

Attendance

Brian Toy, Carole Levine, Chris Hwang, Daniel Schulman, Dave Campbell, Jason Patton, Jennifer Stanley, Jonathan Bair, Karen Smulevitz, Midori Tabata, Emily Ehlers, Carrie Harvilla, Kassie Rohrbach, Rick Rickard, Chris Kent, Natalia Echeverri, Art May, Wil Butler

2. May Minutes adopted

3. MacArthur Bart Station Transit Redesign: Consultants, Art May and Natania, Hood Design
Currently 618 parking spots on site. Proposal includes multi-use transit space – 460 parking spots, re-do frontage road (shuttle drive), add new street called village drive. New signal at 39th and Telegraph. And “internal street” all new streets will be vehicle streets., meant as access for residents of transit village.

Pedestrian standpoint – increasing the sidewalks along shuttle drive 10 – 14ft wide.

Retail along village drive and 40th st and near “kiss and ride” sidewalks are 10-12 ft wide at sidewalk space. On-street parking along village drive.

Dedicated bike lane along shuttle drive coming in, and shared access leaving the station.

Construction is planned to begin by next spring. Starting street construction in spring 2011. Expected to take 14 years to complete entire project.

Also redoing BART Plaza to do a bit of a face lift. Bike Storage facility in new plaza. 24 bike lockers + 200 fit into storage space and 100 bike racks outside. Currently planned as unmanned, but has ability to add extension that is manned and offers repair, etc. Need to ID funding for this. Plaza reconstruction will begin in 2011. Bike storage space has two doors in order to facilitate traffic flow. Some concerns raised by group about two doors in regards to safety.

Q&A

Who can park in the BART Garage? Owned and operated by BART. Must use BART in order to park in garage.

Dedicated Bike Parking – Each residential project will have dedicated bike parking, both for residents and BART riders. 300 bike parking spaces for residents and 50 for commuters. Will be secure parking for residents.

This plan will go before the planning commission and city council in early August and City Council in September.

Funding: Federal grant, state proposition funds, and grant from CEDA in Oakland, and also applied for MTC grant.

4. Bike Friendly Communities Application Included in 2007 Master Bike Plan. Since timetables are difficult to meet because of uncertain funding streams, etc. The Bike Friendly Community Program is a rating program that will help Oakland track progress in the Master Bike Plan. League of American Bicyclists also offers state and business categories too. Application provides critical feedback, which staff felt would be useful amongst elected officials. Staff are seeking feedback on the application. Application is due July 16th. Summer 2010 is 5 years (half-way) into implementation phase of Bike Plan. Award is a 3-year award that you reapply for after 3 years. Funding stream is secure (funded through Bikes Belong)

Alliance for Biking and Walking Benchmarking Report is also very valuable at staff level.

What's the PR Plan? Intend to do stuff, but don't have detailed plans. Haven't planned on reaching out to City Communications Staff.

Idea to encourage businesses to seek the award once the City gets the award – suggests a partnership with the Economic Development Dept.

There's a logo that can be applied to city paperwork, and some smaller cities that have received the award have put up signage at the entryways to their city.

Good work to Jennifer and Jason on writing up the application – it's full of good facts.

Item 5

Review of .4 miles/9 blocks long. Project has been in the works for a year, funded through fed. Stimulus funds. Extends the current bikeway ending at Midvale (which is bike lanes). Creates a continuous bikeway for 3 miles, with the completion of this new section. Currently there are no parking Ts. (See plans for explanation of proposal). Extended Ts are proposed to encourage cyclists to ride out of the door zone. IN addition to bike wayfinding signage, would like to install signage such as "Share the Lane" or "Bicyclists allowed full use of lane" since it was recently approved at the federal level (Caltrans still needs to approve it). This intersects with the 38th ave. Bikeway. Plus "Change lanes to pass"

Carol – Drivers don't understand what sharrows are. It would be useful to have an education campaign (maybe this was done in SF?).

Sharrows without signage to let drivers know what they mean are ineffective. City Staff does not yet have a policy about signage plus sharrows.

Fellow from AC Transit engineering – they were circulating the Chicago Bus/Bike safety video. Is there something like this available locally? An AC transit staff person talked with WOBO about that... and EBBC had spoken with AC transit in the beginning of the year/end of 2009.

Dave C: Sharrows are lame. It may be the best that we can do, but it doesn't make it safer or encourage more people ride. Long beach has taken the right step: Paint the real estate where you want the bicyclists to be. "this is the space where you can expect bicyclists to be". It doesn't invoke CEQA.

Long Beach is a federal highway experiment. So potentially, t the design can be adopted largely, once t

6. Pedestrian Way finding Signs - project funded through MTC. Chinatown Project was meant to be a precedent for other neighborhoods. Went through design process with council offices for district 4 and 5. Design standards outlined in agenda packet.

Neighborhood design determined by consultant with input from council districts. Signage is for pedestrian use.

Concern brought up on process used to determined neighborhood designs.

Suggestion to integrate bike and ped way-finding signage to have similar design.

Could this have been brought to BPAC during proposal phase? Need to better facilitate other departments bring BPAC agendas.

7. Announcements – Colectivelo is open on Sundays in Fruitvale. Oaklavia is June 27th.

[submitted by Kassie Rohrbach]