

Bicycle and Pedestrian Advisory Committee, Monthly Meeting
Minutes of May 17, 2012 5:30 to 7:30 p.m.
Oakland City Hall: Hearing Room 4, Second Floor

Attendees: Carol Levine, Chris Hwang, Chris Kidd, Daniel Schulman, Dave Campbell, Jason Patton, Jennifer Stanley, Kendahsi Haley, Liza Pratt, Midori Tabata, Rebecca Saltzman, Robert Prinz, Ryan Chan, Nicole Schneider, Iris Starr

Topic	Discussion/Decisions/Action Items
1. Introductions, Appointment of note taker	Meeting was called to order at 5:37 p.m. by Chair, Chris Hwang. Rebecca Saltzman agreed to take notes.
2. Approval of Meeting Minutes	Minutes of the April meeting approved by consensus.
3. Annual Bike Projects Status Update (Continued from April)	<p>(See bike projects status spreadsheet: http://www2.oaklandnet.com/oakca1/groups/pwa/documents/agenda/oak034852.pdf)</p> <p>There is a June 30th deadline for many paving projects so a lot of striping is happening in May and June. Since this spreadsheet was updated for April, designs have been completed for Ardley, Harrison, MacArthur to Broadway and Shattuck. East 12th, Broadway, and MacArthur bike lanes were approved by the Council. The 8th, 9th and 10th Street bikeways are part of the Lake Merritt BART station area plan.</p> <p>Signs went up on the Webster/Franklin/Broadway corridor, and on MacArthur from Lake Merritt to Mills College, and the sign plan for the Bay Trail on-street portions was completed. The destination portion of the signs are easily replaceable to point out new connections or destinations. Signs currently do not point out high capacity bike parking.</p> <p>Dave Campbell asked that a review of the 40th Street bikeway come to BPAC.</p>
4. Bike to Work Day report back	<p>627 people at Frank Ogawa Plaza got stickers, which is down about 70 from 2011. EBBC's bike counts in Oakland were up more than 7% and in the East Bay they were up 29%. An average of 250 cyclists stopped by BART stations throughout the East Bay. Eight mayors rode, which is a record. In Oakland, Mayor Jean Quan, City Attorney Barbara Parker, and Councilmembers Libby Schaaf, Rebecca Kaplan, Nancy Nadel, and Ignacio de la Fuente rode.</p> <p>It was very hard to get tables out in the morning for the Frank Ogawa Plaza event, as staff arrived late and the tables were heavy. Next year the tables might be taken out the night before or there could be dollies available to move the tables.</p> <p>Some complained that the West Oakland pedal pool meet up place was odd and not inviting. It was suggested that pedal pools could meet at energizer</p>

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	stations. Bike clubs could also adopt a pedal pool.
5. East Bay Greenway (75th to 85th Ave segment) draft design review	<p>(See overview document, Urban Ecology's concept and maps.)</p> <p>Next year segment 7 will be constructed. This is being funded by a TIGER II grant and the schedule has been very rushed – the design must be completed and approved by June 30th. The rest of the Greenway corridor is unfunded but could be funded through Measure B reauthorization, if it passes. The plan is to eventually connect BART stations from Fruitvale to Bay Fair.</p> <p>This segment is a 12 foot wide bike/pedestrian path made of asphalt, separated from San Leandro Street by a metal railing. Width is gained by cutting into San Leandro Street and removing some street parking (which truckers are not supporting). There will be breaks in the railings at all streetlights, and there will be signs at all the bike/ped crossings. The crosswalks will be painted green. Message signs directed at motorists will be triggered automatically by bikes and pedestrians can manually trigger them.</p> <p>There is no money currently available for installing landscaping or maintaining it, though the County will pay for path maintenance. Someone asked if there will be art on the BART columns. There is no funding for this now but it could happen in the future.</p> <p>Existing lights will be moved to better cover the path. Someone asked about emergency call boxes, which there is no current plan for. Someone asked about installing raised crosswalks but there is no plan for that.</p> <p>The timeline for this project was rushed so if B3 passes, the hope is that the City can go back and add things that are needed.</p>
6. Chair's Annual Report	<p>Chair Chris Hwang shared accomplishments and highlights of the past year, including:</p> <ul style="list-style-type: none"> ⤴ Big accomplishments on striping ⤴ New technology and treatments ⤴ Input on grant funding ⤴ Approval of TDA funding ⤴ Wrote letter about fund diversion from bike projects ⤴ Reviewed Gateway projects, Lake Merritt Station area plan and LAAMPS project ⤴ See Click Fix ⤴ Closed median on W MacArthur (mitigation of Kaiser Hospital traffic impacts) was reopened ⤴ Emphasis on education
7. Adeline St (47th to 61st Sts) bikeway design	<p>The plan is for a four lane to two lane road diet on Adeline. Buffered bike lanes will be installed, with a three foot door zone buffer. This bikeway will intersect with Genoa, 55th, and Market Street bikeways. It should be</p>

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	completed in 2013, and it still needs to be approved by Council. A suggestion was made to put in advance warning signs for bike crossings at offset intersections. The other part of Adeline is being studied, and when completed, there would be bike lanes from 3 rd to 61 st Streets on Adeline.
8. Announcements, suggestions for next meeting topics	<ul style="list-style-type: none">⤴ Emeryville approved bike/ped master plan.⤴ Alameda received bronze level bike friendly city status⤴ Suggestion to agendize crosswalk signalization⤴ If you see new bikeways, email photos to Dave Campbell at EBBC⤴ Suggestion to agendize update on bike corrals and parklets
9. Adjournment	Meeting was adjourned at 7:30 p.m.

Attachment:
East Bay Greenway presentation

Overview

1. What is the East Bay Greenway?
 - 12-mile bicycle and pedestrian facility, including six miles in Oakland
 - Travels through Oakland, San Leandro, unincorporated County and Hayward
 - Class I, II and III depending on location
 - Serves five BART stations (Fruitvale, Coliseum, San Leandro, Bay Fair, Hayward)
2. History
 - Urban Ecology *East Bay Greenway Concept Plan* (2008)
 - Process included participation in over 40 community meetings along corridor
 - Alameda County *UPRR Corridor Improvement Study* (2010)
3. Where will the East Bay Greenway travel through Oakland?
 - Ultimate alignment will depend on opportunities
 - Project environmental document says:
 - 19th Avenue/E. 12th Street start
 - On E. 12th Street to 54th Avenue
 - On 54th Avenue until San Leandro Street
 - On UPRR and BART right-of-way into San Leandro
4. Funding
 - Project development: design and environmental studies
 - Measure B (Alameda CTC) – over \$1 million
 - Measure B reauthorization (B3 TEP) includes funds to purchase UPRR r/w
 - Project construction
 - Federal TIGER II stimulus grant - \$1.16 million for Segment 7A
 - Measure B, Measure WW (EBRPD)
 - Project maintenance for Segment 7A only
 - Measure B
5. Preliminary Environmental analysis and Design for the Corridor
 - Draft CEQA document released June 2012
 - Initial Study/Mitigated Negative Declaration
 - Includes preliminary design/engineering (class of facility in each segment)
6. Next Steps on the overall project
 - Identify opportunities and funding to develop other segments
 - Facilitate additional community involvement

Segment 7A

75th to 85th Avenue under the BART tracks adjacent to San Leandro Blvd

Elements:

- Certify CEQA documentation (July 2012)
- 100% design completed (May 2012)
- Memorandum of Understanding between BART, City and ACTC regarding funding, design, construction, and maintenance to Caltrans for acceptance completed (May 2012)

Next Steps on Segment 7A:

- Council approval required – Public Works Committee on June 12, Council on June 19, 2012
- Submit all Elements to Caltrans for Approval by June 30, 2012
- Construct segment 7A (2013)

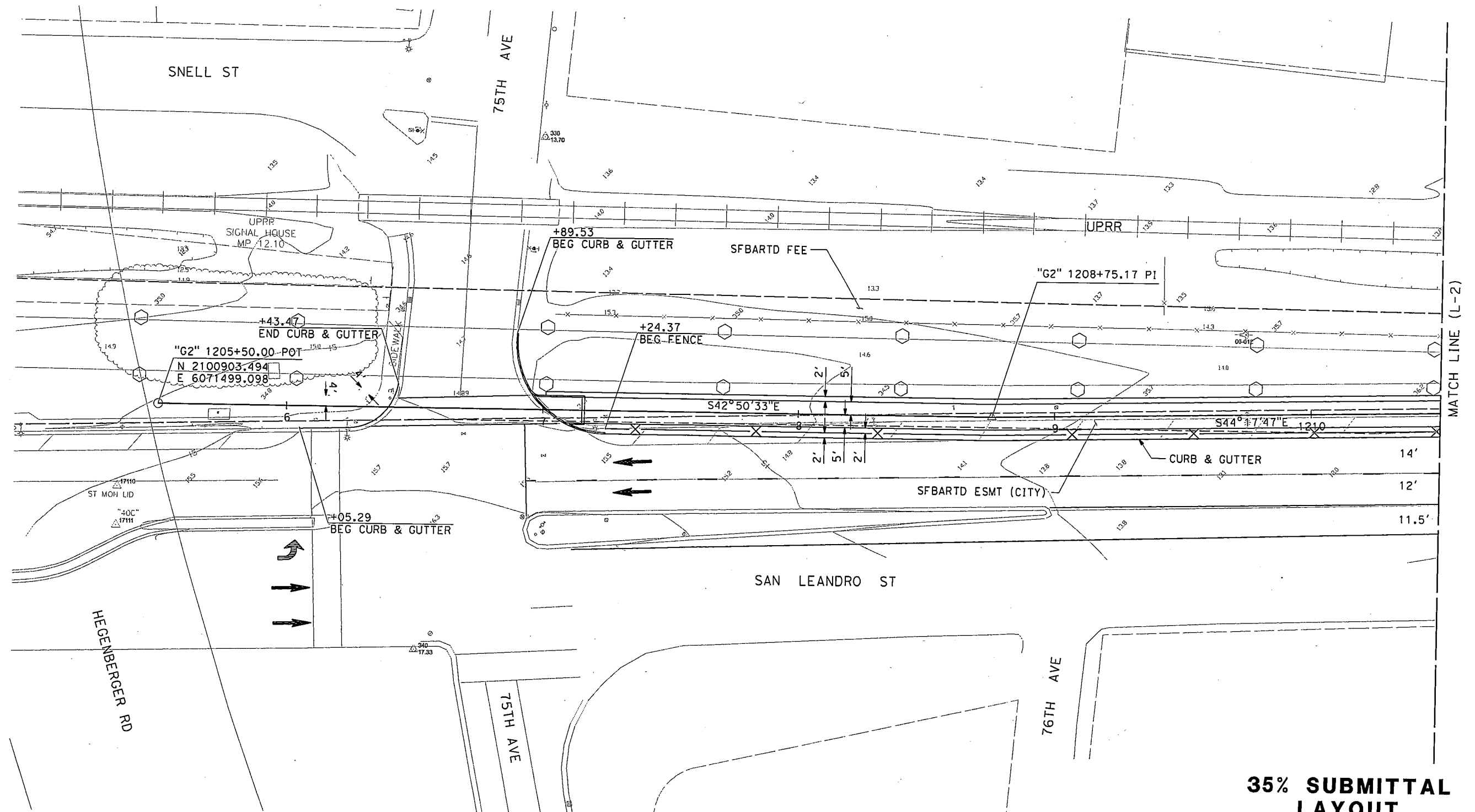
NOTES:

1. COORDINATES, BEARINGS AND DISTANCES ARE REFERENCED TO THE CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS 83), ZONE 3, (2004.00). TO OBTAIN GROUND DISTANCES MULTIPLY GRID DISTANCES BY 1.0000694.
2. FOR UTILITIES, SEE DRAINAGE AND UTILITY PLANS.
3. MONUMENT POINT 17111
N 2100883.035
E 6071453.784

LEGEND:

- PROPERTY LINE
- - - JOINT USE EASEMENT LINE
- ← DIRECTION OF TRAFFIC
- CLASS I PATH

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
REGISTERED CIVIL ENGINEER DATE					
PLANS APPROVAL DATE					
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35% SUBMITTAL
LAYOUT

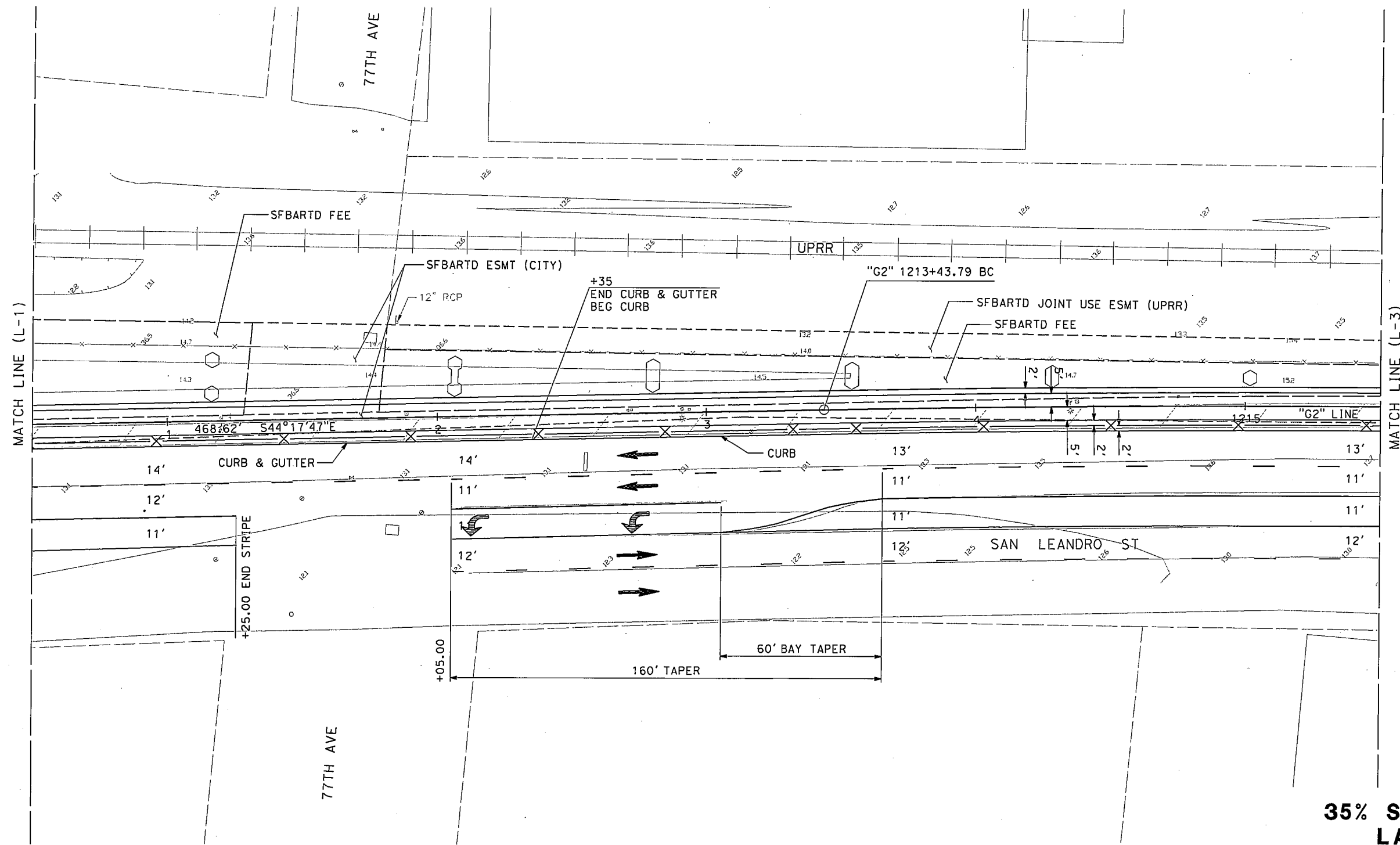
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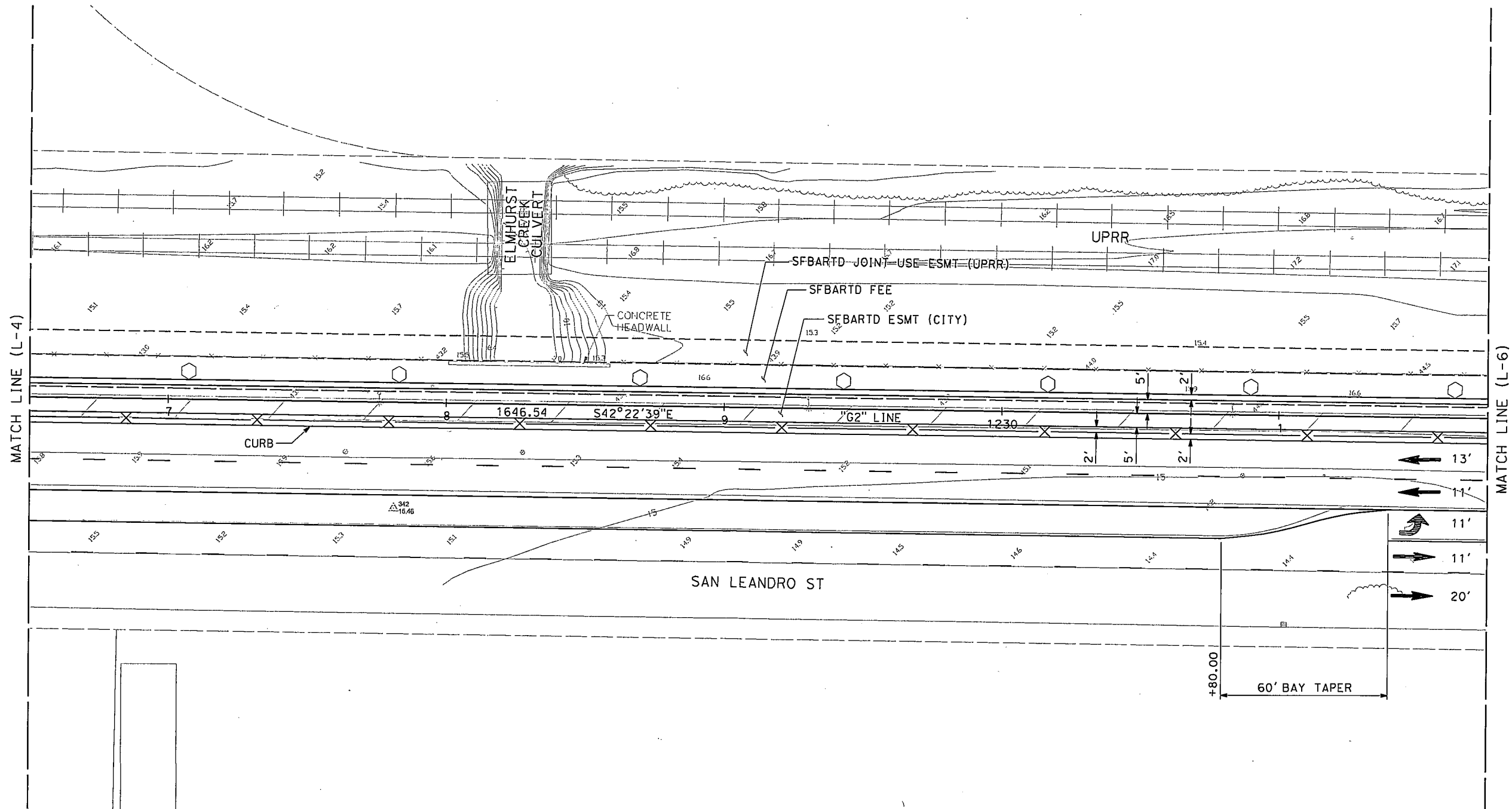
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Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

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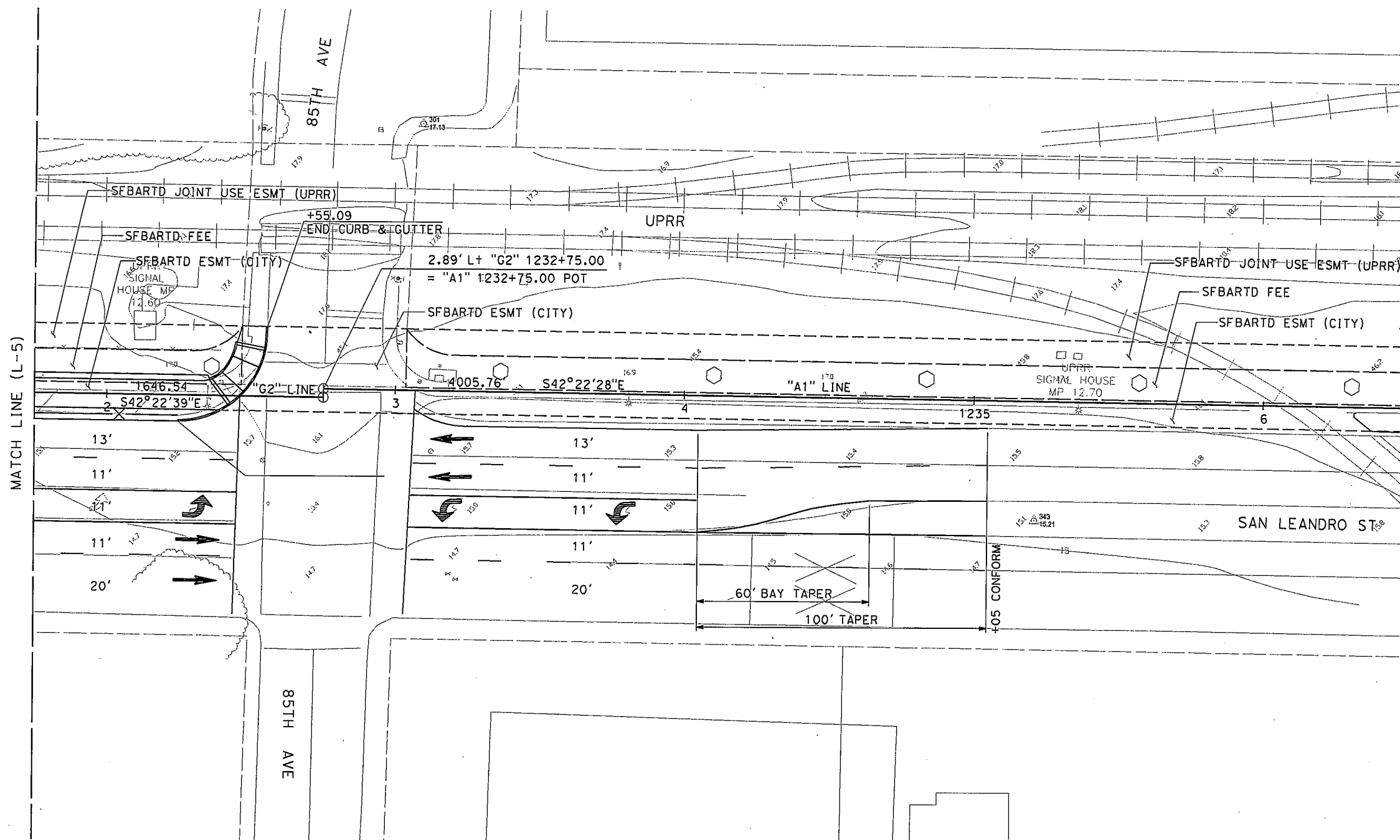
DIST	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

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PLANS APPROVAL DATE _____

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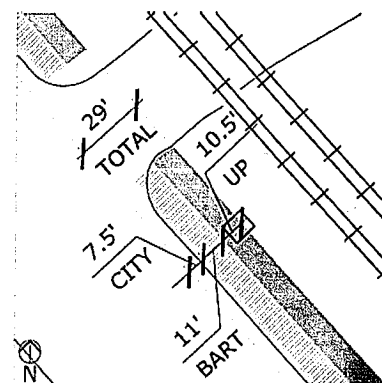


This segment connects the Coliseum area with neighborhoods on the Oakland and San Leandro border. Although residential neighborhoods are only a few blocks away on each side of San Leandro Street, the street is dominated by large-scale industry, factories, and warehouses. Many of the former factories have been converted into storage. New housing developments like Arcadia Park at 98th Avenue are adding residents to the corridor.

Site Analysis

Land Ownership

As in Segment 5, land ownership under the BART tracks is divided in three parts: a joint-use easement with the UPRR on the east side adjacent to the existing rail (10.5 feet), BART ownership around the BART columns (11 feet), and an easement with the City adjacent to San Leandro Street (7.5 feet). From 98th Avenue to 105th Avenue, the amount of the city-owned land decreases while the UPRR land increases. At 105th Avenue, the entire area under the BART tracks is owned by the UPRR.



Segment 7 typical land ownership

Site Observations

The initial impressions of this segment—the smells from a metal foundry, heavy truck traffic, litter and graffiti, a complete lack of vegetation—reinforce the notion that it is not a pleasant place to walk or bike. But with very few cross streets (only four street crossings in 1.75 miles), it has the potential to become a useful pedestrian and bicycle corridor. Despite the current conditions, people continue to bicycle and walk under the BART tracks here.



Trucks parked between 81st and 92nd Avenues block views of the corridor from the street, which makes this segment feel much less safe than the areas with no parked vehicles. More dumping and litter was observed in the truck parking area than in adjacent no-parking areas.

Community Comments

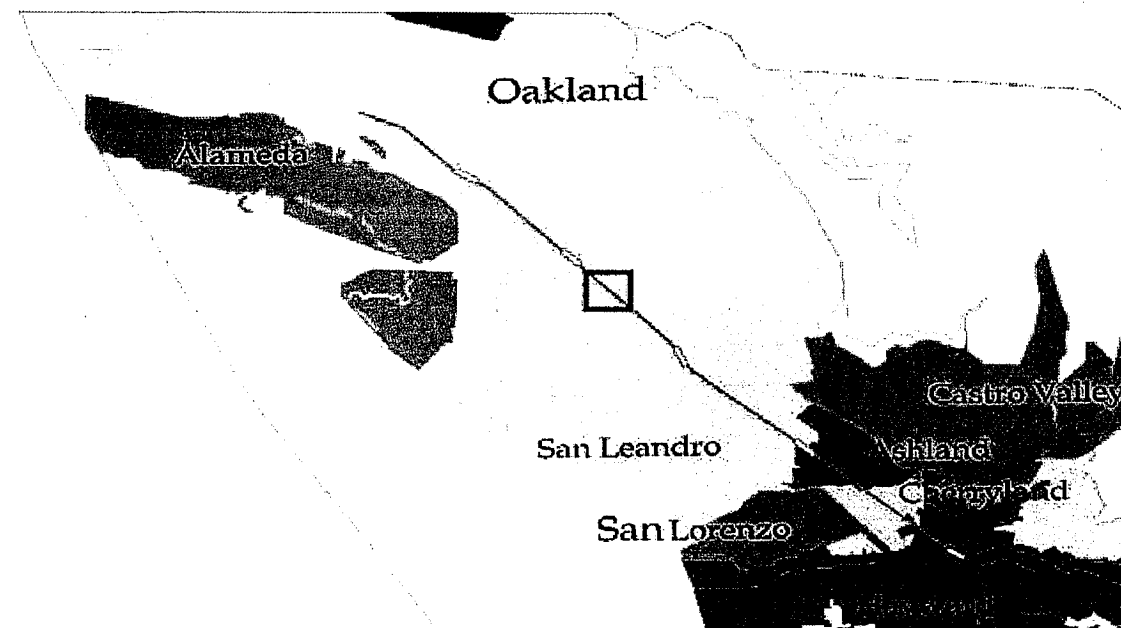
At community meetings, residents in the adjacent neighborhoods said that safety is their primary concern. They also complained about illegal dumping and overnight truck parking in the area. They believed that the adjacent neighborhoods would use the proposed Greenway only after access across the railroad tracks was improved.

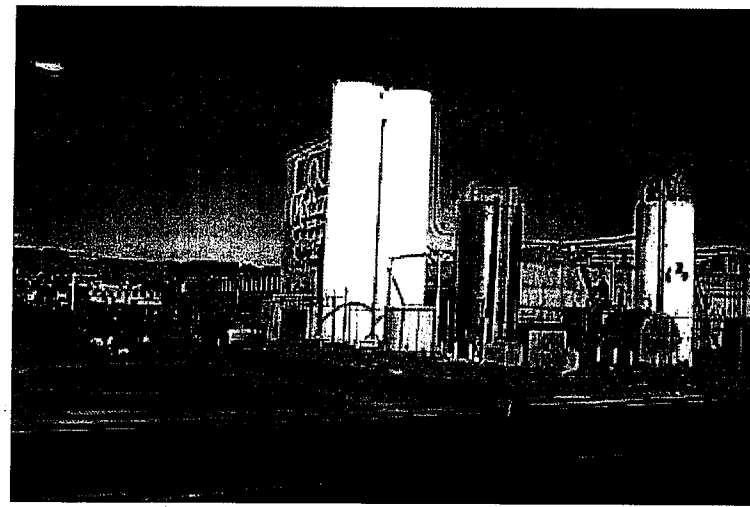
Lighting, cameras, and call boxes topped the list of elements the communities wanted. Seating, exercise equipment, and plants and grass were their second priorities.

Existing Plans and Developments

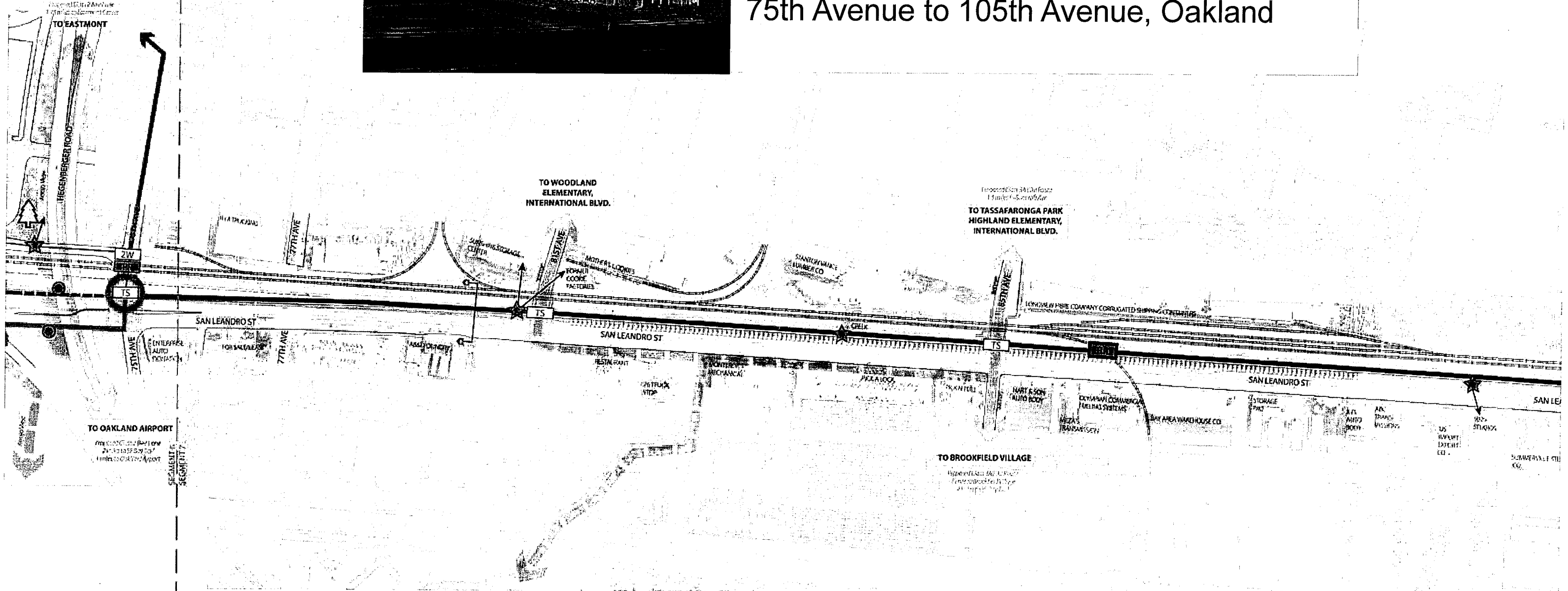
The City of Oakland's *Bicycle Master Plan* proposes both a Class I path under the BART tracks and Class II bike lanes on San Leandro Street in this segment. Additionally, a new elementary school and library complex are being constructed on 81st Avenue. At 98th Avenue and San Leandro Street, a new housing development, Arcadia Park, is under construction.

segment 7: San Leandro Street: 75th Avenue to 105th Avenue, Oakland



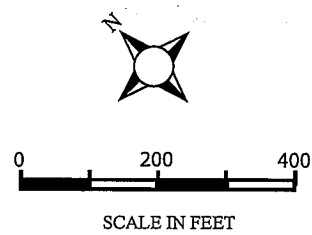
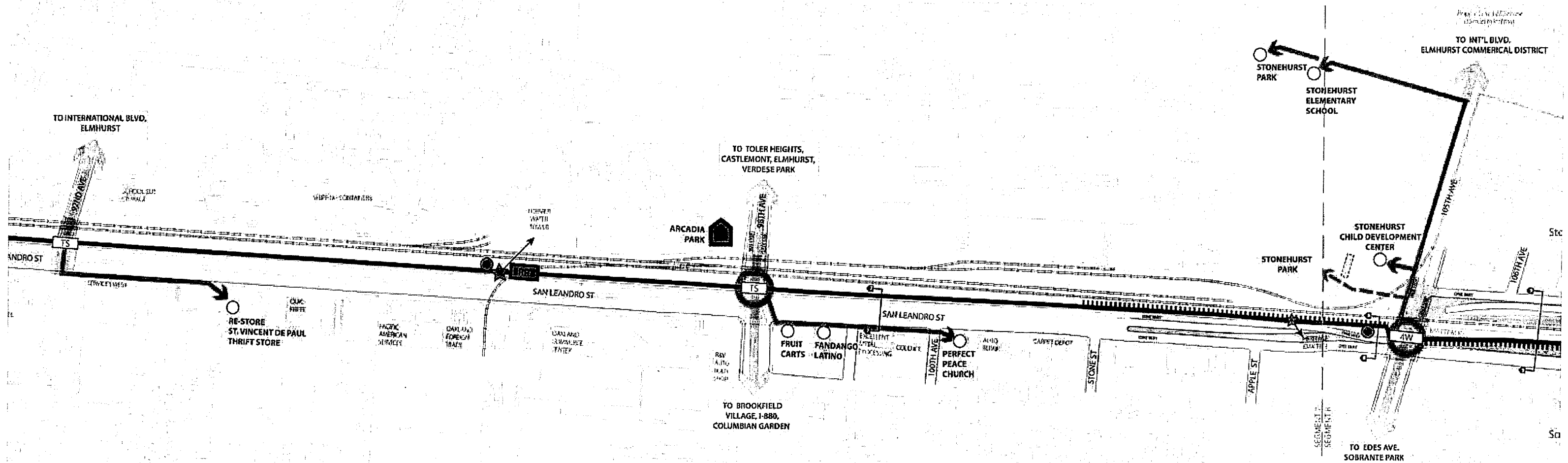


segment 7: San Leandro Street, 75th Avenue to 105th Avenue, Oakland

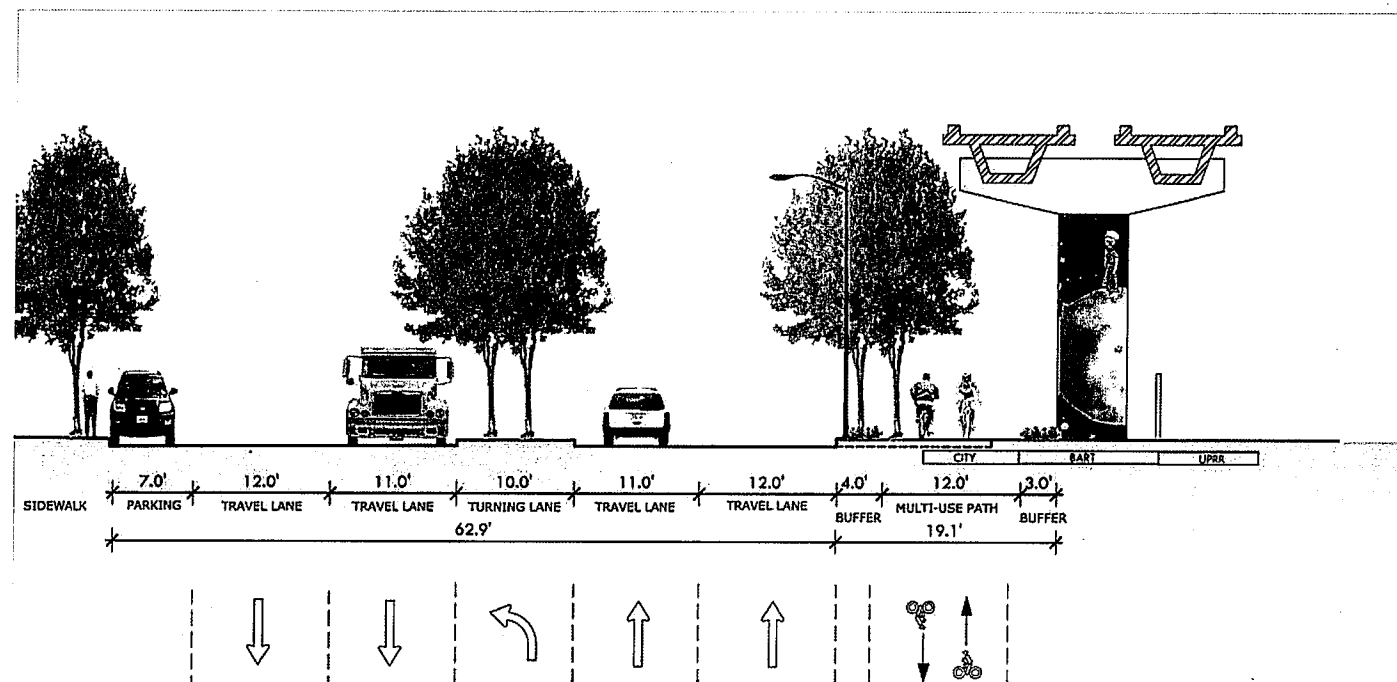


East Bay Greenway Site Map Legend

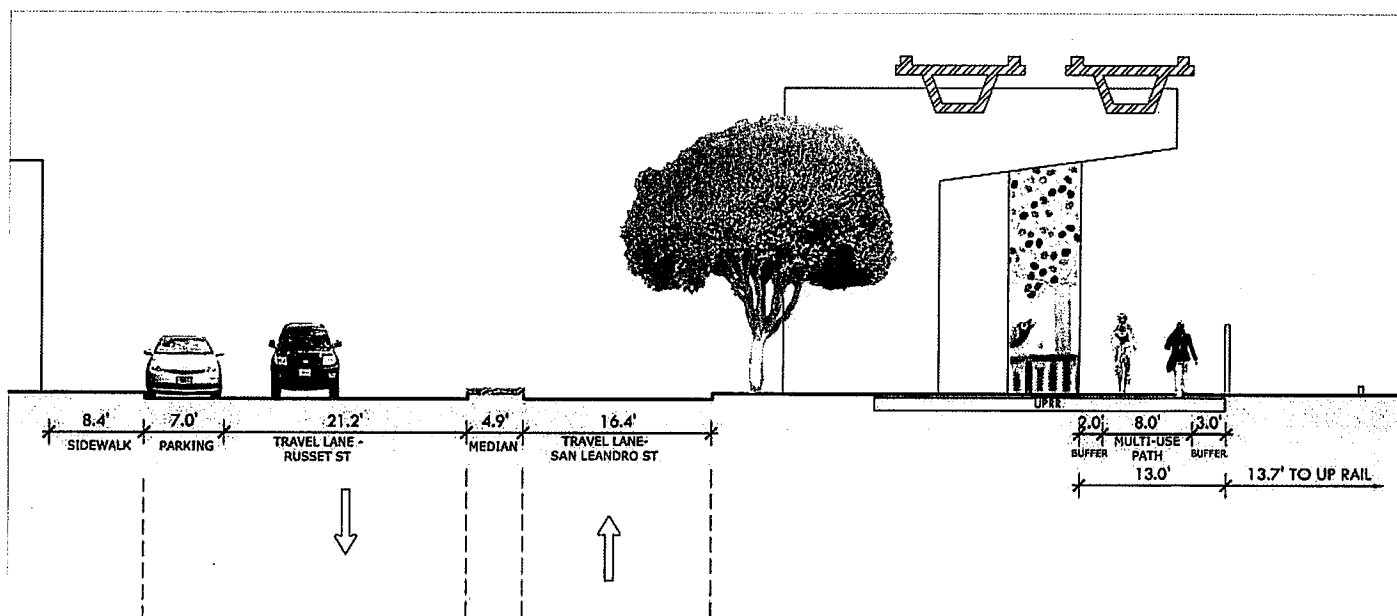
	Preferred Route		Railroad crossings		Cross Section Location		Gateway
	Class 1 - Bike Path		Existing at grade crossing		Water		Bicycle Parking - Existing
	Class 2 - Bike Lane		Proposed at grade crossing		Points of Interest		Bicycle Parking - Proposed
	Class 3 - Bicycle Boulevard		Pedestrian / Bicycle Overpass		Places of historical, natural, and cultural interest along the Greenway route		Improved Pedestrian Crossings
	Station Access		Existing		Art Opportunities		A combination of the following: improved or new crossing signals or signa high-visibility crosswalks, pedestrian refug medians, curb bulbouts, lane width reduci
	Alternative Routes		Proposed		Current and Planned Development		Community Destination
	Traffic Impacts		Intersection crossings		Potential Development Site		Existing Community Connections
	Remove on-street parking		Existing traffic signal		Potential Open Space Site		Proposed Community Connections
	Remove one travel lane		Non-signalized (stop or yield)				Connections to Regional Destinations
	Railroad easement required for preferred route		Proposed new traffic signal				
	City Boundary		Midblock crossings				
			Proposed new crossing with traffic signal				
			Proposed new crossing - non-signalized				



segment 7



SECTION 7A - PROPOSED :
SAN LEANDRO ST. NORTH OF 81ST AVE. LOOKING NORTH



SECTION 7B - PROPOSED:
SAN LEANDRO ST AT 105TH AVE. LOOKING NORTH

The Link: Greenway Path Alignment

Preferred Route

The preferred Greenway alignment would be to use the existing shoulder on San Leandro Street and narrow the travel lanes, creating approximately 16 feet between San Leandro Street and the BART columns for a multi-use path. Placing the pedestrians and cyclists between the BART columns and San Leandro Street is preferred because visibility is better than on the other side of the BART columns, and the pedestrian and cyclists can cross at existing intersections.

This alignment would require relocating the truck parking between 81st and 92nd Avenues. Removing the shoulder on the northbound side and shifting the travel lanes does not significantly impact the performance of traffic operations in this segment.

AC Transit runs line 45 through this segment. If there are any transit stops in this segment, the buses will have to stop in the travel lane. However, this is not seen as a major issue. The bikeway would share the transit stop, which may be an issue.

Since the traffic performance is not significantly influenced by reducing lane width, travel lane width in this segment can be reduced to 11 feet, and the shoulder under BART tracks can be converted to a Class I bike facility.

Between 98th Avenue and 105th Avenue, traffic on San Leandro Street gets directed into an underpass at 105th Avenue. Narrowing San Leandro Street at this location is not possible. Instead, we propose transitioning the path to the other side of the BART columns (on UPRR land) until it reaches 105th Avenue.

Crossing Treatments

The Greenway route will cross four streets in this segment: 81st, 85th, 92nd, and 98th Avenues; all are controlled by existing traffic signals. The Greenway route will also cross two railroad spurs in this segment, one between 85th Avenue and 92nd Avenue and one between 92nd Avenue and 98th Avenue. These spurs do not appear to be in use, but this should be verified before creating the Greenway.

Alternatives

Alternative 1: If using the UPRR joint-use easement land is a possibility, a separate bicycle path could be located between the railroad tracks and the BART columns. The area adjacent to the San Leandro Street curb would have sidewalk. This would avoid narrowing San Leandro Street and the costs of building the new curb and gutter proposed in the preferred route.

Alternative 2: At a minimum, the Greenway could consist of a Class II bike lane on San Leandro Street (as proposed in the City's *Bicycle Master Plan*), planted medians, and additional sidewalks similar to the streetscape improvements recently installed near the Coliseum BART Station.

The Seam: Community Connections

Community Character

Although this segment appears at first to be a bleak, industrial no-man's land, a second look at this segment reveals a hidden richness of both human and natural history that the Greenway could highlight and celebrate.

Points of interest include:

- Two former cookie factories; both Sunshine and Mother's Cookies were located here
- The creek near 85th Avenue, which is currently a neglected and littered site
- A water tower near 98th Avenue which was recently removed for the Arcadia Park development but could be remembered through an art installation or interpretive signs
- Historic heritage trees growing in the San Leandro Street median near the 105th Avenue underpass

Community destinations include:

- Artist studios that are a part of the SoFA collective
- Habitat for Humanity's ReStore shop for recycled building supplies and Saint Vincent de Paul's thrift store
- 98th Avenue, which attracts fruit carts and connects to Fandango Latino and the Perfect Peace Church
- The Stonehurst Elementary School Child Development Center and Park at 105th Avenue

Access and Traffic Calming

Narrowing travel lanes on San Leandro Street, as we propose, will help calm traffic. Additionally, in order to create a better walking environment, we recommend:

- Installing landscaped medians on San Leandro Street
- Improving crossings over San Leandro Street at 81st, 85th, 92nd and 98th Avenues
- Improving the on-street railroad crossings to connect to adjacent neighborhood

Key intersections in this segment selected for improved crossings are:

- 81st Avenue because of the new elementary school and library and because residents said traffic is too fast on the street
- 85th Avenue because of its direct connection to the communities and a proposed bike route
- 92nd Avenue and 98th Avenue because of the bus routes and new housing developments

At each of these intersections we recommend:

- Creating high-visibility crosswalks
- Adding pedestrian count-down signals where there are none
- Adding curb extensions (bulb-outs) where feasible

Community Opportunities

Community members said that the primary opportunity the Greenway presents is increasing community pride by creating a green, beautiful, safe place where there is existing blight. The pathway, along with planting, maintenance, and lighting, will make a huge difference in this segment.

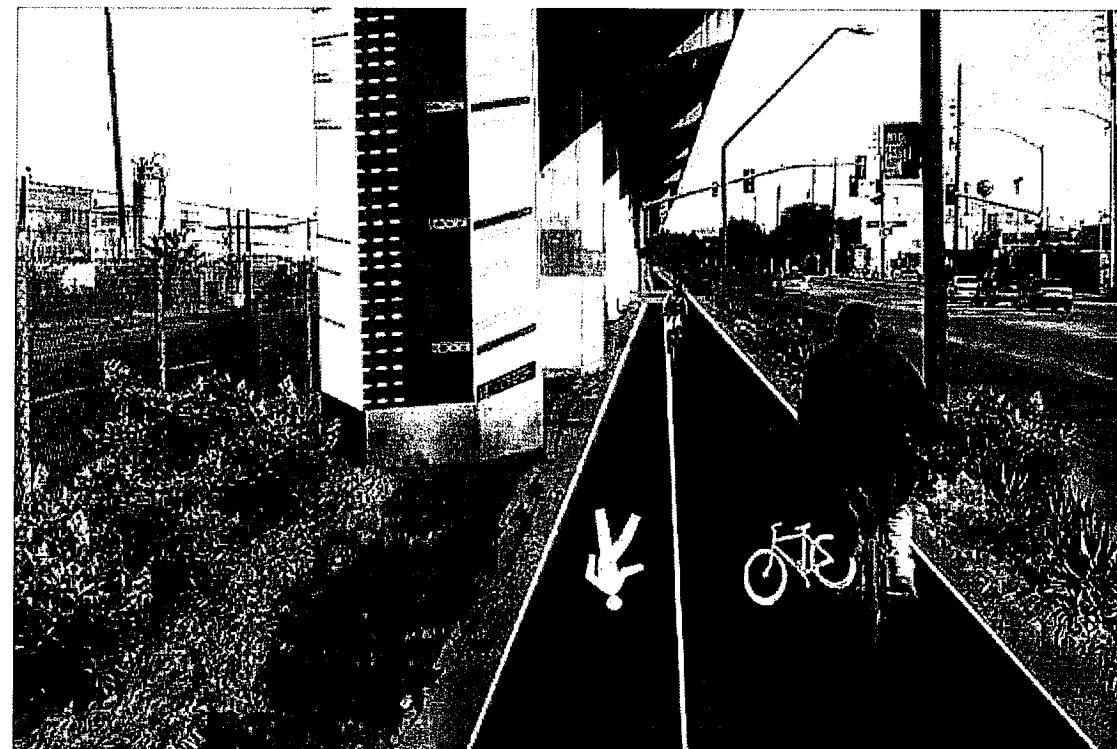
The creek located north of 85th Avenue could be cleaned up, replanted with native plants, and made more visible through interpretive signage and art installations. The former bay edge and heritage trees could also be a part of an interpretive tour about the historical interaction between nature and industry.

Art could be also used at key intersections to bring interest to the Greenway and create activity hubs. Resources such as the ReStore and SoFA artists could enhance public art. Re-using industrial materials in art pieces could highlight the area's heritage and emphasize a green and earth-friendly future.

The high number of youth and seniors in the surrounding neighborhoods means that including programming such as youth bike rides and senior walks would bring those communities to the Greenway. One community member suggested that businesses along this segment help sponsor sections of the Greenway, especially since their potential customers and employees could use the Greenway. Another felt that getting youth involved in the artwork is important to this area.



This simulation of the East Bay Greenway at 81st Avenue shows how a new path is possible by relocating the truck parking



segment 7

4
segment design