

Bicycle and Pedestrian Advisory Committee, Monthly Meeting

Thursday, January 17, 2013; 5:30-7:30 pm

Oakland City Hall, Sgt Daniel Sakai Hearing Room (aka Hearing Room 4), Second Floor

Attendees:

Ann Killebrew, Carol Levine, Chris Hwang, Chris Kidd, Daniel Schulman, Dave Campbell, Jason Patton, Jennifer Stanley, Midori Tabata, Rebecca Saltzman, Robert Prinz, Ryan Chan, John Stechlin, Tom Willging, Bruce Williams, Ina Gerhard

Approval of Meeting Minutes

The November minutes were approved.

Oakland Proposed "OneBayArea Grant" Projects (Bruce Williams, Senior Transportation Planner)

Background:

The OBAG program is based on Fed Transportation Funds. It supports multimodal projects which promote infill, economic development, and GHG reduction. These funds used to be awarded by MTC, but currently are awarded by the ACTC. ACTC has developed a list of "active priority development areas", of which Oakland has 5 out of 17. The plan is to apply for \$20 million and the goal is to get \$15 million. The City has created a Transportation Priority Tool to solicit projects based on a number of criteria. A draft list of projects was distributed, along with ACTC's rubric for grading projects (see attachments?) The "funding needed" covers the "ask" amount, not the total project cost. Call for projects will be released in February, due in March, ACTC process in April/May, approved by MTC in June. The list will go to Council in March, and Bruce can provide additional information in February.

Prioritization :

Jason noted that the Transportation Priority Tool is an important achievement to determine project readiness. These projects will also help with paving dollars. Bruce noted that there's a give and take-- federal paving dollars are reduced under this. MacArthur Transit Village and Eastmont are the two non-active PDA areas (see map in the minutes). They didn't qualify due to a lack of existing development. Regarding the "transit-oriented development corridors", they may need more work to development. Regarding the 2012-13 work project list, none of them need funding for various reasons (paving projects, inexpensive, etc.) The committee expressed interest in the prioritization list and a further discussion of how the tool works and the projects included. The prioritization tool is not available online, but perhaps a version could be made available online.

Funding needs:

Jason Patton noted that the need is to develop projects to a state of readiness where they can get funds. Many projects in Oakland are in this category, and with new staff the hope is to develop more projects. The Lakeside project does not need measure B funds due to measure DD, and the Fruitvale project has other projects for local match (settlement funding, etc.) Currently the City is working with BART on the Lake Merritt station area plan, but there's not much direct discussion taking place. Bruce noted that further discussions with AC Transit (especially regarding BRT) would be desirable. At the February meeting of the ACTC BPAC, they will discuss how OBAG funds and Measure B funds will be used in bike/ped projects, on which Midori will report later.

Committee feedback:

A BPAC member noted that though these projects are much larger than typical bike/ped projects, they support complete streets principles. Jason noted that the bike/ped components are very small parts of the project. Rebecca Saltzman noted that BART may be looking at stations more holistically. The 7th street project was once involved with the BART station area plans, but BART discontinued that work. BART will be applying for funds too.

Bicycle Facilities Program's 2012 and 2013 Work Plans (BPF Staff)

The workplan strikeouts note work that is completed. The striping work was generally successful, with signage projects were sometimes stalled. Unplanned work also accounted for a large portion. 22 new miles of bikeways were added in 2012.

In 2013, the list includes administrative work and striping plans in various phases. Signage plans include on-street Bay Trail and Grand Avenue projects. The priority lane conversion projects will be batched to gain efficiency (see 4c). Outreach and education has become fairly consistent. Striping plans are all done in-house (via an intern). Regarding the Bay Bridge connection, the 2013 work plan includes the West Oakland Specific Plan feasibility study. The next part (Caltrans viaduct) is part of the Gateway Park planning process. This will also involve working with the Bay Trail to create the connection via a realignment. Regarding on-street parking corrals, three will be added next weekend (Lakeshore, New Parkway, and Temescal at 48th St). Regarding the Webster/Franklin bike lanes, it would be disruptive to try to extend them at this point to the Chinatown border (10th st), because the scope would have to be changed, and the EIR is currently being prepared for the Station Area Plan. Latham Square is not included because it's under a different program.

Forum: Oakland bike lane design standards (Dave Campbell, EBBC)

Dave raised the issue of how to improve bike lane design in areas with metered parking and to draw attention to bike lanes.

Bike Symbols:

Decreasing the spacing of symbols may be helpful, especially in areas with lots of curb cuts, but Robert Prinz believes a painted buffer may be more effective. Jason Patton called out the issue of bumpy bike symbols. Tom recommended more frequent symbols, but stretching them to create more space would reduce the bumpiness. Chris Hwang noted that the symbols near intersections (Adeline) are nice to promote continuity. Regarding the bumpiness, the committee generally wanted more frequency even despite the bumpiness. Robert Prinz noted that the sharrow spacing is acceptable for bumpiness, so why not for bike lanes? Based on a proposal by Robert, the committee was in favor of recommending narrower symbol spacing for bike lanes along the lines of current sharrow spacing.

Right hand side line:

Various designs from cities were examined and discussed (see attachments). Regarding the San Jose design, the skip stripe avoids two solid white lanes. Carol believes the top San Jose model is confusing and the LA (Santa Monica) model might encourage two-way riding, while the bottom San Jose model is encouraging. Daniel Schulman noted that hash symbols may create issues for multiple cyclists, and recommended solid lines instead. The LA (Santa Monica) and San Jose (top) designs might encourage unsafe passing. Rebecca Saltzman noted that we should design for all users, including new users. Chris Kidd mentioned that the right-side solid line might encourage dooring, unless buffers are added. City staff has generally favored the parking T because of the door zone. Dave Campbell asked about doing parking tees and a white line, but there is no approved design. It might be easy to stripe between the cross symbols to create a vertical line. Due to consolidated parking meters, the spacing tees may be phased out, though this is uncertain. Jason noted that the width of the lane is controversial, due to door zone issues. Ann Killebrew noted that drivers should be better confined to the parking zone as close as possible to the curb. Jason noted research conducted by San Francisco showing the placement of the line has little impact on distance from the curb. Committee members not to make a recommendation here and to allow for further discussion and research.

Driver Education:

Carol Levine noted that people are driving in the bike lane on Lakeshore. Robert Prinz proposed a physical buffers, and/or parking-protected bike lanes. Ryan Chan brought up the issue of right-turning cars, proposing that right hand turn arrows would help drivers in moving all the way over to the right to turn, reducing ambiguity for cyclists and allowing them to pass on the left. He also stated that arrows would discourage cars from using the bike lane as a through lane in the situation where the bike lane ends and turns into a vehicle lane on the other side of the intersection.

Chris Hwang encouraged the committee to evaluate and consider the objectives, such as new cyclists, driver awareness, etc, before making any further decisions.

Projects for FY 2013-14 TDA Article 3 Bike/Ped funding (Jason Patton, Bike/Ped Program Manager)

This funding requires involvement of a bicycle advisory committee. The projects presented include funding of 300,000 from TDA (bike/ped) and 400,000 from Measure B (ped projects only). Note that the handout adds projects from the earlier distributed version. Rebecca Saltzman noted there aren't too many pedestrian projects, but the countdown signals are important. Jason noted that Jamie Parks has created an inventory, which has been mapped against modeshare data.

Daniel Schulman asked about installing lockers using TDA money. Staff is working with BART and Capitol Corridor for locker placement. Ryan Chan raised the idea of working with BIDs or other agencies (the Port, etc.), because ongoing maintenance is a burden. Dave Campbell raised the issue of more TDA money going to bikes. Jason responded that the bike projects are getting funding from other sources. Dave Campbell requested an analysis of all the funding and where the modes go. Jason has an analysis he has prepared for Council.

Carol proposed and Jason requested that the BPAC members contribute regarding the prioritization of projects, and it will be brought back to the committee in February. Robert Prinz would like to hear more about the Stanford Ave pedestrian crossing, and that the safety classes would allow for reaching more parts of the city. Jason Patton noted that a partnership with Parks/Rec is in the process for Bike Safety.

Announcements:

- Crow Canyon improvement corridor: a public meeting will be occurring in early February; Carol will send more details.
- EBBC and WOBO are hosting a bike lane campaign meeting on Jan 30, 6-8pm.
- Chris K is doing research for the Cal Bike Coalition; requested being on the agenda.
- City of Los Angeles has released a draft EIR for bike lanes, for which they will apply for a CEQA exemption. The City also adopted new parking requirements allowing for reduction of car parking
- On Jan 30, a joint meeting will take place on the Lake Merritt Station Area Plan at 6pm in City Hall Hearing Room 3.
- New edition of walk Oakland map will come out in the Spring.

Attachments:

OBAG: map, priority list, scoring criteria
Revised TDA list

**Draft, OBAG Funding List
PDA Supportive Projects
For Discussion Only
1/15/2013**

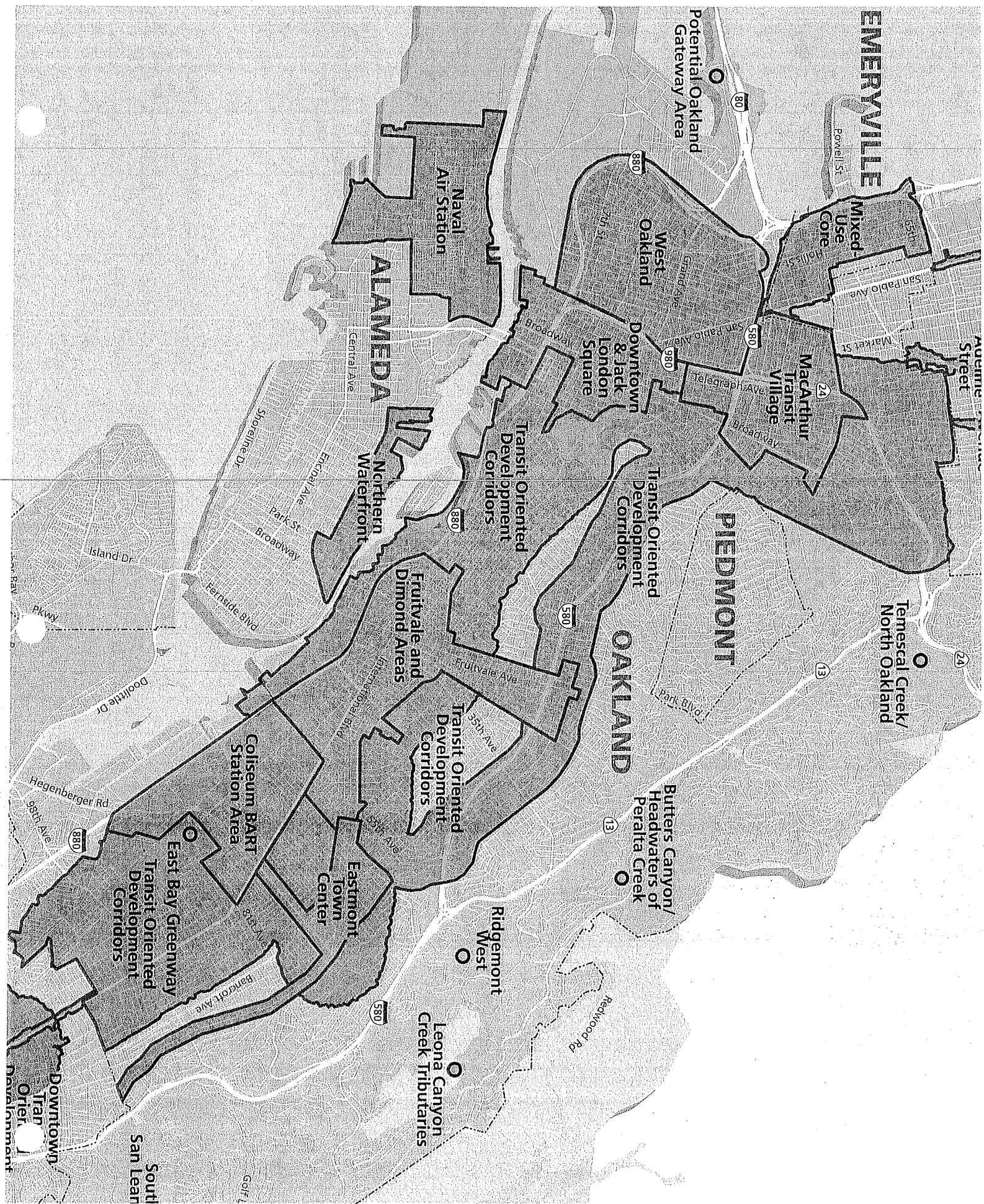
Projects	PDA	funding needed (\$M)	Measure B local match needed? (4)	Notes
Lakeside Green Street	DT	4.9	N	
Peralta/MLK Streetscape	WO	5.3	Y	at 100% design
Lake Merritt BART bikeways	TC	1.2	Y	complete streets project
7th Street Streetscape, Phase 2	WO	3.5	Y	question about roundabout inclusion
Coliseum Industrial Infrastructure -	CO	2.4	Y	In design, 35% by application
Fruitvale Ave Streetscape E.10th/Estuary	FV	1.5	N	need updated project cost
Tyrone Carney Park Improvements	TC	2.0	Y	street rebuilding to create ped amenities
Foothill/Melrose Streetscape*	FV	1.3	Y	<i>Possibly funded by existing TLC grant</i>
42nd/High Improvement Project*	FV	5.0	N	<i>May not be good match for OBAG- Assumes additional STIP funding.</i>
Total (1)		27.1	1.8	

Total without * projects (2)		20.8	1.7	Goal is to apply for about \$20 million (out of \$38 million total pot)
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By PDA (3)			
DT = Downtown/Jack London		4.9	
FV = Fruitvale/Diamond		1.5	
WO = West Oakland		8.8	
CO = Coliseum		2.4	
TC = Transit Corridors		3.2	
Total		20.8	

*** Projects = questions of whether funding is needed for project, or whether project is competitive for OBAG funds.**

- Additional Notes: 1) Total list includes highest ranking projects inTPD's initial transportation priority ranking (projects had to be within the five PDA's listed. All of these projects will be investigated further, but the projects with a * have some issues with funding need, project readiness, or OBAG suitability.
- 2) Total Project cost without started projects...best indication of current "firm" projects for OBAG application
- 3) Geographic breakdown of firm projects by PDA. Fruitvale is under-weighted, West Oakland is over-weighted. However, geographic equity should ultimately be secondary to fundability.
- 4) Projects require minimum 11.47% local match. Measure B pass-through (2211 and 2212) is the only available source for most projects, and needs to be programmed for year of construction (15/16 onwards)



Index	Final OBAG Selection / Scoring Criteria	Proposed Weight
<i>Delivery Criteria</i>		
1	Transportation Project Readiness <ul style="list-style-type: none"> • Funding plan, budget and schedule • Implementation issues • Agency governing body approvals • Local community support • Coordination with partners • Identified stakeholders 	25
2	Transportation Project is well-defined and results in a usable segment <ul style="list-style-type: none"> • Defined scope • Useable segment. • Project study report / equivalent scoping document 	10
3	Transportation project need / benefit / effectiveness (includes Safety) <ul style="list-style-type: none"> • Defined project need • Defined benefit • Defined safety and/or security benefits 	15
4	Sustainability (Ownership / Lifecycle / Maintenance) <ul style="list-style-type: none"> • Identify funding and responsible agency for maintaining the transportation project • Transportation Project identified in a long term development plan 	5
5	Matching Funds <ul style="list-style-type: none"> • Direct Project Matching above Minimum required Local Match 	5
<i>Subtotal</i>		<i>60</i>

<i>Additional Land Use Criteria Mandated by OBAG</i>		
6	PDA Supportive Investments (Includes Proximate Access) <ul style="list-style-type: none"> • Transportation Project supports connectivity to Jobs/ Transit centers / Activity Centers for a PDA • Transportation Project provides multi modal travel options 	5
7	Transportation Investment addressing / implementing planned vision of PDA <ul style="list-style-type: none"> • PDA transportation facility will be X% complete with project 	4
8	High Impact project areas.	

	a	Housing Growth <ul style="list-style-type: none"> • Projected growth of Housing Units in PDA 	2
	b	Jobs Growth <ul style="list-style-type: none"> • Projected growth of Jobs in PDA 	2
	c	Improved transportation choices for all income levels <ul style="list-style-type: none"> • Proximity of alternative transportation mode project to a major transit or high quality transit corridor stop 	6
	d	PDA parking management and pricing policies <ul style="list-style-type: none"> • Parking Policies • Other TDM strategies 	3
	e	PDA affordable housing preservation and creation strategies <ul style="list-style-type: none"> • Inclusionary zoning ordinance or in-lieu fee • Land banking • Housing trust fund • Fast-track permitting for affordable housing • Reduced, deferred or waived fees for affordable housing • Condo conversion ordinance regulating the conversion of apartments to condos • SRO conversion ordinance • Demolition of residential structures ordinance • Rent control • Just cause eviction ordinance • Others 	9
9		Communities of Concern (C.O.C.) <ul style="list-style-type: none"> • Transportation project mitigates the transportation need of the C.O.C. • Relevant planning effort documentation 	4
10		Freight and Emissions <ul style="list-style-type: none"> • Project in PDA that overlaps or is collocated with populations exposed to outdoor toxic air contaminants as identified in the Air District's Community Air Risk Evaluation (CARE) Program or is in the vicinity of a major freight corridor 	5
Subtotal			40
Total			100

Approved by Alameda CTC Board on 12/06/12

City of Oakland
Potential Projects for
FY13-14 Transportation Development Act (TDA) Article 3 Funding
(17-Jan-2013)

Project	Description	Total Need	TDA Funding	Ped CIP Funding	Rationale/Status/Notes
Antioch Court bulbouts	Community-initiated project to improve Antioch Ct in Montclair. City contribution would be for bulbouts as part of a more extensive streetscape project	\$50K			Need to determine project readiness and costs [4-Oct-2012: added per Wlad Wlassowsky's request]
Bicycle safety education classes	Partner with OPR and EBBC to offer 2-3 years of safety classes (\$500 per adult classroom course; \$3,000 per on-street or family workshop)	\$25,000			The project depends upon establishing a partnership with OPR and a contract for payment.
Bicycle traffic signal actuation	Upgrade actuated traffic signals on key bikeways to detect bicyclists (locations TBD; min \$50k which would fund approx 12 new cameras, 4-6 intersections)	\$525,000			Tangible progress is being made through low-cost adjustments and through coordination with the paving program.
Bikeway design and implementation: Adeline St (Emeryville to Stanford Ave)	Implement road diet with buffered bike lanes	\$30,000			Cost could be covered by the City's Capital Improvement Program for bicycle facilities.
Bikeway guide signage implementation	Candidate projects include Grizzly Peak Blvd, Skyline Blvd, Grand Ave, Foothill Blvd/Bancroft Ave, Shattuck Ave	\$700,000			\$35K available from FY11-12 TDA allocation.
CityRacks Bicycle Parking Program	Install bike racks through the "by request" program, including in-street and OUSD locations	ongoing annual costs			\$44K available from FY12-13 TDA allocation.
Citywide Curb Ramp Program	Install ADA compliant curb ramps at priority locations.	large total need			Is funding needed now to augment existing funds from paving and Measure B?
Electronic bicycle lockers	Install electronic bicycle lockers at priority locations.	\$2,500 each (capital only)			Sustainable model for operations and maintenance needs to be developed.
Fruitvale Ave sidewalk and bikeway improvements	Construct sidewalk on Fruitvale Ave (waterfront to E 7th St) and improve roadway alignment	funded			Funding available through an agreement with Caltrans for community improvements.
Lake Merritt BART station area plan implementation	Implement near terms improvements identified by the planning process.	unknown			Completion of planning and project development needs to occur before committing grant funds.
Lake Merritt Channel bike/ped bridge at Embarcadero	Conceptual design needed to initiate the project	\$400K			Project manager: Diane Tannenwald

City of Oakland
Potential Projects for
FY13-14 Transportation Development Act (TDA) Article 3 Funding
(17-Jan-2013)

Project	Description	Total Need	TDA Funding	Ped CIP Funding	Rationale/Status/Notes
Pedestrian countdown signal heads at priority locations	Add countdown pedestrian signal heads at signalized crossings with no pedestrian signal heads	pending			Pending priority list and cost estimate from Jamie Parks in coordination with TSD
Safe Routes to School projects	Location(s) TBD	undetermined			\$49K available from past TDA allocation.
Stanford Ave pedestrian crossing at Lowell St	Create new ped crossing at neighborhood request to reduce 1,900' distance between nearest crosswalks at Market St and Gaskill St. Can the crossing support bicyclists?	\$50K-\$75K			Pending evaluation and conceptual design by the Transportation Services Division [added 12-Sep-2012 as per request from Angela Gennino]
Telegraph Ave Complete Streets Corridor coordination	Integrate planning efforts to date, develop coherent vision, and identify and implementation plan following the decision not to implement BRT.	TBD			Pending possible funding from ACTC and scoping [Jamie Parks]
Walkway reconstruction	Locations prioritized based on the inventory completed by the City and Oakland Urban Paths. See attachment for locations.	\$20M			Pending priority list and cost estimate from Engineering Design

Possible Projects from the Transportation Projects Grants Prioritization List

Carrington St Stairs	Stair path rehabilitation	\$330,000			Check with Eric Uddenberg.
Lowell St Streetscape	Sidewalk, curb, gutter improvements	\$200,000			Check with Margot Prado
Fruitvale Ave gap closure	Ped/bike improvements from E 7th St to E 12th St	TBD			Check with Nick Cartagena. Is funding needed for design?
Bellevue Ave/Grand Ave and pathways	[Measure DD]	\$1.1M			Check with Dana Banks
Total Funding by Source			\$0	\$0	
TOTAL			\$0		

Anticipated Funds: Transportation Development Act (TDA) Article 3 and Pedestrian Capital Improvement Program (CIP)

TDA Article 3 Carryforward Balance (bike or ped projects)	\$18,449		
TDA Article 3 FY13-14 anticipated allocation (bike or ped projects)	\$300,000		
Pedestrian Streetscape CIP Carryforward Balance (ped projects only)	\$0	\$65K pending availability	
Pedestrian Master Plan Implementation CIP FY13-14 (ped projects only)	\$400,000		
Total Funding by Source	\$318,449	\$400,000	
TOTAL	\$718,449		