

## Oakland Bicycle and Pedestrian Advisory Committee (BPAC) Final Minutes -- December 15, 2011

Attendees: Ann Killebrew, Carol Levine, Chris Hwang, Chris Kidd, Daniel Schulman, Dave Campbell, Jason Patton, Kendahsi Haley, Rebecca Saltzman, Robert Prinz, Robert Raburn, Jim Dexter, Eric Fethe, Jaime Heredia, Eric Udderberg, Tom Willging, Larry Gallegos, Bruce Williams, Robert Del Rosario, Reena Shah, Julia Liou, Darren Yee, Ed Manasse, Joel Ramos, Christina Ferracane

### Item 1: Introductions, appointment of note taker

Daniel Schulman was selected to take meeting minutes.

### Item 2: Approval of meeting minutes

November minutes approved

October minutes approved by consent

### Item 3: Stairways Projects Update

Eric Uddenberg from City of Oakland Engineering Design gave presentation on progress of rehabilitating stairways. He distributed handouts of a city wide map showing location of stair projects, tabular listing of stair projects, and plans for rehabilitation of Castlemont Stair and Paths.

Stairway projects are mostly funded by TDA funds with an additional small amount coming from Measure B. Maintenance priority is given to lower cost project that restore pedestrian access. There have been three recent larger projects: Margarido, Eucalyptus, and Castlemont Stairs. Eucalyptus is longest stair in city, and it has most land-locked entrances. This is first major work since it was built in the 1920's. The Castlemont Stair is at 85th and MacArthur. Castlemont is heavily used by the multiple schools and for exercise. Castlemont worked with \$200,000 from TDA funds. Bids coming lower than 5 years ago.

Proposed for 2012 is Creed Court Stairs which is heavily used for Crocker Elementary School access. Currently not safe, landings are trip and fall hazards and handrails do not work. Fixing is a \$70,000 job. City has contract and waiting for bonds. Other proposals for 2012 are related to Grand Ave. They feed into the mid-block commercial area. Those stairs are in design right now.

Main concern is finding secure funding source going forward. We've gotten good press from SF Chronicle, Tribune and Montclarian. There was a 1 hour program on KQED Open Forum with Michael Krasny that coincided with book release of *Secret Stairs of East Bay*. Collaborating more with Berkeley and San Francisco to see how they fund Stair projects.

### Q&A

Jim Dexter asks for update on Park Blvd and Joaquin Pathway. Answer Park Blvd has plan design completed but cost estimate is close to a one million dollars. Goes all the way from Leimert Bridge to Montclair Village and City ain't got the dough. Joaquin Miller is part of Safe routes to School and there are only funds for one small portion. Drawings exist, but it is unfunded. Dexter asks about getting funding from local neighborhood association. Parents and PTA contributed at least \$50,000 toward work that was done.

Rebecca Saltzman says happy with the stairways work done on Richmond Blvd. Comments that lots more people using the stairs. EU says that the rebuild bridge will be good for 40 years. This area is high density.

Chris Hwang asks about smaller projects on queue that might be ready if new funding sources come available. EU says yes. There is an internal debate about prioritization. CH further asks about which section of the Davidson Stairs are funded. EU said they want to do both sections.

### Item 4 - TFCA Local Manager Funds: proposal to divert from Oakland to Port

Bruce Williamson (Senior Transportation Planner) presentation

More information check meeting schedule of Alameda County Transportation Commission (ACTC) <http://www.alamedactc.org/>

There are proposals to use Transportation Funds for Clean Air (TFCA) to fund partially costs of retrofitting trucks that service the Port Of Oakland. The City of Oakland currently gets about \$300,000 a year by formula of TFCA funds that help with a variety of air pollution reduction efforts. Projects often include bicycle and pedestrian improvements as well as items like traffic signal improvements. For example, the Webster / Franklin Bikeway project received \$90,000 of TFCA funds.

There are two competing proposals to divert TFCA funds: 1) take from all jurisdictions in the county equally; and, 2) to take from Oakland first because that is where the Port is and many of the truckers live in Oakland. The City of Oakland has carried-over about \$500,000 of these funds from prior years. If the second proposal is adopted, saved funds will also get diverted to the truck retrofit project.

Since loss of these funds will affect funding for bicycle and pedestrian improvements in the City of Oakland, BPAC may want to take a stance on the proposals. They will be debated by the ACTC sometime in January (check website for updates). Oakland City Council Member Rebecca Kaplan who sits on this board is apprised of the situation.

### Q&A

Rebecca Saltzman asks since they need so much money does it matter who take it from first. BW says Oakland has banked \$500,00 from previous years and the second proposal would take all of that saved money.

Jason Patton adds context by mentioning bike projects do very well in competing for these funds. This included the 35th avenue bike project currently being planned. Been doing planning work to try to capitalize on this funding source.

Kendahsi Haley asks if it is true most of truckers are from Oakland. BW says mostly from Alameda County. Thinks most of them are from Oakland, but he doesn't have the data. KH also asks where push is coming from. BW says it is mostly from Supervisor Nate Miley looking for funding of \$1.4 million.

Dave Campbell makes a motion to oppose both measures. Rebecca Saltzman makes friendly amendment that the proposal to take Oakland's money to be super opposed. Friendly amendment is accepted, motion passes, and BPAC will send a letter.

## Item 5: Coliseum Redevelopment Area: Streetscape Projects Update

Larry Gallegos, Manager of the Coliseum Redevelopment Area gave a presentation

Project area is much bigger than most people think. Leverages tax increment dollars. There is additional source of funds from bond issuance. Last time issued bonds was in 2006 and issued both taxable and tax-exempt bonds.

Talking about Streetscape projects tonight. in Early 2000's funded parts of Fruitvale TOD project.

### Projects include:

- San Leandro Street from 66th to 73rd avenue and also worked on under-grounding of utilities. Paid PG&E upfront for all of their fees. Project complete.
- Fruitvale Alive is substantially completed. Few punch list items. Leveraged some MTC funds and some Central city East money.
- Railroad Avenue about to get started but the rains are starting some delays. 85th Avenue out toward Louisiana St. This is a second phase of a project. Railroad Avenue currently has a lot of illegal dumping. Improvements moved the illegal dumping from one part to unimproved part.
- 66th Avenue under construction from International toward San Leandro street. Talking basic improvements.
- Oakland Airport Connector. Pledged some dollars to help get underway.
- South Coliseum way is under design. South lot entrance of Coliseum. Basic pedestrian upgrades including landscaping, lighting, and sidewalks.

- Coliseum Area Industrial Infrastructure includes Coliseum Way Drainage from 66th and 50th Avenues on the Northern side of the Coliseum. Storm events create a lot of flooding. Big problem for local businesses. Consultants are doing a drainage study. Working with County on getting the work done.
- Coliseum BART Plaza Enhancements \$885,000 CMA. Working with BART on getting design principles approved. Issued notice to proceed to construction firm. Hoping to get started beginning of next year. Backside of Coliseum BART station.
- 66th Avenue project is under construction. Includes Bulb-outs, landscaping, new sidewalks.

#### Q&A

Chris Hwang asks which projects in design phase and which ones have opportunity for input. LG says South Coliseum Project has opportunity for input. It has been scaled down a bit. About to issue a design build contract on this project. Needs to check with Public Works to see if contract has been signed yet.

Dave Campbell asks about keeping sports teams. LG says issue comes up, but they can't speak to it very much. They are working on Victory Court site as a possibility to keep A's. There also some discussions on the Coliseum RFP planning effort.

Robert Raburn asks about prospects of getting a grocery store. LG says had a meeting this afternoon with a national chain about 66th and San Leandro site. City has prepped site, but redevelopment issues at state level means that they cannot sign agreements to transfer property. The chain is also looking at other sites in the area as well as one in West Oakland.

Chris Hwang mentions that Brookfield Village and El Sobrante park have lots of families and they get overlooked. CH says the Railroad Avenue project might not affect them as much. LG says there is such a huge need that it makes it hard to prioritize. LG says they have a 5 year implementation process that helps prioritize. Money is being spent at El Sobrante such as restroom upgrades at the park.

#### Item 6 - Lake Merritt BART Station Area Plan

This item was delayed until after Item 7 to allow for preparation of a PowerPoint presentation.

Christina Ferracane of the Strategic Planning Department gave a presentation. Ed Manasse of the same office was also in attendance.

Project team previously met with BPAC in August. Since then had open house and community stakeholder group. Have now crafted Preferred Plan. Next steps include drafting a more formal plan that will include an EIR. That will have a round of review through various groups and boards.

Two chapters from plan most relevant to BPAC are Streetscape Character & Circulation, Station Access, and Parking.

Streetscape four types of approaches - 1) streetscape improvements (lighting, trees, signage, etc.), 2) crossing improvements (pedestrian scrambles, bulb-outs, turn restrictions etc.), 3) traffic signal timing includes synchronization along 7th street; 4) intersection improvements

Circulation improvements include making 1-way street 2-ways so people do not have to go through dense part of Chinatown when it is not their destination.

Bicycle improvements include implementation of Bicycle Master Plan, with a few little improvements such as ways to connect from Lake to BART station. Bike lanes along Oak and Madison and 8th and 9th, no bike lanes in the core of Chinatown.

Lake Merritt Station Access Strategy includes for peds, bikes, buses, shuttles. How best to manage the curb.

Parking Strategy not as flushed out as streetscape improvements. Will continue during the draft phase. Contemplate redevelopment of BART parking lot. Not thinking of replaces BART parking spaces. Laney want to redevelop their parking lot at some point with maybe more classrooms.

#### Q&A

Reena Shaw asks about if access to Alameda is being considered. CF says coordinating with shuttle to Alameda. RS also asks about enhancement to bike parking. CF says definitely part of multi-modal strategy. Robert Raburn from BART Board adds that existing parking is jammed. BART looking at adding high capacity bike racks and more lockers.

Dave Campbell asks for clarification on lack of bike lanes through Chinatown core. EM says current proposal is to have designated bike lines on 8th and 9th up to Harrison and then sharrows to Broadway. EM says look at bike lanes as phased approach - need to reassess truck loading as it changes with addition of bikeways. How will yellow curbs affect loading and offloading. Need to prove to Chinatown community that loading issues can be solved before bike lanes. DC asks if specific blocks have been studied. EM says it is right in the heart. DC asks if the plan will state phasing is the strategy. EM says it is not there now, but that he sees the two as combined. Sharrows do not solve the problem, they just acknowledge bikes have a right to be there. Creation of yellow zone will necessitate removal of some metered spaces. DC also mentions idea of having a really wide outside lane to allow cyclist to go around truck without entering another lane.

Robert del Rosario from AC Transit sitting in for Nathan Landau. AC Transit is overall pretty receptive to plan, but they want to see more focus on transit network and making improvement to transit network. AC Transit wants to see a map of transit network in plan. Primary concerns are along 8th and Webster streets. Road diets might increase already high

congestion. AC Transit needs service to be reliable, Also worried about costs if there are increased bus delays. AC Transit is not completely opposed to road diets, but there needs to be some mitigations.

Julia Liou from Oakland Chinatown Coalition commented that community has expressed that public safety is their primary concern. Community wants pedestrian lighting along all major pedestrian corridors, especially (8th, 9th, Webster, Harrison, Alice, Jackson). Want to see pedestrian lighting as a phase 1 not phase 2 improvement. Secondly, 2-way traffic conversions across 10th and Harrison, want to see it expanded. Plan says there will be more congestion at intersections but there are no mitigations. JL wants to articulate that it is better to discuss mitigations sooner than later. Lastly, shuttle should include Chinatown, map does not show it going through Chinatown.

Darren Yee from Oakland Chinatown Coalition comments that Lake Merritt should have bilingual wayfinding. His group wants the BART station to be oriented toward Chinatown and to rename it the Laney / Chinatown BART Station. DY says pedestrian safety should be prioritized over bike and auto issues, specifically on (8th and 9th, Franklin, Webster, Harrison). For example, his group wants more pedestrian scrambles especially on 10th and Webster, 8th and Harrison, 9th and Harrison.

Joel Ramos from Transform comments that the plan should show not having bikelanes is less safe for pedestrians. Loading strategy is critical to making bike lanes work. Wants wayfinding signs to have distance and time of walking for destinations. JR says parking should have a strategic plan that might include an in lieu fee pool to create a parking structure. Lighting is a priority before trees and wider sidewalks; lighting needs to be addressed asap.

EM comments that the project team has heard that lighting should be a priority and in phase 1. However, It is in phase 2 because the final width of sidewalks won't be determined until then. Also might have to with funding. Phase 1 might be city funds and phase 2 will be grant funds.

Daniel Schulman comments that with all of the focus on Chinatown, it is important not to forget access to the Jack London District. DS says his neighbors are concerned primarily about connections to BART station along Oak and Madison Streets.

## Item 7: Oakland City Hall Bike to Work Day Event BPAC Subcommittee

This item was taken after Item 5.

Request from staff Jason Patton to convene subcommittee from BPAC to provide guidance on Bike to Work Day event in May.

Past commitment involved meeting to discuss logo, outreach, getting bike shops to donate prizes getting food donating, stuffing bags, soliciting donations help needed and a volunteer

coordination for the event and the day of event. Also organizing council rides pedal pools (adopted by WOBO).

Subcommittee volunteers include Dave Campbell and Carol Levine and Kendahsi Haley and Chris Kidd, and Eric Fetty.

Chris Kidd says Alta Consulting firm that he works for has been contracted to prepare Best Practices for Bike to Work Day events, and he will distribute their final report to BPAC members.

## Item 8: Announcements

Dave Campbell spoke about the recent successful WOBO / EBBC joint celebration

Jason Patton commemorated the passing of Ron Bishop who succumbed to cancer on December 11, 2011. Ron Bishop was one of the founding members of BPAC, and he served as Chair for many many years. Ron Bishop was instrumental in major City bicycle initiatives including Bike to Work Day and the Bicycle Master Plan.

Attachments: meeting handouts

CIP & On-Call Stair and Path Repairs - Completed 2010-11

Date: 12/15/2011  
By: J Krohn, E Uddenberg

Project	Council		Location	Scope of Work	Contractor	Total	NOC	Comments
	Stair ID	District						
C214870	117	3	Richmond Blvd. ascending to Garland Ave.	Removal and replacement of damaged stairs, landings, and pedestrian bridge	Dan Peters Construction	\$ 61,873.00	12/15/2011	Removal and replacement of broken, cracked concrete at 545 SF of landings, 24 LF of stairs, replace dry-rotted wooden footbridge over Echo Creek with new Steel/Concrete Bridge.
C214870	93	1	Brookside Ave. ascending to Ocean View Ave.	Addition of Handrails at both sides of first flight adjacent to 6394 Brookside Ave.	Dan Peters Construction	\$ 6,824.00	11/19/2010	Addition of 65 LF of new steel handrails to both sides of first flight of steps at Brookside Ave. Repair of handrail fitting at S3
C214870	221	3	Richmond Ave. ascending to Kempton Ave.	Removal and replacement of damaged stairs, landings, and re casting of loose handrails	Bay Construction	\$ 27,720.00	2/25/2011	Removal and replacement of broken, cracked concrete at 120 SF of landings, 204 LF of stairs, re cast handrails where loose, remove cracked pilaster
C214870	106	2	E. 25th Way - Stair path from 14th Ave. ascending to Wallace St.	Removal and replacement of sidewalk, re-configure top stair flights with landing widths conforming to code; add handrails both sides to steps and all areas greater than 1:12 slope.	Bay Construction	\$ 35,000.00	2/11/2011	Removal and replacement of broken, cracked concrete at 265 SF of sidewalk, re-configure top flight to add 66 LF of stairs, 72 SF of landings; add handrails to stairs and all sidewalk areas sloped grater than 1:12.
C214870	84	1	Upper Broadway ascending to Margarido Drive	Removal and replacement of broken handrails and concrete landings; add handrails where none exist.	Bay Construction	\$ 23,900.00	3/21/2011	Removal and replacement of broken, cracked concrete at 15 SF of landing; Replacement of 116 LF of broken, rusted steel handrails and posts; add handrails bolted into existing concrete retaining wall; re-configure guardrail screening at landing; remove tree trunk section
C214850	83	1	Margarido Stair - ascending from S. Rockridge Blvd to Margarido Drive	Removal and replacement of damaged stairs, landings, and installation of handrails on both sides	Mosto Construction	\$ 108,600.00	5/14/2011	Removal and replacement of broken and cracked landings and Stairs. Installation of Handrails at both sides of the Stairs.
C214840	226	1	Eucalyptus Stair - ascending from lower Alvarado Rd. to upper Alvarado Rd.	Removal and replacement of damaged stairs, landings, and installation of handrails on both sides. Construct drainage inlet and improve drainage along the entire Stair.	Andes Construction	\$ 243,380.00	10/23/2011	The fully functioning Eucalyptus stair is essential to the six residences that have their only access from the Stair. The rehabilitation achieved that goal and eliminating multiple trip and fall hazards.

On-Call Stair and Path Repairs - Proposed 2012

Project	Council		Location	Scope of Work	Contractor	Total	NOC	Comments
	Stair ID	District						
C439610 Construction Funded	146	2	Creed Ct. Stairs - Creed Ct. Ascending to Underhill Rd.	Removal and replacement of non-compliant handrails and broken concrete landings; add continuous handrails both sides where landing slope greater than 1:12.	Dan Peters Construction	\$ 69,000.00	TBD	Removal and replacement of broken, cracked concrete at 324 SF of landing, all 26 risers, edge curbs at top stair flight; Provide and install new handrails both sides of path at all steps and landings over 1:12 slope, 182 L.F.
C409210 Construction Funded	154	7	Castlemont Stairs - MacArthur ascending to Thermal St.	Removal and replacement of broken concrete landings and stair curbs; addition of new handrails both sides at stair flights; addition of guardrails at high lavational drop offs; new concrete support wall where existing landing is undermined.	TBD	\$ 97,000.00	TBD	Removal and replacement of broken handrails and addition of new handrails at all stair flights both sides, (336 LF); Addition of new 4' high guardrails, (84 LF). replace broken concrete landings, (400 SF); fill path or replace cracked stair curbs (7 LF); Add new stabilization retaining wall at undermined landing (9 LF)
C442910 Construction Funded	73 & 74	2	Grand Ave. Stairs - ascending to Wala Vista then onto Mira Vista Ave.	Removal and replacement of broken landings; addition of new handrail both sides where landing slope exceeds 1:12; removal and replacement of broken stair flight and curbs at Wala Vista Ave.	TBD	\$ 110,000.00	TBD	Removal and replacement of broken landings (1022 SF); addition of new handrail both sides at stair flights & where landing slope exceeds 1:12 (840 LF); removal and replacement of broken stair flight and curbs at Wala Vista Ave (165 SF).
Davidson Way (Unfunded)	71 & 72	2	Grand Ave. Stairs - ascending to Walker Ave then onto Vermont Ave.	Removal and replacement of broken landings; addition of new handrail both sides where landing slope exceeds 1:12; removal and replacement of (3) broken stair flights and curbs; Walker Ave to Vermont.	TBD	\$ 115,000.00	TBD	Removal and replacement of sidewalk at Walker (42 SF); addition of new handrail both sides at stair flights & where landing slope exceeds 1:12 (620 LF); removal and replacement of (3) broken stair flights and curbs; Walker Ave to Vermont (530 SF).



# CITY OF OAKLAND

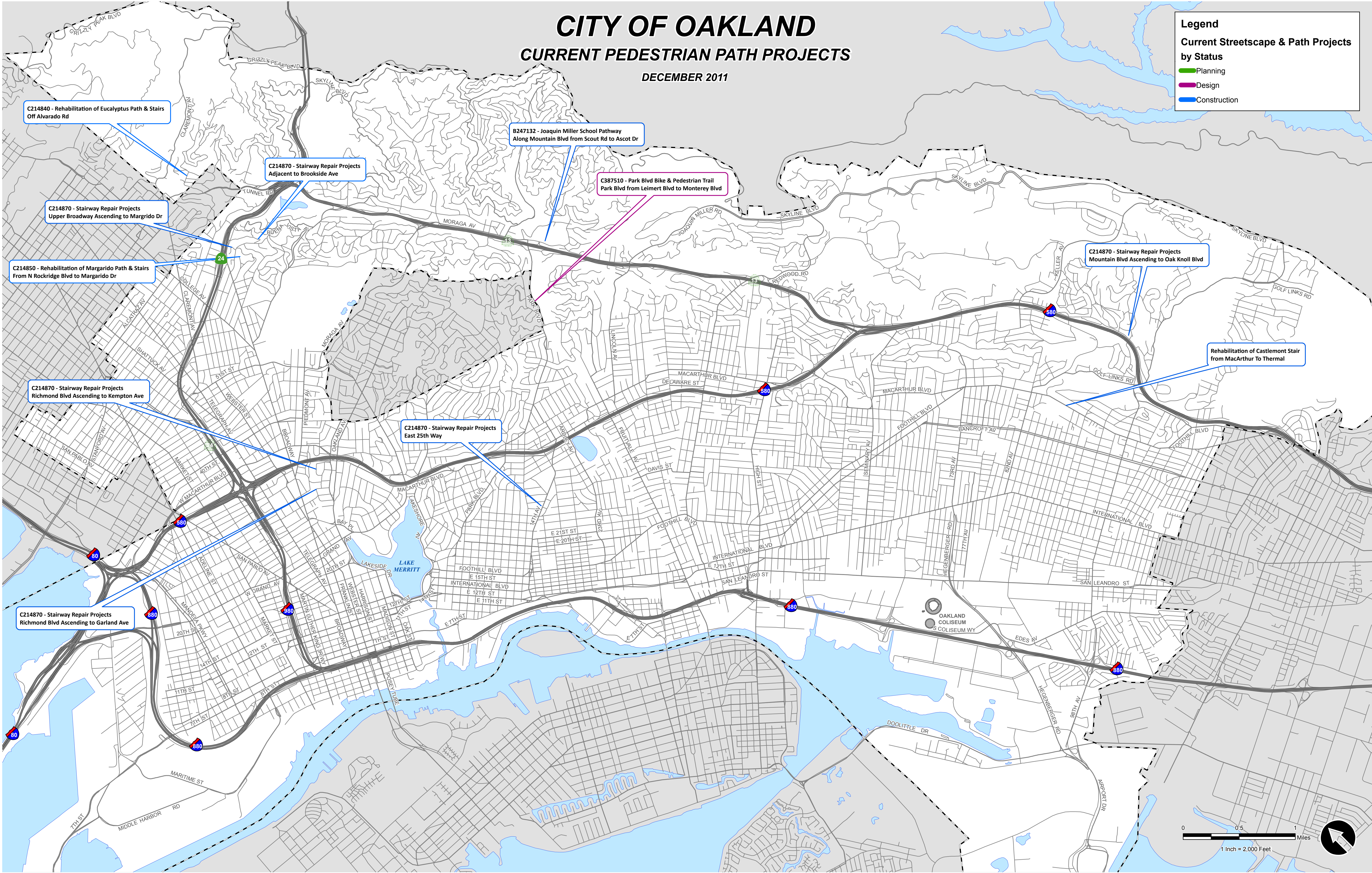
## CURRENT PEDESTRIAN PATH PROJECTS

DECEMBER 2011

**Legend**

**Current Streetscape & Path Projects by Status**

- Planning
- Design
- Construction



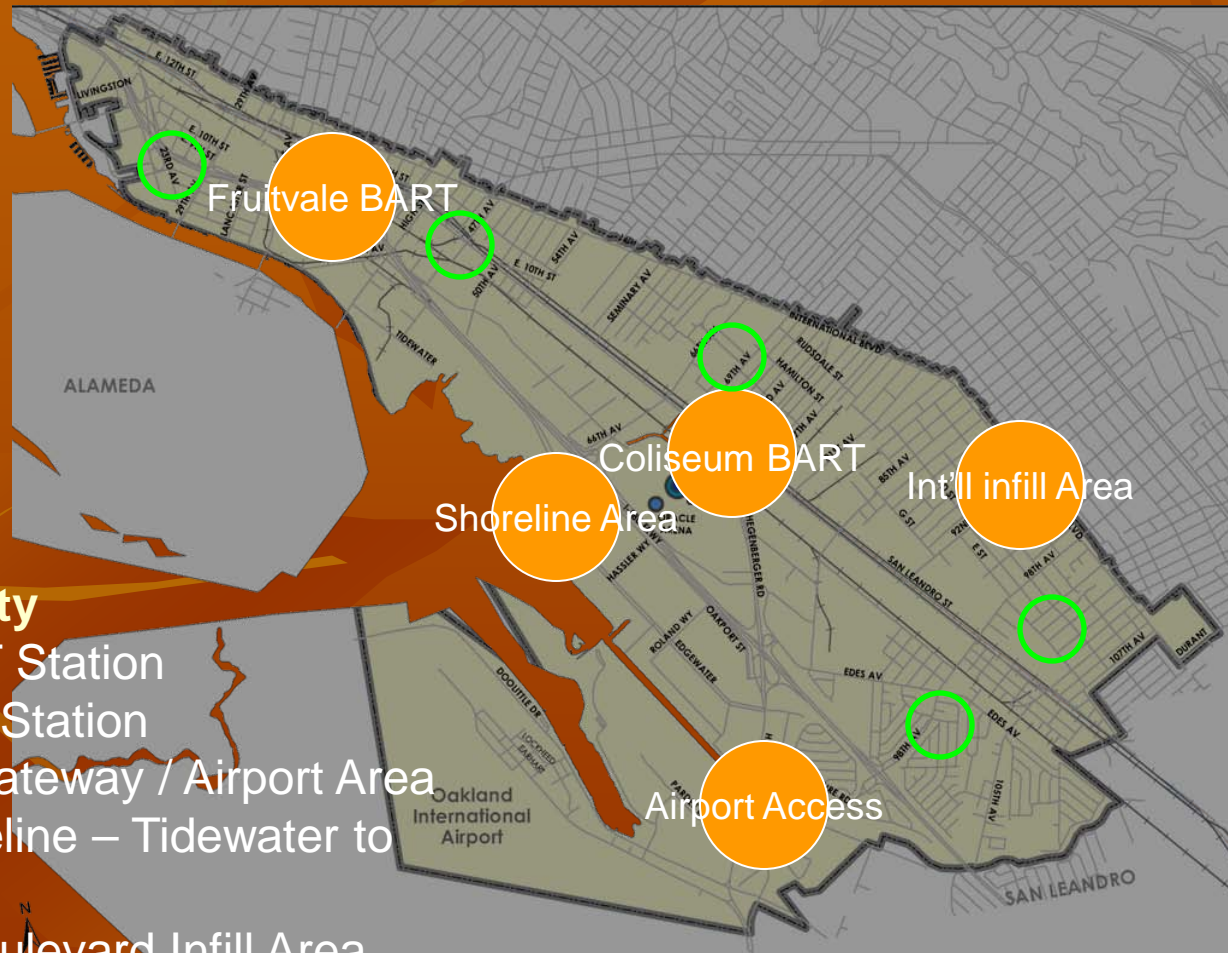


# Coliseum Redevelopment Area Infrastructure Projects

December 15, 2011



# Coliseum Redevelopment Areas of Activity



## Areas of Activity

- Coliseum BART Station
- Fruitvale BART Station
- Hegenberger Gateway / Airport Area
- Coliseum Shoreline – Tidewater to Edgewater
- International Boulevard Infill Area
- Neighborhood District Projects

# Coliseum Infrastructure Projects





# Streetscapes in Construction Phase or Completed:

- San Leandro Streetscape & Utility Undergrounding
- Fruitvale Alive Streetscape
- Railroad Avenue Phase II
- 66<sup>th</sup> Avenue Streetscape
- Airport Connector (with BART and Port)



# Streetscape and Transportation Projects In Design:

- South Coliseum Way Streetscape
- Coliseum Area Industrial Infrastructure
- Coliseum BART Plaza Enhancements



# **South Coliseum Way Streetscape Improvements**

- **Scope: Street improvements along S. Coliseum Way from Coliseum entrance to Hegenberger Road**
- **Boundaries: S. Coliseum Way from Hegenberger to Coliseum entrance**
  - **Project creates a stronger link between hotels on Edes and Coliseum Complex**
  - **Phase: 35% Design**

# Coliseum BART Plaza Enhancements

## Program Objectives

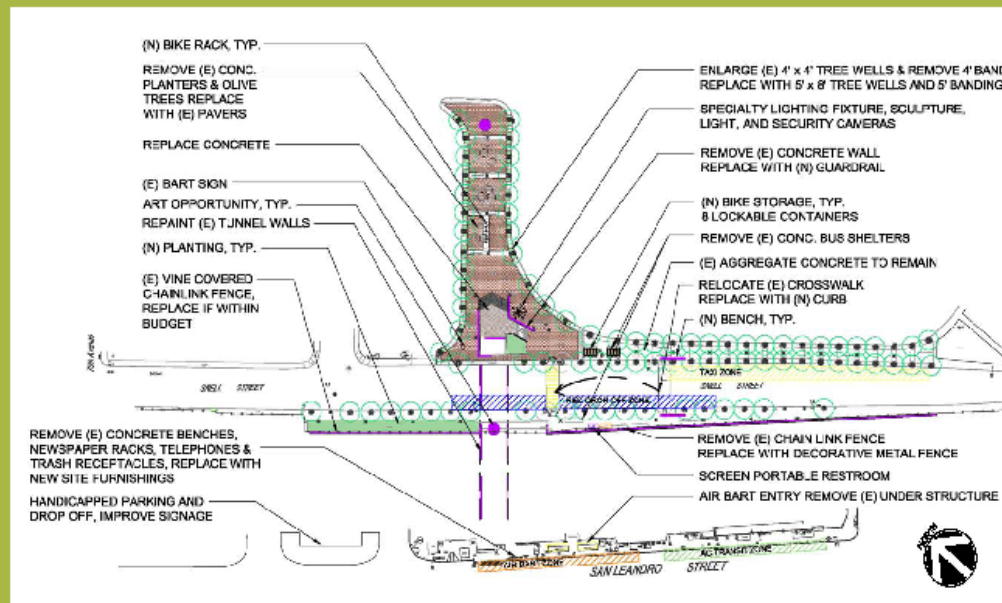
- Improve Safety and Security
- Renovate within a Limited Budget
- Connect Neighborhoods to BART, Coliseum, Airport, AC Transit and Amtrak
- Enhance the Pedestrian Experience
- Encourage Future TOD Development
- Sense of Arrival to Oakland
- Improve Signage & Wayfinding
- Opportunities for Public Art





# Coliseum BART Plaza

## Proposed Work



Golden Associates, Landscape Architects, Urban Design Planning



## **Snell Plaza Security Improvements**



**EXISTING**



**REPLACE LIGHTING & REPAIR  
EXISTING PAVERS**



**PROPOSED LIGHTING, PAVING,  
BANNERS & PLANTING**



## Snell Street BART Plaza Entrance





# Coliseum Area Industrial Infrastructure

**Scope:** Developed targeted scope based on assessment by BKF Engineers and input from Coliseum area stakeholders

## Targeted Improvements:

- **81<sup>st</sup> Ave (G Street to San Leandro St.)**
  - RR crossing improvements
  - Signage/Gateway Elements
  - Lighting (esp Ped)
  - Speed control and signage
- **San Leandro St. (BART to 92<sup>nd</sup> Ave.)**
  - Lighting
  - Signage
  - Street Trees
- **Coliseum Way (50<sup>th</sup> Ave to 66<sup>th</sup> Ave)**
  - Drainage Improvements of substandard facilities
  - Sidewalk improvements
  - Trees
  - Signage

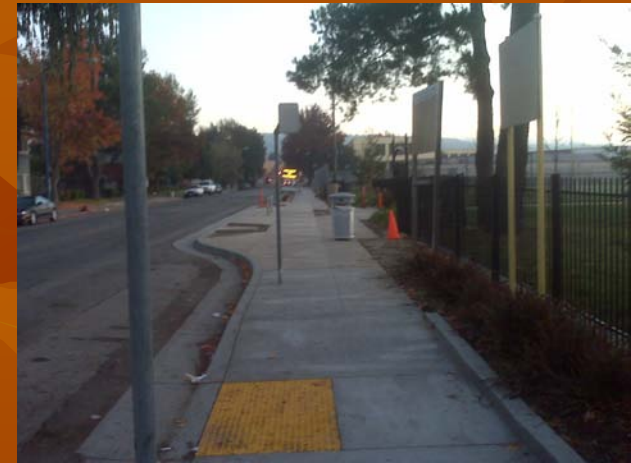
# **Coliseum Area Industrial Infrastructure Status**

- **Approved by Council to select on-call civil engineer-landscape design team to complete construction documents (for improvements with the \$1.7M set-aside budget)**
- **Completed Drainage study for Coliseum Way with Public Works Agency Environmental Services**
- **Staff expects to have design work commence in spring 2012**

# 66<sup>th</sup> Avenue Streetscape Improvements

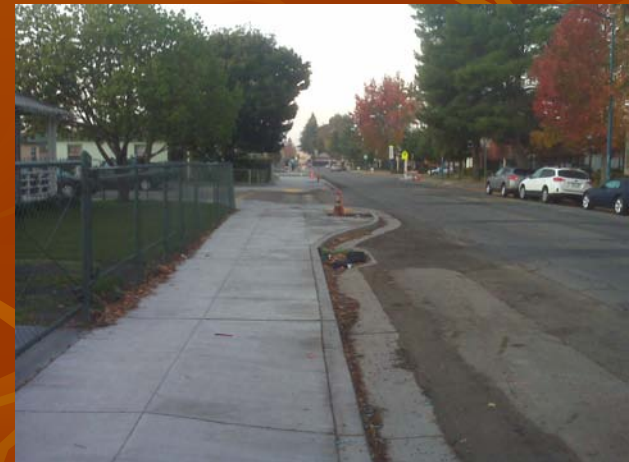
## Scope:

- Pedestrian lighting, landscaping and street crossings on 66<sup>th</sup> Avenue; bike lane on 69<sup>th</sup> Avenue



## Boundaries:

- 66<sup>th</sup> and 69<sup>th</sup> Ave from San Leandro Street to International



# Railroad Ave Phase 2 Streetscape Improvements

## Scope:

- Resurface existing street, construct curbs, gutters and sidewalks, improve and construct gutters, basins and storm drains and retain tree landscape

## Boundaries:

- Railroad Avenue from Louisiana Street to 98<sup>th</sup> Avenue





- To direct questions or comments or for further information please contact:
- Mr. Larry Gallegos, East Oakland Redevelopment Area Manager
- 250 Frank Ogawa Plaza, Suite 5315
- Oakland, CA 94612
- (510) 238-6174
- [lagallegos@oaklandnet.com](mailto:lagallegos@oaklandnet.com)
- Thank You





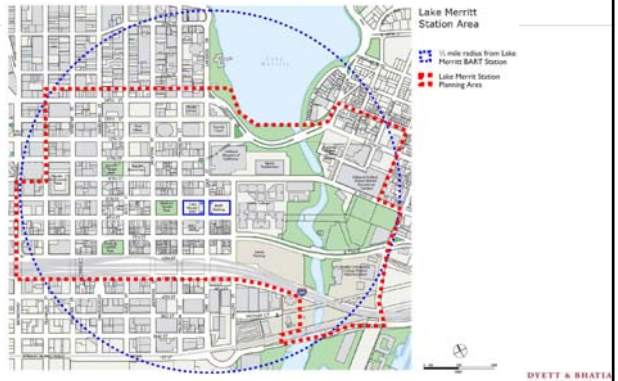
## Lake Merritt Station Area Plan

### Review of Preferred Alternative



Bicycle and Pedestrian Advisory Committee  
December 15, 2011

## Planning Area



## Planning Area Context



## Purpose of the Lake Merritt Station Area Plan

- Address a wide range of development, planning and economic issues to allow final plan to be utilized as both a **policy and regulatory document**
- Create land use **policies**, including supportive zoning, development **standards**, design **guidelines** and other viable development incentives that support Plan goals.
- Identify **priorities for investments** in transportation, parks and streetscape improvements .
- Articulate and **quantify the future development potential**

## Project Process & Schedule



## Overview of Preferred Plan

## Preferred Plan Content

- Plan Framework
- Overall Vision by Study Area
- Summary of Development Potential
- Land Use and Building Design
- Parks and Community Facilities
- Streetscape Character
- Circulation, Access, and Parking
- Community Resources
- Economic Development
- Infrastructure Issues

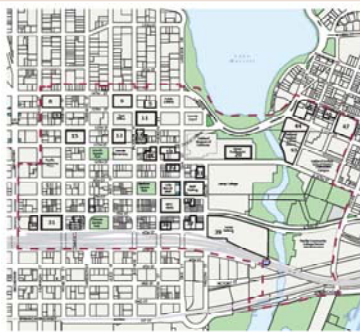
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## Vision

- Create an active, vibrant and safe district
- Encourage services and retail
- Encourage equitable, sustainable and healthy development
- Encourage non-automobile transportation
- Increase and diversify housing
- Encourage job creation and access
- Identify additional open space and recreation opportunities
- Celebrate and enhance Chinatown as an asset and a destination
- Model progressive innovations

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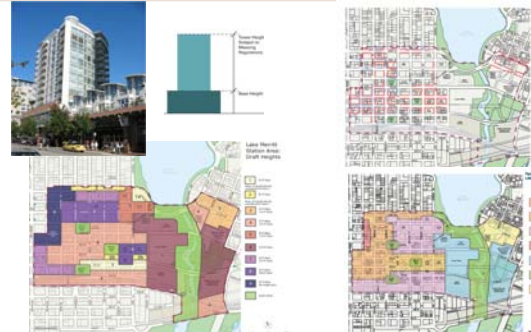
## Development Potential



- 4,350 to 10,500 new housing units
- 4,479 to 5,755 new jobs
- 1.6 to 2 million sf of new office space
- 314 to 393 thousand sf of new retail space

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## Land Use and Building Design



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## Open Space and Recreational Facilities



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## Streetscape Character, Circulation, Station Access & Parking

Lake Merritt Station Area Plan

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## Related Transportation Projects

- Measure DD Implementation (Oakland)
- BRT - Bus Rapid Transit (AC Transit)
- I-880/Broadway-Jackson Interchange (Alameda CTC)
- Intelligent Transp. Systems Master Plan - 7<sup>th</sup> Street (Oakland)
- I-880 Retrofit (Caltrans)
- Embarcadero Bridge Reconstruction + temporary re-routing of Bay Trail (Caltrans/Oakland)
- Five-Year Paving Plan (Oakland)

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## Policy Framework

- Pedestrian Master Plan
- Bicycle and Pedestrian Master Plan



Bikeway Types	
Blue Line	Bike Path (Class 1)
Blue Line	Bike Path Proposed (Class 1)
Blue Line	Bike Lane (Class 2)
Blue Line	Bike Lane Proposed (Class 2)
Blue Line	Bike Route (Class 3)
Blue Line	Bike Route Proposed (Class 3)
Blue Line	Arterial Bike Route (Class 3A)
Blue Line	Arterial Bike Route Proposed (Class 3A)
Blue Line	Bicycle Boulevard (Class 3B)
Blue Line	Bicycle Boulevard Proposed (Class 3B)

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## Policy Framework

- Vision and Goals of the Lake Merritt Station Area Plan:**
  - Promote safer streets with **traffic calming**, improved **lighting**, improved signage, sidewalks and intersections.
  - Expand, preserve, and strengthen the neighborhood's **access** to public transit, walkability, and bicycle access.
  - Consider reevaluating one-way streets, narrowing streets and other methods for **reducing auto speeds**.
  - Improve **connections** between existing assets and destinations.
  - Develop a **parking strategy** that allows access to local retail, while promoting non-auto modes of transportation and the best use of land.
  - Preserve and reinvest in **transit services** and facilities to make sure operators can continue to provide reliable services.

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## Vision Framework



Blue Line	16th Street - Class 1 Link to Lake Merritt
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## Strategies for Improving Streetscape Character and Circulation

Streetscape Improvements

Crossing Improvement

Lane reduction (or conversions)

Signal Timing

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## Streetscape Improvements

- Distinctive Design Elements:**

- Lighting
- Trees/landscaping
- Public art
- Signage/wayfinding
- Pavement markings



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## Crossing Improvements

- Corner bulb-out/curb extensions
- Pedestrian Scramble
- Part-time turn prohibitions (e.g. NO RIGHT ON RED 3-6 PM)



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## Traffic Signal Timing/Pedestrian Enhancements

- Add "Count-down" WALK timers
- Minimize pedestrian waits by keeping cycle as short as possible
- Increase time for pedestrian crossings
- Leading WALK interval (before vehicles can move)
- Synchronize traffic signals to decrease vehicle speeds
  - Similar to planned 7<sup>th</sup> Street traffic signal improvements
  - Creates synchronized signal system along identified corridors
  - Provides opportunity to slow traffic

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## Example Improvement - Oak Street



**Existing**  
4 lanes

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## Example Improvement - Oak Street



**Proposed**  
lane reduction, bike lane, widened sidewalk, trees, lighting, distinctive design

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## Circulation Improvement Strategy



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## Pedestrian, Bicycle and Shuttle Improvements



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## Station Access Strategy

- Improve pedestrian access – wayfinding, lighting
- Improve bicycle access – bikeways (8<sup>th</sup>/9<sup>th</sup>/Madison/Oak) and increased bicycle parking
- Improve transit access – “NextBus” arrival screens, transit kiosk, improved waiting areas, bus layover zones, etc.
- Coordinate shuttle loading areas and services
- Curb management
  - Allocate curb space to create greatest benefit for greatest number of uses
  - Accommodate “kiss-and-ride” loading zones, taxi waiting spaces, bus bays, and curbside parking spaces for BART police and maintenance staff

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## Station Access Improvements

### Transit Hub



Oak Street at BART Station  
4/5 Lane Reduction, Bulbway, Bus Transfer Area, Kiss-and-Ride Drop-Off, Plaza Renovations

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## Parking Strategy

- BART parking lot spaces not be replaced
- Promote access to Laney by modes other than auto
- Use parking lots under the freeway as part of overall parking strategy
- Consider reducing parking requirements
- Shared parking
- Parking pricing

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## Strategies for Implementation

- Phasing of improvements (based on need and ease of implementation)
- Pursue grant funding to *implement* project-ready improvements (bulbouts, lighting, landscaping, some lane reductions)
- Pursue grant funding for transportation studies (for two-way conversions and additional lane reductions)
- Incorporate striping work into paving projects Five Year Paving Plan (*can easily be done*)

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## Phasing



Existing Condition

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## Phasing



Phase 1 – Striping (lane reduction and bulbouts)

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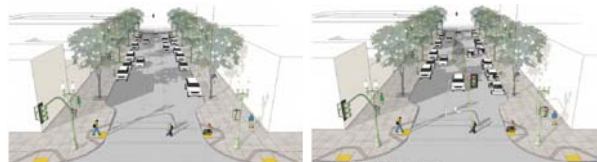
## Phasing



**Phase 2 – Changes to Curb + Lighting**

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## Phasing



**Phase 3A – Lane Reduction  
(could include bike lane)**

**Phase 3B – Conversion  
from One-Way to Two Way**

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## Next Steps

### BPAC's Role and Next Steps

- BPAC feedback - Are the strategies described in the Preferred Plan headed in the right direction?
- Based on feedback received at this and other public advisory boards, the proposals will be revised and refined, becoming a Draft Station Area Plan
- Details, implementation measures and next steps will be fleshed out in the Draft Station Area Plan

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### Next Steps

- **Additional Public Review of Preferred Plan**
  - Parks and Recreation Advisory Board: 12/14/11
  - Bicycle and Pedestrian Advisory Board: 12/15/11
  - Landmarks Preservation Advisory Board: 1/9/11
  - Planning Commission: 1/18/12
  - CED Committee and City Council – Feb/Mar
- **Draft Area Plan and EIR: Summer 2012**
  - Public Review and Adoption (Summer/Fall 2012)

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## Feedback from BPAC



### Preliminary Construction Cost Estimates (per 300 foot block, both sides of the street)

- Restriping, bike lanes, and surface sealing (A) - \$45,000
- A, plus add street trees (B) - \$90,000
- A + B, plus add lighting and bulb-outs (C) - \$450,000
- A + B+ C plus add sidewalk widening (D) - \$675,000
- Two - Way Conversion - Add \$150,000 per signalized intersection

**NOTE:** Traffic studies are needed to implement lane reductions and two-way conversion