

# CITY OF OAKLAND



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## **Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda** **Thursday, April 21 2016; 6:00-7:25 pm** **City Hall, Hearing Room 3**

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### **Commissioners**

Ryan Chan, Chris Hwang, Christopher Kidd, Fred McWilliams, Robert Prinz,  
Midori Tabata, Rosa Villalobos, Kenya Wheeler

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<b>Time</b>	<b>#</b>	<b>Topic</b>	<b>Type</b>
6:00	1	<b>Roll Call/Determination of Quorum/Introductions</b> (5 minutes)	Admin
6:05	2	<b>Approval of meeting minutes Attachment</b> (5 minutes)—Seek motions to adopt the March 2016 BPAC minutes.	Action
6:10	3	<b>Open Forum / Public Comment</b> (10 minutes)—Members of the public may raise or comment on an issue within BPAC's subject matter jurisdiction (other than what is on the agenda).	Info
6:20	4	<b>Active Transportation Program (ATP) Cycle 3 grants Attachment</b> (20 minutes)—Oakland is preparing for Cycle 3 of the California Active Transportation Program Grants. These grants are for bicycle and pedestrian projects, with full grant applications due June 15th. Bruce Williams will review previous grant rounds, present the process to projects for potential grant applications for this round, discuss draft project scopes, and solicit input from the Commission in selecting final candidates.	Action
6:40	5	<b>NACTO Transit Program Accelerator Attachment</b> (10 minutes)—The City of Oakland and AC Transit have been selected to participate in NACTO's Transit Program Accelerator. Staff will discuss the opportunity and the joint proposal submitted by the City of Oakland and AC Transit for the program.	Info
6:50	6	<b>Update on SB743 Implementation Attachment</b> (15 minutes)—Staff will present an introduction to SB743, summarize recent guidance from the Governor's Office of Planning & Research ( <a href="http://tinyurl.com/RevisedVMT-CEQA">http://tinyurl.com/RevisedVMT-CEQA</a> ), and provide an early report on the City of Oakland's approach to implementing SB743 and reforming local transportation impact review. (Also see OPR web page, <a href="https://www.opr.ca.gov/s_sb743.php">https://www.opr.ca.gov/s_sb743.php</a> .)	Info
7:05	7	<b>Chair and Vice Chair's Update on Committees and Communications</b> (5 minutes)—The Chair and/or Vice Chair will provide update on the progress of BPAC committees, and update BPAC on communications made or received.	Info
7:10	8	<b>Three-month agenda look-ahead / suggestions for meeting topics / DOT update / announcements Attachment</b> (15 minutes)	Info

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**Agenda online at:** [www2.oaklandnet.com/w/OAK056326](http://www2.oaklandnet.com/w/OAK056326)

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**City of Oakland, Bicyclist & Pedestrian Advisory Commission**  
**Minutes from the March 17, 2016 meeting**  
**City Hall, Hearing Room 3**

Meeting agenda at <http://www2.oaklandnet.com/oak056325>.

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

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

At roll call, Commissioners Chan, Hwang, Kidd, McWilliams, Prinz, and Tabata were present and quorum was established. (Commissioner Wheeler arrived later.) Introductions were made.

Other attendees (who signed in):

- Amanda Leahy, Ben Eversole, Tom Holub, Kit Vaq, Carrie Modi, Scott Amundson, Dianne Yee, Bob Fearman
- Staff: Jennifer Stanley, Iris Starr, Jason Patton, Alicia Parker, Joanna Winter, Michael Ford, Mohamed Alaoui, Sarah Fine

**Item 2. Approval of meeting minutes**

- A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from February 18, 2016** was made (Tabata), seconded (McWilliams), and passed with all in favor. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

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

No speakers.

**Item 4. TDA Article 3 Funding Recommendation and Bicycle Master Plan Update**

Jason Patton, Bicycle & Pedestrian Program Manager, explained staff's recommendation to use the \$440,000 available in FY 2016-17 Transportation Development Article 3 funding for the City's Bicycle Master Plan (BMP) update. (Details were provided in the agenda packet.) TDA guidelines allow funds to be used for bike plan updates once every five years. Staff proposes to use TDA for this purpose rather than for smaller bike/ped projects as has been typical. The recommendation will go to City Council for approval in late April.

Summary of comments/discussion:

- The \$440,000 is new money plus unspent balances (~ \$50k) from previous cycles.
- This year, BPAC review of TDA projects is not paired with proposed allocations from the Pedestrian Capital Improvement Program due to the availability of new funding from Measure BB and a desire to wait on programming funds based on the outcome of the Pedestrian Master Plan, in progress.
- The outcome of several initiatives currently underway will be reflected/included in the BMP. These include:
  - "Bikeways 2.0": technical assistance grant from MTC to develop a new methodology for studying travel lane removal based on CEQA changes at the state level.

- Level of [Bicyclist] Traffic Stress (LTS) methodology: to identify network gaps and help develop an “all ages and abilities” bikeway network.
  - Zone analysis: Oakland has a 3.7% bike mode share. Depending on the area, mode share can exceed 10% or 0%.
  - Ensure equity is included.
  - There are models available other than LTS.
  - Staff is confident that Council will support use of TDA funds for the required BMP update. Any budget shortfalls could be covered by the new resources from Measure BB, a flexible fund source.
  - Regarding scheduling questions (Amanda Leahy): Required environmental review will post-date City implementation of SB743 (streamlining CEQA traffic analysis by eliminating LOS analysis), so is not expected to delay the BMP. The consultant contract award is unlikely to be awarded in May as initially planned.
  - The City should substitute Vehicle Miles Traveled (VMT) for LOS as San Francisco has done.
  - New funds for additional staff might be possible as part of the mid-cycle budget (coming up in June). New positions will be proposed but aren’t typically approved mid-cycle.
- Motion (Chan): ***BPAC endorses use of TDA funds as described.*** Seconded (Kidd), and passed with all in favor. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC).

#### **Item 5. Laurel Access to Mills, Maxwell Park & Seminary Avenue (LAMMPS)**

Mohamed Alaoui, Supervising Civil Engineer, explained that the conceptual design was challenged by Caltrans based concerns about impact on freeway operations. Caltrans approval is needed to get environmental clearance, so funds were at risk. Thus, the design has changed as follows (see LAAMPS Plan View attachment):

- Proposed signal at Calaveras/Buell was eliminated.
- Signals at MacArthur/Calaveras and MacArthur/Buell were added.
- A Class 1 path from Mills College at Richards Rd under I-580 and along the freeway to the intersection just east of High St was added.
- Eastbound from High St, a bike ramp, jug handle turn, and push button for flashing beacon was added to create a more visible bike crossing.

The cost has increased by \$2 million, with this shortfall to be covered through another grant (application submitted).

Summary of discussion:

- California’s restrictive guidance on bike signal heads may soon be replaced by the Federal level guidance. If this occurs during LAAMPS implementation, it’s possible that the design could change to take advantage of the newer standard.
- The green bikeway crossing detail (recently posted on the City’s bike details web page) should be used.
- The paths shown are Class 1 (bike/ped, two-way, and 10’ wide (in general).
- New signals will have bike detection and ped push buttons; advance bike detection is recommended.
- Though rapid flashing beacons are a pedestrian, not bike, traffic control, the City feels that this is a practical application in this instance.

## **Item 6. Downtown Specific Plan**

Alicia Parker from the Planning Department gave a presentation on the Downtown Specific Plan (DSP); see attached PowerPoint and report in agenda packet.

Summary of comments/discussion:

- The Comprehensive Circulation Study has now been incorporated into the DSP. An additional Federal Transit Administration grant (\$600,000) in partnership with BART will allow for study of transportation recommendations in more detail.
- Details on proposed transfers of development rights are to be determined via policy decisions regarding, for example, building heights in different areas.
- The illustration of the Complete Streets concept in the PowerPoint appears to favor bike/ped but not transit. More bike-bus separation is needed Downtown, especially with BRT coming. Broadway should have bike-transit priority with autos kept to one lane.
- Kit Vaq (ACCE-Action Riders for Transit Justice): members from East and West Oakland are opposed to the proposed streetcar—it's expensive, less flexible, and doesn't serve greater Oakland. Neighborhoods outside of Downtown are being left out of the discussion.
- Is signal timing being studied? Bikeways should have preferential signal timing.
- Will minimum sidewalk width requirements be updated? Sidewalk cafes should be parklets instead. San Francisco has a good sidewalk cafe ordinance.
- Consider "kiss and ride" drop off near downtown BART stations, especially near senior residences.
- The concept to transform I-980 to a boulevard should not emulate the narrow park along Mandela Parkway.

There will be more opportunities to comment in the coming months.

## **Item 7. Downtown Parking Plan**

Michael Ford, Transportation Services Division, explained that the Downtown Parking Plan (DPP) has been a year-long process, funded by a Technical assistance grant from MTC, with Nelson Nygaard as consultant. The project web page has links to three technical memos. The plan is more of a report that will inform other plans. Page 5 of the Executive Summary (included in agenda packet) includes a summary of recommended strategies. The City is asking for comments on this section as soon as possible.

Parking is now understood as part of a multi-modal network. The DPP has already helped the City secure (\$3 million???) in funding through a federally-funded "Downtown Demand Responsive Parking and Mobility Initiative" grant through MTC that will use parking pricing to manage transportation demand.

Summary of comments/discussion:

- Performance-based parking pricing was first initiated in Montclair and has been extended to Jack London, Temescal, and Downtown.
- Amanda Leahy comment/question: Disabled parking is a priority--but what about enforcement? A downtown transportation management committee will be established including people in the ADA committee to help address accessibility and the problem of illegal placard use. The City should review what's been done in San Francisco.
- What about using City-owned garages to test differential pricing (e.g. cheaper in garages, more expensive on-street)?

- The federal grant will allow the City to incorporate ideas from the DPP in four neighborhoods: Montclair, Chinatown, Lake Merritt, and Civic Center/Old Oakland.
- Response to comments from Dianne Yee: Survey results are available on the project web page [<http://www2.oaklandnet.com/Parking/DowntownParkingStudy/index.htm>, Technical Memo #3]. Based on staff experience working on this issue in Montclair, staff is confident that there will be community support and political will for evening and weekend parking pricing.

→ Motion (Chan): **extend meeting time to 8:15 pm**, seconded (Kidd), and passed with all in favor.

### **Item 8. Report back from the BPAC Open Forum Policy Committee**

Commissioner Tabata summarized the committee proposal from the agenda packet. This includes establishing a permanent committee to follow up every month's open forum speakers and update the commission every month. Commissioner Kidd explained that the intent is to make clear what it is that BPAC can and cannot provide.

A tracking sheet (see attachment) will be maintained by the Open Forum committee.

Summary of discussion:

- BPAC won't/can't take action on every item.
- All items would be tracked in spreadsheet, and the spreadsheet would be included in every agenda packet.
- Items can be in the public record even if BPAC cannot take action.
- How do people hear about BPAC meetings beyond BPAC web page? Via the Transportation Planning & Funding Division "govdelivery" agenda distribution list (almost 800 recipients), the Mayor's boards and commissions web page [<http://www2.oaklandnet.com/Government/o/Mayor/Partners/BoardsandCommissions/index.htm>], via Bike East Bay, and other sources.

→ Motion (Chan): **Accept the recommended actions of the Open Forum comment committee per the agenda packet**, seconded (Wheeler), and passed with all in favor.

Commissioners Tabata and Kidd agreed to be interim committee members to recruit members of the public.

→ Motion (Chan): **extend meeting time for another five minutes**, seconded (Prinz), and passed with all in favor.

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

*Three month look-ahead, suggestions for meeting topics*

- Re: Broadway bus stop, Council Member Kaplan has requested a report on the issue to the Public Works Committee in April, so this issue probably won't come to BPAC.
- Instead of "SB743 and approach to Downtown Plan CEQA," substitute Oakland implementation of SB743 transportation impact guidance.
- Add: early prep for Cycle 3 Active Transportation Program grant applications (probably in April).
- Report back: Oakland Smart City grant application didn't make it into the second round.
- The committee to review OMC bike sections is ready to report back.

- Paving plan committee (Chan, Prinz, Kidd), convened last month should be added to the ongoing 3-month look-ahead meeting attachment.
- Add: information about the proposed infrastructure bond.

#### *Announcements*

- On April 7. the countywide BPAC will review and comment on the design for Gilman interchange, which includes a double roundabout and a bike/ped overpass.
- Tuesday, March 22, 5-7pm, Transport Oakland is holding an elections campaign kickoff event at Mad Oak Bar, 135 12<sup>th</sup> St.
- Sarah Fine, Senior Transportation Planner, asked for BPAC volunteers to advise on Complete Streets policies and principles, a two-meeting commitment. Commissioner Wheeler volunteered, others interested can email [sfine@oaklandnet.com](mailto:sfine@oaklandnet.com).
- Car free happy hour will be on Thursday, April 14, 5-8 pm at Telegraph Beer Garden, 2318 Telegraph Ave.
- WOBO is sponsoring a bike ride Sunday, March 20, in collaboration with Motivate (Bike Share company) leaving from the 19th St/Uptown BART Bikestation at 20pm.
- WOBO, in partnership with other organizations, is hosting transportation related events at SPUR, 1544 Broadway, on the evenings of March 29 and April 21. Details on WOBO website.
- Commissioner Prinz report that a recently published FHWA case study regarding bikeway inclusion in pavement projects gave kudos to Oakland.
- Iris Starr reported that a reporter from the Los Angeles Times spoke with Jason Patton today on the relationship between bikeways and CEQA.

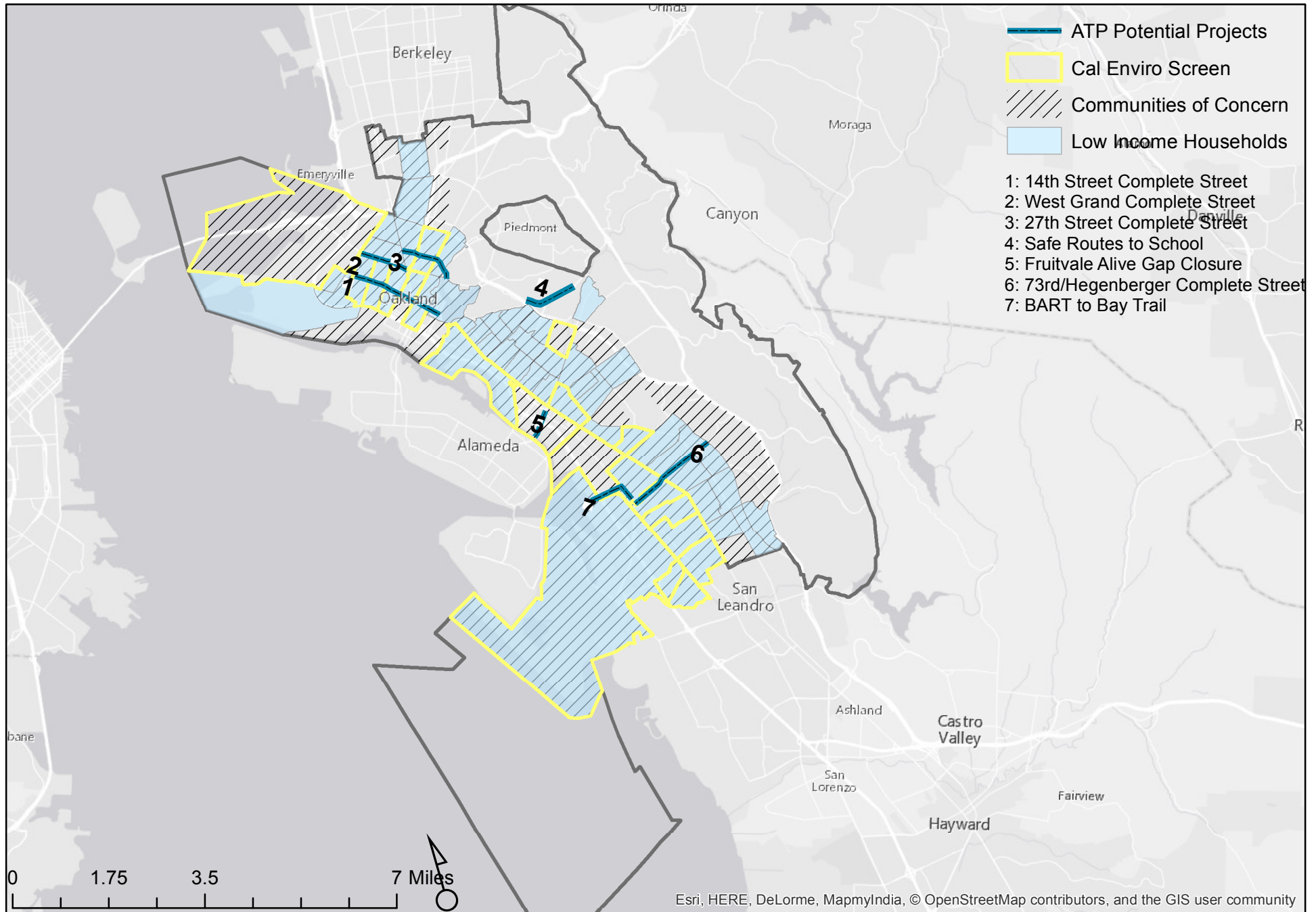
Meeting adjourned at 8:29.

#### ***Attachments (to be appended to adopted minutes)***

- LAAMPS Plan View
- Downtown Oakland Plan (PowerPoint)
- Open Forum Committee intake spreadsheet

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on March 24, 2016, with comments requested by 5pm, March 31, 2016, to [jstanley@oaklandnet.com](mailto:jstanley@oaklandnet.com). Revised minutes will be attached to the April 2016 meeting agenda and considered for adoption at that meeting.

# Potential Oakland ATP Projects and Disadvantaged Community Measures



# Active Transportation Program: Potential Projects

## FY 19/20 & 20/21 funding cycle

Project	Brief Description/Location	Proponent	NOTES
Park Blvd Safe Routes to Schools	Ped and Bike imp at Grosvenor, E 38th, El Centro adjacent to three schools.	Transportation Services Division	This project came close in regional competition last year. Location on the edge of communities of concern means it doesn't receive full disadvantaged community points.
27th Street Complete Street	Bike & Ped Imps, 27th from San Pablo to Grand	Project Implementation with TPDF	Part of Broadway Valdez Specific Plan. Proposed last year and came close. Central plan to resolve intersection at 24th/27th/Harrison (Whole Foods). Propose to expand scope this year, focus more on bicycle improvements and connectivity. Some ped components being implemented by new housing projects.
Fruitvale Alive Gap Closure	Raised cycle track, ped improvements, traffic calming, Fruitvale Blvd E.12th to Estuary	TPFD	This project is very close to completion of early design phase (~ 20% engineering) and ready for grant application. Community process will be complete May 18th.
West Grand Ave Complete Streets	Road diet/Class 2 bike lane and Ped Xing Improvements - Market to Mandela. Bike/Ped improvements extended to San Pablo.	TPFD	High potential project; Road diet approved in West Oakland Specific Plan. Working on revising a concept design.
Coliseum BART to Bay Trail	Implementing Bay Trail on surface streets (San Leandro and 66th/Zhone Way)	TPFD	Longstanding priority, included in Coliseum City Specific Plan. Existing federal earmark under BART's control for implementing (but not sufficient for full constructions). Propose to request additional funds to allow project completion on surface streets.
73rd Avenue Complete Streets	73rd/Hegenberger from Eastmont to Coliseum, bike and ped crossing improvements	Transportation Services Division	Great concept to improve corridor from freeway like conditions to enhance ped/bike. Compelling story. However, lacking in design and community outreach. Probably next cycle, or more specific SRTS ask this cycle.
14th Street	14th Street from Lake to West Oakland (Mandela)	TPFD	Great concept to connect downtown to West Oakland; very grantworthy and huge impact on important bicycle corridor. Both West Oakland Specific Plan, Lake Merrit Specific Plan and (in process) Downtown Specific Plan highlight this corridor. Scoping to see if possible this grant cycle.



Through the NACTO Transit Program Accelerator, the City of Oakland and AC Transit propose to advance concept development for an integrated bus-bike corridor on MacArthur Boulevard and Grand Avenue.

## Education Goals

- 1** Learn the key design and operational elements of NACTO transit streets
- 2** Develop a playbook for MacArthur Boulevard to improve transit operations and pedestrian & bike safety
- 3** Learn best practices for implementation partnerships
- 4** Identify how to deliver transit improvements quickly and at lower cost
- 5** Share the community, safety, and business benefits of transit streets and discover shared goals among stakeholders

## Corridor Summary

### Existing transit service

AC Transit service on MacArthur carries 11,352 daily riders on average across the 57 and NL lines, which encompass local, express to downtown Oakland, and transbay routes. While ridership is high, on-time performance is poor. Average speed is 12.3 mph.

### Diversity of riders, land use, topography

The corridor's hilly topography and the need to operate buses on different sides of the I-580 freeway make access to transit on this corridor challenging. The corridor also serves as a key bikeway, offering one of the longest and most continuous bike facilities in Oakland. Additionally, the corridor serves multiple neighborhood business districts.

### Established vision for transit improvements

AC Transit has established that the corridor could benefit from intensive transit treatments to improve speed and reliability as well as access to transit. AC Transit's Major Corridors Study is currently identifying key locations for future rapid transit improvements in its service area. As part of this study, AC Transit has conducted preliminary outreach along the corridor and developed an initial assessment of opportunities for dedicated lanes on MacArthur/Grand. The corridor is slated for rapid bus improvements by 2020, with a substantial long-term transit investment such as Bus Rapid Transit (BRT) by 2040.

## Agency and Partner Commitment

### City of Oakland

Oakland's commitment to transit street planning and delivery is nascent but growing. The future Oakland Department of Transportation will be staffed, organized, and programmed to deliver transit streets. In the near-term, Oakland has identified a transit coordinator position to connect the city's goals for mobility with day-to-day needs of its transit operators. Oakland is also currently seeking funding to develop a transit master plan.

### AC Transit

AC Transit is implementing a major bus rapid transit project on International Boulevard in Oakland. In addition, AC Transit is currently finalizing the Major Corridors Study, which prioritizes long-term capital investment on high-ridership corridors, including MacArthur/Grand.

The MacArthur/Grand corridor, approximately 14 miles in length, has been locally and regionally prioritized for future transit and bicycle facility improvements.

## Key Stakeholders

### Mayor Libby Schaaf

Matt Nichols, Policy Director,  
Transportation & Infrastructure

### Oakland City Council members

Districts 2, 3, 4, 5, 6, 7

### AC Transit Board members

Wards 2 & 3

### Alameda County Transportation Commission, Metropolitan Transportation Commission

### Community partners

ACCE, Bike East Bay, KONO (Koreatown/Northgate BID), Dimond Business & Professional Association, Laurel District Association, Transform, Transport Oakland, Walk Oakland Bike Oakland, Youth Uprising

## Challenges & Opportunities

### Openness to new ideas

The City of Oakland is undergoing a significant institutional change, and will soon reorganize transportation planning, funding, engineering, and delivery within a single, vertically-integrated Department of Transportation. Now is the perfect time to plant the seed of transit streets in Oakland and introduce new concepts in street design.

### Great existing ridership

MacArthur/Grand is one of AC Transit's top five highest ridership corridors. And overall, transit is part of everyday life in Oakland. Recent American Community Survey data indicate that 20% of Oakland commuters take transit to work every day. Even in tough times, transit remains a vital part of the East Bay. Despite a significant 15% service cut in 2010, AC Transit ridership increased by nearly 5% from 2012 to 2014.

### Strong funding potential, plus new funding sources

The corridor's high ridership, supportive land uses, and socioeconomic diversity make it a compelling candidate for federal grants. Plus, in 2014, voters in Alameda County overwhelmingly supported a sales tax to fund transportation improvements. These revenues mean service restoration for AC Transit and new local funding sources that will enable the implementation of transit streets like MacArthur.

### Contested curbs

MacArthur Boulevard was the original highway in Oakland. With the construction of I-580, through traffic on MacArthur Boulevard shifted to the freeway. The existing right-of-way now serves local residents and businesses and will likely be a viable candidate for lane reallocation. Curbside priorities, however, will be a major point of discussion.

### Leadership on equitable growth

As Mayor Libby Schaaf has stated, Oakland's challenge is to welcome economic growth with actions that ensure growth promotes equity. Oakland leadership recognizes that high quality, reliable transit is a key agent in delivering equitable mobility for all of Oakland.

### Shorter timelines ahead

California's environmental impact review process has taken a toll on many of the Bay Area's BRT projects. New statewide guidance, however, will change the measure of significance for transportation impacts from level of service to vehicle miles traveled. Oakland transit streets could be an early beneficiary of the time savings of these new guidelines.

## II. *Revised* Proposed Changes to the CEQA Guidelines

*Section II of this document includes proposed additions to the CEQA Guidelines, which are found in Title 14 of the California Code of Regulations. Note, these additions, must undergo a formal administrative rulemaking process, and once adopted by the Natural Resources Agency, be reviewed by the Office of Administrative Law.*

### **Proposed New Section 15064.3. Determining the Significance of Transportation Impacts**

#### (a) Purpose.

Section 15064 contains general rules governing the analysis, and the determination of significance of, environmental effects. Specific considerations involving transportation impacts are described in this section. Generally, vehicle miles traveled is the most appropriate measure of a project's potential transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel and the safety of all travelers. A project's effect on automobile delay does not constitute a significant environmental impact.

#### (b) Criteria for Analyzing Transportation Impacts.

Lead agencies may use thresholds of significance for vehicle miles traveled recommended by other public agencies or experts provided the threshold is supported by substantial evidence.

(1) Vehicle Miles Traveled and Land Use Projects. A development project that results in vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, development projects that locate within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor may be presumed to cause a less than significant transportation impact. Similarly, development projects that decrease vehicle miles traveled in the project area compared to existing conditions may be considered to have a less than significant transportation impact.

(2) Induced Vehicle Travel and Transportation Projects. Additional lane miles may induce automobile travel, and vehicle miles traveled, compared to existing conditions. Transportation projects that reduce, or have no impact on, vehicle miles traveled may be presumed to cause a less than significant transportation impact. To the extent that the potential for induced travel has already been adequately analyzed at a programmatic level, a lead agency may incorporate that analysis by reference.

(3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations (such as homes, employment and services), area demographics, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

(4) Methodology. The lead agency's evaluation of the vehicle miles traveled associated with a project is subject to a rule of reason. A lead agency should not confine its evaluation to its own political boundary.

A lead agency may use models to estimate a project’s vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project.

(c) Applicability.

The provisions of this section shall apply prospectively as described in section 15007. A lead agency may elect to be governed by the provisions of this section immediately provided that it updates its own procedures pursuant to section 15022 to conform to the provisions of this section. After [two years from expected adoption date], the provisions of this section shall apply statewide.

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Sections 21099 and 21100, Public Resources Code; *California Clean Energy Committee v. City of Woodland* (2014) 225 Cal. App. 4th 173.

**Proposed Changes to Existing Appendix G**

XVI. TRANSPORTATION/ <del>TRAFFIC</del> -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Conflict with an <del>applicable</del> plan, ordinance or policy <b>establishing measures of effectiveness for the addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes and pedestrian paths (except for automobile level of service)?, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <del>Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county</del>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

~~congestion management agency for designated roads or highways? Cause substantial additional vehicle miles traveled (per capita, per service population, or other appropriate efficiency measure)?~~

~~c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?~~

~~Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network? increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?~~

~~d) Result in inadequate emergency access?~~

~~f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?~~

## BPAC agenda three-month agenda look-ahead

### May

- Public Ethics Commission
- Transportation Equity Report from Mayor's office
- Update on new Department of Transportation
- Bicycle registration requirements changes (new Ordinance)

### May/June/July

- Paving committee report back
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## BPAC Committees (reference)

Committees	Date convened	Status	Members
Open Forum responses	3/17/16	ongoing	Kidd, Hwang, others
Paving committee	2/18/16	report back pending	Prinz, Hwang, Chan
review OMC bicyclist-related sections	1/21/2016		Wheeler (chair), Prinz, Tabata
decide how to respond to Open Forum public comments	1/21/2016	work completed	Kidd, Villalobos
develop a recommendation in support of Bike Share to be presented by a BPAC member at the Public Works Committee meeting on January 12	12/17/2015	work completed	Hwang, Villalobos, Prinz, McWilliams
review BPAC commissioner applications and bring recommendations to the BPAC in November	10/15/2015	work completed	Wheeler, Tabata, Chan
draft strategic plan	1/15/2015	document adopted at December 2015 meeting pending resolution of final concerns presented by commissioners and staff	Kidd, Sahar Shirazi, others

## Announcements from Commissioners

- **Commissioner Prinz:** Congrats to the City of Oakland for being selected as one of the first 3 cities for NACTO's Transit Program Accelerator, to focus on the MacArthur–Grand Corridor. This is "an exciting new initiative to implement the concepts of the NACTO Transit Street Design Guide. Beginning in Spring 2016, NACTO will bring together city transportation departments and transit agencies as they prepare to transform current routes into great transit streets." More info at <http://nacto.org/2016/03/31/three-cities-selected-for-nacto-transit-program-accelerator/>
- **Commissioner Tabata:** First meeting of Citizen Advisory Committee of the San Leandro Creek Trail took place April 5. Fred McWilliams, RB Burnett and I attended. Turns out that we were the Oakland representatives. Besides Cynthia from BEB, everyone else was from San Leandro. There will be 3 further meetings. Some future meetings may be held in Oakland.
- **Commissioner Hwang:** Bike To Work Day is Thursday May 12, 2016 - Ride in a Pedal Pool with your councilmembers and Mayor and enjoy a free Pancake Breakfast at City Hall. Leave your bike at the all-day bike valet station at Frank Ogawa Plaza. Safety checks will be provided by Spokeland. All the details can be found here: [wobo.org/bike-to-work-day](http://wobo.org/bike-to-work-day). WOBO is hosting this party, but will be seeking volunteers. Email [Ryan@wobo.org](mailto:Ryan@wobo.org) to volunteer.
- **Commissioner Hwang:** WOBO is co-hosting with the Longfellow Neighborhood Association a Bike Away from Work Happy Hour at MLK Cafe (3860 M.L.K. Jr Way, Oakland, CA 94609) on May 12, to celebrate bicycling and, coincidentally, the grand opening of the MLK Cafe Parklet. Come enjoy music, drinks, food and storytelling. For more information: <http://littlehumworkshop.com/mlkcafeparklet.php>
- **Commissioner Hwang:** April 19, 6pm at Farley's on Grand near Broadway, Walk Oakland Bike Oakland (WOBO) is hosting a gathering and orientation for all who would like to get involved in Bike To Work Day, Telegraph Ave re-striping celebrations, walking and bicycling related campaigns and Love Our Neighborhood Day - car free programming on San Pablo Avenue on June 4.
- **Commissioner Prinz:** Telegraph Avenue bike lane striping starting and tentative date for a ribbon cutting with Mayor Libby Schaaf is May 9, 10:00am
- **Commissioner Prinz:** Adeline Corridor Community Workshop: Complete Streets, South Berkeley. Saturday, April 16, 9:30am-12:30pm: <https://bikeeastbay.org/events/adeline-corridor-community-learning-session-3-complete-streets>

## Announcements from Staff

- **Latham Square Construction Update** – On June 30, the City of Oakland anticipates substantial completion of the Latham Square project. "Substantial Completion" means that the majority of the site sidewalks, plaza area, crosswalks, and vehicular travel lanes should be open to the public. Please keep in mind that these are approximate dates and are weather dependent.

The intersection at Telegraph Avenue and 16th Street was recently reopened, and vehicles can once again travel along 16th Street from Telegraph Avenue. There is, however, ongoing construction at the corner of 15th Street and Broadway and the corner of 17th Street and Telegraph Avenue to install new sidewalk curb extensions, access ramps, and traffic signals. These improvements will be installed around late May into early June. Installation of a landscaped median on Broadway between 15th Street and 17th Street will begin in late April and early May.

Please remember the surrounding local businesses are open during construction and are always accessible by foot! While you are there, abide by the posted signs and use the designated paths and crosswalks. To learn more about how this project is benefitting the neighborhood, please visit [www.oaklandnet.com/lathamsquare](http://www.oaklandnet.com/lathamsquare). For more information, please Nick Cartagena, Project Manager, at [ncartagena@oaklandnet.com](mailto:ncartagena@oaklandnet.com).