

CITY OF OAKLAND



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Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda

Thursday, August 17, 2017; 6:00-8:00 pm

City Hall, Hearing Room 4 (NOTE: Meetings in 2017 held in Hearing Room 4.)

Bicycle & Pedestrian Facilities Program home page:

www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/index.htm

Resources for Commissioners:

www2.oaklandnet.com/government/o/PWA/o/EC/s/BicycleandPedestrianProgram/BPAC/index.htm#BPAC_Resources

Commissioners

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

Time	#	Topic
6:00	1	Roll Call/Determination of Quorum/Introductions (5 minutes)
6:05	2	Approval of meeting minutes Attachment (5 minutes)—Seek motion to adopt the July 2017 BPAC minutes.
6:10	3	Open Forum / Public Comment (10 minutes)—Members of the public may comment on any issue within BPAC's subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. The BPAC's Open Forum Committee tracks Open Forum issues raised by the public. (See tinyurl.com/Oakland-BPAC-OpenForumTracking .) The Committee reviews the public comments on a periodic basis to identify policy issues for discussion by the Commission. To request City services, please contact the Public Works Call Center; information at www2.oaklandnet.com/ReportaProblem .
6:20	4	BART Multimodal Access Guidelines (25 minutes)—Shannon Hake, BART Station Access Consultant, will present draft multi-modal design guidelines that are intended to improve pedestrian, bicycle, and transit access at BART stations. The guidelines respond to the adoption of BART's Station Access Policy (http://tinyurl.com/y76dly96) in 2016. The guidelines will provide easy-to-use minimum/maximum and recommended standards for planning BART's station areas.
6:45	5	AC Transit Design Guide for Protected Bike Lanes Attachment (25 minutes)—Sean Co from Toole Design Group will present guidelines being developed for AC Transit to incorporate bicycle facilities with bus stops and bus operations.
7:10	6	City of Oakland Transportation Commission (25 minutes)—Commissioner Kidd will share preliminary research on cities with Transportation Commissions, and lead a discussion on how/whether the BPAC would support a new commission.
7:35	7	Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment (10 minutes)

Agenda online at: www2.oaklandnet.com/w/OAK062353



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin or Spanish interpreter, please email jstanley@oaklandnet.com or call (510) 238-3983 or TDD/TTY (510) 238-2007 at least five working days before the meeting. Please

refrain from wearing scented products to this meeting as a courtesy to attendees with chemical sensitivities.

Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete de en español, Cantonés, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a jstanley@oaklandnet.com o llame al (510) 238-3983 o (510) 238-2007 por lo menos cinco días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

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Meeting agenda at www2.oaklandnet.com/oak062352

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

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with six commissioners present (X). One (-) was excused (provided notice of absence as specified in by-laws); two (x) arrived later during the meeting.

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

Introductions were made.

- Other attendees: Carol Levine, Hector Chinchilla, Chris Kintner, Phoenix Mangrum, Bob Fearman, Scott Amundson, Jennifer Anderson, Smadar Boardman, Hal Williams
- Staff: Nicole Ferrara, Sarah Fine, Carissa Lee, Menaka Mohan, Jennifer Stanley

Item 2. Approval of meeting minutes

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from June 15, 2017** was made (Tabata), seconded (Prinz), and approved by consent. Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

- Commissioner Villalobos reported that sidewalk repair in a commercial area on Fruitvale Ave has been disruptive. She reported this via SeeClickFix on May 10. One side is fixed but the other is still not.
- Commissioner Villalobos reported that construction work north of the Park St Bridge is impacting travel on 29th Ave. Recently installed striping seems permanent, seeming to be a missed opportunity. Jennifer will follow up w/ Rosa re: as to whether this is part of construction phasing.
- Hector Chinchilla, attending BPAC for the first time, reports his inconsistent experience biking in Oakland. He stated that the separated bike lane on Telegraph Ave is dangerous. He wonders whether anyone is tracking bicyclist fatalities in Oakland. He doesn't think that outreach is prioritized highly enough and expressed frustration with drivers. Commissioner Hwang responded

that the Telegraph Ave project is being monitored by staff, and suggested that Hector join Bike East Bay or Walk Oakland Bike Oakland. Commissioner Burnette, Jr responded that there was recently a cyclist fatality on 69th Ave and four recent collisions in the vicinity of 81st and Rusdale Aves.

- Chris Tintner expressed frustration with construction projects blocking bike lanes. He has filed reports via SeeClickFix and called parking enforcement. He wondered whether construction detour plans were filed with the City. Sarah Fine (staff who recently worked on improving Oakland's construction detour process), said she would follow up internally to add a new category in SeeClickFix since complaints about construction impacts on bike lanes might otherwise be misdirected. Smadar Boardman concurs with Mr Tintner, reporting experiencing block bike lane on 17th St.

Item 4. Oakland Public Space Initiative

Menaka Mohan, presented on a new initiative to allow the public to paint streets, tentatively called "Transforming Oakland Streets." *See PowerPoint.* She and her colleague, Carissa Lee, have crafted the program based on research into similar initiatives by other cities. The program will let people try fun things cheaply (painting crosswalks, streets, and plazas), test safety improvements, and help realize the *Vibrant and Sustainable Infrastructure* goal of the DOT Strategic Plan. The existing City Adopt-a-Spot and Parklet programs are doing somewhat similar work.

In response to a survey last month, 100 responses, mostly from individuals (vs groups) and from all over the city were received. A city working group with several different departments including Planning, Economic Development, and Public Works, was established to discuss how to move forward. The group decided to start with street painting, the least expensive (typically \$2,000-\$4,000), which may have a lower barrier to entry than parklets or plazas which are typically much more expensive. Additionally, if the City receives most applications from wealthy neighborhoods, matching funds (allocated on a 1-to-1 basis) will be used to fund street painting projects in "Communities of Concern" (COC, an MTC designation for lower-income and otherwise impacted communities) where the City can also identify safety improvements. Staff hopes to develop a simple application form (like Adopt-a-Spot) and to seek opportunities to use the program to address traffic safety.

Menaka asked the BPAC for feedback on criteria for rating applications.

Summary of discussion:

- Communicate that painted streets won't be maintained by the City, and be clear about what is expected from the community.
- Includes areas of concern where there are currently no resources.
- The program is intended to give communities a new way to express themselves, like murals do, using paint on the street to make artful safety zones. Different communities will pursue different strategies.
- Start with schools. Letting kids lead might make it more accepted.
- The budget for the 1-to-1 projects will be based on the number of applications received.
- The community outreach/approval process is not yet set.
- It was observed that, in the past, staff has resisted this type of project, so training is needed.
- Poor pavement and/or sidewalk condition, and near-future paving projects, could be used as a criteria to deny applications.
- Staff should do focused outreach in COC to help kick off the program.
- Make sure people don't perceive painted areas as parking zones.
- Cultural Arts collaboration may happen in the future, but not initially.

- Built Environment (a project of the Hope Collaborative) have been holding meetings and doing exercises re: traffic circles in Elmhurst area. City staff should tour the “alphabets area” of Oakland to see deteriorating streets and sideshows—people who live in this area are discouraged.

People can contact Menaka at mmohan@oaklandnet.com with suggestions or questions.

Speakers other than commissioners: Hector Chinchilla, Smadar Boardman, Hal Williams, Chris Tintner

Item 5. Harrison St and 23rd St Pedestrian Safety Improvement Project

Nicole Ferrara shared information about a near-term project to restripe Harrison St between Grand Ave and 27th St, removing a travel lane in each direction. The design features bike lanes, high-visibility crosswalks at all three intersections (including two that are signalized), advance stop lines at the signalized intersections, removal of one of two left turn pockets and addition of a bicycle box approaching 27th St, painted bulb-outs and median (which may include planters if a maintenance partner can be found), and new curb ramps at the 23rd St intersection See handouts.

She explained that a 2013 survey showed that 60% of drivers were speeding. The City’s largest and oldest senior center, the Downtown Senior Center, is located on the block and there are schools and senior housing developments in both directions. Many people use the crosswalk at 23rd St. A fatal collision occurred recently in the 23rd St crosswalk, a beloved senior at 9am. Both the "Lakeside Green Streets" project to the south (under construction) and Harrison St to the north have two lanes in each direction, so the three-lane cross section along these two blocks is unnecessary—a traffic analysis showed no significant impacts. Bulb-outs make pedestrians more visible to motorists, and shorten crossing distance.

The project is expected to be completed by city crews in a couple of weeks.

Summary of discussion:

- No additional lighting will be installed.
- The plan to be more responsive on similar projects is a new focus for the DOT, with the new Director’s help. He wants to use City crews more to roll out similar projects quickly.

Speakers other than commissioners: Hector Chinchilla

Item 6. BPAC Commissioner Recruitment Outreach Plan

Jennifer Stanley explained that Commissioners Chan, Hwang, and Prinz are terming out in December, and that the BPAC can start early to encourage applications. As in the past, BPAC can establish a committee to review applications and make a recommendation to the Mayor. This is purely advisory, as the Mayor has no obligation to take BPAC’s recommendation. Jennifer also noted that eight of nine current commissioners were appointed (mistakenly) to four-year terms, instead of three-year terms. She is working with the Mayor’s Office to correct this, potentially in the same resolution that appoints new commissioners.

The application is simple and allows people to upload a resume, and indicate why they are interested in serving on the Commission. The Mayor conducts applicant interviews. The BPAC strives for geographic diversity. Commissioners Tabata, McWilliams, Villalobos, and Hwang and Hector Chinchilla volunteered to serve on the committee.

- A motion to **create a committee consisting of** Commissioners Tabata, McWilliams, Villalobos, and Hwang and Hector Chinchilla **to carry out an outreach plan, review Commissioner applications,**

and report back at the September meeting was made (Chan), seconded (Tabata), and approved with all voting in favor.

Speakers other than commissioners: Hector Chinchilla

Item 7. City of Oakland Transportation Commission—*Postponed to a future meeting.*

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

Three-month look-ahead

Since the agenda was released, the following items have been suggested and may be added within the next three months.

- Rescheduled item on Transportation Commission.
- Public Hearing, AB 2245, for conversion of one travel lane on Webster and Franklin Streets.

Suggestions for meeting topics

- 69th Ave bike boulevard improvements/paving (Commissioner Burnette, Jr)
- Open Forum committee report on policy issues (Commissioner Tabata)
- OakMob101 research on bike culture and on whether drivers understand bikeways (Hector Chinchilla)

Announcements (other than those printed in the agenda)

- The City's Master Fee Schedule update included a \$45 fee for a ticket diversion program for cyclists. This sets up conversations with OPD on how to proceed. (Commissioner Prinz)
- WOBO is having a women's bike ride on September 9.
- The 21st edition of the "I [bike] newsletter" was released on July 17. Download at www2.oaklandnet.com/OAK024706 (or follow link from www.oaklandbikes.info).
- City will staff a booth at PedalFest, with DOT Director Ryan Russo taking an afternoon shift.
- The Pedestrian Master Plan was adopted at the City Council meeting on Tuesday, June 20.
- The Walk Oakland map is being updated to 6th edition. If you want to help WOBO provide feedback, contact chris@wobo.org.

Meeting adjourned at 7:44 pm.

Attachments *(to be appended to adopted minutes)*

- PowerPoint: Transform Oakland Streets
- Harrison St striping plan, existing condition, and schematics

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on July 24, 2017, with comments requested by 5pm, Tuesday, August 1 to jstanley@oaklandnet.com. Revised minutes will be attached to the August 2017 meeting agenda and considered for adoption at that meeting.

AC Transit Multimodal Corridor Guidelines



Sean Co
Senior Planner
Toole Design Group



Michael Ohnemus
Transit Planner
Stantec



John Urgo
Transportation Planner
AC Transit

Goals

1. Achieve **internal buy-in** from AC Transit staff
2. Achieve **external buy-in** from city staff and funding agencies
3. Create an **actionable** document that will streamline interagency coordination and design review process








Agenda

- Goals and Objectives
- Review draft typologies
- Review cost calculator
- Project next steps



Vision

-  Compelling **narrative** for improving transit
-  Clear, attractive **illustrations**
-  Planning-level **cost estimates**
-  Simple project **checklists** for developers and city staff
-  Sample **policy language** that can be adopted

Purpose and Need

- AC Transit wants to street designs that support efficient and reliable bus operations
- AC Transit has limited control over the street design process
- Need for context-sensitive guidance at each stage of the process (scoping, planning, costing, grant-writing, and implementation)

Typologies

Bike Lanes (Class II)

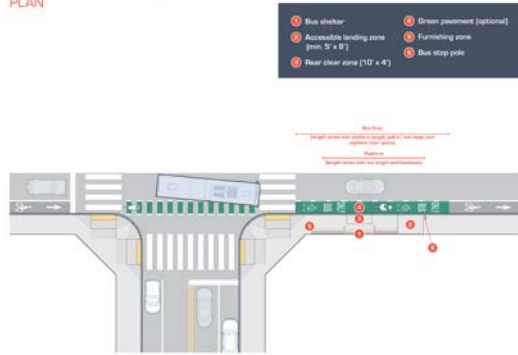
1. Adjacent to Curb
2. Between Parking Lane and Travel Lane

Separated Bike Lanes (Class IV)

3. Between Curb and Travel Lane
4. Between Curb and Parking Lane
5. Two-Way Facility Between Curb and Parking



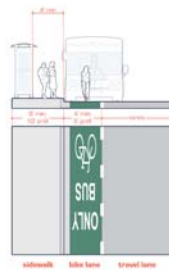
O1 Bike Lane Adjacent to Curb
PLAN



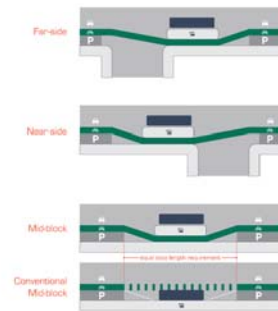
Typology 1: Bus stop length table

	Arterial Speed Limit		
	< 20 MPH	20 - 35 MPH	> 35 MPH
Bus Zone			
40' Bus	40	40	40
60' Bus	60	60	60
Two 40' Buses	120	120	120
One 40' and One 60' Bus	140	140	140
Two 60' Buses	180	180	180
Exiting Distance			
Farside Bus Stop	10	15	20
Near Side Bus Stop	n/a	n/a	n/a
Mid-Block Bus Stop	10	15	20
Entering Distance			
Farside Bus Stop	n/a	n/a	n/a
Near Side Bus Stop	10	15	20
Mid-Block Bus Stop	10	15	20

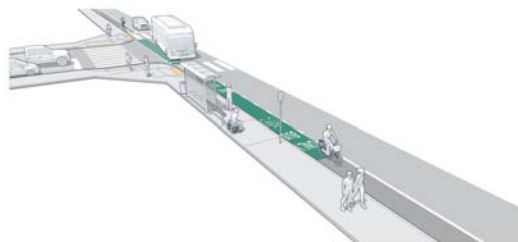
O1 Bike Lane Adjacent to Curb
SECTION



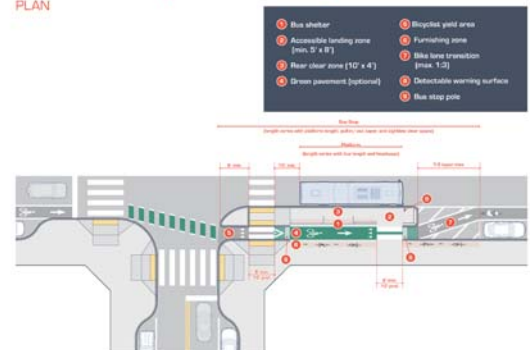
O2 Bike Lane Adjacent to Parking
STOP PLACEMENT AND BIKE FACILITY ALIGNMENT



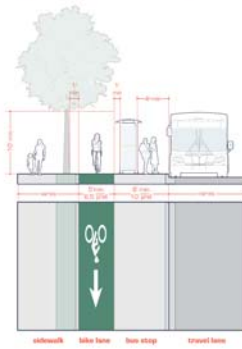
O1 Bike Lane Adjacent to Curb
PERSPECTIVE



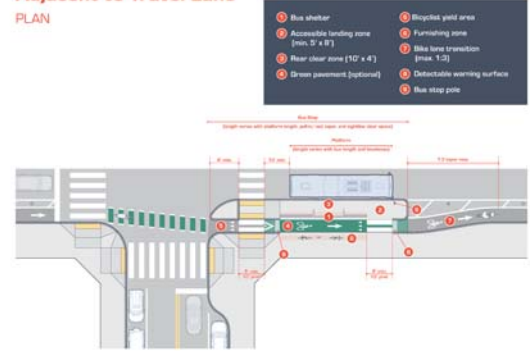
O2 Bike Lane Adjacent to Parking
PLAN



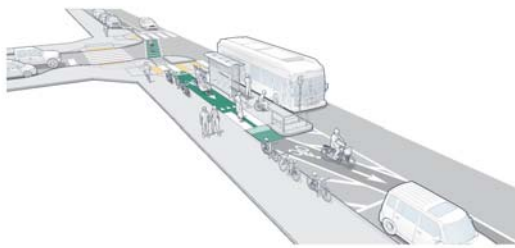
O2 Bike Lane Adjacent to Parking
SECTION



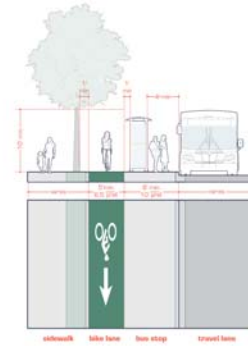
O3 Separated Bike Lane Adjacent to Travel Lane
PLAN



O2 Bike Lane Adjacent to Parking
PERSPECTIVE



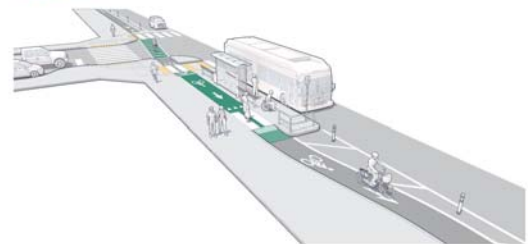
O3 Separated Bike Lane Adjacent to Travel Lane
SECTION



Typology 2: Bus stop length table

	Arterial Speed Limit
	All Speeds
Bus Stop Island With Shelter	
40' Bus	40
60' Bus	60
Two 40' Buses	120
One 40' and One 60' Bus	140
Two 60' Buses	180
Bus Stop Island Without Shelter	
40' Bus	30
60' Bus	50
Two 40' Buses	110
One 40' and One 60' Bus	130
Two 60' Buses	170
Exiting Bike Lane Taper Distance	
Farside Bus Stop	n/a
Near Side Bus Stop	24
Mid-Block Bus Stop	24
Entering Bike Lane Taper Distance	
Farside Bus Stop	24
Near Side Bus Stop	n/a
Mid-Block Bus Stop	24
Pedestrian Refuge	
Farside Bus Stop	20
Near Side Bus Stop	n/a
Mid-Block Bus Stop	20

O3 Separated Bike Lane Adjacent to Travel Lane
PERSPECTIVE

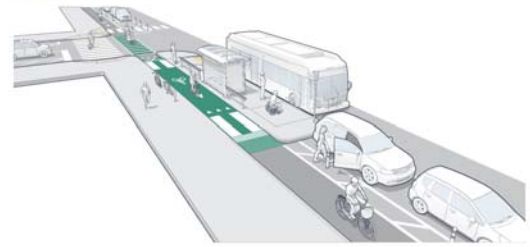


Typology 3: Bus stop length table

	Arterial Speed Limit
	All Speeds
Bus Stop Island With Shelter	
40' Bus	40
60' Bus	60
Two 40' Buses	120
One 40' and One 60' Bus	140
Two 60' Buses	180
Bus Stop Island Without Shelter	
40' Bus	30
60' Bus	50
Two 40' Buses	110
One 40' and One 60' Bus	130
Two 60' Buses	170
Exiting Bike Lane Taper Distance	
Farside Bus Stop	n/a
Near Side Bus Stop	18
Mid-Block Bus Stop	18
Entering Bike Lane Taper Distance	
Farside Bus Stop	18
Near Side Bus Stop	n/a
Mid-Block Bus Stop	18

04 Separated Bike Lane Adjacent to Parking

PERSPECTIVE



04 Separated Bike Lane Adjacent to Parking

PLAN

- 1 Bus shelter
- 2 Accessible landing zone (min. 5' x 8')
- 3 Rear clear zone (10' x 4')
- 4 Furnishing zone
- 5 Bicyclist yield area
- 6 Detectable warning surface
- 7 Bus stop pole

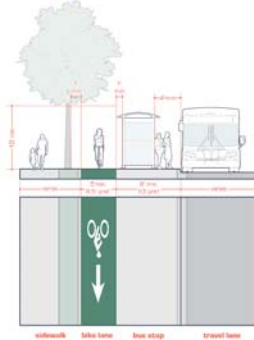


Typology 4: Bus stop length table

	Arterial Speed Limit
	All Speeds
Bus Stop Island With Shelter	
40' Bus	40
60' Bus	60
Two 40' Buses	120
One 40' and One 60' Bus	140
Two 60' Buses	180
Bus Stop Island Without Shelter	
40' Bus	30
60' Bus	50
Two 40' Buses	110
One 40' and One 60' Bus	130
Two 60' Buses	170
Pedestrian Refuge	
Farside Bus Stop	20
Near Side Bus Stop	n/a
Mid-Block Bus Stop	20

04 Separated Bike Lane Adjacent to Parking

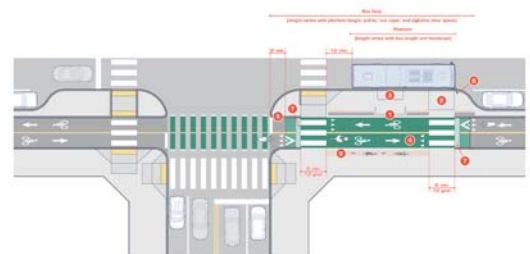
SECTION



05 Two-way Separated Bike Lane Adjacent to Parking

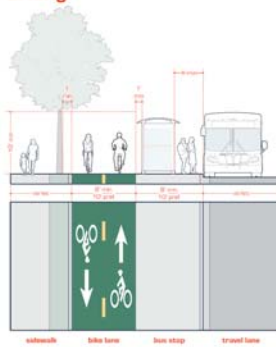
PLAN

- 1 Bus shelter
- 2 Accessible landing zone (min. 5' x 8')
- 3 Rear clear zone (10' x 4')
- 4 Green pavement (optional)
- 5 Bicyclist stop yield area
- 6 Furnishing zone
- 7 Detectable warning surface
- 8 Bus stop pole



05 Two-way Separated Bike Lane Adjacent to Parking

SECTION



Bus Stop Costs

Key Cost Drivers	Unit	Unit Cost
Concrete Slab for Bus Parking	SF	\$22.50
Concrete Bus Stop Curb and Gutter	LF	\$65.00
17-inch Concrete Subgrade	SF	\$24.00
Grading, Roadway Excavation and Subgrade Preparation	SF	\$5.20
Electrical	Bus stop	\$8,000
Shelter Installation	Bus stop	\$3,000
4" Thermoplastic Striping	LF	\$3.00
Mobilization and Traffic Control	Bus stop	\$10,000
Material Removal	Varies	Varies



05 Two-way Separated Bike Lane Adjacent to Parking

PERSPECTIVE



Next Steps

- Draft Guide Fall 2017
 - Describe design elements & special circumstances not illustrated
 - Recommended dimensions tables
 - Checklist for city staff and/or developers
- Third TAC meeting to review Draft Guide
- Continued outreach to local partners and agencies



Typology 5: Bus stop length table

Bus Zone	Arterial Speed Limit		
	< 20 MPH	20 - 35 MPH	> 35 MPH
40' Bus	40	40	40
60' Bus	60	60	60
Two 40' Buses	120	120	120
One 40' and One 60' Bus	140	140	140
Two 60' Buses	180	180	180
Exiting Distance			
Farside Bus Stop	20	30	40
Near Side Bus Stop	n/a	n/a	n/a
Mid-Block Bus Stop	20	30	40
Entering Distance			
Farside Bus Stop	n/a	n/a	n/a
Near Side Bus Stop	20	30	40
Mid-Block Bus Stop	20	30	40
Pedestrian Refuge			
Farside Bus Stop	20	20	20
Near Side Bus Stop	n/a	n/a	n/a
Mid-Block Bus Stop	20	20	20

Typology 1: Bike lane Adjacent to Curb

Current Standard



Typology 2: Bike Lane Adjacent to parking



Typology 3: Separated Bike Lane Between Curb & Travel Lane



Typology 2: Bike Lane Adjacent to Parking



Typology 3: Separated Bike Lane Between Curb & Travel Lane



Typology 3: Separated Bike Lane Between Curb & Travel Lane



Typology 5: Two-Way Separated Bike Lane Between Curb and On-street Parking



Typology 5: Two-Way Separated Bike Lane Between Curb and On-street Parking



Typology 5: Two-Way Separated Bike Lane Between Curb and On-street Parking



8/17/17, BPAC Agenda, Item #7 Attachment

Three-month agenda look-ahead

September

- Stairpath Program Update
- CityWorks analytics & ped/bike issues
- BPAC Annual Report 2016, Public Works Committee report back
- BPAC Commissioner Recommendations

October

- Bi-annual complete streets/paving coordination and bikeways update
- Bike plan update

November

- Legal requirements/oversight pertinent to bike/ped improvements included in COAs
- Bi-annual planning projects update

Commissioner announcements

None.

Staff announcements

None.

Active BPAC Committees

Committee	Date convened	Details	Commissioners / Other members
BPAC applications review	7/20/17	Review commissioner applications submitted through 8/31/17 and make recommendation to full BPAC in September	Commissioners Tabata, McWilliams, Villalobos, and Hwang and Hector Chinchilla
Infrastructure committee	2/16/17	review infrastructure plans and grant updates	Commissioners McWilliams, Kidd, Burnette Jr, and Prinz; community members Dianne Yee, Maria Rolland, and Bob Fearman
Open Forum responses	3/17/2016	ongoing	Kidd, Tabata, others tbd
review OMC bicyclist-related sections	1/21/2016	changes to bicycle registration and licensing requirements pending approval by City Council in Dec 2016	Wheeler (chair), Prinz, Tabata