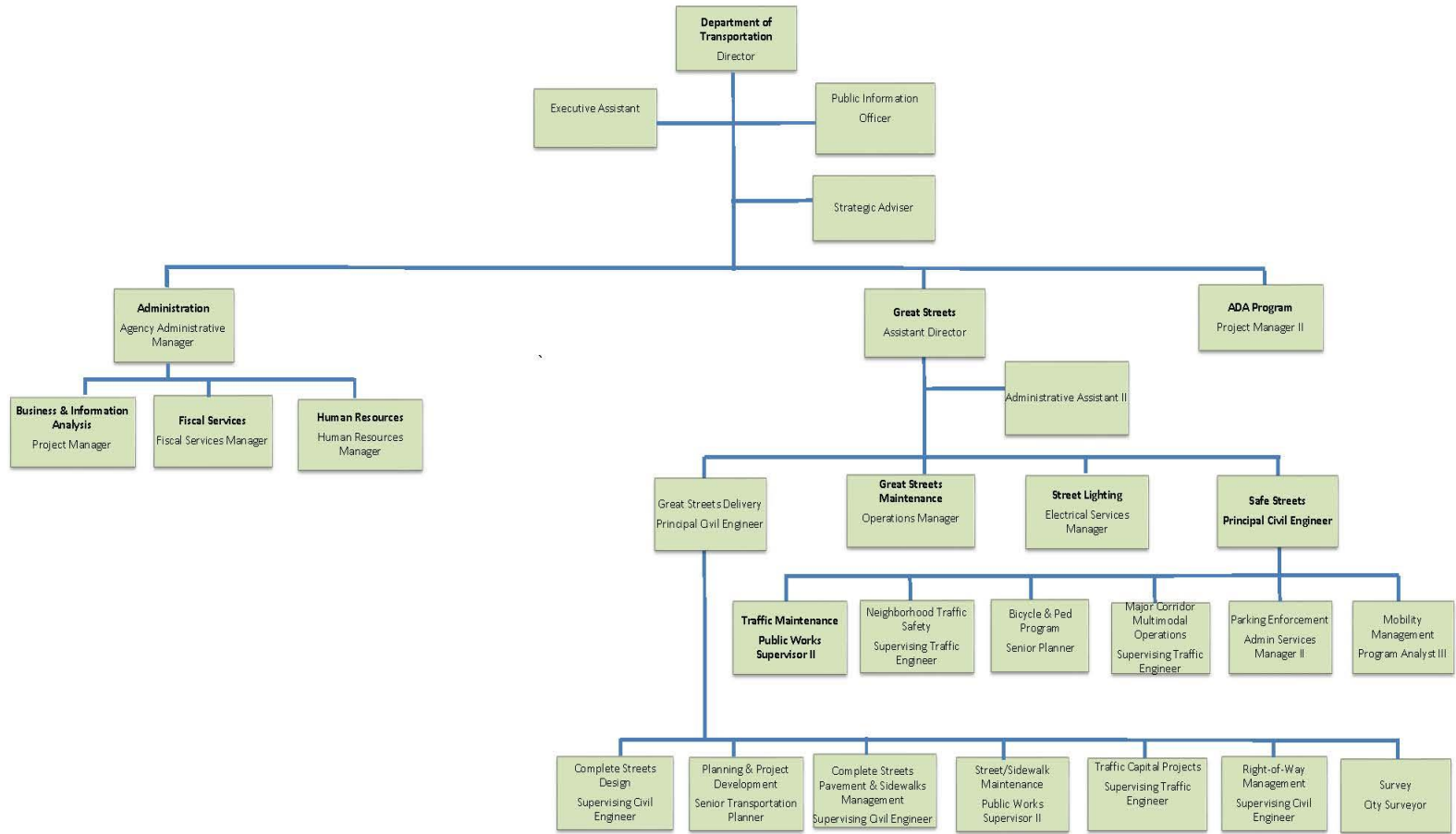
- Measure B ~ \$1 million
- Measure BB ~ \$1 million, plus
- Measure BB LSR ~\$1.5 million (15% of fund)
- TDA ~ \$400 thousand

## Total base funding of ~ \$4 million per year to fund:

- Staff
- Ongoing bike and ped programs and projects (CIP)
- Does not include discretionary grants
- Does not include most maintenance

# DOT Organization Chart

OAKLAND DEPARTMENT OF TRANSPORTATION - PROPOSED 2017-19



# New Positions in DOT

## Admin

- Accountants (2)
- Human Resources staff (3)
- Funding Analyst

## Programs

- Planners (6)
- Engineer (1)
- Student Trainees (2)

## Projects

- Engineers (14)



# Staff for Bike and Ped activities?

## Bike and Ped Program

- Currently 3 (Patton, Stanley, 1 vacant)
- Future 6
  - 1 new Sr Transp Planner (manager)
  - 1 new Program Analyst (planner)
  - 1 new Transportation Engineer

## Complete Streets Project Development

- Currently 3 (Fine, Mohan, Ferrara)
- Future 6
  - 3 new Program Analysts (planners)

Mobility Management (1 Program Analyst devoted to bikeshare)

Plus new engineers in various divisions working on individual bike/ped projects

# What is in the 2 year CIP for Bike and Ped projects?

## Measure B/BB

- Bicycle Plan Implementation - \$505 thousand
- Pedestrian Plan Implementation - \$505 thousand
- Paths and Stairs Rehabilitation - \$400 thousand
- Neighborhood Traffic Calming - \$ 1 million
- Community Transportation Plans - \$850 thousand
- Complete Streets Project Dev't - \$850 thousand
- Matching funds for grants (grants are virtually 100% bike ped)- \$7.5 million

Total of more than \$11 million over two years will be dedicated to bike/ped related projects. Significantly more than base funding requirements.

# What is in the 2 year CIP for Bike and Ped projects?

## Measure KK

- Bike Plan Street Paving - \$3 million
  - Safe Routes to Schools – \$2 million
  - Sidewalk Repairs - \$2 million
  - Curb Ramps – \$3.6 million
  - Complete Streets Capital (Match for existing grant projects) - \$5 million
- 
- Everything except the paving program is bike/ped, and the paving program will incorporate curb ramp and bike lane improvements.



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## Pavement Management

Oakland's Pavement Management Program strives to make the most effective use of our resources to preserve and upgrade the overall condition of our streets. We use various methods to rehabilitate streets. We apply resources where they will have the most impact with the primary goal being the preservation of our streets and betterment of our community. This page contains information on the overall program, current projects, recently completed projects and planned work.

## Paving Activities

Please note, the information provided in this table is based on the most recent information available from our contractors. Weather, equipment and other changing conditions can lead to changes to this schedule. Specific notification to affected residences and businesses is provided at least 72 hours prior to construction work.

### Locations Scheduled for Paving

Locations are now shown on a new interactive [map!](#) Click on each segment for dates of paving activities.

[https://oakbec.s3.amazonaws.com/MapLanding/maps/oakland\\_paving\\_schedule.html](https://oakbec.s3.amazonaws.com/MapLanding/maps/oakland_paving_schedule.html)

