

Oakland Bicycle and Pedestrian Advisory Committee
Adopted Minutes—March 20, 2008 5:30 to 7:00 p.m.
City Hall Hearing Room 1

ATTENDEES: Brian Toy, Carol Levine, Chris Hwang, Doug Cross, Jason Patton, Jennifer Stanley, Jim Dexter, Jonathan Bair, Mark Dieter, Midori Tabata, Mike Jones, Robert Raburn, Ron Bishop, Jennifer Donlon, Christina Ferracane, On Ting Cheng, Grace Baek

Meeting convened at 5:35pm

Minutes from February meeting approved

BPAC elections

Elections were held for the position of Chair and Vice-Chair. After a vote of eligible BPAC members, Jonathan Bair was elected as Chair, Midori Tabata as Vice-Chair.

Preliminary TDA Projects Review

Jason Patton presented the preliminary TDA Article 3 Bike/Ped Projects that Oakland will be applying for funds for. This year Oakland is eligible for \$97K but will be requesting for a total of \$197K worth of projects by borrowing against future years. The projects include:

- Stanford Avenue bicycle crossing
- 27th/Bay Place bikeway from Grand to Broadway
- Lakeshore Avenue bikeway
- On-call curb ramp program
- CityRacks VII

Other projects that were considered but not included at this time since they haven't been fully vetted or developed are:

- 53rd/55th St bike lanes
- Park Blvd path
- Cryer Site waterfront trail
- Misc. streetscape projects
- Sharrows on high-priority Class 3A/B routes
- Bikeway guide signage planning

Staff is looking for comments on these recommendations to take to City Council on May 20. Staff will bring revised list next month asking for a letter of support at that time.

Questions/Comments:

- Why are more funds being requested for the Lakeshore Avenue Bikeway in light of Measure DD? Answer: There weren't enough funds initially for all improvements in defined in the Measure DD project scope and it was expected that financial supplements would be sought to fund the underfunded Measure DD project items.
- Isn't the Park Blvd Path designed already? No, some preliminary concepts have been developed but are not detailed enough to produce accurate cost estimates.

- Opportunity to switch amount of proposed funding between On-call curb ramp and CityRacks? Response: Ramps each cost about \$3,000 each. The funding proposed for the CityRacks Program is mostly used as matching funds to get other grants, specifically from the Transportation Fund for Clean Air grant program for which applications are due in July.
- Mike Jones commented that the Stanford route is needed only because there is no signal at Ashby in Berkeley and that this is a regionally significant problem that should be solved.
- Are these funds guaranteed? Yes, TDA funds are allocated to cities based on population. Funds may only be used on bike/ped projects and only 20% can be spent on bike lane restriping.
- Waterfront paths should be supported.
- Request for more information on curb ramps.
- BPAC has not been consulted on these projects or seen plans for some of these projects. Response: BPAC has seen most of these but some a while ago. Those that the committee hasn't seen are because there are no drawings to review and that's why these projects are not being recommended at this time.
- Balance between bike/ped projects? Seems like much more for bikes. Response: Pedestrian projects are generally more expensive and other funding sources (Measure B funds, mostly) lean towards pedestrian allocations. It makes sense to seek larger grants for them. TDA has been used for pedestrian projects, including the over \$250k allocated last year for the Chinatown Streetscape. Of the 5% of Measure B funding that must be dedicated to bike/ped, the City Council stipulated that 90% be allocated to pedestrian projects and 10% to bike projects.
- It was requested that staff provide a high-level definition of how Measure B funds were allocated in the City of Oakland, identifying the major projects that are funded by the measure.

MOTION: To support the five projects with the amendment that funds for Curb Ramps program and CityRacks program be swapped. Motion 2nd.

MOTION NOT PASSED

Request for more information at next meeting on curb ramp program. Request also for follow-up on projects that are not now recommended for funding.

Neighborhood Bike Parking Plan

Staff presenting this to get comments on the draft NBPP. This plan came out of the removal of meters for installation of Pay and Display parking systems. This plan will be presented to community organizations and neighborhood groups as outreach for the installation of racks to replace the temporary solution of retaining dummy parking meters for bicycle parking.

Comments/Questions

- Why are so many racks sited in pairs? Because of demand, more aesthetic with grouping, racks are placed where they fit.
- What are you looking for from BPAC today? General comments since staff will be ready to begin outreach soon.

- Plan is good but may be too long to hold the interest of merchants and others. Suggest one page description with drawings of their neighborhood
- Concern that distance between parallel bicycles may not be adequate to accommodate panniers. Suggestion that a minimum of 36" is preferred.
- Combine on-street bike rack placement with bulbouts/red curb zones so as to minimize the loss of on-street parking. Create a template for the city.
- Use this document to showcase more innovative parking solutions
- Members like the idea of the on-street bicycle parking (which may or may not requires the removal of parking spaces) for bicycle parking. Staff is looking at a demo installation on Lakeshore Avenue. The hope that this project (which wouldn't remove parking) could showcase this option in a positive light. There is already significant support for this.
- Keep in mind security by placing bike racks under street lights, etc.
- What happened to the idea of the 'Bike Tree' – Response: this is for long-term, vs. short-term, bike parking. The draft Plan is for short-term parking in the commercial districts.
- Consider temporary on-street bike parking during events when streets are closed to get people used to the idea.

ANNOUNCEMENTS

On March 11, the Finance and Management Committee discussed the multi-space meter parking system. Members were receptive that bicycle parking wasn't adequately considered in implementation of the program. Speakers requested funding to 1) replace meter heads where they weren't supposed to be removed and 2) replacement of the meters with bike racks on a basis of 1 rack to 5 meters removed for a total of \$250K over 10 years. Discussion was supportive of fully funding the program now. Committee accepted the report. BPAC needs to push for the money.

Thanks to Mark Dieter for his work as Vice-Chair this past year (really as Chair)

A full color bicycle plan map will be included as part of the final printing of the Bicycle Plan.

Bike-To-Work Day volunteer opportunities – Feel free to sign up on the matrix. Same activities as last year: Bike advice booth before BTWD at City Center and the Old Oakland Farmer's Market. There is a BikeMonth kick-off Party being held at the Oakland Museum's First Friday event on May 2.

Future agenda items

- All three Estuary Bridges (going through seismic retrofit in July) – How to deal with disruption during construction and how to benefit from improvements.

Meeting Adjourned

Minutes respectfully submitted by Carol Levine