

CITY OF OAKLAND



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Bicyclist and Pedestrian Advisory Commission, Monthly Meeting Agenda **Thursday, October 20, 2016; 6:00-8:10 pm** **City Hall, Hearing Room 3**

Bicycle & Pedestrian Facilities Program home page:

<http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/BicycleandPedestrianProgram/index.htm>

FAQ re: bikeway projects: www2.oaklandnet.com/OAK024652#answers

Commissioners

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

Time	#	Topic	Type
6:00	1	Roll Call/Determination of Quorum/Introductions (5 minutes)	Admin
6:05	2	Approval of meeting minutes Attachment (5 minutes)—Seek motions to adopt the September 2016 BPAC minutes.	Action
6:10	3	Open Forum / Public Comment Attachment (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). For a list of previously discussed items and their status, go to http://tinyurl.com/Oakland-BPAC-OpenForumTracking , and the attachment.	Info
6:20	4	Alameda CTC Comprehensive Investment Plan Submissions (45 minutes)—Bruce Williams will review the Alameda CTC Comprehensive Investment Plan and Oakland's proposed submissions. This plan will program funds from Measure B/BB as well as One Bay Area grant funds totaling \$160 million countywide. Oakland plans to propose 25 projects for short term investment in Oakland transportation facilities, and most of these projects include bike/ped components. All of the projects were already submitted in the Countywide Transportation Plan in 2016 as specific projects or broad programs and appeared before the Bicyclist and Pedestrian Commission at that time, as well as for other grant application processes such as the Active Transportation Program. Bruce will review the process by which the list of projects was developed, including an equity emphasis on East Oakland projects. In particular, Bruce will highlight where specific projects have been newly proposed from approved programmatic projects like Pedestrian Plan Implementation, Bicycle Plan Implementation, and Complete Streets Programs. These specific projects include the East Oakland Community Streets Plan, the E. 12th Street Bikeway, the Grand Avenue Mobility Plan and Lakeside Family Streets Project.	Action
7:05	5	Big Jump Grant Application Attachment (15 Minutes)—Bike Share Coordinator Carlos Hernandez will present the Big Jump grant application, a 3-year grant by People for Bikes with the aim of increasing bicyclists in a specific area of the City through community partnerships and engagement.	Action
7:20	6	OakMob 101- Shared Mobility Engagement Attachment (10 Minutes)—Bike Share Coordinator Carlos Hernandez will present OakMob 101, a shared mobility engagement campaign in partnership with TransForm with a focus on East and West Oakland.	Info

7:30	7	Introduction to OakDOT Strategic Plan (20 minutes)—Sarah Fine, Senior Transportation Planner, will present an overview of the recently released Oakland Department of Transportation Strategic Plan. The Plan articulates a mission and set of goals for the new department, with achievable 1- and 3-year benchmarks. The plan is available for download here: http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak060949.pdf .	Info
7:50	8	Paving Committee Report Back Attachment (10 minutes)—Based on feedback, the paving committee will present a draft letter to the Oakland DOT for BPAC review.	Action
8:00	9	Three-month agenda look-ahead, suggestions for meeting topics, announcements Attachment (10 minutes)	Action

Agenda online at: www2.oaklandnet.com/w/OAK056332



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BPAC agenda three-month agenda look-ahead

November

- Infrastructure bond (staff) (tentative)
- Report back on Oakland Parks & Recreation changes to rules in parks (Prinz) (tentative)
- BPAC recruitment (commission)

December/January

- Pedestrian Master Plan (staff) (tentative)

BPAC Committees (reference)

Committees	Date convened	Status	Members
Open Forum responses	3/17/16	ongoing	Kidd, Villalobos, Tabata
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

None.

Announcements from Staff

Bike East Bay has teamed up with USA Productions to bring the Oakland Gran Fondo to the East Bay on October 23, 2016. Riders can choose between routes of 13, 28, 55 and 100 miles. All rides start and end in Jack London Square. The 13-mile community ride will circle Lake Merritt and visit Middle Harbor Shoreline Park, while the 28-, 55- and 100-mile routes tackle iconic climbs and tour the beautiful East Bay hills.

<http://www.oaklandgranfondo.com/race-info/>



City of Oakland, Bicyclist & Pedestrian Advisory Commission
Minutes from the September 15, 2016 meeting
City Hall, Hearing Room 3

Meeting agenda at www2.oaklandnet.com/OAK056331

Meeting called to order at 6:03pm by BPAC Vice-Chair, Rosa Villalobos.

Item 1. Roll Call/Determination of Quorum/Introductions

At roll call, quorum was established with all Commissioners present except Kidd (excused) and Wheeler (who arrived shortly thereafter).

Introductions were made.

- Other attendees (who signed in): Tom Holub, Carol Levine, Scott Amundson
- Oak Knoll developers and consultants: Michael Olsen, Daniel Bucko, Sam Velty, Sam Tabibnia, Francisco Martin, Crescentia Brown, Hal Williams, Scott Gregory
- Staff: Sarah Fine, Iris Starr, Jennifer Stanley

Item 2. Approval of meeting minutes (Action Item)

→ A motion to **adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from August 18, 2016** was made (Tabata) and seconded (Prinz), and approved with all present commissioners voting in favor except Hwang who abstained (wasn't present at meeting).

→

Adopted minutes online at www.oaklandbikes.info/BPAC.

Item 3. Open Forum / Public Comment

No comments.

Item 4. Public Hearing: Oak Knoll Mixed use Community Plan Project (City Case Number PLN15378, PLN15378-PUDF01, ER15-004), Draft Environmental Report

Scott Gregory, planning consultant to the City, gave an overview of the project (see agenda packet for details). He explained that the Draft Environmental Impact Report (DEIR) includes a substantial section on transportation which looks at all transportation modes and includes issues of regional significance. The purpose of this meeting, he stated, is to collect comments. Comments are also being solicited from the City's Landmarks Board, Planning Commission and the public at large, specifically as to whether the DEIR sufficient. But, all comments are welcome. [Note: this meeting was recorded by a Court Reporter.]

Scott gave an overview of the staff report and attachments included in the meeting agenda. He noted the steep site geography and that the project will construct public amenities including: rehabilitation of a section of Rifle Range Creek; a 14 ft ped/bike path along the creek from Mountain Blvd to Keller Ave; bike lanes on Mountain Blvd; improved sidewalks along the Mountain Blvd frontage; a Class 3 bike route with sharrows on Main St; 6' sidewalks separated from traffic by planters throughout the development;

and a ped/bike-only bridge across the creek. Written comments can be sent to Heather Klein (see staff report).

Summary of discussion/comments:

- The DEIR estimates that the transportation mode share of this development is predicted to be 96.9% car trips. This ratio is due to the current lack of existing transit service in the area. The City should strive to reduce auto trips resulting from the development.
- Consider including internal stairways (like Oakland's older street car neighborhoods) to facilitate walking throughout the development.
- Mountain Blvd bike lanes are minimum width—consider eliminating the proposed median to widen and buffer the bike lanes. Avoid making changes that would worsen conditions for cyclists. Scott noted that Jason Patton, Oakland's Bicyclist & Pedestrian Program Manager, has been providing guidance on bikeway design and that significant and unavoidable impacts to traffic delay are not recommended for mitigation.)
- The City should find safe connections to neighborhood schools despite the freeway barrier.
- Include traffic calming measures on the internal streets (e.g. speed humps and traffic circles) especially where the speed differential between modes is likely to be high.
- There are no transit options and vehicular traffic in the area is congested particularly on the weekends (Oakland Zoo traffic). Traffic on Golf Links Rd should be evaluated on a Saturday (no weekend evaluation was performed for the DEIR), due to long freeway backups.
- The proposed retail will be good for the area.
- The project is required to have a Transportation Demand Management (TDM) program. The goal is to increase the transit mode share to 20%, and includes a shuttle to the Fruitvale BART station which has the potential to increase mode share by 10%. The City is in discussion with AC Transit about increasing headways on an existing bus line that serves the area.
- Consider bike improvements along Keller Ave; such improvements have the potential to meet the mode split required by TDM plan.
- The draft TDM plan is in the DEIR appendix [online at www2.oaklandnet.com/oakca1/groups/ceda/documents/agenda/oak060438.pdf], and the goal is to release the final approved TDM plan with the final EIR. The TDM plan will be included in the Conditions of Approval (COA) for the development and will be approved by staff or the Planning Commission.
- There is a pinch point where Mountain Blvd crosses under I-580. On the west side of Mountain Blvd, the overcrossing is resting on piers. Consider a plan to widen the roadway under the overcrossing. If the plan could be cleared as part of DEIR, it could be funded either by the City or by the developer as part of the TDM.
- The ped/bike bridge width, shown in the plans at 8-10', is not completely set. Consider bikeways on Creekside Parkway and Loop since bikes will use bridge anyway.
- Sign and name paths as well as streets. Include signage directing travelers to other nearby park areas (like Leona Park).
- Include lighting on the ped/bike bridge and elsewhere.
- Make sure to provide bike parking per the pending updated City Bike Parking Ordinance requirements.

The next public meeting is October 5, a comprehensive review at the Planning Commission. October 12 is the end of the public comment period. The Final EIR will respond to all comments received. Depending on the number of comments, the Final EIR could take several months. The project can return to BPAC if desired. The Planning Commission will certify the FEIR. Zoning changes will be submitted as an

Ordinance to the City Council for approval. City staff working on project is interested in hearing and incorporating comments on the design, and will work with applicant to address comments received.

Almost all of the permits and infrastructure plans are available on the project website at www2.oaklandnet.com/Government/o/PBN/OurOrganization/PlanningZoning/OAK052335.

Speakers other than Commissioners and staff: Carol Levine, Hal Williams

Item 5. Proposed Implementation of Senate Bill 743: CEQA

Sarah Fine, Senior Transportation Planner explained the background of City of Oakland's proposed action to eliminate automobile delay from City of Oakland CEQA Thresholds, implementing the directive from Senate Bill 743 and applying proposed guidance from the Governor's Office of Planning & Research (OPR). See PowerPoint.

A presentation to BPAC on this topic was made at the April 2016 meeting. Staff will be asking the Planning Commission to approve these changes next week on Wednesday, September 21. See staff report at www2.oaklandnet.com/oakca1/groups/ceda/documents/agenda/oak060721.pdf. Sarah explained that OPR has engaged many stakeholders, including cities. For the purpose of project review under CEQA, OPR's proposal is to replace motor vehicle Level of Service (LOS) with a new metric, Vehicle Miles Traveled (VMT). This reflects that the current metric of LOS penalizes infill development and rewards greenfield development.

The City proposal will codify the OPR's new CEQA significance criteria and adopt thresholds of significance based on VMT rather than LOS. Sarah outlined how these requirements would affect different types of projects that require CEQA evaluation and how the thresholds would be calculated differently for residential, office, and retail projects. These changes are part of a more comprehensive set of changes that also include addressing development impacts outside of CEQA including: Transportation Demand Management (TDM) plans as part of the Conditions of Approval (COA) for development projects; the creation of a Complete Streets Evaluation Framework and design guidelines; and updating the City's Transportation Impact Studies guidelines/manual. The goal is to have projects align with the larger City goals of Equity, Safety, VMT Reduction, and Cost/Maintenance.

Summary of discussion/comments:

- A project that generates VMT in excess of the thresholds could still be approved. Just like when LOS was the metric used to evaluate transportation impacts, City Council can approve projects that have significant but unavoidable environmental impacts as measured by VMT.
- The proposal for the road diet on 40th St, for example, might have been found to have no CEQA impacts. However, it would still have been subject to the new framework which requires the City to consider larger multimodal goals. The City will be using the Alameda County Transportation Commission's priority networks for transit. Where modal conflicts arise, the City's evaluation framework would help guide the project.
- The deadline for cities to comply with the OPR rules will be two years after the rulemaking is final.
- The City's CEQA changes are scheduled to be approved next week. The Complete Streets Design Guidelines are hoped to be available this fall and the TDM guidelines sometime between those two.
- Road diets will be evaluated using a tool now under development as part of the Bicycle & Pedestrian Facilities Program's "Bikeways 2.0" project, currently underway.

→ A motion to **empower the BPAC Chair to write a letter in support of the proposed replacement of LOS with VMT** was made (Chan), seconded (Tabata), and passed with seven commissioners voting in favor. (One had departed the meeting.)

Item 6. Three-month agenda look-ahead, suggestions for meeting topics, announcements

Suggestions:

- Report back on the changes to parks rules proposed by Oakland Parks and Recreation (October).
- Strategic Plan for the new DOT, Organization Chart (Jeff Tumlin).

Announcements:

- The OBAG-funded Lake Merritt Bikeways paving project is underway with Oak St and Madison St paved and striping layout underway.
- The Latham Square project won First Prize in the Urban Place Development category from the American Society of Civil Engineers. The Transportation Planning & Funding Division Manager recognized City staff members Nick Cartagena, Diane Tannenwald, and Alan Chiang for their work on this project.

Meeting adjourned at 7:45p.

Attachments

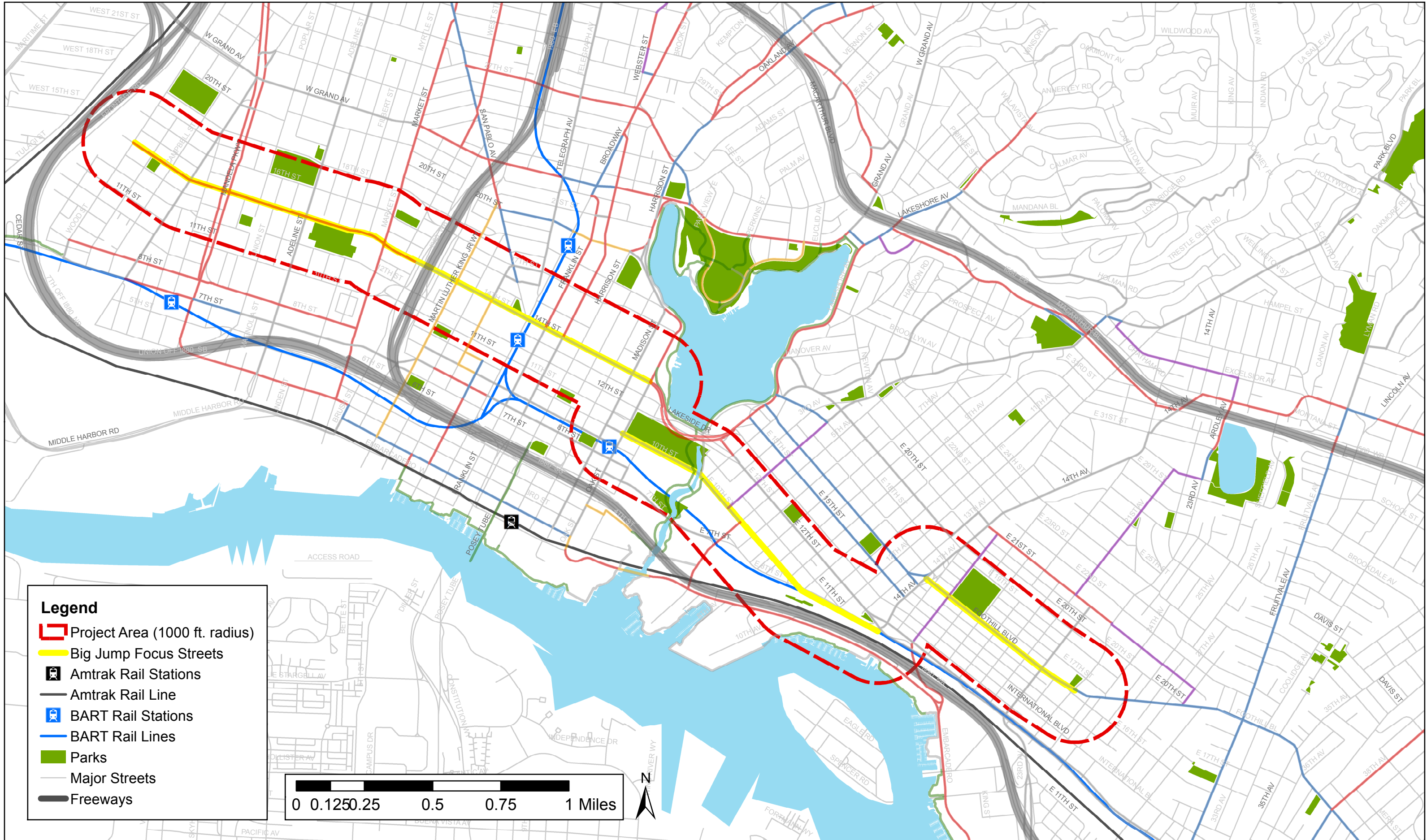
- PowerPoint: Aligning CEQA in Oakland; SB743 Implementation

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on September 20, 2016, with comments requested by noon, Friday, September 23 to jstanley@oaklandnet.com. Revised minutes will be attached to the October 2016 meeting agenda and considered for adoption at that meeting.

Issue Addressed/Answered at BPAC				
Date to BPAC	Commenter (name)	Issue Raised	Staff Replied (name)	Response
2/18/2016	Melissa Nelson	Crosswalk striped on Shattuck between 51st and 55th St. Previously subitted via SeeClick Fix	Iris Starr	Iris to forward request to traffic engineering. Jennifer Stanley also recommended logging request through Public Works Call Center.
2/18/2016	Veronica Martinez of Santa Fe Neighborhood	Trial installations of painted curb extensions and development of design guidelines	Christina Blackston	Pedestrian master plan update will respond to this topic.
2/18/2016	Bob Fearman	Requested draft minutes get wider distribution than to those who attended.	Jennifer Stanley	Draft minutes attached to meeting agendas.
2/18/2016	Will Roscoe of Open Oakland	Offers time as data analyst to bike/ped program		wroscoe@gmail.com
1/21/2016	Wes Nelson	ped/bike accident with auto at Embarcadero and 5th	Jason Patton	Development, when completed, will have a signal at this intersection
12/17/2015	Diane Yee	Glass northbound bike lane on Mandela Pkwy		Staff asked Diane to report issue to Public Works Call Center
10/15/2015	Bob Fearman	Bike lanes needed on Park Blvd above Leimer Bridge	Jennifer Stanley	Informed Bob plan under development.
9/17/2015	Amanda Leahy	Inquiry of Oakland participation in national bike/ped counts project	Jason Patton	Annual counts conducted using methodology consistent with national project.
Not BPAC Jurisdiction				
Date to BPAC	Commenter (name)	Issue Raised		To be placed for note
Referred to Standing Issues Committee				
Date to BPAC	Commenter (name)	Issue Raised	Commissioner Assigned	Latest progress made by committee
4/21/2016	Eric Fisher	Pedestrian timing on signal at 40th and Telegraph	Open Forum committee	5-16-16 Iris Starr referred item to Vlad Wlassosky and Ade Oluwasogo for follow up

12/17/2015	Isaih Toney, Kit Vaq, David Lynn of Alliance for Californians for Community Empowerment-Riders for Transit Justice	Removal of bus stop at Broadway and 30th	Kenya Wheeler	Public Works Committee pursuing issue
11/19/2015	Ian MacDonald Bike East Bay	Debris on Grizzly Peak Blvd posing hazard to cyclists. No regular sweeping schedule. Councilmember Kalb's office asked for this to be added to regular sweeping schedule, but has not happened yet.		
9/17/2015	Derek Saschorn	Temporary bikeway on Embarcadero (2-way cycle track) be studied		

Big Jump Project Area 10/14/16 Draft



BIKE SHARE & CAR SHARE FOR ALL

OakMob101

JOIN THE MOVEMENT

ATTEND A COMMUNITY ENGAGEMENT SESSION

**RAFFLE PRIZES + ENTER TO WIN A FREE BIKE
LIVE MUSIC / FREE FOOD / ART / PRIZES / FREE BIKE REPAIR
VOTER REGISTRATION / FREE LYFT CREDITS / KID ACTIVITIES & MORE!**

OAKMOB 101 SESSION 1

**SATURDAY • 12PM-4PM
MLK JR. LIBRARY
69th Ave. & International Blvd.
East Oakland (ADA Accessible)**



OCT 1

OCT 22

OAKMOB 101 SESSION 2

**SATURDAY • 12PM-4PM
DEFREMERY "LITTLE BOBBY HUTTON PARK"
18th St. & Adeline St.
West Oakland (ADA Accessible)**

#OAKMOB101

What is Oakland Mobility? (OakMob101)

Free family-friendly events where you can help chart the course for new car share and bike share programs coming to Oakland. These opportunities need to work for all Oakland residents, so come to a workshop to share how you get around and what you want from bike share and car share in your community.

SESSION SCHEDULE

12PM-4PM / TRANSPORTATION RESOURCE FAIR

12:30PM, 2PM, 2:45PM / CAR SHARE & BIKE SHARE WORKSHOPS

1:15PM-2PM / COMMUNITY LUNCH & PERFORMANCES

OakMob101



The paving committee was convened in February 2016, consisting of Commissioners Chan, Hwang, and Prinz. Dave Campbell from Bike East Bay was enlisted for expertise and technical support. Based on the feedback provided from the first report back at the June BPAC meeting, the committee presents this draft letter.

DRAFT FOR BPAC REVIEW
OCTOBER 2016

Jeff Tumlin
Oakland Department of Transportation

Dear Director Tumlin,

Thank you for coming to the August BPAC to share about your role and vision for the Oakland DOT. Many in attendance had positive feedback about that session.

In early 2016, based on public and commissioner input, the BPAC tasked a committee with reviewing the City's paving activities, with attention to coordination with pedestrian and bicyclist facility improvements. We wanted to share our findings and recommendations in hopes that it might help your work.

Multiple sources of paving information do not always agree and may be incomplete. We found the city maintains a paving activities page, a paving dashboard map, and posts paving contracts, and we found projects in one source do not appear in another source, creating the potential for missed opportunities to improve the pedestrian and bicyclist infrastructure.

The current organizational structure hinders project coordination. We found passionate and hard-working staff among the various departments we talked to that are involved in the paving process, but their respective responsibilities and reporting structures mean there is not a unified workflow where the diversity of staff expertise can play a role at each step in the process.

No particular unit is responsible for implementing Oakland's Complete Streets policy. The policy, implemented in 2013, would in theory allow and suggest the consideration of pedestrian and bicyclist impacts for all streets, not just those in the Pedestrian or Bicycle Master Plans. Unfortunately, no unit in Oakland is charged with systematically defining and implementing Complete Streets priorities. Oakland needs to hire a Complete Street planner to get ahead of these projects and deliver modern bikeway improvements that take time, money, and more public engagement. Additionally, the "Complete Streets Paving Project Group" proposed in the OakDOT strategic plan should include members of the public and BPAC commissioners, not just staff.

A lack of staff resources reduces the level and detail of review of projects for pedestrian and bicyclist components, and it is not clear how the limited resources are prioritized. BPAC often receives comments related to public frustration on project prioritization and implementation. It is difficult to ascertain how the city prioritizes its work. This thus makes it difficult to create public support for the provision of additional resources.

Our Recommendation: the repaving program should be transferred to a new Complete Streets Program Manager, with authority to decide which streets get repaved. This new position would have first crack at deciding how much of the repaving program goes into complete streets projects and how much for each project, with the remaining funds used for conventional street repaving. The City's new performance measures will drive the decision-making of the Complete Streets Program Manager, ensuring that goals for PCI and for bike access, safety, comfort and encouragement are maximized.

Sincerely,

Ryan Chan, BPAC Chair

Christine Hwang, BPAC Commissioner

Robert Prinz, BPAC Commissioner

Dave Campbell, Bike East Bay